CITY OF VAUGHAN
COMMITTEE OF THE WHOLE (1)
AGENDA

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

Tuesday, September 14, 2021
1:00 p.m.
Council Chamber
2nd Floor, Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario

Pages

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2. DISCLOSURE OF INTEREST

3. COMMUNICATIONS

4. CEREMONIAL PRESENTATIONS

    1. 26th Annual Achievement of Excellence in Procurement Award for 2021
    The Achievement of Excellence in Procurement® (AEP) is awarded annually to those organizations that demonstrate excellence in innovation, professionalism, productivity, e-procurement, and leadership attributes of the procurement organization. The City of Vaughan has been recognized for organizational excellence in public procurement.

5. PRESENTATIONS

1. Run For Vaughan - September 26, 2021

Seeking Council support for the initiative. Promote the event through city-owned marketing tools, such as electronic boards, city media, newspaper, website, social media & newsletters. Request to allow Mini B (Billboard) mobile signs on city streets. Requesting permission to occupy and use North Maple Regional Park, it's parking lots, garbage bins, washrooms with no cost to this charity event. Our volunteers will be present. Requesting above as Services in Kind.

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ALL APPENDICES ARE AVAILABLE FROM THE CITY CLERK'S OFFICE
PLEASE NOTE THAT THIS MEETING WILL BE AUDIO RECORDED
AND VIDEO BROADCAST

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

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: BLACK CREEK FINANCIAL STRATEGY AND AREA SPECIFIC DEVELOPMENT CHARGES PUBLIC STATUTORY MEETING

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

ACTION: FOR INFORMATION

Purpose

To facilitate and provide information pertinent to the Public Meeting regarding the Draft Area Specific Development Charges ("ASDC") Background Study and By-Law for the Black Creek Financial Strategy.

Report Highlights

- Staff sought approval of the Development Charges Background Study for the Edgeley Pond and Park and Black Creek Channel Works ("Background Study") and By-laws in June 2021. At that time Council requested that further consultation be undertaken over the summer with revised rates being brought forward in the fall 2021.
- This Public Statutory Meeting is being held in accordance with the Development Charges Act, 1997 for the Background Study and related ASDC rates.
- Minor changes have been made to the Background Study resulting from further review and consultation. The changes are outlined in the body of this report.

Recommendations

1. That a report be brought to the October 13, 2021 Committee of the Whole (2) meeting, summarizing, and addressing, as necessary, comments from the public received at the September 14, 2021 Black Creek Financial Strategy and Area Specific Development Charges (ASDC) Public Statutory Meeting; and

2. That the revised draft Background Study and draft ASDC By-Law be received.

Background

The Development Charges Background Study for the Edgeley Pond and Park and Black Creek Infrastructure Works were originally presented to the Committee of the Whole on April 7, 2021. A Public Statutory Meeting was then held on May 12, 2021. The previous reports provided the details of the Financial Strategy for the works and can be accessed through the attachments listed below. On June 8th, 2021 Staff sought Council approval of a new by-law and ASDC rates. Council directed staff to pass a by-law which would maintain rates at the previous rate structure to allow for further consultation over the summer.

Staff have continued consultation over the summer months and this report serves to provide further updates resulting from those discussions. A subsequent Public Statutory Meeting is being held to ensure the opportunity for stakeholders to provide additional feedback regarding any changes that have occurred since the Statutory meeting held on May 12, 2021. Staff will report back on any feedback received as a part of the final report to Committee of the Whole (2) on October 13th, 2021.

Previous Reports/Authority

April 7, 2021 – Committee of the Whole (1) – Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Area Specific Development Charges Update

May 12, 2021 – Committee of the Whole (2) – Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Public Statutory Meeting

June 8, 2021 – Committee of the Whole (2) - Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Area Specific Development Charges Update

June 22, 2021 – Council Communication – Item #1, Report #32 – Black Creek Financial Strategy Area Specific Development Charge By-law Update

Analysis and Options

The Development Charges Act, 1997 has mandatory communication requirements that require the advertising of at least one public hearing and the City Clerk is mandated to

carry out such advertising at least twenty (20) days in advance of the meeting date. An initial Public Statutory hearing was held on May 12th, 2021 this is a subsequent meeting being held to report additional adjustments proposed to the Strategy that have been identified over the summer months during the extended consultation period. This subsequent meeting was advertised using a number of channels to optimize public awareness. This included advertising in the Vaughan Citizen and Thornhill Liberal on August 12, 2021. Both advertising of the Public Meeting as well as pertinent information such as the draft Development Charge Background Study and By-law was also made available on August 25th, 2021 on the City's website.

Subsequent to Council approval of the Development Charge Background Study and the Edgeley Pond and Black Creek Works ASDC by-law, appropriate notices will be provided by the Clerks Department as prescribed by the Development Charge Act.

Extensive consultation has occurred since the initiation of the project in late 2020

Since the initiation of the update to the Black Creek Financial Strategy Update staff have held a series of meetings with the development industry including four (4) group technical sessions, outlined below, and several one-on-one meetings to discuss site-specific issues as they relate to the works.

December 4, 2020 – Kick-off meeting with external stakeholders
March 19, 2021 – Presented Draft ASDC Rates
April 8, 2021 – Technical Session
May 14, 2021 – Technical Session

In addition to the meetings described above, several written deputations were received at the May 12, 2021 Public Statutory Meeting and at the June 8, 2021 Committee of the Whole (2) meeting. Staff have provided formal written responses to these deputations and in some instances held subsequent site-specific meetings over the summer months to address further questions and/or concerns.

Some minor adjustments are being proposed as a result of further consultation

After further review of the material two minor changes were identified both to the costs and the allocation of some costs across funding sources. First, the rates as presented at the June 8, 2021 Committee of the Whole (2) meeting included a labour cost recovery for two project managers that would be directly responsible for the delivery of the Edgeley Pond and Park and Black Creek Channel Works over the term of the construction. City staff had initially assumed that the pond and channel works would be

undertaken as two separate stand-alone projects which would have required additional internal resources in order to delivery each project. Since that time, it has now been determined that the Edgeley Pond and Park and Black Creek Channel works would be undertaken as one cohesive project, therefore only one project manager will now be required. This has resulted in a slight reduction of cost which is prorated across the entire project thereby causing the rates across all three benefitting areas to come down slightly.

Below is a table showing the reduction of cost across the various infrastructure components resulting from the change described above:

Infrastructure	June 8th $(M)	% of Total	Proposed $(M)	% of Total
Channelization	59.5	26.9%	59.2	26.9%
Land	80.4	36.4%	80.4	36.5%
Edgeley Pond	56.7	25.7%	56.4	25.6%
SE Stormwater Pond/Tank	18.2	8.2%	18.1	8.2%
Other	6.3	2.9%	6.2	2.8%
Total	**221**	**100%**	**220**	**100%**

In addition to this change staff have identified $2.4 million in Section 37 funds that have been secured to date to be utilized towards the bridges within the Edgeley Pond. This has resulted in some of the cost being transferred to local cost as the funding source which resulted in a lowering of the “Map 2 – VMC Landowners Draining into Edgeley Pond” ASDC rate.

Below is a table outlining the shift in costs across funding sources resulting from this change:

Funding Source	% of Total June 8th	% of Total Proposed
ASDC	26.1%	26.1%
City-Wide - DC Engineering	34.3%	34.3%
City-Wide - DC Community Services	6.1%	5.4%
Site Specific Contributions	4.1%	5.1%
Region/TRCA	1.8%	1.8%
Non-Growth	27.7%	27.3%
Total	**100%**	**100%**

These adjustments have had the effect of reducing the ASDC rates slightly for all three benefitting areas. Below is a table outlining the resulting changes in the rates:

Area	Calculated Rates ($/net ha): April 7, 2021	Calculated Rates ($/net ha): Revised June 8, 2021	Calculated Rates ($/net ha): Proposed September 14, 2021
Immediately Affected Landowners (Map 1)	$9,467,470	$6,707,788	$6,685,033
Vaughan Metropolitan Cenntre Draining to Edgeley Pond (Map 2)	$465,823	$497,154	$494,653
Undeveloped Lands in the Black Creek Drainage Shed (Map 3)	$96,260	$67,874	$67,670

Financial Impact

Although there is no direct financial impact as a result of this report, an outline of the full financial implications and related Development Charges Background Study for Edgeley Pond and Park and Black Creek Channel Works which are the subject of the Public Statutory Meeting can be found in the previous reports linked above and in the attachments to this report.

Broader Regional Impacts/Considerations

The Region of York continues to be engaged in discussions regarding the Black Creek Financial Strategy and the infrastructure components that they have committed to partially funding.

Conclusion

Completion of the Edgeley Pond and Park and Black Creek Channel works is a vital step towards flood relief and the development of the VMC as Vaughan's downtown core. One component of the Strategies is the enactment of ASDC By-laws and therefore a statutory process must be followed. Staff will report back to the Committee of the Whole (2) Meeting on October 13, 2021 after the public consultation and statutory meeting are complete in order to obtain approval for the ASDC By-law enactment.

For more information, please contact: Brianne Clace, Project Manager of Development Finance, ext. 8284 or Nelson Pereira, Manager of Development Finance, ext. 8393.

Attachments

1. Development Charges Background Study for the Edgeley Pond and Park and Black Creek Channel Works, Prepared by Hemson Consulting Ltd.
2. Draft Black Creek Financial Strategy ASDC By-law

Prepared by

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

Approved by

Michael Coroneos, DCM of Corporate Services and Chief Financial Officer

Reviewed by

Nick Spensieri, 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

August 25th 2021 Version and
Updated from May 25th 2021

HEMSON

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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. More recently, Council approved By-law 106-2021 to continue imposing Area Specific Development Charges (at the existing rates) for the Edgeley Pond and Black Creek Channel Works. This 2021 interim by-law was passed to allow city staff to continue discussions with the development community before the passing a new DC by-law.

- 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 (or by extension DC By-law 106-2021).

- This ASDC Background Study and associated by-law relates only to By-law 106-2021, 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 with updates only being applied to the cost components by using updated information provided from the more detailed design and costing of the works.
- 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 $220.3 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 $220.3 million gross program, about $57.4 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	$38,759	17.6%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	$9,774	4.4%
Undeveloped Land in Black Creek Drainage Shed	$8,863	4.0%

Description	Cost ($000)	%
City-Wide Development Charges – Engineering	$75,636	34.3%
City-Wide Development Charges – Parks and Open Space	$11,813	5.4%
Benefit to Existing Funding (non-DC sources)	$60,065	27.3%
Local Service	$11,324	5.1%
Other Governments (York, TRCA)	$4,065	1.8%
Totals	**$220,298**	**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	$6,685,033
Map 2 – VMC Draining to Edgeley Pond	$494,653
Map 3 – Undeveloped Land in the Black Creek Drainage Shed	$67,620

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. More recently, Council approved By-law 106-2021 to continue imposing Area Specific Development Charges (at the existing rates) for the Edgeley Pond and Black Creek Channel Works. This interim by-law was passed to allow city staff to continue discussions with the development community before the passing a new DC by-law. Since the approval of the 2016 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.

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.

- 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 benefiting 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 $220.3 million and provides servicing for anticipated development over the planning period to 2041. One of the attributing factors to the increased cots 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 $220.3 million gross program, about $57.4 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 $87.4 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	$38,759	17.6%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	$9,774	4.4%
Undeveloped Land in Black Creek Drainage Shed	$8,863	4.0%
City-Wide Development Charges – Engineering	$75,636	34.3%
City-Wide Development Charges – Parks and Open Space	$11,813	5.4%
Benefit to Existing Funding (non-DC sources)	$60,065	27.3%
Local Service	$11,324	5.1%
Other Governments (York, TRCA)	$4,065	1.8%
Totals	**$220,298**	**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	$38,759.0	5.78	$6,703,386	$6,685,033
Vaughan Metropolitan Centre Draining to Edgeley Pond	$9,774.0	18.98	$515,070	$494,653
Undeveloped Lands in Black Creek Drainage Shed	$8,862.6	144.58	$61,297	$67,620
Totals	**$57,395.5**	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

Tables 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	*Difference*
Immediately Affected Landowners	$3,029,180	$6,685,033	*$3,655,853*
Vaughan Metropolitan Centre Draining to Edgeley Pond	$100,530	$494,653	*$394,123*
Undeveloped Lands in Black Creek Drainage Shed	$27,202	$67,620	*$40,418*

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 $60.1 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 $732,700 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 $991,600 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

Table 1 - Summary of Cost Apportionment

Component	Timing	Black Creek Floodplain Reductions - Immediately Affected	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	30.6%	0.0%	0.0%	7.0%	8.2%	0.0%	16.4%	0.0%	37.8%	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%	36.0%	21.6%	42.4%	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%	76.2%	0.0%	23.8%	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	18.9%	0.0%	4.8%	4.3%	36.9%	5.8%	29.3%			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 Constuction Contingency	Net HST	City Admin Fee	Totals
A. BLACK CREEK CHANNELIZATION WORKS			$ 515,000						
A1. Realignment, Earthworks and Restoration	2022 - 2027	$13,000,000	$ 128,803	$13,128,803	30.0%	30.0%	1.76%	3.0%	$23,255,525
A2. Structures									
A2.1 Interchange Way Crossing	2022 - 2027	$1,800,000	$ 17,834	$ 1,817,834	30.0%	30.0%	1.76%	3.0%	$3,219,996
A2.2 Doughton Road Crossing	2022 - 2027	$1,200,000	$ 11,889	$ 1,211,889	30.0%	30.0%	1.76%	3.0%	$2,146,664
A2.3 Culvert Under Hwy 7	2022 - 2027	$4,319,527	$ 42,797	$ 4,362,324	30.0%	30.0%	1.76%	3.0%	$7,727,143
A2.4 Peelar Road Crossing	2022 - 2027	$1,200,000	$ 11,889	$ 1,211,889	30.0%	30.0%	1.76%	3.0%	$2,146,664
A2.5 Mews	2022 - 2027	$900,000	$ 8,917	$ 908,917	30.0%	30.0%	1.76%	3.0%	$1,609,998
A2.6 Retaining Walls	2022 - 2027	$240,000	$ 2,378	$ 242,378	30.0%	30.0%	1.76%	3.0%	$429,333
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	2022 - 2027	$600,000	$ 5,945	$ 605,945	30.0%	30.0%	1.76%	3.0%	$1,073,332
A2.8 Temporary Access to 7581 Jane Street	2022 - 2027	$300,000	$ 2,972	$ 302,972	30.0%	30.0%	1.76%	3.0%	$536,666
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	$ 26,184	$ 2,668,973	30.0%	30.0%	1.76%	3.0%	$4,727,650
A3.2 Terraced Steps	2022 - 2027	$4,200,000	$ 41,613	$ 4,241,613	30.0%	30.0%	1.76%	3.0%	$7,513,323
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	2022 - 2027	$2,675,438	$ 26,508	$ 2,701,946	30.0%	30.0%	1.76%	3.0%	$4,786,055
Sub-Totals - Before Land Acquisitions		**$33,077,754**	**$327,731**	**$33,405,484**					**$59,172,348**
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									**$139,576,306**
Allocation Distribution									
B. EDGELEY POND IMPROVEMENTS									
			$ 310,000						
B1 Design Components		***$30,338,122***	***$231,248***	***$30,569,369***					***$42,045,270***
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	2022 - 2027	$9,115,953	$ 69,485	$ 9,185,438	15.0%	14.0%	1.76%	3.0%	$12,621,672
B1.2 Natural Channel Realignment and Restoration	2022 - 2027	$3,017,789	$ 23,003	$ 3,040,792	15.0%	14.0%	1.76%	3.0%	$4,178,339
B1.3 Plant Material	2022 - 2027	$1,629,123	$ 12,418	$ 1,641,541	15.0%	14.0%	1.76%	3.0%	$2,255,634
B1.4 Inlet and Outlet Control Structures - Main Pond	2022 - 2027	$4,880,673	$ 37,202	$ 4,917,875	15.0%	14.0%	1.76%	3.0%	$6,757,632
B1.5 Structures Servicing VMC Lands	2022 - 2027	$3,173,654	$ 24,191	$ 3,197,845	15.0%	14.0%	1.76%	3.0%	$4,394,145
B1.6 Edge Treatments (Enhanced Design)	2022 - 2027	$1,439,238	$ 10,970	$ 1,450,208	15.0%	14.0%	1.76%	3.0%	$1,992,725
B1.7 Urban Design Features (Enhanced Design)	2022 - 2027	$244,086	$ 1,861	$ 245,947	15.0%	14.0%	1.76%	3.0%	$337,954
B1.8 NE Corner Culvert - North of Hwy 7	2021 - 2023	$4,768,143	$ 36,344	$ 4,804,487	15.0%	14.0%	1.76%	3.0%	$6,601,826
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	2023 - 2025	$1,404,530	$ 10,706	$ 1,415,236	15.0%	14.0%	1.76%	3.0%	$1,944,670
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	2021 - 2023	$664,933	$ 5,068	$ 670,001	20.0%	14.0%	1.76%	3.0%	$960,674
B2 Enhanced Design Components									
B2.1 Urban Design Features (Enhanced Design)		***$1,257,988***	***$9,589***	***$1,267,577***					***$1,741,772***
B2.1.1 Concrete pedestrian walkways	2022 - 2027	$339,952	$ 2,591	$ 342,543	15.0%	14.0%	1.76%	3.0%	$470,687
B2.1.2 Amphitheater works	2022 - 2027	$105,894	$ 807	$ 106,701	15.0%	14.0%	1.76%	3.0%	$146,618
B2.1.3 Paving and fencing	2022 - 2027	$639,235	$ 4,872	$ 644,107	15.0%	14.0%	1.76%	3.0%	$885,065
B2.1.4 Shade structure	2022 - 2027	$172,907	$ 1,318	$ 174,225	15.0%	14.0%	1.76%	3.0%	$239,402
B2.2 Site Furnishing		***$937,392***	***$7,145***	***$944,537***					***$1,297,885***
B2.2.1 Adult Exercise Equipment	2022 - 2027	$130,625	$ 996	$ 131,621	15.0%	14.0%	1.76%	3.0%	$180,859
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	2022 - 2027	$148,176	$ 1,129	$ 149,305	15.0%	14.0%	1.76%	3.0%	$205,160
B2.2.3 Stone seat walls in valley	2022 - 2027	$53,572	$ 408	$ 53,980	15.0%	14.0%	1.76%	3.0%	$74,174
B2.2.4 Signage and safety	2022 - 2027	$162,444	$ 1,238	$ 163,682	15.0%	14.0%	1.76%	3.0%	$224,915
B2.2.5 Lighting	2022 - 2027	$223,350	$ 1,702	$ 225,052	15.0%	14.0%	1.76%	3.0%	$309,244
B2.2.6 Electrical	2022 - 2027	$219,225	$ 1,671	$ 220,896	15.0%	14.0%	1.76%	3.0%	$303,532
B2.3 Bridges - Long term		***$7,630,842***	***$58,165***	***$7,689,007***					***$10,617,199***
B2.3.1 North and south valley bridges	2022 - 2027	$1,705,784	$ 13,002	$ 1,718,786	15.0%	14.0%	1.76%	3.0%	$2,361,777
B2.3.2 East bioswale bridge at Barnes outfall	2022 - 2027	$478,840	$ 3,650	$ 482,490	15.0%	14.0%	1.76%	3.0%	$662,987
B2.3.3 Pedestrian Bridge (main bridge)	2022 - 2027	$4,059,000	$ 30,939	$ 4,089,939	20.0%	10.0%	1.76%	3.0%	$5,658,549
B2.3.4 Valley Lands Bridge	2022 - 2027	$1,387,218	$ 10,574	$ 1,397,792	20.0%	10.0%	1.76%	3.0%	$1,933,886
B2.4 South Pond Enhancements (Area 'C')		***$505,572***	***$3,854***	***$509,426***					***$700,000***
B2.4.1 Retaining wall enhancements	2021 - 2023	$505,572	$ 3,854	$ 509,426	15.0%	14.0%	1.76%	3.0%	$700,000
Total Edgeley Pond Improvements		**$ 40,669,916**	**$ 310,000**	**$ 40,979,916**					**$56,402,126**
Allocation Distribution									
C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST	2022 - 2027	$1,822,000	$ 18,052	$1,840,052	25.0%	15.0%	1.76%	3.0%	$2,772,377
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	$ 169,217	$ 17,248,217			1.76%	3.0%	$18,078,339
F. DC AND RELATED ENGINEERING STUDIES	2021 - 2026	$500,000	$ 165,000	$ 665,000			1.76%	3.0%	$697,005
TOTAL ALLOCATION OF COSTS									**$220,298,452**

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	$11,441,718	$0	$0	$2,616,247	$3,069,729	$0	$6,127,831	$0	$0	$23,255,525
A2. Structures											
A2.1 Interchange Way Crossing	2022 - 2027	$0	$0	$0	$0	$3,219,996	$0	$0	$0	$0	$3,219,996
A2.2 Doughton Road Crossing	2022 - 2027	$528,079	$0	$0	$120,750	$1,215,012	$0	$282,823	$0	$0	$2,146,664
A2.3 Culvert Under Hwy 7	2022 - 2027	$2,365,114	$0	$0	$540,804	$634,543	$0	$1,266,682	$0	$2,920,000	$7,727,143
A2.4 Peelar Road Crossing	2022 - 2027	$528,079	$0	$0	$120,750	$1,215,012	$0	$282,823	$0	$0	$2,146,664
A2.5 Mews	2022 - 2027	$0	$0	$0	$0	$1,609,998	$0	$0	$0	$0	$1,609,998
A2.6 Retaining Walls	2022 - 2027	$211,232	$0	$0	$48,300	$56,672	$0	$113,129	$0	$0	$429,333
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	2022 - 2027	$528,079	$0	$0	$120,750	$141,680	$0	$282,823	$0	$0	$1,073,332
A2.8 Temporary Access to 7581 Jane Street	2022 - 2027	$264,040	$0	$0	$60,375	$70,840	$0	$141,411	$0	$0	$536,666
A3. Bank Treatments, Urban Design and Landscape											
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	2022 - 2027	$1,977,103	$0	$0	$452,081	$530,442	$709,147	$1,058,875	$0	$0	$4,727,650
A3.2 Terraced Steps	2022 - 2027	$2,356,554	$0	$0	$538,846	$632,246	$845,249	$1,262,097	$1,878,331	$0	$7,513,323
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	2022 - 2027	$0	$0	$0	$0	$1,196,514	$1,196,514	$1,196,514	$1,196,514	$0	$4,786,055
Sub-Totals - Before Land Acquisitions		**$20,199,999**	**$0**	**$0**	**$4,618,902**	**$13,592,683**	**$2,750,910**	**$12,015,009**	**$3,074,845**	**$2,920,000**	**$59,172,348**
A4. Land Acquisitions											
A4.1 Region/Provincial Land	2023 - 2023	$2,617,079	$0	$0	$598,417.43	$6,142,711	$0	$2,927,214	$0	$0	$12,285,422
A4.2 Private Land	2023 - 2023	$14,510,824	$0	$0	$3,318,023.69	$34,059,268	$0	$16,230,421	$0	$0	$68,118,536
A4.3 Land Conveyance	2023 - 2023								$0		$0
Total Black Creek Channelization Works		**$37,327,901**	**$0**	**$0**	**$8,535,343**	**$53,794,662**	**$2,750,910**	**$31,172,644**	**$3,074,845**	**$2,920,000**	**$139,576,306**
Allocation Distribution		26.7%	0.0%	0.0%	6.1%	38.5%	2.0%	22.3%	2.2%	2.1%	100%
B. EDGELEY POND IMPROVEMENTS											
B1 Design Components		***$1,299,239***	***$0***	***$9,740,726***	***$297,082***	***$3,505,636***	***$846,420***	***$23,493,207***	***$2,376,792***	***$486,167***	***$42,045,270***
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	2022 - 2027	$0	$0	$3,155,418	$0	$0	$0	$9,466,254	$0	$0	$12,621,672
B1.2 Natural Channel Realignment and Restoration	2022 - 2027	$0	$0	$1,044,585	$0	$0	$0	$3,133,754	$0	$0	$4,178,339
B1.3 Plant Material	2022 - 2027	$0	$0	$563,909	$0	$0	$0	$1,691,726	$0	$0	$2,255,634
B1.4 Inlet and Outlet Control Structures - Main Pond	2022 - 2027	$0	$0	$0	$0	$0	$0	$6,757,632	$0	$0	$6,757,632
B1.5 Structures Servicing VMC Lands	2022 - 2027	$0	$0	$4,394,145	$0	$0	$0	$0	$0	$0	$4,394,145
B1.6 Edge Treatments (Enhanced Design)	2022 - 2027	$0	$0	$498,181	$0	$0	$0	$1,494,544	$0	$0	$1,992,725
B1.7 Urban Design Features (Enhanced Design)	2022 - 2027	$0	$0	$84,489	$0	$0	$0	$253,466	$0	$0	$337,954
B1.8 NE Corner Culvert - North of Hwy 7	2021 - 2023	$1,299,239	$0	$0	$297,082	$2,659,216	$0	$695,832	$1,650,457	$0	$6,601,826
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	2023 - 2025	$0	$0	$0	$0	$486,167	$486,167	$0	$486,167	$486,167	$1,944,670
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	2021 - 2023	$0	$0	$0	$0	$360,253	$360,253	$0	$240,168	$0	$960,674
B2 Enhanced Design Components											
B2.1 Urban Design Features (Enhanced Design)		***$0***	***$0***	***$0***	***$0***	***$0***	***$1,741,772***	***$0***	***$0***	***$0***	***$1,741,772***
B2.1.1 Concrete pedestrian walkways	2022 - 2027	$0	$0	$0	$0	$0	$470,687	$0	$0	$0	$470,687
B2.1.2 Amphitheater works	2022 - 2027	$0	$0	$0	$0	$0	$146,618	$0	$0	$0	$146,618
B2.1.3 Paving and fencing	2022 - 2027	$0	$0	$0	$0	$0	$885,065	$0	$0	$0	$885,065
B2.1.4 Shade structure	2022 - 2027	$0	$0	$0	$0	$0	$239,402	$0	$0	$0	$239,402
B2.2 Site Furnishing		***$0***	***$0***	***$0***	***$0***	***$0***	***$1,297,885***	***$0***	***$0***	***$0***	***$1,297,885***
B2.2.1 Adult Exercise Equipment	2022 - 2027	$0	$0	$0	$0	$0	$180,859	$0	$0	$0	$180,859
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	2022 - 2027	$0	$0	$0	$0	$0	$205,160	$0	$0	$0	$205,160
B2.2.3 Stone seat walls in valley	2022 - 2027	$0	$0	$0	$0	$0	$74,174	$0	$0	$0	$74,174
B2.2.4 Signage and safety	2022 - 2027	$0	$0	$0	$0	$0	$224,915	$0	$0	$0	$224,915
B2.2.5 Lighting	2022 - 2027	$0	$0	$0	$0	$0	$309,244	$0	$0	$0	$309,244
B2.2.6 Electrical	2022 - 2027	$0	$0	$0	$0	$0	$303,532	$0	$0	$0	$303,532
B2.3 Bridges - Long term		***$0***	***$0***	***$0***	***$0***	***$0***	***$5,135,749***	***$3,081,450***	***$2,400,000***	***$0***	***$10,617,199***
B2.3.1 North and south valley bridges	2022 - 2027	$0	$0	$0	$0	$0	$1,476,110	$885,666	$0	$0	$2,361,777
B2.3.2 East bioswale bridge at Barnes outfall	2022 - 2027	$0	$0	$0	$0	$0	$414,367	$248,620	$0	$0	$662,987
B2.3.3 Pedestrian Bridge (main bridge)	2022 - 2027	$0	$0	$0	$0	$0	$2,036,593	$1,221,956	$2,400,000	$0	$5,658,549
B2.3.4 Valley Lands Bridge	2022 - 2027	$0	$0	$0	$0	$0	$1,208,678	$725,207	$0	$0	$1,933,886
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		**$1,299,239**	**$0**	**$9,740,726**	**$297,082**	**$3,505,636**	**$9,021,826**	**$26,574,657**	**$5,476,793**	**$486,167**	**$56,402,126**
Allocation Distribution		2.3%	0.0%	17.3%	0.5%	6.2%	16.0%	47.1%	9.7%	0.9%	100%
C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST	2022 - 2027	$0	$0	$0	$0	$0	$0	$2,113,377	$0	$659,000	$2,772,377
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	$18,078,339	$0	$0	$0	$0	$18,078,339
F. DC AND RELATED ENGINEERING STUDIES	2021 - 2026	$131,840	$0	$33,246	$30,146	$257,278	$40,182	$204,313	$0	$0	$697,005
TOTAL ALLOCATION OF COSTS		**$38,758,981**	**$0**	**$9,773,972**	**$8,862,572**	**$75,635,915**	**$11,812,918**	**$60,064,991**	**$11,323,936**	**$4,065,167**	**$220,298,452**

The area-specific capital program totals $220.3 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 $220.3 million gross program, about $57.4 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	$38,759.0	5.78	$6,703,386
Vaughan Metropolitan Centre Draining to Edgeley Pond	$9,774.0	18.98	$515,070
Undeveloped Lands in Black Creek Drainage Shed	$8,862.6	144.58	$61,297
Totals	**$57,395.5**	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	$2,226.4	$4,363.3	$5,288.0	$3,637.2	$5,632.9	$7,574.1	$9,684.4	$9,462.3	$9,262.3	$10,820.4	$12,498.8	$14,303.0	$12,822.9	$11,165.6	$9,449.3	$7,671.6	$5,830.6	$3,923.8	$1,981.4	$246.9	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	$455.1	$3,821.7	$20,949.6	$3,388.6	$3,388.6	$3,388.6	$3,366.7	$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	**$38,759.0**
- Reserve Funded (Inflated)					$3,668.0	$3,741.3	$3,791.4	$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	**$11,200.7**
- Debenture Principal	$20.5	$196.3	$1,181.7	$1,372.1	$1,405.3	$1,439.3	$1,474.1	$1,509.8	$1,546.4	$1,583.8	$1,622.1	$1,661.4	$1,701.6	$1,742.7	$1,784.9	$1,828.1	$1,872.3	$1,917.7	$1,932.6	$1,709.6	$242.9	**$29,745.2**
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	$2,219.4	$2,322.9	$2,557.2	$253.0	$7,551.1	$7,502.8	$7,652.9	$1,497.4	$1,527.4	$3,262.7	$3,327.9	$3,394.5	$120.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$43,190.0**
INTEREST																						
- Interest on Opening Balance	$0.0	$77.9	$152.7	$185.1	$127.3	$197.2	$265.1	$339.0	$331.2	$324.2	$378.7	$437.5	$500.6	$448.8	$390.8	$330.7	$268.5	$204.1	$137.3	$69.3	$8.6	**$5,174.6**
- Interest on In-year Transactions	$38.5	$37.2	$24.1	($30.8)	$43.4	$40.6	$41.8	($0.3)	($0.5)	$29.4	$29.9	$30.3	($43.5)	($47.9)	($49.1)	($50.3)	($51.5)	($52.7)	($53.1)	($47.0)	($6.7)	**($118.4)**
- Debenture Interest	($11.0)	($104.9)	($627.6)	($686.0)	($652.8)	($618.8)	($583.9)	($548.3)	($511.7)	($474.3)	($436.0)	($396.7)	($356.5)	($315.3)	($273.2)	($230.0)	($185.7)	($140.4)	($94.0)	($47.3)	($5.9)	**($7,300.3)**
TOTAL REVENUE	$2,246.9	$2,333.2	$2,106.4	($278.7)	$7,069.0	$7,121.9	$7,375.8	$1,287.7	$1,346.3	$3,141.9	$3,300.5	$3,465.5	$221.4	$85.5	$68.5	$50.5	$31.3	$10.9	($9.8)	($24.9)	($3.9)	**$40,946.0**
CLOSING CASH BALANCE	$2,226.4	$4,363.3	$5,288.0	$3,637.2	$5,632.9	$7,574.1	$9,684.4	$9,462.3	$9,262.3	$10,820.4	$12,498.8	$14,303.0	$12,822.9	$11,165.6	$9,449.3	$7,671.6	$5,830.6	$3,923.8	$1,981.4	$246.9	$0.0	

2021 Adjusted Charge Per Ha	**$6,685,033**

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	$2,013.8	$3,103.3	$4,346.4	$4,357.7	$2,561.8	$444.5	($1,777.7)	($1,921.5)	($2,067.1)	($1,860.0)	($1,628.0)	($1,369.6)	($1,426.0)	($1,863.5)	($1,088.0)	($246.6)	$666.1	$686.6	$349.6	$118.7	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	$5.5	$1,629.0	$1,629.0	$1,629.0	$1,629.0	$1,629.0	$1,623.5	$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	**$9,774.0**
- Reserve Funded (Inflated)					$1,763.3	$1,798.5	$1,828.3	$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	**$5,390.1**
- Debenture Principal	$0.2	$75.0	$153.1	$234.6	$240.2	$246.0	$252.0	$258.1	$264.3	$270.7	$277.3	$284.0	$290.9	$297.9	$305.1	$312.5	$320.1	$327.8	$335.4	$228.5	$116.8	**$5,090.6**
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	$1,094.2	$1,116.1	$1,346.3	$212.0	$216.2	$0.0	$0.0	$305.4	$311.5	$666.1	$679.5	$693.0	$369.8	$1.2	$1,214.3	$1,237.3	$1,262.0	$349.1	$0.0	$0.0	$0.0	**$11,074.0**
INTEREST																						
- Interest on Opening Balance	$30.5	$70.5	$108.6	$152.1	$152.5	$89.7	$15.6	($97.8)	($105.7)	($113.7)	($102.3)	($89.5)	($75.3)	($78.4)	($102.5)	($59.8)	($13.6)	$23.3	$24.0	$12.2	$4.2	**($155.5)**
- Interest on In-year Transactions	$19.1	$18.2	$20.9	($0.6)	($49.1)	($56.2)	($57.2)	$0.8	$0.8	$6.9	$7.0	$7.2	$1.4	($8.2)	$15.9	$16.2	$16.5	$0.4	($9.2)	($6.3)	($3.2)	**($58.7)**
- Debenture Interest	($0.1)	($40.3)	($79.5)	($117.7)	($112.0)	($106.2)	($100.2)	($94.1)	($87.9)	($81.5)	($74.9)	($68.2)	($61.3)	($54.3)	($47.1)	($39.7)	($32.2)	($24.4)	($16.5)	($8.4)	($2.8)	**($1,249.4)**
TOTAL REVENUE	$1,143.7	$1,164.5	$1,396.2	$245.8	$207.6	($72.7)	($141.9)	$114.3	$118.7	$477.9	$509.3	$542.4	$234.5	($139.6)	$1,080.6	$1,153.9	$1,232.8	$348.4	($1.7)	($2.4)	($1.9)	**$9,610.4**
CLOSING CASH BALANCE	$2,013.8	$3,103.3	$4,346.4	$4,357.7	$2,561.8	$444.5	($1,777.7)	($1,921.5)	($2,067.1)	($1,860.0)	($1,628.0)	($1,369.6)	($1,426.0)	($1,863.5)	($1,088.0)	($246.6)	$666.1	$686.6	$349.6	$118.7	$0.0	

2021 Adjusted Charge Per Ha	**$494,653**

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	$786.0	$1,227.0	$1,344.3	$1,418.0	$519.7	($454.1)	($1,510.9)	($1,526.5)	($1,532.3)	($1,527.3)	($1,511.0)	($1,482.3)	($1,440.5)	($1,384.5)	($1,313.4)	($1,226.0)	($1,121.2)	($997.8)	($847.3)	($612.4)	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	$104.1	$873.9	$4,790.3	$774.8	$774.8	$774.8	$769.8	$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	**$8,862.6**
- Reserve Funded (Inflated)					$959.9	$1,012.7	$1,061.5	$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	**$3,034.0**
- Debenture Principal	$4.7	$44.9	$270.2	$313.7	$321.3	$329.1	$337.1	$345.2	$353.6	$362.1	$370.9	$379.9	$389.1	$398.5	$408.1	$418.0	$428.1	$438.5	$441.9	$390.9	$55.5	**$6,801.5**
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	$465.6	$474.9	$484.4	$494.1	$503.9	$514.0	$524.3	$534.8	$545.5	$556.4	$567.5	$578.9	$590.4	$602.2	$614.3	$626.6	$639.1	$651.9	$664.9	$678.2	$691.8	**$12,003.6**
INTEREST																						
- Interest on Opening Balance	$10.8	$27.5	$42.9	$47.1	$49.6	$18.2	($25.0)	($83.1)	($84.0)	($84.3)	($84.0)	($83.1)	($81.5)	($79.2)	($76.1)	($72.2)	($67.4)	($61.7)	($54.9)	($46.6)	($33.7)	**($820.7)**
- Interest on In-year Transactions	$8.1	$7.5	$3.7	$3.2	($21.4)	($22.8)	($24.0)	$3.3	$3.4	$3.4	$3.4	$3.5	$3.5	$3.6	$3.6	$3.6	$3.7	$3.7	$3.9	$5.0	$11.1	**$13.1**
- Debenture Interest	($2.5)	($24.0)	($143.5)	($156.9)	($149.3)	($141.5)	($133.5)	($125.4)	($117.0)	($108.5)	($99.7)	($90.7)	($81.5)	($72.1)	($62.5)	($52.6)	($42.5)	($32.1)	($21.5)	($10.8)	($1.3)	**($1,669.3)**
TOTAL REVENUE	$481.9	$485.9	$387.6	$387.4	$382.9	$368.0	$341.8	$329.6	$347.9	$367.1	$387.3	$408.5	$430.9	$454.5	$479.3	$505.4	$532.9	$561.9	$592.5	$625.9	$667.9	**$9,526.8**
CLOSING CASH BALANCE	$786.0	$1,227.0	$1,344.3	$1,418.0	$519.7	($454.1)	($1,510.9)	($1,526.5)	($1,532.3)	($1,527.3)	($1,511.0)	($1,482.3)	($1,440.5)	($1,384.5)	($1,313.4)	($1,226.0)	($1,121.2)	($997.8)	($847.3)	($612.4)	$0.0	

2021 Adjusted Charge Per Ha	**$67,620**

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)**	***Difference in Charges***
Immediately Affected Landowners	$6,703,386	$6,685,033	*($18,353) (or -0.3%)*
Vaughan Metropolitan Centre Draining to Edgeley Pond	$515,070	$494,653	*($20,418) (or -4%)*
Undeveloped Lands in Black Creek Drainage Shed	$61,297	$67,620	*$6,323 (or 10%)*

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.

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.

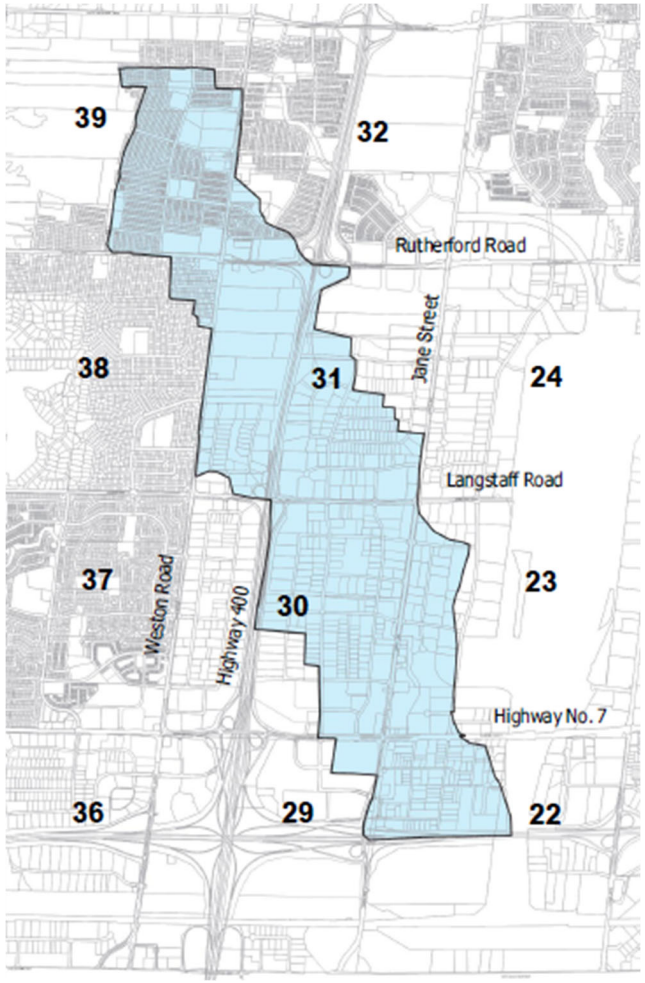


Figure 1
Black Creek Drainage Shed Tributary to Improvement Works

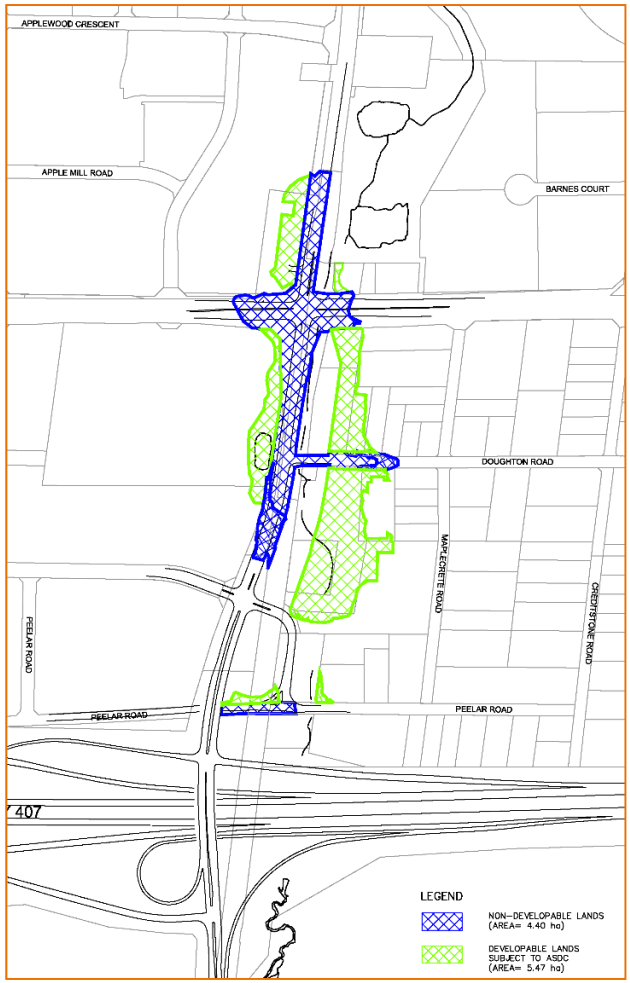


Figure 2
Reduction in Floodplain during Regional Storm with Proposed Improvements

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%

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.

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 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. 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.

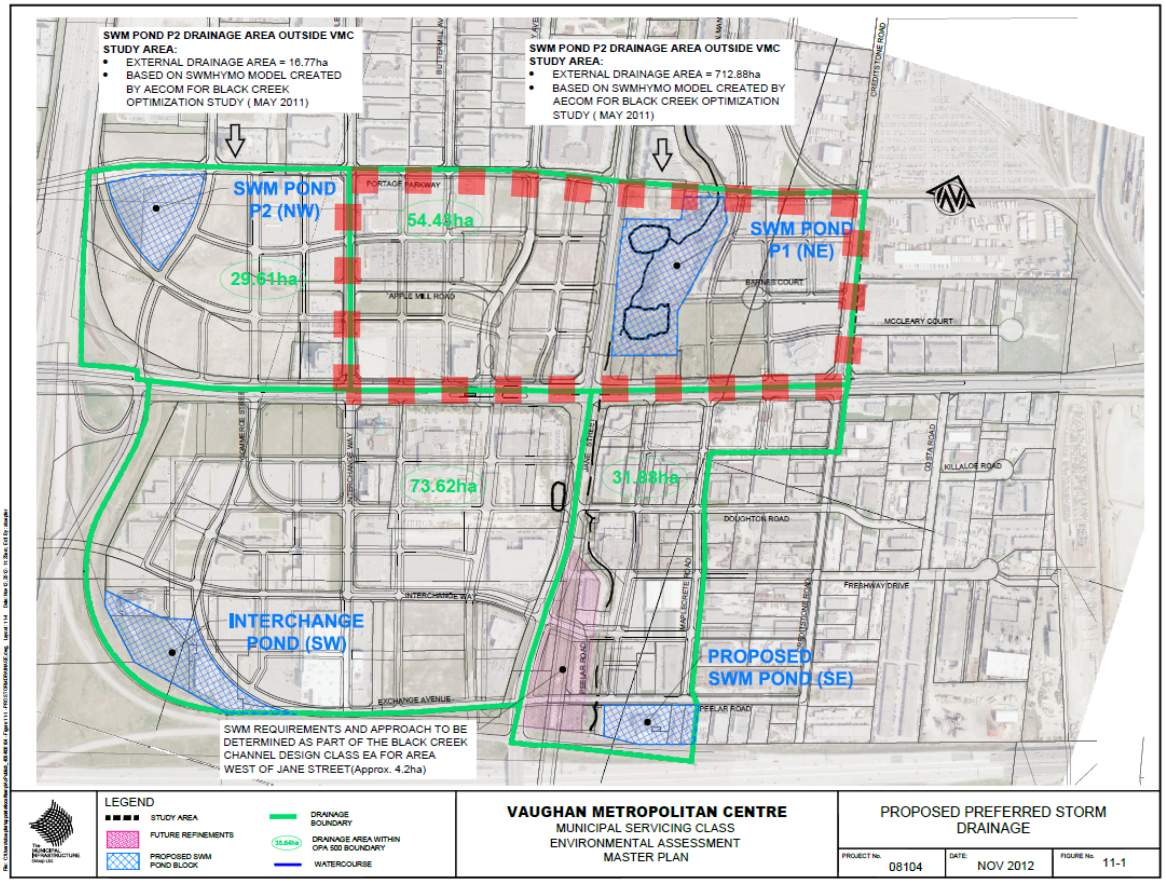
Beneficial Interests: The City as a Whole

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)



Note: 2016 ASDC Study but an annotated excerpt from VMC Municipal Servicing Class EA Master Plan prepared by TMIG, 2012.

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 cumulatively 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, etc.) 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 Community Services Development Charges (which includes Parks and Open Space).

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%

It should be noted that the main pedestrian bridge is anticipated to receive other contributions and this contribution is considered in the cost analysis and remaining costs are distributed based on the shared identified above.

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 though 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 though 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 unserviced 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 $732,700 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 $991,600 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	$2.146,664	40	2%	$42,900	$5,337,919	$61.000
A2.3 Culvert Under Highway 7	$7,727,143	40	2%	$154,500	$19,214,401	$219,600
A2.4 Peelar Road Crossing	$2.146,664	40	2%	$42,900	$5,337,919	$61,000
A2.6 Retaining Walls	$429,333	50	2%	$8,600	$1,301,379	$9,600
A3.1 Naturalized W. Edge plus E. Edge S. of Peelar Road	$4,727,650	continuous	4%	$189,100	$-	$-
A3.2 Terraced Steps	$7,513,323	50	2%	$150,300	$22,774,125	$168,000
B1.3 Plant Material	$2,255,634	continuous	4%	$90,200	$-	$-
B1.5 Structures Servicing VMC Lands	$4,394,145	100	2%	$87,900	$35,850,283	$40,200
B1.6 Edge Treatments (Base Design)	$1,992,725	continuous	4%	$79,700	$-	$-
B1.7 Urban Design Features (Base Design)	$337,954	continuous	4%	$13,500	$-	$-
B1.8 NE Corner Culvert - North of Highway 7	$6,601,826	40	2%	$132,000	$15,166,008	$173,300
Totals	**$40,273,100**			**$991,600**	**$104,982,000**	**$732,700**
1: figures have been rounded						

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.

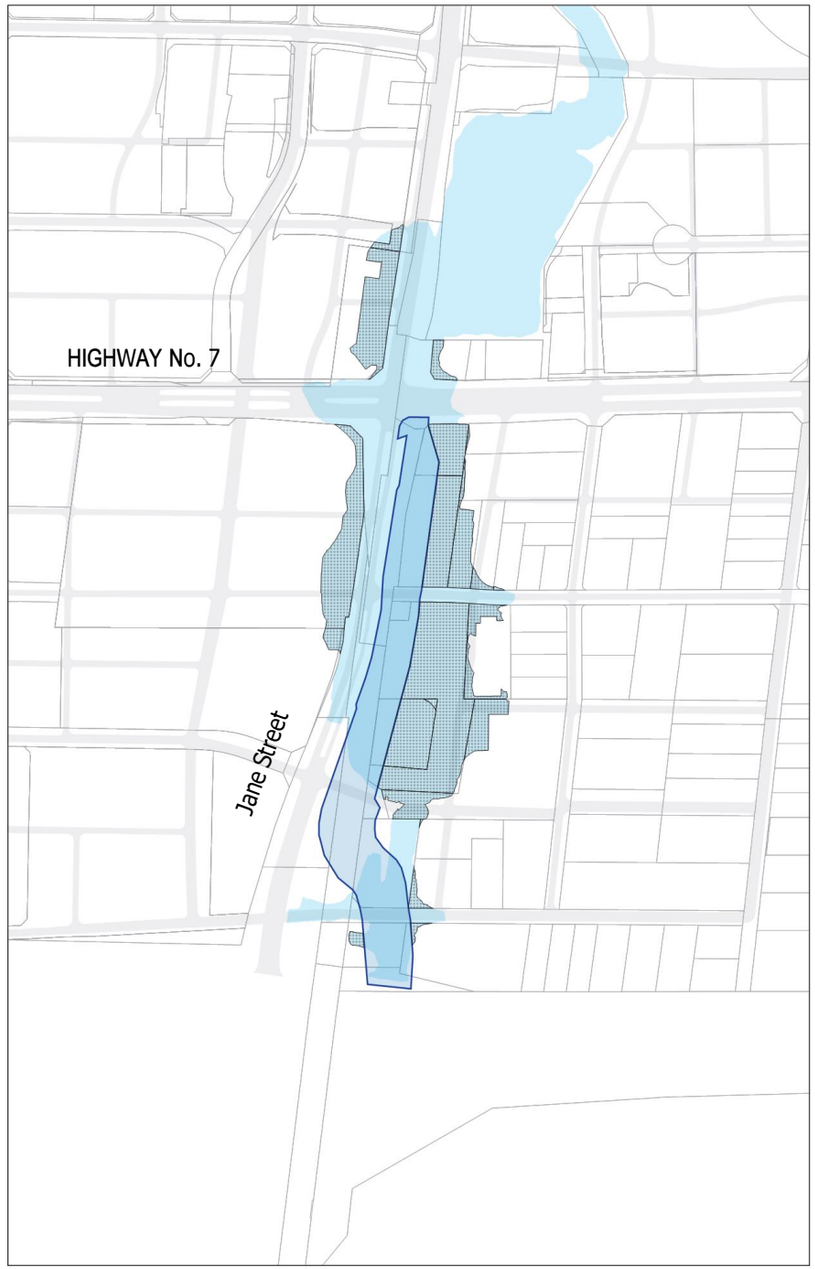
Levels of service are expected to be reviewed from time to time as routine updates to the Master Plans are undertaken, in addition to any specific studies that relate to the infrastructure in question. Among the external issues that may affect the levels of service offered by the infrastructure, perhaps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

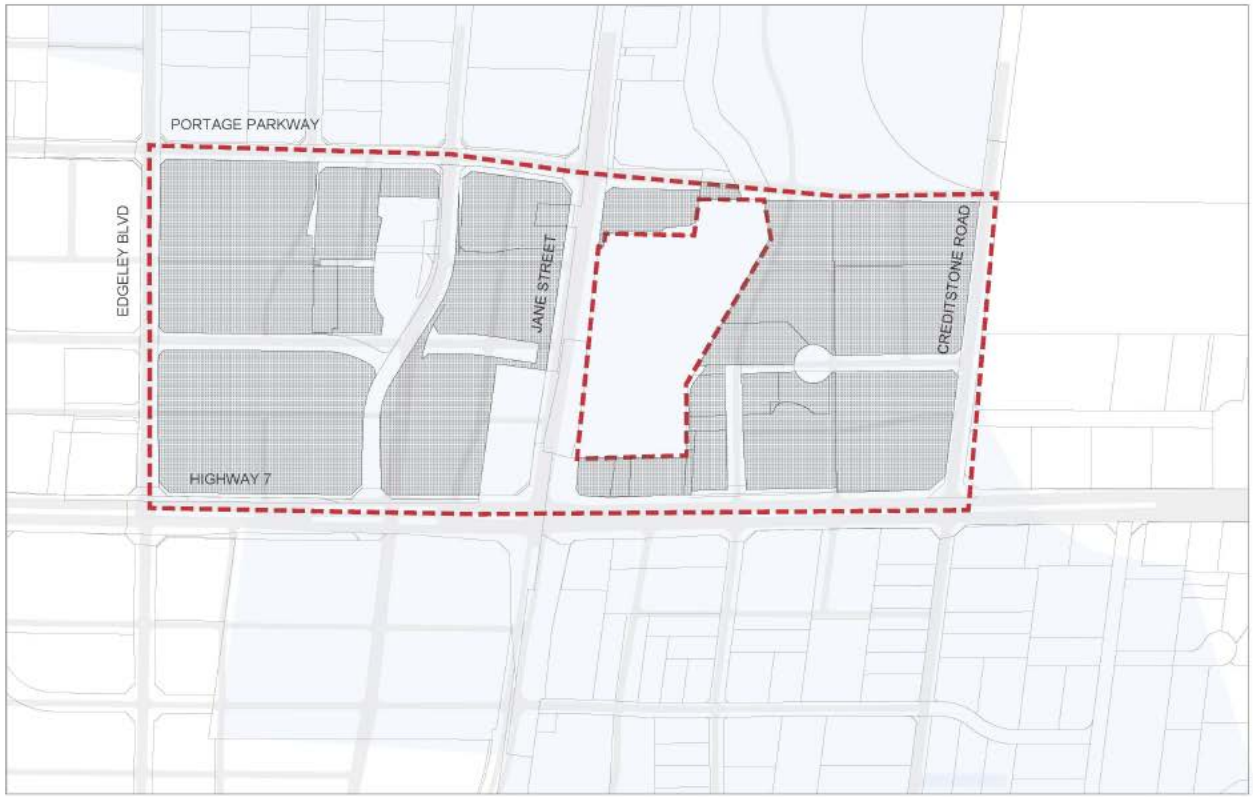
_____
CLERK

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

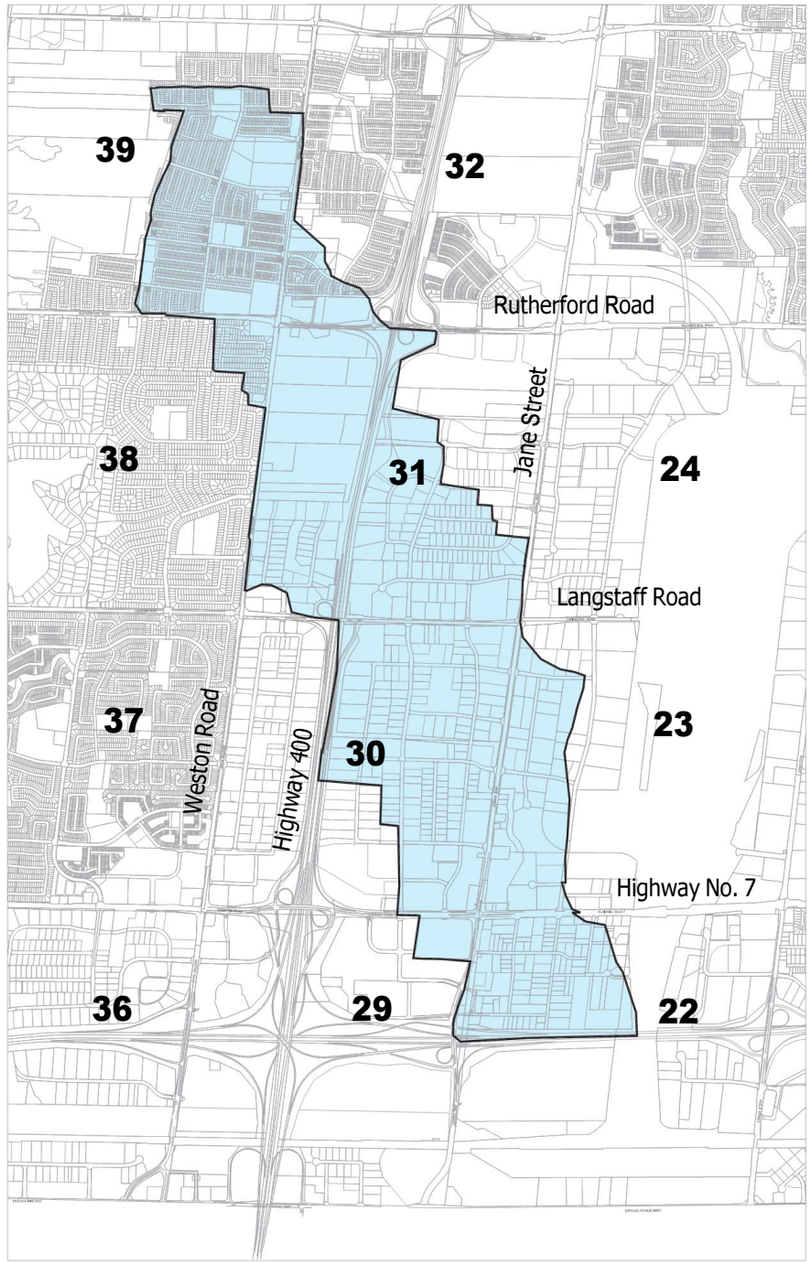
_____ CLERK

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 Park 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 August 24, 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 September 14, 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 August 12, 2021 in accordance with the Act and Ontario Regulation 82/98;

AND WHEREAS on October XX, 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 October XX, 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 October 20, 2021;

(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) (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 106-2021 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 Park and Black Creek Channel Works, 2021.

Enacted by City of Vaughan Council this 20nd day of October, 2021.

_____

Hon. Maurizio Bevilacqua, Mayor

_____

Todd Coles, City Clerk

Authorized by Item No. X of Report No. XX
of the Committee of the Whole
Adopted by Vaughan City Council on October 20, 2021

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

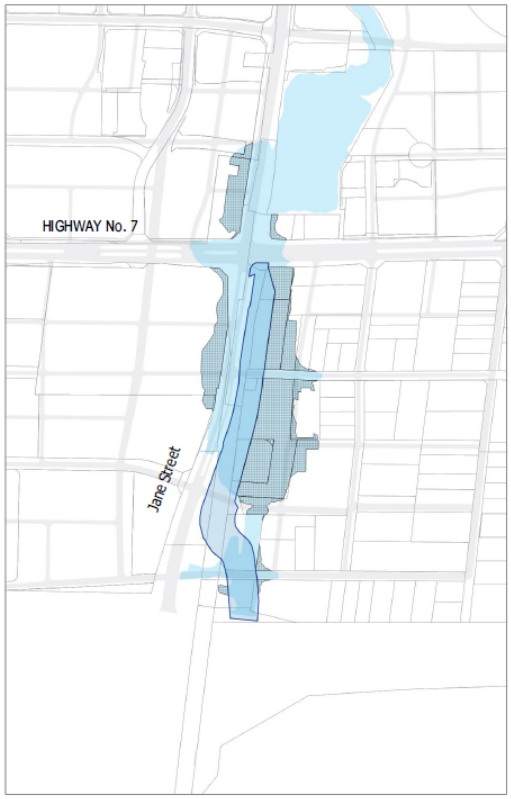
Service	Lands to which Area Specific Development Charges Apply	Net Project Cost	Net Benefitting Area	Charge Per Hectare
Edgeley Pond and Black Creek Channel Works	Immediately Affected Landowners – Map 1	$38,758,981	5.78	$6,685,033[1]
	Vaughan Metropolitan Centre Draining to Edgeley Pond – Map 2	$9,773,972	18.98	$494,653[2]
	Undeveloped Lands in the Black Creek Drainage Shed – Map 3	$8,862,572	144.58	$67,620[2]

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.

Schedule B
Area Specific Development Charge Maps



SCHEDULE "B"
AREA SPECIFIC
DEVELOPMENT CHARGE

BY-LAW NUMBER: ____-2021_____

PASSED THE ____ DAY OF _____, 2021

SIGNING OFFICERS

_____
MAYOR

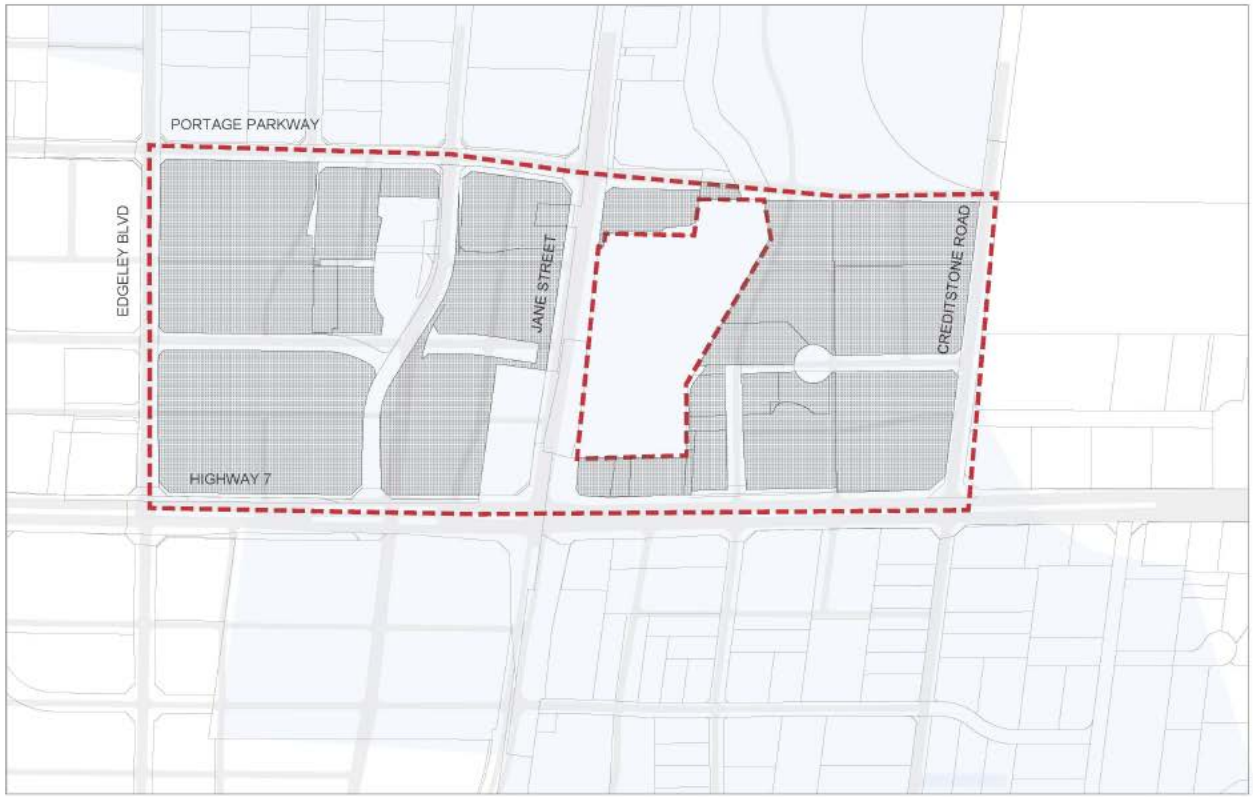
_____
CLERK

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

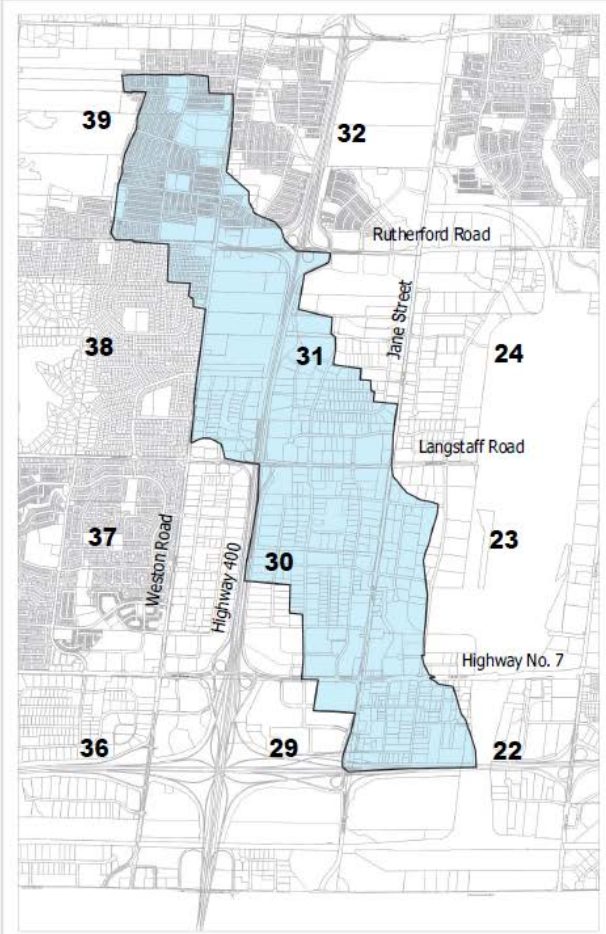
_____
CLERK

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

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: REVISION TO DEVELOPMENT CHARGE INTEREST POLICY – UNDER SECTIONS 26.1 AND 26.2 OF THE DEVELOPMENT CHARGES ACT

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

ACTION: DECISION

Purpose
To revise the Development Charges Interest Policy and introduce an interest free grace period, to allow for ease of administration of the policy.

Report Highlights
- Include a 14-day interest free grace period in the current DC Interest policy.
- Reduce any negative customer service due to constant DC interest charge increases and reduce any inefficiencies due to the recalculation process.

Recommendations
1. That Council approve the inclusion of a 14-day interest free grace period in the Development Charges Interest Policy; and
2. That Council approve the revised Development Charges Interest Policy [Attachment 1] to administer the charging of interest.

Background
On May 27, 2020, Council approved the Development Charge (DC) Interest Policy, in response to the changes to the Development Charges Act, 1997 introduced through Bill 108, More Homes, More Choices Act, 2019. The collection of DC interest would help

mitigate the effects of the DC freeze introduced through Bill 108 by improving the cost recovery and encouraging developers to proceed with development in a timely manner. The current policy does not include an interest free grace period and requires that DC interest be paid up to the date a building permit is issued. To date this policy has only been administered a few times as it would only apply to building permits affected by the DC freeze provisions of the DC Act, however as more developments are impacted by the provisions of Bill 108, the interest policy will be administered on a regular basis with increased volume.

Previous Reports/Authority

https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=43525

Analysis and Options

In the initial DC interest policy, no interest free grace period was considered or included due to this being relatively new legislation. As staff continued to learn and understand the process and system to freeze DCs and collect DC interest it was discovered that there would be a problem to administer. After a review of the collection process and timing of payments, staff began to realize that calculating DC interest to the date the permit is issued would mean constant recalculation of the DC interest amount. This constant recalculation would be inefficient and would also not allow the development community sufficient time to produce their DC payment to the City.

In consultation with staff from Building Standards, a high-level review of DC payment timing resulted in a recommendation to include an interest free grace period. This would lessen the administrative burden of having to recalculate DC interest and also provide some time for the development industry to make their payment with a high degree of certainty. Initially a 30-day interest free grace period was contemplated, however further discussions with development finance staff from York Region and the local municipalities, it was determined that a 14-day interest free grace period would be sufficient. DCs that are not collected within the 14-day period, would result in a recalculation process of the DC interest amount.

Financial Impact

Providing a 14-day interest free grace period will result in foregone DC interest revenue. At this time, it is not possible to determine the exact amount of foregone revenue, however at 5% per annum would equate to 0.2% interest charge for the 14-day period. On a $100,000 DC charge, this would result in less than $200 of foregone interest. The City would still mitigate some of the impacts of the DC freeze by collecting DC interest, while not creating any additional collection and customer service issues.

Broader Regional Impacts/Considerations

Regional staff are also proposing to include a 14-day interest free period in their DC interest policy. As the City collects DC and DC interest on behalf of the Region, this change would be consistent among both our respective DC interest policies and avoid constant recalculations and potential payment issues from applicants.

Conclusion

Providing a 14-day interest free grace period provides the development community time to prepare their DC payment, while avoiding the constant interest charge recalculation that would otherwise be required. This would avoid any negative customer service issues and reduce any inefficient and burdensome staff recalculations.

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

Attachment

1. "Development Charges Interest Policy – Under Sections 26.1 and 26.2 of the *Development Charges Act, 1997*"

Prepared by

Nelson Pereira, Manager Development Finance, 8393

Approved by

Michael Coroneos, DCM Corporate Services, City Treasurer and CFO

Reviewed by

Nick Spensieri, City Manager

CITY OF VAUGHAN

CORPORATE POLICY

POLICY TITLE: **DEVELOPMENT CHARGE INTEREST POLICY – UNDER SECTIONS 26.1 AND 26.2 OF THE DEVELOPMENT CHARGES ACT, 1997**

POLICY NO.: **12.C.08**

Section:	Finance & Budgets		
Effective Date:	May 27, 2020	**Date of Last Review:**	Click or tap to enter a date.
Approval Authority: Council		**Policy Owner:** DCM, Corporate Services & CFO	

POLICY STATEMENT
A policy governing the charging of interest, as permitted under sections 26.1 and 26.2 of the *Development Charges Act, 1997.*

PURPOSE
To establish the rules and practices for charging interest, as permitted under sections 26.1 and 26.2 of the *Development Charges Act, 1997*. This policy will support the City of Vaughan's ability to build growth-related infrastructure in a way that is fiscally sustainable and will help to achieve the following objectives: • Reliable delivery of growth-related City programs and services. • Continued delivery of complete communities in a financially sustainable way. • Fair and equitable treatment of all stakeholders involved in delivering housing supply, including residents, businesses and developers.

SCOPE
This policy applies to the charging of interest, as permitted under sections 26.1 and 26.2 of the *Development Charges Act, 1997.* This includes all types of development and redevelopment in the City of Vaughan: • That are eligible for installment payments under 26.1 of the *Development Charges Act, 1997*

- Under section 26.2 of the *Development Charges Act, 1997*, where an application for an approval of a development in a site plan control area under subsection 41(4) of the *Planning Act* has been made, or where an application for an approval of a development in a site plan control area under subsection 41(4) of the *Planning Act* has not been made, but where an application has been made for an amendment to a bylaw passed under section 34 of the *Planning Act, 1990.*

LEGISLATIVE REQUIREMENTS

Municipalities are permitted to charge interest pursuant to section 26.1(7) of the Act which states: "A municipality may charge interest on the installment required by subsection (3) from the date the development charge would have been payable in accordance with section 26 to the date the installment is paid, at a rate not exceeding the prescribed maximum interest rate". In addition, section 26.2(3) of the *Development Charges Act*, 1997 states: "Where clause 1(a) or (b) applies, the municipality may charge interest on the development charge, at a rate not exceeding the prescribed maximum interest rate, from the date of the application referred to in the applicable clause to the date the development charge is payable"

Currently there is no prescribed maximum interest rate.

DEFINITIONS

1. **Act:** *The Development Charges Act, 1997*, S.O. 1997, c. 27, as amended, revised re-enacted or consolidated from time to time, and any successor statute.

2. **Development:** 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.

3. **Development Charges (DC):** A charge imposed against land in the City pursuant to the Development Charges By-law.

4. **DCM/CFO:** Deputy City Manager of Corporate Services, Chief Financial Officer, and Treasurer.

5. **Planning Act:** The *Planning Act*, R.S.O. 1990, c. P.13, as amended.

6. **Total Accrued Amount:** Equal to the total of the development charges and interest which has accrued.

POLICY TITLE:	**DEVELOPMENT CHARGES INTEREST POLICY – UNDER SECTION 26.1 AND 26.2 OF THE DEVELOPMENT CHARGES ACT, 1997**
POLICY NO.:	**12.C.08**

POLICY

1. Legislative Framework

1.1. Installment payments under 26.1 of the Act

Under subsection 26.1(1), (2) and (3) of the Act, development charges shall be paid in equal annual installments, beginning at the earlier of first occupancy or occupancy permit under the *Building Code Act, 1992*, for:

- Rental housing development that is not non-profit housing development.
- Institutional development.
- Non-profit housing development.

1.2. Interest on installment payments under section 26.1 of the Act

Subsection 26.1(7) of the Act allows a municipality to charge interest on the installments from the date the development charges would have been payable, under section 26 of the Act, to the date of the installment is paid, at a rate not exceeding the prescribed maximum interest rate.

1.3. Development charge freeze under section 26.2 of the Act

Under subsection 26.2(1) of the Act, the total amount of a development charge is determined under the City's Development Charge By-Laws based on:

1.3.1. The day an application for an approval of development under subsection 41(4) of the *Planning Act* was made, or,

1.3.2. If clause (i) does not apply, the day an application for an amendment to a bylaw passed under section 34 of the *Planning Act* was made.

1.4. Interest under section 26.2 of the Act

Under subsection 26.2(3) of the Act, a municipality may charge interest on the development charge, at a rate not exceeding the prescribed maximum interest rate from the date of the application referred to in clause c(i) or c(ii) to the date the development charge becomes payable.

1.5. Maximum interest rate under section 26.1 and 26.2

The Act allows a municipality to charge interest on the development charge at a rate not exceeding the prescribed maximum interest rate.

There is no prescribed maximum interest rate under subsection 26.1 and 26.2 of the Act.

2. Interest Rate Used

An interest rate of 5% shall be used.

3. Amendment or Revision of Interest Rate

In the event that the interest rate is amended or revised, the new interest rate shall apply to the total accrued amount, prorated from the date of the interest rate amendment or revision to:

- The date the total accrued amount is fully paid.
- A subsequent amendment or revision of the interest rate.

4. Interest Rate Publication and Notification

Upon Council approval, this policy and the interest rates being used shall be made available on the City's website.

The interest rates shall also be published as a part of the City's development charges pamphlet.

5. Compounding and Prorating

All interest shall be compounded annually and shall accrue from the date of the applicable application until the date the accrued amount is calculated and payable. The applicant shall have fourteen (14) days interest free to make the payment. After the fourteen (14) day period, if payment has not been made, the interest will be recalculated and reflect the new amount owing. A 365-day calendar year shall be used for the purposes of prorating.

5.1. Subsequent Application(s)

If a subsequent application(s) is made for a development:

- The date the subsequent application is made will become the new date under which the total amount of the development charge is determined;

- All interest that had accrued prior to the subsequent application shall be deemed to be zero (0);

- Interest will be compounded annually and begin to accrue from the date the subsequent application is made.

5.2. Interest under section 26.1

If a development was one of the eligible types of development for the installment payments under section 26.1 of the Act, the total accrued amount shall continue to accrue interest from the date of the issuance of building permit.

During the installment timeframe, interest shall continue to accrue on the outstanding balance. This shall continue until the date the total accrued amount has been fully paid.

6. Effective Date

Upon approval by Council, this policy shall take effect as at January 1, 2020 at 12 a.m. This policy may be repealed and/or modified by Council at any time.

7. Transition

To allow for a transition period, this policy does not apply to any development where:

7.1. An application under section 34 or 41(4) of the *Planning Act* is not required, but:

- Still qualifies for installment payments under section 26.1 of the Act, and,

- Has been issued a building permit for development by the City prior to July 1, 2020.

7.2. An application under subsection 41(4) of the *Planning Act* is:

- Made after January 1, 2020, and,

- Has been issued a building permit for development by the City prior to July 1, 2020.

7.3. An application for an amendment to a bylaw passed under section 34 of the *Planning Act* is:

- Made after January 1, 2020.
- Has been issued a building permit for development by the City prior to July 1, 2020.

8. Non-Applicability

In the instance where a development is eligible for a development charge deferral under any existing City policy, the interest as it relates to section 26.2 of the *Development Charges Act, 1997* would apply.

If a development is eligible under both section 26.1 of the *Development Charges Act, 1997* and a development charges deferral under an existing City policy, the *Development Charges Act, 1997* and the interest charges outlined in this policy would apply only if the development avails itself of the deferral offered under the applicable City deferral policy.

9. Roles and Responsibilities

9.1. DCM Corporate Services, City Treasurer and Chief Financial Officer

- Maintains administrative authority and responsibility for the Development Charges Interest Policy -Under Section 26.1 and 26.2 of the *Development Charges Act*, 1997; and,
- Approves department operating procedures and processes under this policy.

9.2. Director, Financial Planning and Development Finance

- Responsible for administering this policy, including but not limited to:
  - Assisting stakeholders in determining the total amount of the development charge that would be determined under the bylaw and the applicable interest rate that would apply.

- Ensure the total accrued amount is being charged and collected when due.

9.3. **Manager, Development Finance, Financial Planning and Development Finance**

- Collect all development charges, including interest, when due and payable.
- Monitor all development applications and ensure that the correct amount of the development charge is being used and that the correct amount of interest has been received.

9.4. **Director, Development Planning**

- Confirm that a complete application was made for the purposes of determining the total amount of the development charge.

ADMINISTRATION			
Administered by the Office of the City Clerk.			
Review Schedule:	3 Years If other, specify here	**Next Review Date:**	December 1, 2022
Related Policy(ies):			
Related By-Law(s):			
Procedural Document:			

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

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: CONSOLIDATED RESERVE POLICY UPDATE

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 Consolidated Reserve and Reserve Fund Policy No. 12.C.10.

Report Highlights

- Reserves and Reserve Funds (RRFs) are important tools in the planning and management of the City's financial resources and provide a strong indicator of the City's overall financial health.
- This Consolidated Reserve and Reserve Fund policy establishes consistent guidelines and standards, which govern the use and management of reserves and reserve funds.
- The policy was updated to provide flexibility in administering and managing RRFs, allow the City to be more strategic in the use of RRFs, and ensure the City's RRFs remain healthy and a key ongoing tool of the Long-Range Fiscal Plan.

Recommendations

1. That the City of Vaughan's Consolidated Reserve and Reserve Fund Policy No. 12.C.10 as contained in Attachment 1, be approved; and

2. That the Consolidated Reserve and Reserve Fund Policy No. 12.C.10 replace Policy No. FPDF – 004 Consolidated Reserve Policy.

Background

The Consolidated Reserve and Reserve Fund policy establishes financial guidelines and controls for the administration of reserves and reserve funds for the City of Vaughan. This policy provides principles and guidelines on the objectives, standards of care, reporting requirements, and responsibilities for the creation and management of reserves and reserve funds.

A key component of sound financial management and the Long-Range Fiscal Plan requires regular reviews and updates to fiscal policies to ensure they remain relevant and continue to guide and support the City's financial health and long-term sustainability. The Consolidated Reserve Policy was last updated in June 2013.

Previous Reports/Authority

Not applicable.

Analysis and Options

The City is committed to maintaining healthy reserve and reserve fund balances which are funded through various means (i.e. development charges, contributions, dedications, taxation, etc.). Adequately funded reserves and reserve funds (RRFs) allow the City to:

- Provide for future expenditures and/or liabilities;
- Ensure funding is set aside to meet legislated and contractual obligations;
- Provide for major capital expenditures;
- Smooth out expenditures which would otherwise cause fluctuations in the operating budget and tax levy;
- Take advantage of opportunities that may arise;
- Mitigate the impacts of economic downturns, disasters, pandemics and other negative unanticipated events;
- Provide liquidity; and
- Provide for emergencies.

The Consolidated Reserve and Reserve Fund Policy recognizes the vital role of RRFs in the financial health of the City. It provides the general framework, and guiding principles and standards, which govern the use and management of reserves and reserve funds.

Proposed changes to the Policy were developed based on the City's Sustainable Fiscal Framework Guiding Principles endorsed by Council, the Municipal Finance Officers' Association of Ontario's (MFOA) comprehensive guidelines and best practices on establishing and managing RRFs, the City's current and future practices and a jurisdictional scan of other municipalities (York Region, City of Toronto, City of Mississauga, etc.). The policy was updated to provide flexibility in administering and managing RRFs, allow the City to be more strategic in the use of RRFs, and ensure the City's RRFs remain healthy and a key ongoing tool of the Long-Range Fiscal Plan.

Highlights of the proposed changes to the Policy:

1. Language, terms and definitions have been updated to reflect the current situation, names of RRFs and the structure of the organization.
2. Criteria for some RRFs have been amended to reflect changing needs of departments to allow funding from RRFs to meet surges in demand for services / programs and stabilize tax levies.
3. Hard targets for RRFs changed to "Recommended Targets" in the event the City can no longer maintain targets without significantly raising taxes.
4. Recommended targets for some RRFs updated to provide flexibility and improve efficiency in managing RRFs; resources can be allocated to priority areas and where there is a need.
5. Funding sources updated to reflect current situation / practices – broadened sources for contributions to RRFs to include multiple sources.
6. The Chief Financial Officer (CFO) has the authority to redirect funding between discretionary reserves, with some limitations.
7. The CFO has authority to direct all or a portion of the year-end operating surplus to any discretionary RRF, including Tax Rate Stabilization Reserve and Working Capital Reserve.
8. Conversely, if a there is an operating deficit, a transfer from the Tax Rate Stabilization Reserve is made to balance year-end results.
9. The CFO can authorize the use of undesignated discretionary reserve(s) to fund emergencies.

The "Policy Appendix" provides detailed guidance related to specific reserves organized by reserve category and type of reserve.
All reserves and reserve funds will continue to be managed in accordance with provincial legislation, i.e. provisions of the Municipal Act, 2001 (the Act).

Financial Impact

There is no financial impact directly associated with this report.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

The Consolidated Reserve and Reserve Fund Policy supports the City's commitment to financial sustainability by providing a principle-based approach to fiscal planning promoting stewardship of public funds. The updated policy provides flexibility and allows the City to be more strategic in the use of RRFs, while ensuring they remain healthy and a key ongoing tool of the Long-Range Fiscal Plan. Upon approval by Council, the updated Consolidated Reserve and Reserve Fund Policy No. 12.C.10 will replace Policy No. FPDF – 004 Consolidated Reserve Policy as of October 1, 2021.

For more information, please contact:
Michael Marchetti, Director, Financial Planning & Development Finance, ext. 8271
Kenneth Quan, Manager, Corporate Financial Planning & Analysis, ext. 8029

Attachments

1. City of Vaughan Consolidated Reserve and Reserve Fund Policy 12.C.10
2. Reserve and Reserve Fund Policy 12.C.10 - Appendix

Prepared by Tiziana Scrocco, Financial Analyst, Financial Planning & Development Finance ext.8724

Approved by

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

Reviewed by

Nick Spensieri, City Manager

THE CORPORATION OF THE CITY OF VAUGHAN

CORPORATE POLICY

POLICY TITLE: **CONSOLIDATED RESERVE AND RESERVE FUND**

POLICY NO.: **12.C.10**

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

Reserves and Reserve Funds are important tools in the planning and management of the City's financial resources and provide a strong indicator of the City's overall financial health.

The City of Vaughan is committed to excellence in municipal governance. This policy establishes consistent guidelines and standards, which govern the use and management of reserves and reserve funds.

PURPOSE

The purpose of the Consolidated Reserve and Reserve Fund policy is to establish financial guidelines and appropriate controls for the administration of reserves and reserve funds for the City of Vaughan. This policy provides regulations and guidelines on the objectives, standards of care, reporting requirements and responsibilities for the creation and management of reserves and reserve funds.

SCOPE

This policy applies to all reserves and reserve funds of the Corporation of the City of Vaughan.

POLICY TITLE: **CONSOLIDATED RESERVE**

POLICY NO.: **12.C.10**

LEGISLATIVE REQUIREMENTS

Legislative and other authorities: All reserves and reserve funds will be managed in accordance with provincial legislation, as outlined within the Municipal Act, 2001.

Furthermore, a by-law to establish each reserve and reserve fund is required.

DEFINITIONS

1. **Annual Surplus:** The excess of revenues over expenses in a given fiscal year.

2. **Development Charges:** Fees against land to pay in full or in part on the increased capital costs required because of increased needs for municipal services arising from development of the area in which the land is located.

3. **Discretionary Reserve Fund:** Established by Council to earmark revenues to finance a future expenditure for which it has the authority to spend money, and physically set aside a certain portion of any year's revenues so that the funds are available as required.

4. **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.

5. **Long Range Fiscal Plan and Forecast (LRFP):** A fiscal planning model and document which highlights constraints being faced by the City in the short, medium and long term. This forecast is used to assist in the planning of future budgets and subsequently of future reserve requirements.

6. **Reserve:** An appropriation from net revenue at the discretion of Council, after the provision for all known expenditures. It has no reference to any specific asset and does not require the physical segregation of money or assets as in the case of a reserve fund. Although a reserve cannot have a revenue or an expense of itself, it can earn income from the investment of the reserve and form part of that reserve.

7. **Reserve Fund:** Funds that have been set aside for a future event either pursuant to a by-law of the municipality, a contractual obligation or a requirement of provincial legislation. Reserve funds are either "discretionary" being those set aside by Council of its own volition or "statutory" or "obligatory" being those required to be set aside by Council by virtue of a requirement of provincial statute. Municipal councils may set up reserve funds for any purpose for which they have the authority to spend money.

8. **Statutory/Obligatory Reserve Fund:** A reserve fund created when required by statute that the revenue received for special purposes be segregated from the general revenues of the municipality.

POLICY

Reserves and reserve funds are fundamental to the City's long-term financial sustainability and overall financial health. The City is committed to maintaining healthy reserve and reserve fund balances which are collected through various means (i.e. development charges, contributions, dedications, taxation, etc.).

1. Types of Reserves and Reserve Funds

Statutory/Obligatory Reserves / Reserve Funds:
Obligatory reserves are funds that are segregated for specific purposes in accordance with Provincial statues or other legal agreements. There are strict rules and restrictions around the collection and use of these reserves

Discretionary Reserves / Reserve Funds:
Discretionary reserves and reserve funds are designated for various purposes supported by Council. Segregation is not required. These funds provide the City with financial flexibility to ensure that funds are available to finance a future expenditure or liability, manage cyclical expenditures and plan for contingencies.

Discretionary reserves and reserve funds are subdivided into:
a) Undesignated
b) Designated for contingencies
c) Designated for appropriations in future years.

2. Objectives of Reserves and Reserve Funds

Reserves and Reserve Funds provide stability and flexibility in the management and planning of the City's financial resources and contribute to the long-term sustainability of the City's services and infrastructure required to deliver the services.

Adequately Funded Reserves and Reserve Funds allow the City to:

- Provide for future expenditures and/or liabilities;
- Ensure funding is set aside to meet legislated and contractual obligations;
- Provide for major capital expenditures;
- Smooth expenditures which would otherwise cause fluctuations in the operating budget and tax levy;
- Take advantage of financial opportunities that may arise;
- Mitigate the impacts of economic downturns, disasters, pandemics and other

negative events;
- Provide liquidity; and
- Provide for emergencies.

3. Establishing Reserves and Reserve Funds

A new reserve/ reserve fund should only be established if it cannot be accommodated within an existing reserve and/or all alternative arrangements have been considered.

Reserves / reserve funds can be established by inclusion in the annual operating or capital budget, report to Council which are approved by Council or through resolution of Council. The budget document, report or resolution must clearly identify the name of the reserve being created and the purpose for the new reserve / reserve fund and include a financial plan which identifies the target funding level (if applicable), funding sources and projected disbursements (when practicable) to meet planned future obligations, and other relevant information where applicable.

4. Managing Reserves and Reserve Funds

To assist the City in managing reserves and reserve funds, where appropriate, guidance related to recommended reserve level targets and funding sources are provided in the reserve and reserve fund guidance in Appendix A.

Discretionary reserve fund balances will be determined by the City's fiscal strategies, financial obligations, future requirements pertaining to each of the reserve funds and available resources. The Chief Financial Officer has the authority to redirect funding between discretionary reserves.

4.1. Investment of Reserves and Reserve Funds

Reserves and reserve funds are to be invested and earn interest income for a term that coincides with the date that the funds are required. Applicable funds must be invested in accordance with the City's Investment Policy (FPDF-003).

4.2. Contributions to/withdrawals from Reserves and Reserve Funds

4.2.1. No portion of Reserve or Reserve Fund balances including contributions are to be funded by debt.

4.2.2. All contributions to and/or withdrawals from reserves and reserve funds shall be approved by Council, normally as a part of the annual budget process or specifically by resolution with the following exceptions:

- Direct contributions to reserves and reserve funds such as development charge contributions;

- Transfers of funds between Discretionary Reserves based upon reserve adequacy analysis, at the discretion of the Chief Financial Officer;

- Transfers of funds between Discretionary Reserves for reserve restructuring which, in the opinion of the Chief Financial Officer, have not changed the purpose for which the funds were intended;

- Contributions to and/or withdrawals from revolving reserves such as Insurance, Winterization, Employer Benefits, Working Capital and Tax Rate Stabilization can be made at any time at the discretion of the Chief Financial Officer for the purpose approved by Council.

- The Chief Financial Officer can authorize the use of undesignated reserve(s) to fund costs related to an unforeseen event or occurrence deemed an immediate threat to public safety, the maintenance of essential City services, or the welfare and protection of persons, property, or the environment. Repayment of funds withdrawn is determined by the Chief Financial Officer based on needs and adequacy of balances.

4.2.3. All contributions to and/or withdrawals from reserve and reserve funds will be clearly identified and segregated within the City's accounting system. Budgeted contributions to reserves and reserve funds will be transferred upon Council approval of the budget and contributions based on surplus variances will be transferred as required.

4.2.4. Reserve contributions and funding sources vary according to the specific reserve or reserve fund. Specific direction regarding these contributions and funding sources is detailed in Appendix A.

4.2.5. A reserve balance before commitments should not be in a deficit position. Only under very limited circumstances can a withdrawal /transfer place a reserve or reserve fund in a negative balance, excluding commitments and requires Council approval.

4.2.5.1. This does not apply to City- wide Management Studies where growth studies precede development.

4.2.5.2. If a reserve is in a negative financial position, restoring the reserve to zero or positive position takes priority over funding projects, costs or other initiatives the reserve is intended to fund.

4.3. Annual Surplus

Should the City be in an overall surplus position at year-end, all or a portion of the surplus may be distributed within the following priority areas and up to the established maximum targets detailed in Appendix A, at the discretion of the Chief Financial Officer:

4.3.1. Tax Rate Stabilization Reserve;
4.3.2. General Working Capital Reserve (up to target limit of 10 per cent of own sourced (tax) revenues); and,
4.3.3. Any unfunded liabilities, or otherwise proven inadequacy in a reserve or reserve fund on the basis of highest risk of immediate property tax impact as determined by the Chief Financial Officer.

4.4. Lending/Transferring of Reserves and Reserve Funds for other purposes

4.4.1. Use for Other Purposes
If required, Council may provide specific approval to spend or apply discretionary reserves or discretionary reserve funds towards a purpose other than that for which it was established.

4.4.2. Transfers
If a reserve balance exceeds its targets, the excess portion may be transferred to the following priority areas and up to the established maximum targets detailed in Appendix A to this policy, at the discretion of the Chief Financial Officer:

4.4.2.1. Tax Rate Stabilization Reserve;
4.4.2.2. General Working Capital Reserve (up to target limit of 10 per cent of own sourced (tax) revenues); and,
Any unfunded liabilities, or otherwise proven inadequacy in a reserve or reserve fund on the basis of highest risk of immediate property tax impact as determined by the Chief Financial Officer

4.4.3. Internal Loans
Temporary intra-fund lending from reserves and reserve funds is permitted to temporarily finance capital expenditures or operating cash flow deficiencies to avoid external temporary borrowing costs. However, the following conditions must be met:

4.4.3.1. Borrowing will not adversely affect the intended purpose of the reserve;
4.4.3.2. A plan to repay the reserve within a reasonable timeframe as determined by the Chief Financial Officer, based on the nature of the loan and ability to repay is required;

4.4.3.3. If applicable, interest at the City's investment rate applied to reserves and reserve funds will be applied to the outstanding amount;
4.4.3.4. Interest income must be credited to the original reserve; and,
4.4.3.5. Where applicable, legislative requirements may apply.

4.5. Closing Reserves and Reserve Funds

If the purpose or purposes for which the reserve or reserve fund was created have been accomplished and the reserve or reserve fund is determined to be no longer necessary, the Director of Financial Planning and Development Finance in consultation with the relevant Department Directors shall report to Council with recommendations on:

a) the closure of the reserve or reserve fund
b) the disposition of any remaining funds
c) the necessary amendment to the Reserve by-law

A resolution from Council will be required to close a reserve. The By-law establishing the Reserve Fund will be required to be repealed in order to close a Reserve Fund.

4.6. Monitoring and Reporting

The Chief Financial Officer will prepare the following reports with respect to reserves and reserve funds:

4.6.1. Annual Budget and Business Plan

Contributions to and budget appropriations from reserves and reserve funds will normally be approved by Council as a part of the annual budget or specifically by resolution.

4.6.2. Development Charge, Cash in Lieu of Parkland and Community Benefits Charge Reserve Fund Statement

The Development Charges Act, 1997 (the "DCA) and the Planning Act R.S.O, 1990 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. This statement will then be forwarded to the Ministry of Municipal Affairs and Housing upon request.

4.6.3. Annual Audited Financial Statements

Shall include a statement of financial position, financial activities, and changes in fund balances for all reserves and reserve funds.

4.6.4. Report on Reserve and Reserve Fund Activity

On an annual basis, a Report on the activity of Reserves and Reserve Funds will be prepared that includes a summary of the transfers to and from reserves, a continuity schedule of reserves and reserve funds and current reserve ratios. This can be included in the Fiscal Health Report or as a separate report on Reserve and Reserve Funds.

4.6.5. Periodic Adequacy Review

A comprehensive review of the reserves and reserve funds will be undertaken as required to determine if the existing balances are adequate based on analysis of requirements, that the need for the reserves or reserve funds still exists and/or identify the need for any new reserves or reserve funds.

5. Roles and Responsibilities

5.1. Municipal Council

The Municipal Council shall:

- In accordance with the Municipal Act 2001, Section 224 develop and evaluate policies, ensure that administrative policies, practices and procedures and controllership policies, practices and procedures are in place to maintain the financial integrity of the municipality.
- Approve transactions to and from reserves and reserve funds through the budget process or by specific resolution (for reserves) and by-laws (for reserve funds).

5.2. Chief Financial Officer

The Chief Financial Officer has overall responsibility for the management of reserves and reserve funds. In addition, the Chief Financial Officer has the authority to rebalance undesignated discretionary reserves and reserve funds within the same funding sources as he/she deems necessary; and approve updates to the appendices in accordance with this policy, by-laws or statues as amended.

5.3. Director, Financial Planning and Development Finance and/or designate

- Determines the need for reserves and reserve funds for operating and capital through the development of the long-range fiscal planning strategy.

- Sets targets for various reserves and reserve funds where appropriate.

- Ensures a review and report to Council on the adequacy and continuing need for reserves and reserve funds is undertaken when deemed necessary.

- Arranges for the preparation and presentation of required reports and/or by-laws for the creation or termination of any new or obsolete reserve or reserve funds.

- Develops appropriate strategies, procedures, and processes for the investment of reserves and reserve funds.

- Ensures that the appropriate allowances, contributions and/or appropriations are accounted for in the City's Annual Budget relating to the financial requirements of the reserves and reserve funds.

- Monitors and reconciles all receipts to and disbursements from reserve and reserve fund accounts to ensure compliance with Provincial regulations.

5.4. Director, Departments and/or designate

- Provide the Director of Financial Planning and Development Finance with the most current capital asset information to be used in the assessment for the adequacy of capital lifecycle reserves.

- Inform the Director of Financial Planning and Development Finance when the reserve or reserve fund transfers are required; and
  Consult with the Director Financial Planning and Development Finance when reserve funds are required for unbudgeted transactions.

ADMINISTRATION

Administered by the Office of the City Clerk.

Review Schedule:	3 Years Or as required.	**Next Review Date:**	Click or tap to enter a date.
Related Policy(ies):	12.C.11 – Operating Budget, 12.C.12 – Capital Budget, 12.C.09 – Corporate Debt, CL-010 – Accountability and Transparency, 12.C.04 – Letter of Credit, FPDF-003 – Investment Policy		
Related By-Law(s):			

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

APPENDIX A

Due to the number of reserves and reserve funds the City has in place, it is necessary to organize the specific reserve policies by Category and Type. For each category and type an overview will be provided and, where possible, similar policy traits will be summarized. Illustrated below are the categories and types that will form the foundation of this policy.

(A) RESERVES

Sustainability Reserves

(B) RESERVE FUNDS

1. Discretionary Reserve Funds

1.1. Infrastructure Renewal
1.2. Corporate Reserve
1.3. Special Purpose

2. Statutory/Obligatory Reserve Funds

2.1. City-wide
2.2. Area Specific
2.3. Restricted Grant Funding
2.4. Other Items

Where applicable, for each reserve within the above items, the following detail will be illustrated:

- Dates (effective/revision)
- Purpose
- Intended use/Limitations
- Annual withdrawals/transfers

- Minimum levels, targets, longer term goals
- Funding Source
- If required:
    - Specific reporting
    - Guiding legislation reference

(A) RESERVES

Sustainability Reserves

Sustainability reserves are intended to manage cash flows and mitigate wide fluctuations on the Tax Levy created by extraordinary and unforeseen events, one-time expenditures, revenue shortfalls, etc. Reserves within this category are as follows:

Reserves identified above will follow guidance outlined in this policy 12.C.10, unless otherwise outlined below.

Reserve Name	By-law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
General Working Capital		To assist in periods throughout the year when cash balances are low and there is a requirement to cover payments and expenses, before taxes, grants and other revenues become available.	The use of these funds are general in nature and this balance is intended to act as a cash float. Capital projects and transfers do not occur for these funds.	10 % of own source revenues.	Year-end city operating surplus.
Tax Rate Stabilization		To protect against tax increases or reducing service levels due to temporary shortfalls, economic trends, or unanticipated operating expenditures.	To offset extraordinary one-time pressures or phase-in significant impacts affecting the tax levy and not to be considered a long-term sustainable funding source for general operations. ***Annual withdrawals*** – are not to exceed an annual value equivalent to a 2% tax rate increase.	10% of own source revenues.	Year-end city operating surplus.

Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Engineering		The Development Engineering Department collects fees for subdivision development services and other activities that span multiple years. This activity is also highly sensitive to volatile and declining economic trends. This reserve fund is established to set aside fees collected, which are reallocated to operations when associated work is performed to more accurately match revenues with expenses and help smooth any future fluctuations.	To cover the engineering activity full costs associated with growth development from application to assumption i.e. planning, studies, drawings, installation coordination, inspections, negotiations, process coordination, overhead, etc. The subdivision application process can span multiple years to administer and therefore funding sources, primarily fees, are reserved until required. ***Withdrawal/Transfers***: Based on the operating activity related to the development application process. This includes	Undetermined; based on forecasted requirements.	Revenues from engineering fees.

			Development Engineering departmental costs and other recoveries for staff that are directly involved in the application review process.		
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Winterization	97-2005	To offset significant unfavorable budget variances due to severe winter conditions.	To be used to offset unfavourable year-end Winter Control Division variances due to severe winter conditions, which put the City in an overall unfavorable position. Upon authorization of the Deputy City Manager of Corporate Services/CFO, funds may also be used to phase-in unexpected expense pressures i.e. contract negotiations, etc.	A maximum of 40% of the four-year Winter maintenance annual adjusted average costs.	Net annual surplus funds generated within the Public Works Winter Control Division or City-wide. Contributions will occur as required.
Planning	30-2006	Given the Development Planning Department sensitivity to volatile	To be used to offset unfavourable revenue variances	1.5x the annual three-year planning	At the discretion of the Deputy City Manager of Corporate Services/CFO

		and declining economic trends the reserve balance is intended to mitigate any future financial risk or smooth impacts.	due to severe economic conditions, which would otherwise cause the City be in an overall deficit position. Upon authorization of the Deputy City Manager of Corporate Services/CFO funds may also be used to phase in large budget pressures i.e. corporate studies, fee initiatives, etc.	revenue average.	and from annual planning net surpluses, subject to year-end City operating results.
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Year-End Expenditure		To preserve annual operating budget amounts for unexpected delays in budgeted activities, excluding fulltime continuous staffing.	Transferred funds are to be used as stated in the approved department memorandum, authorized by Deputy City Manager of Corporate Services/CFO. Each memo shall state the source, purpose,	Not applicable, based on requirements.	Unspent Operating funds requested, subject to the City being in an overall surplus position at year-end.

			balance and timing. If transferred funds are not expended in the following year or within the authorized timing, the department will be notified, and funds will be reversed to surplus and/or other reserve at the discretion of the City Treasurer/DCM/CFO.		
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Debenture Reserve Fund		To smooth the operating impact of new debenture annual payments.	To be used to phase-in the impact of debenture payments. Funds will be drawn upon at the discretion of Deputy City Manager of Corporate Services/CFO.	A minimum amount of 2 times the annual debt servicing costs of actual capital expenditures with debt financing, for which the debt has not been issued. Once the debt is	In the year of project approval, an operating budget contribution equivalent to ½ of the annual debenture servicing payments (principal and interest) be provided annually until the year in which payment commences.

				issued, this reserve will be used to phase in the payments of of debt servicing costs to the operating budget.	
Building Standards Service Continuity (obligatory)	31-2006	Bill 124 imposes specific restrictions on the use of building code revenues. The purpose of the reserve is to accumulate annual building code surpluses, which will be specifically used to provide building code service continuity only.	Municipalities are required to segregate fees generated through building code permits and restrict them for building code related purposes. Uses are limited to: Offset unfavourable revenue variances due to severe economic conditions; Subsidize any negative year-end position; and, upon authorization of the Deputy City Manager of Corporate Services/CFO, funds may also be used to fund or phase-in large building code budget items i.e. corporate studies,	A maximum of 1.5x the annual building code process costs, both direct and indirect. If recommended target is exceeded, trends and fees should be reviewed.	From annual building code revenue surplus. Specific Legislation Reference: Ontario Building Code – Bill 124.

			fee initiatives, capital projects, etc. Special Reporting: As part of Ontario Building Code 124, the City shall prepare an annual financial report by March 31st of each year. This report includes the account balance for any building permit reserve funds that have been established by Council.		

(B) RESERVE FUNDS

1.1 Infrastructure Renewal (Discretionary)

The City's largest investment is in its infrastructure network, which supports the City's overall quality of life. These items range from roads and water mains, to fire engines, to libraries and community centers.

The City's infrastructure reserves are very similar in nature and for this reason this section will identify a general infrastructure reserve purpose, recommended target, and funding source section followed by the intended use/limitation for each individual reserve. Where applicable if additional information is required other sections may be added.

The reserves will follow guidance provided in policy 12.C.10, unless otherwise illustrated below.

Reserve Name	By-law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
All Infrastructure Renewal Reserves listed below in this section (Discretionary)		Reserves form an important component of the Capital financing plan for infrastructure network items and are used specifically for the purpose of repairing and replacing assets as defined in the capital budget guidelines and the intended use/limitation section of each		**Minimum:** A balance equivalent to the next year's planned spending requirements. **Maximum:** A balance equivalent to accumulated amortization for the reserve asset class.	The primary source of funding for these reserves, unless otherwise stated, is operating budget contributions determined during the budget process and adopted by Council.

		reserve.			
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Building & Facilities Infrastructure		To fund repair and replacement costs associated with City structures and parking areas.	Includes administration facilities, community centres, libraries, memorial sites, park washrooms and facilities, fire stations, public works yard structures, etc. Heritage facilities are excluded and funded through a separate reserve.	**Minimum:** A balance equivalent to the next year's planned spending requirements for building and facility project costs, excluding land. **Maximum:** A balance equivalent to accumulated amortization for the reserve asset class.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council.

Heritage Fund		To fund the acquisition, preservation and ongoing rehabilitation of heritage facilities or items of architectural/cultural significance.	To fund the acquisition, preservation and ongoing rehabilitation of heritage facilities or items of architectural/cultural significance.	An annual contribution for new additions based on Building and Facility Department's estimated replacement requirements over the asset's life.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council. Where possible, the initiating department will consider sponsorship, donations and fund raising.

Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Parks Infrastructure		To fund repair, refurbishment, and replacement costs associated with City park structures.	Includes paths, lighting, pooled furniture, field infrastructure, play field grading and drainage, splash pads, fencing, etc.	**Minimum:** A balance equivalent to the next year's planned spending requirements for Parks Infrastructure project costs. **Maximum:** A balance equivalent to accumulated amortization for the reserve asset class. Annual contributions adjusted annually based on needs.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council.
Artificial Soccer Turf Reserve	56-2010	Offset future major artificial soccer turf rehabilitation costs.		Contributions based on needs.	The net difference in rental rate revenue between premium soccer

					fields and artificial soccer turf fields.
Vehicle Replacement		To fund refurbishment, and replacement costs associated with vehicles and equipment maintained by the City's Fleet department.	Excludes fire and rescue apparatus, vehicles and equipment that are maintained by Vaughan Fire and Rescue Service.	Annual contributions adjusted annually based on needs.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council.
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Fire Equipment Replacement		To fund repair, refurbishment, and replacement costs associated with fire and rescue apparatus, vehicles, and equipment.		Annual contributions adjusted annually based on needs.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council.
Roads		To fund repair, refurbishment, and replacement costs associated with City roads and bridges and relevant road appurtenances such as streetlights, traffic signals,		Annual contributions adjusted annually based on needs.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council.

		guardrails, traffic signals, etc.			
Entrance & Streetscape Features		To fund repair, refurbishment, and replacement costs associated with City owned entrance way features and streetscape structures such as lighting, pathways etc.		Annual contributions adjusted annually based on needs.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council.
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Uplands - Capital Improvement		To fund major repair, refurbishment, and replacement costs associated with Uplands Ski and Golf Club and as per the obligations set out in the Uplands Golf and Ski Management Agreement, expiring Oct. 31st, 2015.			Funding is based on a license fees - 10 per cent of gross revenues up to $1.6M and 15 per cent above this amount.
City Playhouse	263-96	To support theatre groups and performers.	Includes the acquisition of special equipment, permanent works of art and provide	Annual contributions adjusted annually based on needs.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council.

			educational opportunities.		Where possible, third party donations, net theatre program proceeds, and a percentage of theatre tickets.
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Technology Asset Replacement		To fund repair and replacement costs associated with City information technology infrastructure, including computers (e.g. desktops, laptops, monitors, workgroup printers, etc.), central computing items (e.g. networks, servers, etc.), telephones, and audio/visual infrastructure.	Software upgrades and computing peripheral devices are excluded.	Annual contributions from the operating budget adjusted annually based on needs.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council.
Library Material		To fund new acquisitions for Library materials (i.e. Books, DVD, CD's, etc.)	Magazines, digital databases, and digital materials with a useful life of less than one year are excluded.	Based on estimated future values and a lifecycle replacement period of 12 years. Funds are generally	Funded annually from the Library Services operating budget

				transferred to the reserve and spent within the same year.	

1.2 Corporate Reserves (Discretionary)

Corporate Reserves protect against the consequences of certain risks, liabilities, and corporate programs. Reserves within this category are as follows:

- Election
- Insurance
- Employer Benefits
- WSIB Claims Reserve
- Suggestion Program
- Management By-law
- Innovation Reserve

The above reserves will follow guidance provided in this policy 12.C.10, unless otherwise indicated below.

Reserve Name	By-law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Election	18-97	To fund elections, recounts, and by-elections.	At the discretion of the City Clerk, to be used to fund those expenditures related to elections, recounts, and	Escalating balance up to the forecasted direct election expenditures in the year of the election.	Dedicated operating budget transfer, plus any election campaign surpluses pursuant to the Municipal Elections Act, 1996.

			by-elections (e.g. technology, tabulator leases, voter list services, election personnel labour costs, etc.).		
Insurance	407-86	To hold funds for the payment of qualified claims and to set aside funds for future retroactive rate adjustments to minimize future tax rate impacts.	For the payment of the cost of the repair of equipment and property under claims to which the insurance deductible clause applies; to set aside funds to pay for any retroactive assessments that may be levied by OMEX (Ontario Municipal Insurance Exchange).	Based on actuarial forecast requirements, estimated at 35 per cent of a cumulative five-year premium total.	Year-end city operating surplus. If possible, a dedicated operating budget transfer until the recommended target is reached and/or maintained.

Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Employer Benefits	313-96	To mitigate and/or phase-in employer benefit cost increases.	To be used to reduce the unfunded liability for accrued future employee benefits and vacation pay. This reserve can also be used to phase in significant future benefit cost increases or unexpected one- time benefit related expenditures (e.g. CPP, EI, benefit plan costs, etc.).	Based on actuarial estimates; balance required to meet the unfunded liability requirements.	Related benefit surplus.
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
WSIB Claims	Ref: Sept. 9th, 2004 COW Report 65 Item 2 (Adopted at Council	To fund the potential high costs of WSIB claims.	To assist in funding WSIB schedule 2 claims, up to the deductible of the stop loss insurance.	Not applicable, based on requirement.	Funding Source: • Fixed $75,000 annual operating budget transfer (to be adjusted based on analysis of requirements) • WSIB benefit rate surplus

	Sept. 22, 2003).				• WSIB refunds
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Suggestion Program		To have funds set aside for the purposes of an Employee Suggestion Program.	To provide awards to employees as outlined in the Employee Suggestion Program.	Not applicable, based on requirements.	No future continuous funding source determined.
Management By-law	Ref: Management by-law 100-202, section 13	To provide funds for incentive payments to those management/non-union staff who qualify.	Incentive payments would be to a maximum of 5 per cent of the employee's annual salary. The payment would be made upon the authorization of the City Manager to recognize the performance of an employee during a special circumstance.	To be determined.	No future continuous funding source determined.

Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Innovation		To provide seed funding for innovative value propositions, which require upfront investment.	Eligible projects will require a business case. **Annual withdrawals** – Determined through the budget process.	Based on needs, new ideas proposed and fiscal health.	Year-end city operating surplus.

1.3 Special Purpose (Discretionary)

Special Purpose Reserves are intended to manage cash flows that have been set aside to provide for the delivery of specific services. Reserves within this category are as follows:

- Cemetery
- Garnet A. Williams C.C. Reserve
- Industrial Development
- Keele Valley Landfill
- Senior Citizens Bequests
- Sale of Public Land
- Water & Wastewater
- Municipal Accommodation Tax and Tourism

The above reserves will follow guidance provided in this policy 12.C.10, unless otherwise illustrated below.

Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Cemetery	Ref: Cemetery Act section #35 & Cemetery By-law 180-92.	To provide funds for the perpetual care of City-owned cemeteries.	To be used for the upkeep and repair of City-owned cemetery structures, pathways, fencing, lighting, furniture, etc. Items should be limited to expenses outside the scope of activities funded through cemetery operating or trust funds.	Not applicable, based on requirements.	No future continuous funding source determined.
Garnet A. Williams C.C. Reserve	112-2006	To provide funds for ongoing repair and maintenance associated with Garnet A. Williams Community Centre's daycare area.	To be used for future repairs, renovations, monthly maintenance, or capital improvements to the space in the Garnet A. Williams Community Centre that is rented to an external provider of daycare services. In the instance the agreement is complete; funds are to be used for conversion or retrofitting purposes.	Not applicable, based on requirements.	No future continuous funding source determined.

Industrial Development		To provide funds for the acquisition and development of industrial lands.	To be used to purchase industrial lands and make any necessary changes to the land to make it suitable for industrial development.	Not applicable, based on requirements.	Applicable funds from the sale of public lands used for this specific purpose.
Keele Valley Landfill	Ref: Council Report December 10, 1984	To hold funds received from operations related to the Keele Valley Landfill.	To be used for beautification projects on the Maple community, as compensation for inconvenience of past and current maple landfill operations. To be used primarily for streetscape development within Maple.	Not applicable, based on requirements.	A 10 % portion of the royalties received by the Metropolitan Corporation from Eastern Power Ltd. from the sale of landfill gas to be used in the generation of electricity to Ontario Hydro. Eastern Power Ltd. has ceased power production at the Keele Valley Landfill site as of December 2015, which has resulted in the termination of royalty revenues. No future funding source identified.
Senior Citizens Bequests		To deposit funds received from citizen bequests until such a time as	Use of funds as outlined in the citizen bequest at time of donation. If funds or a portion of the funds	Not applicable, based on requirements.	Citizen bequests.

		they can be used.	remain unused for five years beyond the intended date for use date, funds will be reallocated to other City purposes at the discretion of the Deputy City Manager of Corporate Services/CFO.		
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Sale of Public Land	38-2-04	To hold land sale proceeds until required for general or specific purposes.	As authorized by Council, including applicable recoverable costs associated with the land purchase e.g. land testing, appraisals, studies, transaction costs etc.	Not applicable, based on requirements.	The sale of City owned surplus lands, approved by Council, excluding surplus parkland.
Water Reserve	Council Report December 10, 1984.	To ensure the financial viability and continued operations of the Water Department of the Environmental Services	To provide funding for working capital, capital infrastructure projects (e.g. vehicles, studies, water main repairs, etc.) and smooth operating fluctuations	**Minimum:** A balance equivalent to the next year's planned spending requirements for water capital project costs and 10% of annual operating costs for the Water Department.	Annual Water operations net surplus.

		Division.		**Maximum:** A balance equivalent to accumulated amortization for the reserve asset class.	
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Wastewater Reserve	Council Report December 10, 1984.	To ensure the financial viability and continued operations of the Wastewater department of the Environmental Services Division.	To provide funding for working capital, capital infrastructure projects (e.g. vehicles, studies, waste main repairs, etc.) and smooth operating fluctuations	**Minimum:** A balance equivalent to the next year's planned spending requirements for wastewater capital project costs and 10% of annual operating costs for the Wastewater Department. **Maximum:** A balance equivalent to accumulated amortization for the reserve asset class.	Annual Wastewater operations net surplus.
Stormwater Reserve	Council Report January 16, 2017.	To ensure the financial viability and continued operations of the Stormwater department of	To provide funding for working capital, capital infrastructure projects (e.g. vehicles, studies, storm main repairs, etc.), and smooth operating fluctuations	**Minimum:** A balance equivalent to the next year's planned spending requirements for stormwater capital project costs and 10% of annual	Annual Stormwater operations net surplus.

		the Environmental Services Division.		operating costs for the Stormwater Department. **Maximum:** A balance equivalent to accumulated amortization for the reserve asset class.	
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
State of Good Repair Reserve- Water	Council Report December 10, 2019.	To provide funding for unplanned / emergency repairs for the Water department	To fund unplanned/emergency repairs for the water program.	Annual contributions from the operating budget of unplanned/emergency activities.	Annual Water unplanned/emergency operations net surplus.
State of Good Repair Reserves- Wastewater	Council Report December 10, 2019.	To provide funding for unplanned / emergency repairs for the Wastewater department.	To fund unplanned/emergency repairs for the wastewater program.	Annual contributions from the operating budget of unplanned/emergency activities.	Annual Wastewater unplanned/emergency operations net surplus.
State of Good Repair Reserves- Stormwater	Council Report December 10, 2019.	To provide funding for unplanned / emergency repairs for Stormwater department	To fund unplanned/emergency repairs for the and stormwater program.	Annual contributions from the operating budget of unplanned/emergency activities.	Annual Stormwater unplanned/emergency operations net surplus.

Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Public Art		To provide funding for public art installations across the City	To be used to fund public art installations with a specific focus on intensification areas	Annual contributions from the operating budget adjusted annually based on needs.	The primary source of funding is operating budget contributions determined during the budget process and adopted by Council.
Municipal Accommodation Tax and Tourism		To fund City initiatives to provide relief to the tax base and where possible a benefit and linkage to the promotion of tourism.		Based on forecasts included in the annual budget. Actual may vary from the budget.	Fifty percent of the 4% Municipal Accommodation Tax collected from accommodation establishments in the City of Vaughan.

2.1 City-wide (Obligatory)

For the majority of services that the City provides, a range of capital facilities, land, equipment and infrastructure is available throughout the City, community centres, libraries, roads, etc. All City residents have access to these facilities. As growth occurs, new facilities will need to be added so that overall service level does not decline.

Under the authority of the Development Charges Act, 1997, the City has passed a by-law to impose City-wide development charges (DCs) against all development anywhere in the City to pay for growth capital costs arising from development and redevelopment within the City.

The development charge background study undertaken by the City estimates the anticipated type of development and associated capital costs to maintain historical 10 year average service levels. It should be noted development charge collections are dependent on the economy and therefore future capital plans may require adjustments and will be different from the initial development charge document plans.

The City's City-wide Development Charge Reserve funds are very similar in nature and for this reason this section will identify a general purpose, recommended target, and funding source section followed by the intended use/limitation for each individual reserve. Where applicable, if additional information is required other sections may be added.

The reserve funds will follow guidance provided in this policy 12.C.10, unless otherwise illustrated below.

The Development Charges Act, 1997, c. 27, s. 33 states that "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."

Reserve Name	By-law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Development charges (DC)		Development charges collected are paid into the reserve fund for which the charge relates. Growth related projects are funded from these reserve funds and are typically outlined in the Development Charge Background Study forecast.		Funding targets are based on Development Charge Background Study requirements.	Development charges as outlined in the Development Charge By-Law.

Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
City-Wide – Management Studies (DC)		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.		A forecast shall be maintained to ensure that future development funds received are sufficient to cover costs of studies undertaken.	Funded from DC Rate collections
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
City-Wide – Library (DC)		To provide capital funds to support growth related library services including land,			Funded from DC Rate collections

		buildings, furnishings and resource materials as outlined in the development charges study.			
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.			Funded from DC Rate collections
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
City-Wide – DC Community Services		To provide capital funds to support growth related indoor recreational services including land,			Funded from DC Rate collections

		buildings, furnishings, equipment, etc. (e.g. indoor pools, fitness centers, ice resurfacers, etc.) as outlined in the development charges study.			
City-Wide – Park Development (DC)		To provide capital funds to 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	Land is excluded from the City-Wide Park Development charge as it is covered under the CIL recreation land reserve.		Funded from DC Rate collections

		development charges study.			
Funding Source	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
City-Wide – Public Works/Fleet Management (DC)		To provide capital funds to support growth related public works and fleet operations including land, works yards, salt domes, vehicles of City departments, etc., as outlined in the development charges study.	Fire and Rescue Services related fleet is excluded, which maintains a separate reserve for its own rolling stock.		Funded from DC Rate collections
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
City-wide – Roads (100% DC eligible)		To provide capital funds to support growth related undertake engineering services which include roads, structures, sidewalks,			Funded from DC Rate collections

		streetlights, intersection improvements, traffic signalization, streetscaping, growth related studies, etc. as outlined in the development charges study.			

2.2 Area Specific (Obligatory)

For some services that the City provides, the need for growth related capital additions to support anticipated development is more localized. For such services where costs and benefits are more localized, an alternative technique – the "area-specific approach" is employed. This approach results in a more accurate distribution of costs among developers than the City-wide approach. The area-specific charges relate to the provision of major water distribution mains, sewage collection trunks and storm water drainage works.

Under the authority of the Development Charges Act, 1997, the City has passed by-laws to impose Area Specific Development Charges against specific development to pay for increased capital costs required because of increased needs for physical and other services arising from development and redevelopment within the City.

The City's Area Specific Development Charge Reserve funds are similarly structured and for this reason this section will identify a general purpose, recommended target, and funding source section followed by a listing of active reserve funds.

The reserves will follow guidance provided in this policy 12.C.10 unless otherwise illustrated below. The area specific approach may facilitate front-end financing arrangements for designated services.

Reserve Name	Bylaw	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Area Specific (DC)		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.	The area specific approach may facilitate front-end financing arrangements for designated services. Front-ending developers are not reimbursed for works until the associated development charges are received and a capital project for the works has been approved.	A forecast shall be maintained to ensure that future development funds received are sufficient to cover costs of studies undertaken.	Development charges collected from developers as outlined in the by-law associated with the area specific development charge.

The following are a list of the City's Area Specific Development Charge Reserve funds for the provision of major water distribution mains, sewage collection trunks and storm water drainage works:

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

- Pressure District 7 Watermain West
- Zenway/Huntington Road Sanitary Sub Trunk
- Highway 27 South Servicing Works
- Huntington Road Sanitary Sewer (Trade Valley to Rutherford)
- Edgeley Pond and Black Creek Channel Works
- VMC-Interchange SWM Pond Retrofit Works
- Steeles West Sanitary Sewer Improvement Works
- Steeles West SWM Works
- Woodbridge Avenue Sanitary Sewer Improvements
- VMC West Interchange Sanitary Sewer Improvements
- VMC SE Doughton Sanitary Sewer Improvements

2.3 Restricted Grant Funding (Obligatory)

These reserve funds are supported by legislation (federal, provincial or other Act basd). These reserves support the City's existing capital infrastructure.

The reserves will follow guidance provided in policy 12.C.10, unless otherwise illustrated below.

Reserve Name	By-law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Canada Community-Building Fund (CCBF)	29-2006	To fund municipal infrastructure projects as	Money shall be spent in accordance with the	Not applicable. Funding allocations	Funding is provided by the Federal Government from Gas Tax Revenues to the AMO which is responsible for the distribution to the municipalities within the

		described in the Municipal Funding Agreement for the transfer of CCBF between the Association of Municipalities of Ontario (AMO) and the City of Vaughan.	standing legislation regarding the use of these funds.	are determined by the AMO based on population .	province.
Municipal Roads & Infrastructure Grant Reserve (Federal)/Investing in Ontario Grant Reserve (Provincial)		To be used at the City's discretion for infrastructure capital projects.	Once the remaining balance of the reserve is used, a report can be brought to Council requesting the closure of this reserve account.	Not applicable.	These reserves resulted from one-time upfront lump sum funding received from the Federal and Provincial governments. These reserves will not receive any future funding.

2.4 Other Items (Obligatory)

Developer agreements may also stipulate the collection of fees from developers for specific purposes. These fees are deposited into a reserve until such a time as the funds are required for capital project completion.

The reserves will follow guidance provided in this policy 12.C.10, unless otherwise illustrated below.

Reserve Name	By-law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Cash-In-Lieu of Parkland		To provide funds to acquire active and/or passive parkland and the associated costs of preparing the land for its intended purpose (i.e. surveys, appraisals, soil testing, indirect recoveries, etc.).	In lieu of conveying parkland within the planned development, a developer may opt to provide the City with cash-in-lieu; the City then takes on the responsibility of parkland development within the community.	Not applicable, based on external development decisions.	As per s.42, s.s.1 of the Planning Act, the developer has the option to convey land to the City or provide an equivalent cash value. The sale of surplus parkland would also be used to fund this reserve.
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Community Benefits Charge (CBC)		To provide capital funds for projects that are identified within the CBC Strategy.	In each calendar year, the City is required to spend or allocate at least 60 per cent of the monies that	Not applicable, based on external development decisions.	As per s.37 of the Planning Act, the developer is required to pay CBCs at rates as determined by the CBC By-law.

			are in the special account at the beginning of the year. Growth related projects are funded from these reserve funds and are typically outlined in the CBC Strategy forecast.		
Tree Replacement Fee		To fund the planting of new or replacement of existing trees throughout the City.		Not applicable, based on requirements.	Fees as outlined in developer agreements and through Committee of Adjustment severance applications.
Reserve Name	By-Law	Purpose	Intended Use/Limitations	Recommended Target	Funding Source
Kleinburg Parking	180-2006	To retain “cash-in-lieu revenue” from future development in the Kleinberg community to fund vehicle	For the purpose of land acquisition, construction of parking spaces, landscaping, lighting of	Not applicable, based on requirements.	Fees as outlined in developer agreements and through Committee of Adjustment applications.

		parking activities.	parking t and long-term maintenance of parking spaces.		
Royal Palm Drive		To extend Royal Palm Drive to Crestwood Drive (#35).		Not applicable, based on requirements.	Fees as outlined in developer agreements.
Developer Agreement		To fund projects to be completed by Public Works and Engineering to ready an area for development.	Per developer agreements.	Not applicable, based on requirement.	Fees as outlined in Schedule “I” of various developer agreements.

The following reserves are for specific purposes and to fund projects to be completed by Public Works and Engineering to ready an area for development:

- Subdivider Agreements;
- Geodetic Benchmark;
- Sewer Camera Inspection;
- Greenways: Woodbridge Expansion Area;
- Open Space: Woodbridge Expansion Area; and
- Entry Feature: 427 (Hwy 27 & Hwy 427).

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: 2021 MID-YEAR FISCAL HEALTH REPORT

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

ACTION: FOR INFORMATION

Purpose
To report on the City's fiscal health for the year-to-date period ending June 30, 2021.

Report Highlights
- The City's property tax supported operations ended the second quarter in a favorable position of $16.1 million (Table 1).
- Combined, the rate supported operations for the second quarter ended in a favourable position of $4.5 million (Table 1).
- In the first six months of the year, capital expenditures were $39.7 million (Table 2).

Recommendation
1. That the 2021 Mid-Year Fiscal Health Report as of June 30, 2021 be received.

Background
The Mid-Year Fiscal Health Report provides a snapshot of the City's overall financial health for the first six months of the year and indicates areas requiring further monitoring and corrective actions.

The Report summarizes actual city operating, capital, water, wastewater, and stormwater results as of June 30, 2021, relative to approved budgets and on the same

basis as the budget. It should be noted the full amortization of tangible capital assets and post-retirement benefits are excluded, while transfers to and from reserves and net debenture financing requirements are included.

Previous Reports/Authority

The 2020 Year-End Fiscal Health Report can be found here.

Analysis and Options

Executive Summary

The City's mid-year results for the property tax-supported Operating Budget and rate-supported operations are summarized in Table 1.

The City's property tax-supported operations ended the second quarter in a favorable position of $16.1 million. Unbudgeted Safe Restart Agreement Phase 2 and Provincial COVID-19 funding contributed $6.8 million towards the favourable variance. There were also savings in labour costs and program expenditures, which helped offset lower than budgeted fees and charges revenue due to facility closures, program cancellations and lower demand for services due to the COVID-19 pandemic.

Combined, the water, wastewater and stormwater rate-supported operations ended the second quarter with reserve contributions above budget. Higher water and wastewater sales and lower than expected spending were offset by higher water purchases from York Region. The Region cancellation of the 2021 rate increases for water and wastewater is also impacting the purchase variance. These result in reserve contributions higher than budget in both water and wastewater. Lower sales in stormwater were the result of the billing process straddling the quarter end, starting in May, and finishing in July. These were offset by favourable variances in spending resulting in an unfavourable reserve contribution.

Overall, the rate-supported operation ended the second quarter with combined contributions to reserves of $14.0 million which was $4.5 million more than expected. These reserve funds are necessary for future infrastructure replacements as these assets near the end of their useful life.

The City's Capital Budget mid-year results are summarized in Table 2.

The 2021 approved Capital Budget included $291 million in new capital projects. As of June 30, 2021, after all post-budget capital amendments, there were 637 open capital projects with $641 million of available budget remaining.

Operating Results – as of June 30, 2021

Table 1			
$ million	**Budget**	**Actual**	**Variance**
Property Tax Based Budget			
Revenues	230.6	235.6	5.0
Expenditures	162.7	151.6	11.1
Net	**$ 67.9**	**$ 84.0**	**$ 16.1**
Water Rate Based Budget			
Revenues	31.6	34.1	2.5
Expenditures	29.7	29.2	0.5
Lifecycle Contribution	**1.9**	**4.9**	**3.0**
Wastewater Rate Based Budget			
Revenues	40.4	43.2	2.8
Expenditures	39.5	40.4	(0.9)
Lifecycle Contribution	**0.9**	**2.8**	**1.9**
Stormwater Charge Based Budget			
Revenues	10.7	9.5	(1.2)
Expenditures	4.0	3.2	0.8
Lifecycle Contribution	**6.7**	**6.3**	**(0.4)**
Note - numbers may not add due to rounding			

Capital Results – as of June 30, 2021

Table 2						
Capital Projects $ million	**Total Projects**	**2021**	**Life-to-Date**			
		YTD Actual	**Total Budget**	**Total Actual**	**Total Variance**	**% Spent**
Open Projects	637	39.7	1,168.1	526.7	641.4	45%
In-Year Closed Projects	83	-	42.1	35.5	6.5	85%
TOTAL	**720**	**$ 39.7**	**$1,210.2**	**$ 562.3**	**$ 647.9**	**46%**
Note - numbers may not add due to rounding						

DISCUSSION

Operating Budget Results

Total City revenues at mid-year were $5.0 million or 2.2% higher than budgeted.

Table 3						
	Total Operating		**Variance**			
$ million	Budget $	Actual $	Operating (non-COVID) $	COVID-19 $	**Total** $	**Total** %
Fees and Charges Revenue	32.3	26.2	0.6	(6.7)	(6.1)	(18.9%)
Corporate Revenues	13.1	24.3	3.5	7.7	11.2	85.5%
Reserve Transfers	(0.1)	(0.2)	(0.1)	-	(0.1)	100.0%
Taxation	185.3	185.3	-	-	-	.0%
Total Revenues	**$ 230.6**	**$ 235.6**	**$ 4.0**	**$ 1.0**	**$ 5.0**	**2.2%**
Note - numbers may not add due to rounding						

Operating Revenue Variances:

Fees and Charges Revenue – unfavourable variance of $6.1 million consists of:

Non-COVID-19 (favourable variance of $0.6 million):

- Higher fee collection in Building Standards (BSD) and Development Planning of $6 million; partially offset by:
    - Lower transfers from reserves in Building Standards and Development Engineering ($4.4 million), and
- Lower labour recoveries from capital projects due to vacancies ($1 million).

COVID-19 (unfavourable variance of $6.7 million):

- Lower fee revenues of $6.7 million mainly in Recreation/Community Development and By-Law & Compliance, Licensing & Permit Services.

Corporate Revenues – favourable variance of $11.2 million consists of:

Non-COVID-19 (favourable variance of $3.5 million):

- Fourth Quarter 2020 dividend from Alectra (declared in 2021) higher by $1.8 million, which reflects better than planned results for the utility company in 2020; and
- Higher fines & penalties $1.7 million due to increased deferral of tax payments.

COVID-19 (favourable variance of $7.7 million):

- Unbudgeted Safe Restart Phase 2 and Provincial COVID Funding of $6.8 million;

- Recovery of unbudgeted costs for vaccination clinics from York Region of $0.9 million.

Total City Expenditures at mid-year were $11.1 million or 6.8% lower than budgeted.

Table 4						
	Total Operating		Variance			
$ million	Budget $	Actual $	Operating (non-COVID) $	COVID-19 $	Total $	Total %
Departmental	141.2	127.5	7.4	6.3	$ 13.7	9.7%
Reserve Contrib. & Corp. Exp.	14.8	17.4	(1.5)	(1.1)	$ (2.6)	(17.6%)
Long Term Debt	3.1	3.1	-	-	$ -	-
Contingency	0.0	0.0	-	-	$ -	-
Capital from Taxation	3.7	3.7	-	-	$ -	-
Total Expenditures	**$ 162.8**	**$ 151.7**	**$ 5.9**	**$ 5.2**	**$ 11.1**	**6.8%**
Note - numbers may not add due to rounding						

Operating Expenditure Variances:

Departmental – favourable variance of $13.7 million consists of:

Non-COVID-19 (favourable variance of $7.4 million):

- Saving in labour costs of $2.5 million due to deferred hiring and gapping.
- Insurance premiums lower than budget by $0.9 million; and
- Timing differences in non-labour expenditures, primarily in contractors, supplies, and material of $4.0 million.

COVID-19 (favourable variance of $6.3 million):

- Savings in labour costs of $6.3 million due to workforce re-balancing measures in response to COVID-19.

Reserve Contributions & Corporate Expenses – unfavourable variance of $2.6 million consists of:

Non-COVID-19 (unfavourable variance of $1.5 million):

- Labour gapping budgeted in Corporate but realized in departments ($2.5 million), offset by lower repayment of taxes due to reassessments from MPAC of $1 million.

COVID-19 (unfavourable variance of $1.1 million):

- Un-budgeted costs of vaccination clinics of $0.9 million (recovered from York Region as reflected in revenues); and

- COVID-19 expenses (security guards, PPE, additional cleaning, overtime, etc.) of $0.5 million not budgeted, offset by lower expenses funded by the Municipal Accommodation Tax of $0.3 million.

Attachment 2 provides commentary at the Portfolio/Office level.

Operating Budget Transfers

The Chief Financial Officer/City Treasurer has the delegated authority to approve any administrative operating budget realignments between departments, provided they are fiscally neutral. A summary of these changes is incorporated into the quarterly reporting process.

In the first half of 2021, there were no operating budget transfers between departments.

Water, Wastewater, and Stormwater Results

Water Operations gross margin was $1.5 million more than budget.

Table 4

$ million	Budget	Actual	Variance $	Variance %
Residential Billings	19.6	21.2	1.6	8.2%
Commercial Billings	10.9	11.9	1.0	9.2%
Other	0.2	0.2	0.0	.0%
Purchases/Treatment Charges	20.1	19.7	0.4	2.0%
Non-Revenue Water	3.0	4.5	(1.5)	(50.0%)
Gross Margin	**7.6**	**9.1**	**1.5**	**19.7%**
Other Revenues	**$ 0.9**	**$ 0.8**	**$ (0.1)**	**(11.1%)**

Note - numbers may not add due to rounding

Residential and commercial water sales at the end of the second quarter are higher than budget by 8.2% and 9.2%, respectively.

- As a result of increased sales, Regional water purchases (direct cost) were higher than budgeted. These were offset by York Region's cancellation of the 2021 water and wastewater rate increases resulting in lower-than-expected water purchase costs.
- Non-Revenue Water (NRW) was higher than budgeted. Several initiatives, including meter replacements, are underway to find and reduce NRW.

Water Operations expenditures before Lifecycle Contributions were $1.6 million lower than budgeted.

Table 5				
$ million	Budget	Actual	Variance $	Variance %
Maintenance and Installation Cost	3.2	1.9	1.3	40.6%
General Administration	3.0	2.7	0.3	10.0%
Joint Service Costs	0.4	0.4	0.0	.0%
Total Expenditures	**6.6**	**5.0**	**1.6**	**24.2%**
Lifecycle Contribution	**$ 1.9**	**$ 4.9**	**$ 3.0**	**157.9%**
Note - numbers may not add due to rounding				

- Maintenance and Installation Costs ended lower by 40.6%. Timing of meter installations and hydrant inspections and maintenance activities and temporary vacancies resulted in lower expenses.
- General Administration costs were lower by 10.0% mainly due to postponed hiring while assessing vacancies against needs and lower than expected training due to COVID-19 and limited availability of Ministry of Environment, Conservation and Parks (MECP) compliant virtual training.

The City's net lifecycle contribution was $3.0 million greater than budgeted at the end of the second quarter.

Wastewater Operations gross margin was $1.1 million more than budget.

Table 5				
$ million	Budget	Actual	Variance $	Variance %
Residential Billings	24.9	26.8	1.9	7.6%
Commercial Billings	14.7	15.7	1.0	6.8%
Other	0.2	0.2	0.0	.0%
Purchases/Treatment Charges	30.3	30.1	0.2	.7%
Non-Revenue Water	4.5	6.5	(2.0)	(44.4%)
Gross Margin	**5.0**	**6.1**	**1.1**	**22.0%**
Other Revenues	**$ 0.6**	**$ 0.5**	**$ (0.1)**	**(16.7%)**
Note - numbers may not add due to rounding				

- Residential and commercial billings at the end of the second quarter are 7.6% and 6.8%, respectively higher than budget. These results are the impact of COVID-19.

- Wastewater billing is based on water consumption and therefore trends similar to water consumption. As a result of increased billings, treatment charges (direct cost) were higher than budgeted. These were offset by York Region cancellation of the 2021 water and wastewater rate increases resulting in lower-than-expected wastewater treatment charges.
- Non-Revenue Water (NRW) was higher than budgeted. Since wastewater collection and treatment are based on water volumes, these costs are affected by NRW. Several initiatives, including meter replacements, are underway to find and reduce NRW.

Wastewater Operations expenditures before Lifecycle Contributions were $0.9 million lower than budgeted.

Table 6

$ million	Budget	Actual	Variance $	Variance %
Maintenance and Installation Cost	2.2	1.7	0.5	22.7%
General Administration	2.1	1.7	0.4	19.0%
Joint Service Costs	0.4	0.4	0.0	.0%
Total Expenditures	**4.7**	**3.8**	**0.9**	**19.1%**
Lifecycle Contribution	**$ 0.9**	**$ 2.8**	**$ 1.9**	**211.1%**

Note - numbers may not add due to rounding

- Maintenance and Installation Costs ended lower by 22.7% due to postponed hiring while assessing vacancies against needs as well as timing of spending for flow monitoring activities and discontinuation of new development inspections.
- General Administration costs were lower by 19.0% mainly due to postponed hiring while assessing vacancies against needs, timing of spending in software and professional fees and lower than expected training due to COVID-19 and limited availability of Ministry of Environment, Conservation and Parks (MECP) compliant virtual training.

City’s net lifecycle contribution was $1.9 million higher than budgeted at the end of the second quarter.

Stormwater Operations gross margin was $1.1 million less than budgeted.

Table 7				
$ million	Budget	Actual	Variance $	Variance %
Residential Billings	4.5	4.0	(0.5)	(11.1%)
Commercial Billings	6.1	5.4	(0.7)	(11.5%)
Gross Margin	**10.5**	**9.4**	**(1.1)**	**(10.5%)**
Other Revenues	**0.2**	**0.1**	**(0.1)**	**(50.0%)**
Note - numbers may not add due to rounding				

- Total revenues are lower than budgeted due to timing of the annual billing for stormwater charges, starting in May and finishing in July.

Stormwater Operations expenditures before Lifecycle Contributions were $0.8 million lower than budgeted.

Table 8				
$ million	Budget	Actual	Variance $	Variance %
Maintenance and Installation Cost	1.9	1.6	0.3	15.8%
General Administration	2.0	1.6	0.4	20.0%
Joint Service Costs	0.1	0	0.1	100.0%
Total Expenditures	**4.0**	**3.2**	**0.8**	**20.0%**
Lifecycle Contribution	**$ 6.7**	**$ 6.3**	**$ (0.4)**	**(6.0%)**
Note - numbers may not add due to rounding				

- Maintenance and Installation costs were lower by 15.8% mainly due to lower-than-expected street sweeping activities and timing of spending in pond maintenance.
- General Administration costs were lower by 20.0% mainly due to timing of spending on professional fees and postponed hiring while assessing vacancies against needs.
- Joint services fee with Alectra were lower than expected due to timing

The City's net lifecycle contribution was $0.4 million lower than budgeted at the end of the second quarter.

Capital Budget Results

As of June 30, 2021, there was a total of 637 open capital projects and $641 million of budget remaining; 66% of projects, or 419 projects are related to Roads, Vehicles & Equipment, Buildings & Facilities, and Parks & Open Spaces. Departments projected to spend over $200 million on capital projects in 2021. At the end of the second quarter,

actual capital spending is approximately $40 million. Actual spending is expected to increase as capital projects progress and full-year capital accounting entries are processed.

Table 9

Managing Portfolio $ million	Total Projects	2021	Life-to-Date			
		YTD Actual	Total Budget	Total Actual	Total Variance	% Spent
Open projects						
Infrastructure Development	256	13.8	742.9	341.1	401.8	46%
Planning & Growth Management	130	20.9	207.5	77.3	130.2	37%
Public Works	160	3.0	128.8	52.9	75.9	41%
Community Services	18	(0.7)	36.9	26.3	10.6	71%
Corporate Services & Chief Financial Officer	19	1.4	23.2	13.5	9.7	58%
Office Fire & Rescue Services	36	0.3	15.6	9.8	5.8	63%
Vaughan Public Libraries	6	0.8	7.6	4.5	3.1	60%
Administrative Services & City Solicitor	3	0.2	2.4	0.5	1.9	20%
Economic & Cultural Development	3	0.1	2.1	0.5	1.6	23%
Transformation & Strategy	4	0.0	0.9	0.1	0.8	12%
Corporate & Strategic Communications	2	-	0.3	0.2	0.1	68%
TOTAL	**637**	**$ 39.7**	**$ 1,168.1**	**$ 526.7**	**$ 641.4**	**45%**

Note - numbers may not add due to rounding

The detailed list of capital projects is included in Attachment 3.

Departments closed 83 projects in the first half of 2021, returning $6.5 million to Reserves

The following table provides a breakdown of projects closed as of June 30, 2021**.**

Table 10

Portfolio	Closed Projects	Returned to Reserve $ million
Infrastructure Development	44	5.4
Public Works	24	0.9
Planning & Growth Management	3	0.1
Community Services	5	0.0
Economic & Cultural Development	2	0.0
Corp. Serv., Library, City Treasurer/CFO	5	0.0
Total	**83**	**$ 6.5**

Note - numbers may not add due to rounding

A complete list of Closed Projects can be found online.

Capital Budget Transfers Authorized by the Chief Financial Officer/City Treasurer

The Chief Financial Officer/City Treasurer has the delegated authority to approve any capital realignments between departments, provided they are fiscally neutral. A summary of these changes is incorporated into the quarterly reporting process.

The following authorized capital budget amendments were processed in the first half of 2021:

Table 11		
From	**To**	**Amount**
BF-8739-21 Electrical Renewal Service and Distribution- Replacment	BF-8843-21 Facility & Energy Renewal FH7-1	269,273
$300,000 CD-2001-16 2018 Road Rehab/Reconstr & $500,000 ID-2064-20 2022 Road Rehab/Reconstr	CD-2026-17 2019 Road Reahb/Reconstr	800,000
SE-0078-16 Procurement Modernization	FI-2533-18 Finance Modernization	100,000
ID-2083-19 Huntington Rd Reconstr-Langstaff Rd to Nashville	ID-2058-20 Kleinburg Nashville PD6 Major Mac Watermain PTS 1&2 @ Broda Dr Reahb	1,210,000
$515,000 from DE-7298-19 Watermain Rep	CD-2002-16 2018 Watermain repl ($165,000) and to ID-2046-18 "2020 Watermain Repl" ($350,000)	515,000
FL-9566-19 Replace Unit #1917	FL-9558-19-Replace Unit #1358,1369,1360	5,000
EV-2134-19 Backflow Prev Progr	EV-2538-20 Reloc of West bulk WS	120,000
EV-2129-19 Stormwaer Pond cleanout-Forest Pond	EV-2127-19 Stormwater Pond cleanout-Keega/Springside/Aviva Pond	500,000
DT-7120-13 Black Creek Renewal	DE-7176-17 Black Creek Renwal Design and Construction	215,785
ID-2061-19 2021 Watermain Repl	ID-2046-18 2020 Watermain Replas	2,420,917
DP-9559-17 Office Renovations	DP-9589-19 Workspace accommodation	52,049
BF-8789-19 Heat Recovery Unit (KDH) Repl	BF-8787-19 HVAC & RTU1 Replacement Father Ermanno	100,000
BF-8789-19 Heat Recovery Unit (KDH) Repl	BF-8641-18 Various Community Centres - Replacement of Cooling Towers	180,000

Continuity Schedule of Reserves and Reserve Funds

Table 12						
Reserve Balances $ million	**Opening Balance**	**Revenues**	**Expenses**	**Closing Balance Before Commitments**	**Commitments**	**Closing Balance After Commitments**
Obligatory Reserves						
City-Wide Development Charges	456.5	69.2	29.2	496.5	337.9	158.6
Area-Specific Development Charges	13.0	1.5	(0.0)	14.5	17.9	(3.4)
Restricted Grant	29.1	9.8	0.0	39.0	37.1	1.9
Other	121.3	52.0	0.8	172.5	5.9	166.6
Sub-Total	**$ 620.0**	**$ 132.5**	**$ 30.0**	**$ 722.5**	**$ 398.7**	**$ 323.8**
Discretionary Reserves						
Infrastructure Development	241.2	17.3	7.9	250.6	109.1	141.5
Capital from Taxation	23.5	3.8	0.9	26.4	22.4	4.0
Corporate	18.0	0.1	-	18.2	0.0	18.2
Special Purpose	8.9	0.6	0.0	9.4	14.2	(4.8)
Sustainability	65.7	5.8	2.2	69.2	1.2	68.0
Sub-Total	**$ 357.3**	**$ 27.5**	**$ 11.0**	**$ 373.8**	**$ 146.9**	**$ 226.9**
Total	**$ 977.3**	**$ 160.0**	**$ 41.0**	**$ 1,096.3**	**$ 545.7**	**$ 550.6**
Note - numbers may not add due to rounding						

At mid-year, the reserve balance before commitments was $1,096.3 million. Net reserve activity of $545.7 million is committed against these reserves and reserve funds. After this activity is accounted for, the total reserves and reserve fund balances as of June 30, 2021 was $550.6 million, of which $323.8 million was for obligatory reserves and $226.9 million was in discretionary reserves.

Total Development Charges (DCs) revenues of $70.7 million is comprised of $68.9 million in DC collections and $1.8 million investment income. Collections have rebounded significantly in second quarter and are now on par with historical annual averages due to high-rise residential and non-residential developments outside of the 2018 DC pre-payment agreements. Compared to the same period in 2020, City-wide DC collections have increased by $61.6 million.

The Detailed Reserve Continuity Schedule can be found online.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

The report is consistent with the priorities set in the Service Excellence Strategic Initiatives under Operational Performance: Financial Sustainability.

The City's tax and rate based operating results are tracking favourably compared to the budget. However, as uncertainty to the extent of the pandemic and recovery period remains, staff are assessing the financial impact for the remainder of the year that could include a fourth wave and the expected continuation of weakness in Recreation revenues. Staff will continue to monitor the financial health of the organization, provide advice and guidance to departments, and take steps to mitigate all pressures, including utilizing funding from senior levels of government as necessary.

The Fiscal Health Report will continue to evolve to ensure it continues to provide relevant information that assists in ensuring the financial sustainability of the City. Consistent with current practices, regular updates advising of changes in the City's financial landscape will be brought forth to Council.

For more information, please contact:
Michael Marchetti, Director, Financial Planning & Development Finance, ext. 8271.
Dean Ferraro, Director, Financial Services, ext. 8272.

Attachments

1. City Operating – 2021 Financial Summary
2. Portfolio/Department Commentary
3. City Capital – Capital Project Listing

Prepared by

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CITY OF VAUGHAN

2021 City Operating Budget

Fiscal Position as of June 30, 2021

REVENUE / EXPENDITURE SUMMARY

Consolidated 2021 Operating Budget Results Summary June 30, 2021

(in $ Millions)	Revenues			Gross Expenditures			NET			%
	Budget	Actuals	Variance	Budget	Actuals	Variance	Budget	Actuals	Variance*	Spent
Public Works										
Transportation & Fleet Management Services	(0.1)	(0.1)	(0.0)	15.9	13.7	2.2	15.8	13.6	2.2	86.2%
Environmental Services	(0.9)	(0.9)	(0.0)	5.7	5.4	0.3	4.8	4.5	0.3	93.6%
Parks, Forestry & Horticulture Operations	(0.1)	(0.3)	0.2	7.0	7.0	(0.0)	6.8	6.7	0.1	98.2%
DCM Public Works	-	-	-	0.2	0.1	0.1	0.2	0.1	0.1	49.1%
Total Public Works	**(1.2)**	**(1.3)**	**0.1**	**28.9**	**26.3**	**2.6**	**27.7**	**24.9**	**2.7**	**90.2%**
Vaughan Fire and Rescue Service										
Fire and Rescue Service	(0.3)	(0.2)	(0.0)	25.7	25.6	0.1	25.5	25.4	0.1	99.8%
Emergency Planning			-	0.1	0.1	0.0	0.1	0.1	0.0	84.7%
Total Vaughan Fire and Rescue Service	**(0.3)**	**(0.2)**	**(0.0)**	**25.9**	**25.7**	**0.1**	**25.6**	**25.5**	**0.1**	**99.7%**
Infrastructure Development										
Infrastructure Delivery	(0.5)	(0.3)	(0.2)	1.3	0.9	0.4	0.8	0.6	0.2	70.0%
Infrastructure Planning & Corp. Asset Mgmt.	(0.7)	(0.6)	(0.2)	1.4	1.1	0.3	0.7	0.5	0.2	77.5%
Parks Infra. Planning & Development	(0.7)	(0.7)	(0.1)	1.4	1.3	0.1	0.6	0.6	0.0	95.6%
Real Estate	(0.0)	(0.0)	0.0	0.4	0.3	0.1	0.4	0.3	0.1	75.8%
Facilities Management	(0.9)	(0.5)	(0.4)	10.3	9.4	0.9	9.5	8.9	0.5	94.5%
DCM Infrastructure Development			-	0.4	0.4	0.0	0.4	0.4	0.0	96.0%
Total Infrastructure Development	**(2.8)**	**(2.0)**	**(0.8)**	**15.2**	**13.3**	**1.8**	**12.4**	**11.3**	**1.1**	**91.5%**
Community Services										
Community Development & Events	(0.6)	(0.3)	(0.3)	1.0	0.8	0.2	0.5	0.5	(0.1)	117.0%
By-Law, Compliance, Licensing & Permits	(2.9)	(2.2)	(0.6)	4.4	4.1	0.3	1.5	1.8	(0.3)	121.9%
Recreation Services	(5.7)	(0.2)	(5.5)	7.9	4.2	3.7	2.3	4.1	(1.8)	179.3%
Access Vaughan	-	-	-	0.7	0.7	0.0	0.7	0.7	0.0	98.8%
DCM Office, Grants & Advisor Committees Commty. Serv.			-	0.3	0.3	0.1	0.3	0.3	0.1	80.9%
Total Community Services	**(9.1)**	**(2.7)**	**(6.4)**	**14.3**	**10.1**	**4.3**	**5.3**	**7.4**	**(2.1)**	**140.6%**
Planning & Growth Management										
Development Planning	(4.4)	(7.4)	3.0	2.8	2.5	0.3	(1.6)	(4.9)	3.2	296.6%
Development Engineering	(4.0)	(2.5)	(1.5)	2.7	2.2	0.5	(1.4)	(0.3)	(1.0)	24.1%
Policy Planning & Environmental Sustainability	(0.2)	(0.1)	(0.1)	1.4	1.2	0.2	1.2	1.1	0.1	87.9%
Building Standards	(7.7)	(7.8)	0.1	5.0	5.4	(0.5)	(2.7)	(2.4)	(0.4)	86.9%
Vaughan Metropolitan Centre Program	(0.2)	(0.1)	(0.0)	1.1	1.0	0.1	0.9	0.8	0.1	93.7%
DCM Planning & Growth Mgmt	(0.0)	(0.0)	(0.0)	0.5	0.4	0.0	0.5	0.4	0.0	90.0%
Total Planning & Growth Management	**(16.5)**	**(18.0)**	**1.4**	**13.4**	**12.8**	**0.6**	**(3.1)**	**(5.2)**	**2.1**	**167.1%**
Corporate Services & CFO										
CFO Office			-	0.3	0.3	(0.0)	0.3	0.3	(0.0)	112.2%
Financial Services	(0.6)	(0.6)	(0.1)	2.3	1.8	0.5	1.7	1.2	0.4	74.8%
Financial Planning & Development Finance	(0.3)	(0.3)	(0.0)	1.9	1.9	0.0	1.6	1.6	0.0	98.8%
Human Resources	-	(0.0)	0.0	1.8	1.7	0.1	1.8	1.7	0.1	93.5%
Information Technology	(0.1)	(0.2)	0.1	8.1	8.3	(0.2)	8.0	8.1	(0.2)	102.0%
Procurement Services	(0.0)	(0.1)	0.0	1.4	1.3	0.1	1.3	1.2	0.1	90.9%
Total Corporate Services & CFO	**(1.0)**	**(1.1)**	**0.1**	**15.7**	**15.3**	**0.4**	**14.6**	**14.1**	**0.5**	**96.7%**
	-	-	-			-	-	-	-	
Administrative Services & City Solicitor										
Legal Services	(0.2)	(0.2)	0.0	2.2	2.4	(0.2)	2.0	2.2	(0.2)	107.6%
City Clerk	(0.8)	(0.5)	(0.3)	9.2	8.1	1.1	8.4	7.5	0.8	90.1%
DCM & City Solicitor			-	0.3	0.3	(0.0)	0.3	0.3	(0.0)	100.4%
Total Administrative Services & City Solicitor	**(1.0)**	**(0.7)**	**(0.3)**	**11.7**	**10.7**	**1.0**	**10.7**	**10.0**	**0.7**	**93.7%**
Other Offices										
City Managers Office			-	0.3	0.4	(0.0)	0.3	0.4	(0.0)	113.5%
Corporate & Strategic Communications			-	1.2	1.1	0.0	1.2	1.1	0.0	98.5%
Economic & Cultural Development	(0.2)	(0.1)	(0.2)	1.2	0.9	0.3	1.0	0.8	0.2	81.9%
Office of Transformation & Strategy	(0.0)	-	(0.0)	0.9	0.8	0.1	0.9	0.8	0.1	93.9%
City Council	-	-	-	1.0	0.8	0.2	1.0	0.8	0.2	79.6%
Internal Audit			-	0.5	0.4	0.0	0.5	0.4	0.0	92.0%
Integrity Commissioner			-	0.3	0.2	0.1	0.3	0.2	0.1	77.5%
Total Other Offices	**(0.2)**	**(0.1)**	**(0.2)**	**5.3**	**4.6**	**0.7**	**5.1**	**4.6**	**0.5**	**90.1%**
Vaughan Public Libraries	**(0.1)**	**(0.0)**	**(0.1)**	**10.9**	**8.6**	**2.3**	**10.8**	**8.6**	**2.2**	**79.5%**
Total Operating Programs	**(32.2)**	**(26.2)**	**(6.1)**	**141.2**	**127.4**	**13.8**	**108.9**	**101.2**	**7.7**	**92.9%**
Financial & Non-Program Items**										
PAYG Capital from taxation			-	3.7	3.7	-	3.7	3.7	-	100.0%
Reserve Contributions			-	16.0	15.8	0.2	16.0	15.8	0.2	98.8%
Debt & Financial Charges			-	5.1	4.1	1.0	5.1	4.1	1.0	80.2%
Corporate & Non-Program Items	(0.3)	(1.5)	1.2	(2.1)	1.9	(4.0)	(2.4)	0.4	(2.8)	(18.9%)
Recoveries & Reserve Draws	0.0	0.2	(0.1)	(1.4)	(1.4)	(0.0)	(1.4)	(1.2)	(0.2)	89.1%
Investments	(9.6)	(11.5)	1.8			-	(9.6)	(11.5)	1.8	118.9%
Other Revenues**	(3.1)	(11.3)	8.2			-	(3.1)	(11.3)	8.2	360.2%
Transfer to Tourism Vaughan			-	0.4	0.2	0.2	0.4	0.2	0.2	55.7%
Total Financial & Non-Program Items**	**(13.0)**	**(24.1)**	**11.1**	**21.5**	**24.2**	**(2.7)**	**8.5**	**0.1**	**8.4**	**1.3%**
Total Operating Budget	**(45.3)**	**(50.3)**	**5.0**	**162.7**	**151.6**	**11.1**	**117.4**	**101.3**	**16.1**	**86.3%**

* *Numbers without brackets indicate an item is under-budget; brackets indicate over-budget net expenditures.*
** *Includes PIL/MAT Other*

CITY OF VAUGHAN
2021 City Operating Budget
Fiscal Position as of June 30, 2021

REVENUE / EXPENDITURE SUMMARY

$M	2021 ANNUAL BUDGET	June 30 2021		
		YTD BUDGET	YTD ACTUAL	VARIANCE FAV (UNFAV.)
REVENUES:				
TAXATION	212.9	184.2	184.2	0.0
SUPPLEMENTAL TAXATION	3.2	0.0	0.0	0.0
PAYMENT IN LIEU	2.6	1.1	1.1	0.0
RESERVES AND OTHER TRANSFERS	30.7	15.5	16.0	0.5
FEES AND SERVICE CHARGES	64.8	29.3	26.1	(3.2)
CORPORATE	3.8	0.5	8.2	7.7
TOTAL REVENUES	317.9	230.7	235.6	5.0
EXPENDITURES:				
DEPARTMENTAL	284.6	141.2	127.4	13.8
RESERVE CONTRIB. & CORP. EXP.	11.9	14.8	17.5	(2.7)
LONG TERM DEBT	10.6	3.1	3.1	0.0
CONTINGENCY	7.1	0.0	0.0	0.0
CAPITAL FROM TAXATION	3.7	3.7	3.7	0.0
TOTAL EXPENDITURES	317.9	162.7	151.6	11.1

Administrative Services & City Solicitor

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	0.97	0.69	(0.28)
Labour	4.80	4.72	0.01
Other Expenditures	6.88	6.01	0.49
Total Expenditures	11.68	10.73	0.95
Net	**10.71**	**10.04**	**0.67**

Capital Results ($M):

Year ($M)	Open #	Unspent $
2020	2	0.37
2019	1	1.55
Total	**3**	**1.92**

Administrative Services & City Solicitor has a favourable variance at Q2 driven mainly by:

- Lower than budgeted Insurance Premiums (Office of the City Clerk)
- Lower than budgeted labour expenditures as a result of vacancies (Legal Services)

These were partially offset by:

- Reduced revenues from Committee of Adjustment applications, marriage licences and marriage ceremonies primarily attributable to the pandemic (Office of the City Clerk)
- Higher than budgeted spending in Professional Fees for complex legal issues and Local Planning Appeal Tribunal hearings that required external counsel expertise (Legal Services)

Work continued in Q2 on a few capital projects including the Electronic Document Management System (Deputy City Manager, Administrative Services & City Solicitor).

Three projects closed during this quarter, including the project relating to the Internet Voting Assessment (Office of the City Clerk).

Portfolio: Community Services

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	9.08	2.70	(6.38)
Labour	12.42	9.14	3.28
Other Expenditures	1.91	0.94	1.26
Total Expenditures	14.33	10.08	4.25
Net	**5.25**	**7.38**	**(2.13)**

Capital Results ($M):

Year ($M)	Open	Unspent
	#	$
2021	1	0.02
2020	2	0.21
2019	3	0.23
2018	3	0.41
2017	4	8.52
2016	3	1.19
2008-2015	2	0.04
Total	**18**	**10.62**

Community Services has an unfavourable variance at Q2 driven mainly by:

- Significantly reduced revenue due to closure of community centres and the City Playhouse as a result of COVID-19 (Recreation Services)
- Decreased licensing and permit revenues due to deferral of license renewals because of COVID-19. (By-Law & Compliance, Licensing & Permit Services)

These were partially offset by:

- Reduced expenses related to programming, events and operations, including labour and other expenses (Recreation Services)
- Lower than budgeted labour expenditures as a result of vacancies (By-Law & Compliance, Licensing & Permit Services)

Work continued in Q2 on several capital projects including CLASS system upgrade to PerfectMind, and continued enhancements to Service Vaughan Customer Relationship Management (CRM).

Fire and Rescue Service

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	0.27	0.22	(0.05)
Labour	24.65	24.87	(0.21)
Other Expenditures	1.22	0.87	0.35
Total Expenditures	25.87	25.74	0.12
Net	**25.59**	**25.52**	**0.07**

Capital Results ($M):

Year ($M)	Open	Unspent
	#	$
2021	6	3.03
2020	11	1.05
2019	6	0.53
2018	6	0.73
2017	3	0.27
2016	2	0.07
2015	1	0.01
2014	1	0.09
Total	**36**	**5.80**

Vaughan Fire and Rescue Service has a favourable variance at Q2 driven mainly by:

- Timing-related variances as programs were delayed due to COVID-19 in areas such as training & development, as well as purchases of protective clothing due to delays from the vendor as a result of the pandemic.

This was partially offset by:

- Higher than budgeted labour expenditures as a result of overtime due to coverage for self-isolation.
- Lower than budgeted revenues as a result of COVID-19 affecting Motor Vehicle Collisions and prevention revenues.

Work continued in Q2 on several capital projects including the replacement of general and rescue equipment, and air compressor and fill station. Four capital projects were completed and closed in Q2.

Portfolio: Corporate Services & Chief Financial Officer

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	1.05	1.13	0.09
Labour	11.43	11.01	0.42
Other Expenditures	4.23	4.25	(0.02)
Total Expenditures	15.66	15.26	0.40
Net	**14.61**	**14.13**	**0.48**

Capital Results ($M):

Year ($M)	Open #	Unspent $
2020	2	1.12
2019	5	1.47
2018	5	1.97
2017	1	0.50
2016	5	3.28
2014	1	1.33
Total	**19**	**9.67**

Corporate Services' has a favourable variance at Q2 driven mainly by:

- Lower than budgeted labour costs as a result of vacancies
- Lower than anticipated spending on Professional Fees, and Computer software due to procurement delays from the pandemic (Office of the Chief Information Officer)
- Higher than budgeted labour recovery from capital projects (Office of the Chief Information Officer)

These were partially offset by:

- Higher than budgeted Service Contracts for the new tax system, Communication contracts, and additional licenses (Office of the Chief Information Officer),
- Lower than budgeted Taxation and Property Assessment Revenue due to timing of collections

Work continued in Q2 on several large ongoing capital projects such as

- Central Computing Infrastructure, Personal Computer (PC) Assets Renewal. (Office of the Chief Information Officer).
- Growth Related Financial Studies and Analysis and Long Range Fiscal Planning and Forecast (Financial Planning and Development Finance)
- New Property Tax System (Financial Services)
- Workforce Management System (Deputy City Manager Corporate Services and Chief Financial Officer)
- Capital spend is on track across the Portfolio

Portfolio: Infrastructure Development

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	2.81	2.04	(0.77)
Labour	11.43	10.17	1.26
Other Expenditures	3.74	3.18	0.56
Total Expenditures	15.17	13.35	1.82
Net	**12.36**	**11.31**	**1.06**

Capital Results ($M):

Year ($M)	Open #	Unspent $
2021	44	31.94
2020	34	59.85
2019	56	93.78
2018	33	43.55
2017	28	70.57
2016	16	4.38
2003-2015	45	97.72
Total	**256**	**401.79**

Infrastructure Development has a favourable net variance at Q2 2021 driven by:

- Lower revenues as a result of lower labour recoveries driven by vacancies
- Lower than budgeted costs in labour as a result of vacancies in approved positions in all departments
- Non labour savings, driven mainly by lower general maintenance, garbage disposal, cleaning services, etc. as many facilities were closed due to COVID-19

Work progressed on open capital projects with some of the more significant expenditures in the year related to:

- 2019-2021 Road Rehabilitation & Watermain Replacement
- LED Streetlight Conversion
- New Carrville CC and District Park and Library in Block 11
- Black Creek Channel Renewal Design
- Canada Drive – America Avenue Bridge
- MNR Remediation
- Block 55 Neighbourhood Park Development
- North Maple Regional Park Development
- Sidewalk, Streetlighting & Cycling Facilities – Various Locations

Several projects were completed in Infrastructure Delivery, Facilities Management, Infrastructure Planning & Corporate Asset Management and Parks Delivery. Some of the works completed are related to:

- 2016-2018 Road Rehabilitation and Watermain Replacement
- Bridge Rehabilitation at Humber Bridge Trail Bridge
- Kirby Road Municipal Class EA
- Bathurst Clark Library- Administration Area Renovations/ Improvements
- Clark Avenue West Cycling Facility
- King High Park-Pedestrian Bridge Replacement
- Block 61W Neighbourhood Park
- Pedestrian and Bicycle Master Plan (Off Road Network)
- Parks Buildings – Replacement of Counters & Flooring
- Woodbridge Pool & Arena Sprinkler System Replacement
- Municpal Structure Inspection & Reporting

Portfolio: Planning and Growth Management

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	16.52	17.96	1.44
Labour	12.92	11.35	1.57
Other Expenditures	0.49	1.41	(0.92)
Total Expenditures	13.41	12.76	0.65
Net	**(3.11)**	**(5.20)**	**2.09**

Capital Results ($M):

Year ($M)	Open #	Unspent $
2021	12	9.21
2020	22	23.65
2019	36	52.67
2018	18	5.31
2017	6	0.81
2016	10	17.26
2003-2015	26	21.25
Total	**130**	**130.15**

Planning and Growth Management has a favourable revenue variance at Q2 driven mainly by:

- Mainly driven by higher than budgeted fees in BSD $3.0M and DP $3.0M and partially offset by lower than budgeted reserve draws in BSD ($2.8M) and DE ($1.5M) due to strength in fee collection and lower than budgeted full costs.

At the end of Q2, Planning and Growth management has an favourable expenditure variance mainly driven by:

- $1.6M lower than budgeted labour mainly due to vacancies for budgeted positions
- $0.1M lower than budgeted non-labour costs – various
- ($1.1M) higher than budgeted transfer to BSD reserve due to higher than budgeted fee revenue and lower full costs

Work progressed on open capital projects with some of the more significant expenditures in the year related to Official Plan Review, VMC Secondary Plan Review and Vaughan Mills Urban Design Streetscape.

There was no project closed during this quarter.

Portfolio: Public Works

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	1.19	1.33	0.15
Labour	10.88	10.46	0.42
Other Expenditures	17.98	15.82	2.16
Total Expenditures	28.86	26.28	2.58
Net	**27.67**	**24.95**	**2.72**

Capital Results ($M):

Year ($M)	Open #	Unspent $
2021	34	3.96
2020	27	11.82
2019	36	2.72
2018	25	43.47
2017	14	3.28
2016	4	0.80
2010-2015	20	9.89
Total	**160**	**75.93**

Public Works has a favourable variance at Q2 driven mainly by:

- Reduction in Seasonal Crossing Guard Labour due to School Closures from COVID (Transportation and Fleet Management Services)
- Lower than budgeted labour costs as a result of vacant positions
- Lower than budgeted Contractor costs due to timing of contracts
- More efficient salt management program led to savings in Materials and Supplies
- Higher than budgeted cemetery and sponsorship revenues (Parks, Forestry and Horticulture Operations)

These were partially offset by

- Higher than budgeted expenses for Hydro due to an increase in rates and consumption (Transportation and Fleet Management Services, Parks, Forestry and Horticulture Operations
- Higher than budgeted expenses for Windrow (Transportation and Fleet Management Services)

Work progressed on open capital projects with some of the more significant expenditures in the year related to:

- Stormwater Pond cleanout – Aviva Park Pond
- Pavement Crack and Seal program
- New Animal Services Animal Transport Vehicles
- Replace Animal Services Cargo Vans
- Curb and Sidewalk Repair and Replacement
- Installation of Water Sampling Stations
- Street Light Pole Replacement

Note: A significant portion of the unspent amount was due to delays in spending from project rescoping of the Smart Water Metering pilot program

Vaughan Public Libraries

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	0.13	0.02	(0.11)
Labour	7.59	5.98	1.61
Other Expenditures	3.30	2.59	0.71
Total Expenditures	10.89	8.57	2.32
Net	**10.77**	**8.56**	**2.21**

Capital Results ($M):

Year ($M)	Open #	Unspent $
2021	1	0.14
2019	4	2.05
2018	1	0.86
Total	6	**3.05**

Vaughan Public Libraries (VPL) has a favourable variance at Q2 driven by:

- Due to the impact of the COVID-19 pandemic, there were library branches that were either closed temporarily, or had reduced access for the public which caused significant savings to the budget in wages/benefits, security costs, hydro costs, and general maintenance.

This was partially offset by:

- Lower revenues than budget in the first half of the year due to COVID-19. Revenues from service charges and room rentals were down significantly from budget.

Work continued in Q2 on several ongoing city-wide capital projects related to resource purchases, furniture, and equipment as well as technology upgrades. Capital projects for library services at the new Vaughan Hospital and the Vaughan Metropolitan Centre were also active and ongoing.

Transformation & Strategy

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	-	-	-
Labour	0.83	0.81	0.02
Other Expenditures	0.05	0.02	0.03
Total Expenditures	0.88	0.83	0.05
Net	**0.88**	**0.83**	**0.05**

Capital Results ($M):

Year ($M)	Open #	Unspent $
2020	2	0.22
2017	1	0.19
2016	1	0.36
Total	**4**	**0.77**

Overall, favourable net expenditure variance as Q2-YTD.

Favourable variance primarily driven by under-expenditures in labour due to gapping. Favourable variances in non-labour costs are driven by under-expenditures in professional fees, conferences, and training.

Capital spending has been delayed due to COVID; however, work is ongoing and will progress as development of the 2022-2026 Strategic Plan ramps up.

Corporate and Strategic Communications

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	-	-	-
Labour	1.10	1.13	(0.03)
Other Expenditures	0.06	0.01	0.05
Total Expenditures	1.16	1.14	0.02
Net	**1.16**	**1.14**	**0.02**

Overall, the $0.02M net favorable variance can be attributed to higher than budgeted labour due to overtime and contract staff which was partially offset by cost savings and timing of spend in Intergovernmental relations, office supplies and conferences.

Capital Projects related to Citizen Engagement Study and Service Excellence Communications Staff Forum are pending during 2021 due to COVID-19.

Capital Results ($M):

Year ($M)	Open #	Unspent $
2018	1	0.05
2016	1	0.03
Total	**2**	**0.08**

Economic and Cultural Development

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	0.23	0.07	(0.16)
Labour	0.98	0.80	0.18
Other Expenditures	0.24	0.08	0.16
Total Expenditures	1.22	0.88	0.34
Net	**0.99**	**0.81**	**0.18**

The overall, net favourable variance within Economic and Cultural Development is attributed to lower than budgeted labour due to vacancies in budgeted positions.

The favourable variance in other expenditures can be attributed to cost savings in special events, publications, materials and outside services; which was offset by lower than budgeted revenues as a result of the impact of COVID-19.

Work continued on all projects in Q2. The Feasibility Study on Economic Development Opportunities in the Vaughan Healthcare Centre Precinct is projected to be completed by December 2021. Work on Smart City and the Economic Prosperity and Investment Marketing Fund projects continue through 2021.

Capital Results ($M):

Year ($M)	Open #	Unspent $
2020	1	1.43
2019	2	0.15
Total	**3**	**1.59**

Corporate Revenues & Expenditures

Operating Results ($M):

($M)	Budget	Actual	Variance
Corporate Revenue	13.06	24.29	11.23
Reserve & Other Transfers	0.03	0.17	0.14
Taxation (net)	185.33	185.33	-
Total Revenues	**198.42**	**209.79**	**11.37**
Corporate Expenditures	18.48	21.11	(2.63)
Long Term Debt	3.07	3.07	-
Total Expenditures	**21.55**	**24.18**	**(2.63)**
Net	**(176.87)**	**(185.61)**	**8.74**

Corporate Revenues & Expenditures ended Q2 2021 with a favourable variance to budget driven mainly by:

- Higher than budgeted Corporate Revenues, mainly due to SRA Funding $2.6M, Provincial COVID funding $4.2M, higher fines & penalties $1.7M, Alectra Dividends $1.8M, Recovery from YR for vacciniation clinics $0.9M not budgeted, offset by lower MAT Revenues ($0.3M).
- ($2.6M) Reserve Contribution and Corp Exp – labour gapping budgeted in Corporate but realized in departments ($2.5M), costs of vaccination clinics ($0.9M) & COVID expenses ($0.5M) not budgeted, offset by lower repayment of taxes due to reassessments from MPAC $1M and MAT $0.3M.

City Council

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	-	-	-
Labour	0.69	0.66	0.03
Other Expenditures	0.27	0.10	0.17
Total Expenditures	0.96	0.76	0.20
Net	**0.96**	**0.76**	**0.20**

Favourable variance is due mainly to a reduction in newsletters and other communication expenditures and below budget mileage/car allowance expenses.

Integrity Commissioner & Lobbyist Registrar

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	-	-	-
Labour	0.17	0.16	0.01
Other Expenditures	0.09	0.02	0.07
Total Expenditures	0.26	0.20	0.06
Net	**0.26**	**0.20**	**0.06**

Favourable variance is due mainly to a freeze on discretionary expenditures (professional fees and technology).

Internal Audit

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	-	-	-
Labour	0.44	0.43	0.01
Other Expenditures	0.05	0.02	0.03
Total Expenditures	0.49	0.45	0.04
Net	**0.49**	**0.45**	**0.04**

Favourable variance is due mainly to a freeze on discretionary expenditures (training and development, conferences/seminars).

City Manager

Operating Results ($M):

($M)	Budget	Actual	Variance
Revenues	-	-	-
Labour	0.26	0.31	(0.05)
Other Expenditures	0.05	0.04	0.01
Total Expenditures	0.31	0.35	(0.04)
Net	**0.31**	**0.35**	**(0.04)**

Unfavourable variance is due mainly to employee separation costs not budgeted.

Managing Portfolio	Total Budget	Life-to-Date Total Actual	Total Variance
Infrastructure Development	**742,942,604**	**341,147,782**	**401,794,823**
Facilities Management	**310,824,839**	**184,772,302**	**126,052,537**
37-2-04 New Civic Centre	140,695,378	140,576,366	119,012
BF-8350-20 Security Camera Installations	74,500	53,777	20,723
BF-8364-14 WdbrgOper Centre Ramp Improvem	336,632	263,485	73,146
BF-8378-15 Carrville Community Centre and	69,368,973	2,400,277	66,968,696
BF-8458-14 Parks Building-UnManned (8)	77,250	84,429	(7,179)
BF-8474-15 Dufferin Clark C.C. - Replace	88,373	81,373	7,000
BF-8476-15 Building upgrades to meet AODA	1,390,600	1,003,884	386,716
BF-8477-16 CCTV Connection to City's Netw	321,300	9,603	311,697
BF-8480-15 City Hall & JOC - Master Plan	283,300	262,416	20,884
BF-8487-15 Building Condition Audits	236,648	152,830	83,818
BF-8502-16 Fire Station Interior Renovati	309,000	255,622	53,378
BF-8518-16 JOC Greenouse Concrete, Mechan	71,070	53,318	17,752
BF-8525-17 Maple Community Centre - Renov	82,400	73,308	9,092
BF-8560-19 Various Facilities - Replacem	154,500	151,719	2,781
BF-8580-17 Parks - Washroom Renovations &	77,250	77,022	228
BF-8582-17 Various - Kantech Access Contr	51,500	40,101	11,399
BF-8591-17 Fire Hall (General) - Annual C	63,654	12,041	51,613
BF-8594-19 Various Comm.Cntrs.-Accessibil	525,300	30,129	495,171
BF-8595-18 Fire Halls (General)	200,850	206,530	(5,680)
BF-8598-18 Various Facilities - Energy In	840,026	58,188	781,838
BF-8599-18 Fire Halls / Joint Operations	103,000	-	103,000
BF-8601-18 Various Community Centres - Ka	51,500	-	51,500
BF-8604-18 Various Community Centres - Po	206,000	138,448	67,552
BF-8611-21 Various Community Centres and	1,577,800	15,198	1,562,602
BF-8614-17 Community Centre Common Space	154,500	67,493	87,007
BF-8615-20 Various Community Centres - Co	209,626	147,660	61,966
BF-8621-18 Various Buildings - Office/spa	3,052,390	1,658,312	1,394,078
BF-8622-19 Various Community Centres - Re	524,064	423,588	100,476
BF-8623-18 Repurposing of Concession Area	340,117	175,613	164,504
BF-8624-19 Various Community Centres - Re	894,596	12,229	882,367
BF-8625-19 Various Community Centres - Re	365,551	-	365,551
BF-8626-21 Various Community Centres - R	686,161	-	686,161
BF-8627-19 Garnet Williams CC - Refrigera	229,443	-	229,443
BF-8629-18 Chancellor CC - Repair/Replace	47,166	1,854	45,312
BF-8637-18 Various Community Centres - Re	303,957	67,687	236,270
BF-8641-18 Various Community Centres - Re	80,422	49,304	31,118
BF-8654-19 Various Community Centres - Re	529,214	172,171	357,043
BF-8657-21 Garnet Williams CC - Rink Con	1,246,300	-	1,246,300
BF-8670-20 Chancellor CC - Replacement of	157,219	154,500	2,719
BF-8671-18 Energy Retrofits - City Facili	1,545,000	475,454	1,069,546
BF-8673-19 City Hall Lutron Lighting Cont	183,422	22,896	160,527
BF-8674-19 Heritage Properties Renewal	665,561	202,662	462,899
BF-8706-21 Mechanical Renewal AHU Replac	977,904	-	977,904
BF-8710-21 Mechanical Renewal Cooling To	271,465	-	271,465
BF-8757-21 Interior Renewal Drywall Repl	103,000	-	103,000
BF-8761-20 Mechanical Replacement/Upgradi	57,647	-	57,647
BF-8767-21 Security Replacements/Upgradi	177,003	-	177,003
BF-8787-19 HVAC & RTU1 Replacement Father	77,250	2,570	74,680
BF-8789-19 Heat Recovery Unit (KDH) Repla	324,450	17,098	307,352
BF-8791-19 Refrigeration Plant Chiller Re	463,500	120,524	342,976
BF-8793-19 Structrural Study - Various He	89,091	-	89,091
BF-8800-19 Various Parking Lot Renewals	1,840,001	689,403	1,150,598
BF-8801-19 Parking Lot Renewal Vellore Ha	120,535	-	120,535
BF-8803-19 Parking Lot Asphalt Repairs Ba	22,011	-	22,011
BF-8806-19 Safe Railings City Hall	66,144	21,007	45,137
BF-8808-19 Roof Replacement - Various Com	2,971,550	2,652,510	319,040
BF-8816-20 Mechanical Replacement/Upgradi	190,550	38,858	151,692
BF-8822-19 Energy Audits for Buildings	167,700	135,036	32,664
BF-8823-19 Holiday Decorations	166,250	114,302	51,948

Managing Portfolio	Total Budget	Total Actual	Total Variance
BF-8826-20 City Hall - Fountain Restorati	150,000	15,512	134,488
BF-8833-20 MNR Remediation	751,900	514,945	236,955
BF-8834-21 Security Renewal Facility Re-	128,750	-	128,750
BF-8835-20 Fire Hall Security Upgrade	386,250	177,077	209,173
BF-8837-20 Maple Community Centre - Upgra	360,500	237,724	122,776
BF-8838-21 City Hall - Investigate and R	100,000	-	100,000
BF-8842-21 FH7-1 Facility & Energy Renew	1,369,273	-	1,369,273
BF-8843-21 Pumping Stations Renewal	339,900	-	339,900
BF-8846-21 Energy Management Services-Re	367,092	-	367,092
BF-8847-21 ULC Regulatory Compliance (Fi	396,550	-	396,550
BF-8849-21 Alarm Fire & Surveillance Sys	314,150	-	314,150
BF-8850-21 Retrofit of HVAC Systems to U	566,500	40,852	525,648
FR-3582-16 Reposition Stn 74 Kleinburg Bu	6,481,945	6,123,692	358,253
ID-2042-17 Bathurst Clark Resource Librar	1,247,426	28,118	1,219,308
ID-2043-17 Vellore Village CC - Main Entr	328,621	328,621	-
ID-2045-17 Garnet A. Williams Consultant	18,986,857	993,422	17,993,435
ID-2054-18 Kleinburg United Church Parkin	388,925	39,223	349,702
ID-2055-18 Maple Community Centre Feasibi	6,272,037	636,682	5,635,355
ID-2087-19 General Design & Construction	502,837	224,481	278,356
ID-2093-20 New Fire Station 7-12	6,218,750	25,135	6,193,615
LI-4519-09 Civic Centre Resource Library-	15,264,972	15,260,225	4,747
LI-4522-15 Carrville BL11 - Consulting De	6,786,190	215,485	6,570,705
LI-4539-14 VVS39-Consult/Design/Construct	5,078,600	4,956,404	122,196
LI-4551-16 Bathurst Clark Admin Area Reno	1,300,500	1,299,269	1,231
PW-7223-19 JOC Space Design	248,750	232,640	16,110
Infrastructure Delivery	**325,963,698**	**120,670,381**	**205,293,318**
BF-8388-12 CivicCentre-Demo/Parking/Drain	2,069,300	1,212,009	857,291
CD-1957-18 Active Transportation Facility	349,876	309,703	40,173
CD-1978-18 Active Transportation Facility	654,061	380,069	273,992
CD-1980-19 Sidewalk and Street Lighting o	1,124,956	542,653	582,303
CD-2001-16 2018 Road Rehabilitation	7,038,143	6,839,816	198,327
CD-2002-16 2018 Watermain Replacement	17,238,400	16,931,325	307,075
CD-2006-15 Major Mackenzie Drive Streetsc	356,705	33,511	323,194
CD-2007-19 Sidewalk, ATF and Street Light	1,550,438	20,556	1,529,882
CD-2012-15 Active Transport Facility	253,000	253,000	-
CD-2013-15 Sidewalk (walkway) Replacement	525,000	390,189	134,811
CD-2015-15 2016 Road Rehabilitation	9,193,069	7,598,027	1,595,042
CD-2016-15 2016 Watermain Replacement	3,368,212	3,291,797	76,415
CD-2018-15 2017 Road Rehabilitation	5,769,065	5,647,861	121,204
CD-2019-15 2017 Watermain Replacement	2,465,400	2,447,038	18,362
CD-2022-16 Culvert Replacement/ Rehabilit	566,500	-	566,500
CD-2026-17 2019 Road Rehabilitation/ Reco	15,935,400	12,487,310	3,448,090
CD-2027-17 2019 Watermain Replacement	12,556,700	11,127,430	1,429,270
CO-0074-14 VHPD Culvert Work Major Macken	5,501,349	4,527,716	973,634
DE-7175-17 VMC Edgeley Pond Construction	27,736,854	2,150,786	25,586,068
DE-7176-17 Black Creek Channel Renewal De	17,634,880	429,986	17,204,894
DT-7048-10 Ashbridge Cr SW Mgmt Pond Imp	989,560	584,575	404,985
DT-7131-14 Clark Ave West Cycle Facility	327,000	326,529	471
EN-1726-08 Applewood Crescent Extension	7,068,890	5,344,040	1,724,850
EN-1879-12 GT StmWtrMgmt Fclty-Gallanough	5,116,916	499,943	4,616,973
EN-1886-12 Bridge Rehab-Humber Bridge Tra	2,272,500	2,168,049	104,451
EN-1888-13 Bridge Rehabilitation-Glen Shi	1,985,444	1,672,131	313,313
EN-1889-13 Bridge Replacement/Rehab.	268,421	231,725	36,696
EN-1971-13 Sanitary Sewer Rehabilitation	811,219	685,443	125,776
EV-2117-17 Methane Station Rehabilitation	1,231,880	1,135,630	96,250
ID-2008-20 Sidewalk and Street Lighting o	28,047	13,388	14,659
ID-2033-17 Utility Relocations for City H	1,133,000	420,686	712,314
ID-2046-18 2020 Watermain Replacement	10,250,450	667,148	9,583,302
ID-2047-18 2020 Road Rehabilitation/ Reco	9,857,100	788,857	9,068,243
ID-2050-19 Kirby Rd Ext-Duffer to Bathrst	20,353,919	87,106	20,266,813
ID-2051-18 Traffic Signal Installation -	312,381	304,988	7,393
ID-2052-18 Bass Pro Mills Drive Extension	2,831,380	2,789,350	42,030

Managing Portfolio	Total Budget	Total Actual	Total Variance
ID-2056-18 Active Transportation Facility	1,080,034	166,523	913,511
ID-2058-20 Kleinburg-Nashville PD6 Major	6,664,560	339,574	6,324,986
ID-2059-18 Dufferin Works Yard Improvemen	8,126,322	590,445	7,535,877
ID-2060-19 2021 Road Rehabilitation/ Reco	5,991,882	148,284	5,843,598
ID-2061-19 2021 Watermain Replacement	6,911,300	239,927	6,671,373
ID-2062-19 Storm Water Improvements in Ol	1,048,050	35,826	1,012,224
ID-2063-20 Woodbridge Avenue Improvements	19,850,349	275,874	19,574,475
ID-2064-20 2022 Road Rehabilitation/ Reco	66,500	-	66,500
ID-2065-20 2022 Watermain Replacement	566,500	-	566,500
ID-2073-20 Pedestrian and Cycling Infrast	1,502,333	12,455	1,489,878
ID-2078-19 Pre - Engineering Investigatio	396,600	90,916	305,684
ID-2079-19 Canada Drive-America Avenue Bridge	12,339,769	386,624	11,953,145
ID-2080-19 Clark Avenue West Cycling Faci	5,651,587	5,567,360	84,227
ID-2081-21 Road Reconstruction, Watermai	1,728,443	7,353	1,721,090
ID-2082-19 Bridge Replacement on King-Vau	3,310,447	119,950	3,190,497
ID-2083-19 Huntington Road Reconstruction	2,345,876	605,395	1,740,481
ID-2085-20 Traffic Signal Installation -	390,407	22,866	367,541
ID-2088-20 Storm Water Management Improve	12,021,130	243,868	11,777,262
ID-2089-20 Sidewalk, ATF and Street Light	20,888	11,843	9,045
ID-2090-19 Sidewalk, Street Lighting & Wa	169,664	13,564	156,100
ID-2092-19 Slope Stabilization at 7409 Is	1,416,250	1,208,269	207,981
ID-2096-20 Emergency Response Access Rout	109,950	454	109,496
ID-2097-20 Road Reconstruction, Watermain	1,302,950	-	1,302,950
ID-2098-20 Sidewalk and Street Lighting o	20,888	9,160	11,728
ID-2099-20 Traffic Infrastr Improvements	715,983	242,085	473,898
ID-2101-20 City Hall Entrance/ Intersecti	5,381,750	467,807	4,913,943
ID-2103-21 Sidewalk, ATF and Street Ligh	424,875	-	424,875
ID-2109-20 Emergency Response Access Rout	320,590	271,367	49,223
ID-2110-21 Keele St - Rutherford to Test	2,150,228	3,088	2,147,140
ID-2111-21 Bridge & Structure Rehabilita	2,024,671	2,306	2,022,365
ID-2112-21 Sanitary Sewer Diversion - Bl	2,775,850	-	2,775,850
ID-2113-21 2023 to 2026 Watermain Replac	1,699,500	-	1,699,500
ID-2114-21 Sidewalk & Street Lighting on	21,836	-	21,836
ID-2115-21 Sidewalk, Street Lighting, Tr	21,836	9,237	12,599
ID-2116-21 Street Lighting & ATF on Majo	20,652	1,443	19,209
ID-2117-21 Sidewalk & Street lighting on	21,836	4,267	17,569
ID-2118-21 Sanitary, Watermain, Storm &	49,667	1,376	48,291
RP-2058-15 LED Streetlight Conversion	20,576,330	15,230,505	5,345,825
Infrastructure Planning and Corporate Asset Management	**31,296,085**	**9,734,605**	**21,561,479**
CD-2023-19 Municipal Structure Inspection			
DE-7098-15 Pedestrian and Bicycle Network	837,744	318,981	518,762
DE-7104-15 TMP Education, Promotion, Outr	413,096	186,572	226,524
DE-7139-16 Storm Drainage and Storm Water	790,859	641,999	148,860
DE-7141-16 Transportation Master Plan Upd	1,582,703	703,206	879,497
DE-7142-16 Water Master Plan Update	672,191	165,792	506,399
DE-7168-16 Wastewater Master Plan Update	672,191	518,008	154,183
DE-7169-16 Concord GO Comprehensive Trans	1,520,980	844,876	676,104
DE-7182-17 Implementation of the Regional	766,748	596,822	169,926
DE-7184-17 Kirby Go Station	232,598	86,941	145,657
DE-7188-18 Promenade Mall Secondary Plan	714,669	401,119	313,550
DE-7189-18 Highway 7 and Weston Road Seco	1,001,577	550,154	451,423
DT-7112-14 Kirby Road Municipal Class EA	2,338,926	2,014,490	324,436
EN-1851-14 Traffic Data CollectionInvento	174,812	124,812	50,000
EN-1958-13 Corporate Asset Management	3,247,204	905,243	2,341,961
ID-2086-21 Grand Trunk Avenue Missing Ro	56,650	-	56,650
ID-2119-21 Thomas Cook Avenue Missing Ro	56,650	-	56,650
IM-2073-21 Municipal Structure Inspectio	118,450	-	118,450
IM-7212-19 Bass Pro Mills Environmental A	1,158,763	440,678	718,085
IM-7213-19 Teston Road Environmental Asse	947,905	305,399	642,506
IM-7214-19 McNaughton Road West Environme	940,337	31,812	908,525
IM-7215-19 Shared Mobility Pilot Project	477,293	155,954	321,339
IM-7216-19 Annual Active Transportation P	332,525	132,258	200,267

Managing Portfolio	Total Budget	Total Actual	Total Variance
IM-7217-19 CAM Strategy Update and Roadma	1,032,750	372,909	659,841
IM-7219-19 Transportation Monitoring and	546,930	-	546,930
IM-7222-21 Infrastructure Systems Optimi	385,220	14,092	371,128
IM-7224-21 John Lawrie Bridges by MTO on	9,915,299	1,868	9,913,431
IM-7225-21 Engineering DC Costing / Poli	157,075	18,466	138,609
IM-7226-21 Infrastructure Planning Softw	203,940	202,154	1,786
Parks Infrastructure Planning & Development	**73,171,752**	**25,285,952**	**47,885,801**
5961-2-03 Maple Valley Plan 2003	1,965,800	1,919,942	45,858
PD-8115-21 Project Pre-Work,Survey&Geo I	169,950	15,176	154,774
PK-6226-11 911 Emergency Signage Program	133,900	111,474	22,426
PK-6287-18 Block 18 District Park Develop	2,330,979	112,048	2,218,931
PK-6302-17 Off Leash Dog Park Development	140,000	-	140,000
PK-6306-11 Pedestrian & Bicycle Masterpla	399,928	381,929	17,999
PK-6335-12 Woodbridge Coll-Playground Rep	160,072	153,133	6,939
PK-6347-16 LP-N6 Block 12 Linear Park- De	154,407	67,333	87,074
PK-6365-14 UV1-D4 - Block 40 District Par	392,112	368,824	23,288
PK-6365-17 Block 40 Chatfield District Pa	4,900,000	4,896,297	3,703
PK-6373-19 Vaughan Super Trail Developmen	4,061,496	994,716	3,066,780
PK-6395-13 UV1-N27 Neighborhood Park Dsgn	1,674,408	327,547	1,346,861
PK-6423-19 Glen Shields Park Redevelopmen	2,247,718	131,603	2,116,115
PK-6424-17 Block 61W Neighbourhood Park a	834,000	401,411	432,589
PK-6431-14 61E-N1-Park Design&Constructio	1,066,669	934,052	132,617
PK-6438-17 Marco Park-Tennis Court Redeve	13,039	13,039	-
PK-6452-14 UV1-LP1-GreenwayDes&Constructi	533,338	11,359	521,979
PK-6456-18 Block 61W Neighbourhood Park D	1,468,270	938	1,467,332
PK-6457-21 Block 47 Neighbourhood Park D	70,500	-	70,500
PK-6461-17 Marco Park-Playground Replacem	576,122	569,522	6,600
PK-6474-15 Keffer Marsh - Bridge Replacem	292,836	292,336	500
PK-6497-15 KA-S5 Block 51- Public Square-	347,703	332,950	14,753
PK-6498-17 Block 59 District Park Develop	1,317,118	3,229	1,313,889
PK-6499-17 Block 11 Carrville District Ce	1,200,000	887,159	312,841
PK-6533-17 West Don Valley-Pedestrian Bri	153,099	137,387	15,712
PK-6534-16 King High Park-Pedestrian Brid	221,118	201,314	19,804
PK-6538-16 Thornhill Green Park-Section 3	428,610	333,536	95,074
PK-6543-17 Playground Surfacing Replaceme	285,000	274,778	10,222
PK-6548-18 Block 55 Neighbourhood Park De	2,425,000	1,672,504	752,496
PK-6554-20 Klein Mills Park-Block 55 Neig	196,810	-	196,810
PK-6558-17 Father Ermanno Bulfon Park-Pla	450,000	313,837	136,163
PK-6564-17 Sportsfield Improvements-Vario	80,194	79,194	1,000
PK-6565-21 Block 40 Municipal Park Devel	80,500	-	80,500
PK-6566-18 Playground Replacement Program	860,000	494,878	365,122
PK-6567-19 Block 31 Neighbourhood Park De	1,927,690	6,775	1,920,915
PK-6569-17 Block 8 Chateau Ridge Park- Pl	200,000	167,112	32,888
PK-6572-19 Playground Surfacing Replaceme	433,076	382,227	50,849
PK-6573-20 Tennis Crt Reconst-various loc	2,151,720	703,260	1,448,460
PK-6575-18 Block 61W Secord Park Developm	355,000	330,378	24,622
PK-6579-20 Bktball Crt improv-various loc	280,000	117,475	162,525
PK-6588-19 Playground Replacement Program	3,160,573	318,660	2,841,913
PK-6589-18 Vaughan Grove Sports Park Arti	1,690,000	1,635,528	54,472
PK-6596-18 Playground Surfacing Replaceme	443,443	442,527	916
PK-6597-18 Park Pathway Repair and Replac	400,000	214,029	185,971
PK-6598-18 Keffer Marsh Pedestrian Bridge	175,000	160,264	14,736
PK-6599-18 Block 37 Park Improvements	500,000	186,418	313,582
PK-6600-19 Block 50 Public Square Develop	647,484	619,271	28,213
PK-6602-19 Vaughan Super Trail Feasibilit	635,192	19,526	615,666
PK-6603-20 Block 18 Public Square Develop	779,298	939	778,359
PK-6604-20 York Hill District Park Redeve	2,369,770	139,883	2,229,887
PK-6613-21 Park Pathway Repair and Repla	400,000	-	400,000
PK-6636-19 North Maple Regional Park Deve	20,561,122	2,973,628	17,587,494
PK-6637-19 Parkland Dedication Policy Dev	212,890	138,416	74,474
PK-6639-19 Local Off Leash Dog Area Consu	194,311	67,646	126,665
PK-6642-21 ATMP Wheeled Sports Study	120,600	-	120,600

Managing Portfolio	Total Budget	Total Actual	Total Variance
PK-6643-20 Parks & Open Space Strategic P	240,035	20,323	219,712
PK-6644-21 Vaughan Mills Centre Parks Ma	111,111	-	111,111
PK-6647-19 Woodbridge Highlands Open Spac	1,083,073	116,157	966,916
PK-6648-19 Vaughan Mills Neighbourhood Pa	301,993	1,320	300,673
PK-6649-19 Kipling Avenue Park Base Parkl	100,000	81,569	18,431
PK-6650-21 Conley Park South Redevelopme	124,630	-	124,630
PK-6651-19 Slope Stabilization Cherry Hil	624,520	8,597	615,924
PK-6652-20 Concord Go Phase 1-Facility Co	44,500	-	44,500
PK-6653-20 Community Benefit Charge Strat	224,746	248	224,498
PK-6655-20 Peer Review for Park and Open	300,000	-	300,000
PK-6657-21 Block 31 Public Indoor Recrea	305,910	-	305,910
PK-6660-21 PBMP Trail Observation Study	150,000	-	150,000
PK-6664-21 VST Signage and Wayfinding St	220,000	331	219,669
PP-9576-21 Block 55/62 Kleinburg/Nashvil	73,369	-	73,369
Real Estate	**1,686,230**	**684,542**	**1,001,688**
RL-0005-12 Land Acquisition Fees	1,686,230	684,542	1,001,688
Planning & Growth Management	**207,483,468**	**77,329,477**	**130,153,993**
Building Standards	**2,880,500**	**1,653,012**	**1,227,488**
BS-1003-11 Building Depart Computer Syste	1,236,000	1,075,138	160,862
BS-1010-19 Office Re-Design	257,500	3,108	254,392
BS-1011-19 Service Delivery Modernization	927,000	172,479	754,521
BS-1008-18 Modernization of Sign Permit System	200,000	168,049	31,951
BS-1009-18 Mobility&Digital Transformation	260,000	234,238	25,762
Deputy City Manager Planning & Growth Mgmt	**3,170,401**	**1,794,832**	**1,375,570**
BS-1006-15 Zoning Bylaw Review	2,294,901	1,569,560	725,342
BU-7220-19 DAAP Mapping and Update to DAA	566,500	225,272	341,228
BU-9571-20 Growth Management Strategy	309,000	-	309,000
Development Engineering	**94,203,053**	**52,974,457**	**41,228,596**
1489-0-03 Teston Rd PD #7 2003	5,124,000	5,120,751	3,249
DE-7125-15 OPA 620 (Steeles West) East -	503,000	-	503,000
DE-7137-16 Block 61 Valley Corridor Cross	4,242,400	3,673,453	568,947
DE-7138-15 Block 55 PD-KN Watermain Servi	13,438,370	9,788,327	3,650,043
DE-7150-15 Zenway / Fogul Sanitary Sub-Tr	4,391,000	901,250	3,489,750
DE-7151-15 Huntington Road Reconstruction	2,429,000	1,802,794	626,206
DE-7157-15 Huntington Road Trade Valley t	4,511,500	-	4,511,500
DE-7165-16 Jackson Street Storm Sewer	464,600	378,899	85,701
DE-7166-16 Sidewalk & Streetlighting - Ru	262,000	-	262,000
DE-7167-16 Pine Grove Sanitary Pump Stati	115,300	-	115,300
DE-7178-17 Kirby Road Intersection Improv	1,067,450	816,183	251,267
DE-7180-17 Traffic Signal Installation -	206,515	159,646	46,869
DE-7199-18 Langstaff Sidewalk, Huntington	167,000	-	167,000
DE-7200-18 Marc Santi/District Ave & Duff	53,100	-	53,100
DE-7201-18 Pine Valley Drive Sidewalk, So	24,100	-	24,100
DE-7202-18 Mobile Tech	51,500	30,667	20,833
DE-7208-18 Stegmans Mill Sidewalk & Inter	2,137,611	1,886,634	250,977
DE-7209-19 PD7 Teston Rd Watermain Extens	3,915,826	3,544,973	370,853
DE-7210-19 Block 55 Valley Road Crossings	2,281,450	1,307,780	973,670
DE-7214-20 Pine Valley North Pedestrian-U	18,159,930	17,638,581	521,349
DE-7215-19 Stormwater Low Impact Developm	118,450	-	118,450
DE-7229-19 Kleinburg Core Parking Study	232,780	231,729	1,051
DE-7230-19 Pine Valley East and West Side	540,793	-	540,793
DE-7231-19 Teston Road Urbanization from	7,850,240	1,913,928	5,936,312
DE-7232-19 Riverock Gate from Jane to Cal	794,599	-	794,599
DE-7233-19 Caldari Road from Riverrock to	1,566,792	-	1,566,792
DE-7234-19 Barons Street Extension to Nas	2,441,516	1,634,447	807,069
DE-7235-19 Block 61 North Valley Crosing	1,410,293	-	1,410,293
DE-7236-19 Block 59 John Lawrie	2,280,734	-	2,280,734
DE-7237-19 Riverock Gate and Caldari Road	250,000	-	250,000
DE-7294-19 PGM Digital Strategy	618,000	23,711	594,289

Managing Portfolio	Total Budget	Total Actual	Total Variance
DE-7295-18 Road Improvements to New Huntington Road and Vaughan Valley Boulevard	673,150	639,428	33,722
DE-7296-18 Steel casing pipe crossing HWY	512,830	-	512,830
DE-7297-19 Watermain replacement - Highwa	1,905,500	-	1,905,500
DE-7299-19 Development Engineering Worksp	73,645	-	73,645
DE-7302-19 Realgnmt Hunting Rd to MajMack	3,000,000	-	3,000,000
DE-7303-20 Preparation of guidelines for	103,000	-	103,000
DE-7304-21 Jane St Sidewalk and Lighting	206,000	-	206,000
DE-7305-21 Teston Rd Sidewalk Only - Nor	51,500	-	51,500
DE-7306-20 Huntington Road Watermain - Tr	721,000	-	721,000
DE-7307-20 Block 64 Traffic Signal - Tra	206,000	-	206,000
DE-7309-20 Ortona Court Road Extension in	309,000	-	309,000
DE-7310-21 North-South Collector Road Wo	309,000	-	309,000
DE-7311-20 Agreement Template Modernizati	61,800	-	61,800
DE-7312-21 Donna Mae Subdivision - Donna	16,409	-	16,409
DE-7313-21 Dufferin Vistas Subdivision -	315,000	-	315,000
DE-7314-21 Noise Policy and Guidelines	36,686	-	36,686
DE-7315-21 Block 27 Municipal Class Envi	330,000	31,465	298,535
DT-7012-07 PD 5 West Woodbridge Watermain	2,846,834	1,184,500	1,662,334
DT-7019-09 Fogal Road Reconstruction	469,000	188,139	280,861
DT-7049-10 SW Mgmt Pond Monitoring Pro.	154,500	6,991	147,509
DT-7101-13 Vaughan TDM Policy	252,350	70,181	182,169
Development Planning	**5,863,702**	**2,159,420**	**3,704,283**
DP-9525-15 Vaughan Mills Urban Design Str	204,773	124,996	79,777
DP-9526-17 Yonge Street / Steeles Corrido	220,497	111,272	109,225
DP-9536-15 Building Pedestrian Level Wind	50,000	-	50,000
DP-9542-15 Islington Avenue Streetscape P	1,117,346	1,059,319	58,028
DP-9543-15 Centre Street Design and Const	493,324	419,670	73,654
DP-9553-17 Plan Update - Implications of	243,080	154,788	88,292
DP-9559-17 Office REnovations	262,100	210,050	52,050
DP-9565-20 City-Wide Intensification Stan	473,472	33,400	440,072
DP-9577-21 Promenade Mall Urban Design S	112,008	-	112,008
DP-9581-20 Concord West Go Station Master	81,582	8,338	73,244
DP-9582-19 Update to the City-Wide Street	225,915	9,640	216,275
DP-9584-19 Islington Avenue Improvements	900,829	22,230	878,599
DP-9585-21 Vaughan Healthcare Centre Pre	137,193	-	137,193
DP-9586-19 Service Delivery Modernization	780,000	-	780,000
DP-9589-19 Workspace Accommodation	51,500	-	51,500
DP-9590-20 Major Mackenzie Drive Streetsc	433,583	5,717	427,866
DP-9591-20 Heritage Vaughan Inventory Upd	51,500	-	51,500
DP-9595-21 Design Review Panel Administr	25,000	-	25,000
Policy Planning & Environmental Sustainability	**16,804,530**	**4,495,877**	**12,308,653**
ES-2521-15 Community Sustainability and E	75,925	66,651	9,274
PL-9023-11 Weston Road and Highway 7 Seco	806,200	415,814	390,386
PL-9027-12 Ctr St W Gateway Secondary Pln	291,069	78,576	212,493
PL-9533-13 NCASecondary Plan Block 41	741,600	567,114	174,486
PL-9535-13 NCASecondary Plan Block 27	1,127,900	677,321	450,579
PL-9550-16 Municipal Comprehensive (Offic	5,259,515	1,907,872	3,351,643
PL-9551-16 Concord GO Centre Secondary Pl	771,750	406,193	365,557
PL-9557-16 Embedded Energy Manager Progra	100,000	51,955	48,045
PL-9570-18 Promenade Mall Secondary Plan	515,000	220,705	294,295
PL-9572-18 Greening Standards Study	138,221	92,779	45,442
PL-9574-19 Sustainability Performance Met	46,350	-	46,350
PL-9575-20 Sustainable Neighbourhood Acti	52,250	-	52,250
PL-9576-20 Municipal Energy Plan Update	128,750	-	128,750
PL-9594-21 Vaughan Energy and Efficiency	6,700,000	-	6,700,000
RP-6776-18 Community Garden Program	50,000	10,897	39,103
Vaughan Metropolitan Centre Program	**84,561,282**	**14,251,879**	**70,309,403**
DE-7114-16 Portage Parkway - Applewood to	13,169,767	1,292,500	11,877,267
DE-7146-15 VMC Maplecrete Road Watermain	323,200	-	323,200
DE-7162-16 Apple Mill Road - Edgeley Blvd	355,400	-	355,400

Managing Portfolio	Total Budget	Total Actual	Total Variance
DE-7174-18 Applemill Road Extension, Mill	1,412,130	-	1,412,130
DE-7186-18 VMC Collector Road Functional	1,273,594	281,364	992,230
DE-7192-18 VMC NE Quad - Portage Parkway	3,528,085	2,623,373	904,712
DE-7197-18 VMC - Hydrogeological Desktop	154,500	-	154,500
DE-7205-20 VMC - NE Quad - Edgeley Pond B	1,000,000	-	1,000,000
DE-7221-19 VMC NW Quad - Commerce Way (Hw	2,043,435	3,319	2,040,116
DE-7222-19 VMC SW Quad - Interchange Way	5,192,329	6,348	5,185,981
DE-7223-19 VMC Master Servicing Plan Upda	431,448	376,179	55,269
DE-7225-19 VMC Jane Street Enhanced Stree	3,939,237	73,761	3,865,476
DE-7226-20 Exchange Ave.(Commerce Way to	4,137,409	2,684	4,134,725
DE-7227-20 Millway Ave. (Interchange to E	1,700,840	-	1,700,840
DE-7228-19 Jane Street Watermain Crossing	502,328	-	502,328
DE-7240-19 VMC NW Quad - Applemill (Apple	3,212,775	3,466	3,209,309
DE-7241-20 Commerce Street South - Highwa	254,006	-	254,006
DE-7242-20 Edgeley Boulevard South - High	5,197,396	-	5,197,396
DE-7293-19 VMC NW Quad - Applewood (Porta	10,041,785	7,857	10,033,928
DP-9524-13 Highway 7 VMC Streetscape	1,963,134	1,186,387	776,747
DP-9527-13 VMC Black Creek Detailed Dsgn	371,607	2,674	368,933
DP-9552-18 VMC Signage and Wayfinding Str	321,605	109,545	212,060
DP-9555-17 VMC - Consultation Services	309,000	49,111	259,889
DP-9561-19 VMC Demonstration Plans/ Pilot	157,590	-	157,590
DP-9562-19 Design and construction of Enh	1,969,772	-	1,969,772
DP-9563-19 Design and construction of enh	577,462	-	577,462
DP-9564-18 Edgeley Pond Feature	135,000	-	135,000
DP-9566-19 Design and construction of enh	638,256	-	638,256
DP-9567-20 Design and construction of enh	1,512,729	-	1,512,729
DT-7065-11 Millway Avenue Widening & Real	10,077,710	7,987,967	2,089,743
PK-6319-12 VMC-Millway/Applewood Park Des	248,000	-	248,000
PK-6430-20 Block 30 VMC SmartCentres Urba	2,018,228	27,667	1,990,561
PK-6536-16 VMC-Parks Development Plan and	262,032	33,178	228,854
PK-6537-20 Block 23 VMC Expo City Park De	4,150,274	40,921	4,109,353
PL-9573-19 VMC Secondary Plan Review	629,815	143,578	486,237
VM-9572-21 Edgeley Pond and Park Improve	1,000,000	-	1,000,000
VM-9581-20 VMC On-Street Paid Pubc Parkin	349,404	-	349,404
Public Works	**128,816,653**	**52,889,642**	**75,927,009**
Deputy City Manager Public Works	**16,209,557**	**14,734,836**	**1,474,721**
RP-1972-17 Public Works and Parks Operati	16,209,557	14,734,836	1,474,721
Environmental Services	**60,366,626**	**9,567,905**	**50,798,720**
DT-7079-11 Inflow & Infiltration Reductio	257,500	-	257,500
EV-2076-15 Sample Stations	154,500	-	154,500
EV-2088-16 Force main – Condition Assess	66,000	-	66,000
EV-2094-17 Pinegrove Pumping station stor	128,750	-	128,750
EV-2097-17 Additional Storage Yard Buildi	36,050	-	36,050
EV-2104-17 Water Services - Mobile Device	98,880	73,837	25,043
EV-2120-19 Sediment Discharge infrastruct	51,500	-	51,500
EV-2121-20 Wastewater Lift Stations capit	162,225	120,412	41,813
EV-2124-18 Smart Water Metering ? City Wi	38,843,196	215,875	38,627,321
EV-2126-19 Erosion Control Program Consul	216,300	124,337	91,963
EV-2127-19 Stormwater Pond cleanout - Avi	2,457,674	2,239,073	218,600
EV-2133-19 SCADA upgrades for newest Wast	86,520	-	86,520
EV-2134-19 Backflow Prevention Programmin	163,250	89,930	73,320
EV-2135-19 ERIS SCADA Software Reporting	51,500	51,495	5
EV-2137-19 Installation of Water Sampling	1,999,250	1,585,328	413,922
EV-2138-19 NRW Assessment in Existing DMA	103,000	72,266	30,734
EV-2140-19 Decommissioning of Maple Commu	103,000	-	103,000
EV-2536-20 Smart Hydrant project	91,928	83,691	8,237
EV-2537-20 Condition Assessment -Large di	108,150	68,417	39,733
EV-2538-20 Relocation of West Bulk Water	217,335	6,048	211,287
EV-2539-20 North Rivermede Pond (Pond 18)	151,279	-	151,279
EV-2540-20 Wildberry Pond (Pond 72B)	2,595,638	-	2,595,638
EV-2541-20 Sunview Pond (Pond 72A)	1,584,136	-	1,584,136

Managing Portfolio	Total Budget	Total Actual	Total Variance
EV-2542-20 SCADA, weather, AVL, traffic s	186,190	-	186,190
EV-2543-20 2020 Pond Management	515,000	-	515,000
EV-2544-20 Stormwater Pond cleanout - Wes	963,617	-	963,617
EV-2545-20 Water and Wastewater- Rate Stu	162,225	111,070	51,155
EV-2546-20 Rehabilitation of Stormwater P	2,500,000	-	2,500,000
EV-7080-21 Non-Revenue Water Reduction P	360,684	-	360,684
EV-7081-21 Inflow and Infiltration Reduc	257,632	-	257,632
EV-7082-21 Infrastructure Improvement Pr	360,684	-	360,684
PO-6709-10 SWM Pond Life Saving Stat Ph2	257,500	163,628	93,872
WW-2536-17 BULK WATER STNS(4)	194,744	147,945	46,799
WW-2537-17 COV DISTR WATERMAIN COND ASSMN	453,604	393,400	60,204
WW-2538-17 COV RPLCMNT OF OUT OF CALIBRAT	2,254,316	2,039,398	214,918
WW-2540-17 Rpr and Rhab of Pump Stn & Bst	635,154	632,903	2,251
WW-2543-17 SMART WATER METERING	967,672	877,380	90,292
WW-2547-17 SANIT SWER SYSTM INFLOW(CLOSET	350,627	271,750	78,877
WW-2548-17 SANIT SWER SYSTM INFLOW(FLOW M	219,416	199,722	19,694
Parks, Forestry & Horticulture Operations	**17,469,814**	**10,595,780**	**6,874,034**
PO-6753-14 CTS Mobile Handheld Program	30,900	30,797	103
RP-6700-15 Tree Planting Program-Regular	7,206,818	4,849,276	2,357,542
RP-6742-15 Park Benches-Various Locations	277,200	133,663	143,537
RP-6746-15 Fence Repair & Replacement Pro	2,280,187	1,869,709	410,478
RP-6754-15 Parks Concrete Walkway Repairs	2,106,216	363,822	1,742,394
RP-6762-16 Supplementary Tree Planting Pr	3,529,700	2,869,882	659,818
RP-6763-17 Baseball Diamond Redevelopment	438,560	-	438,560
RP-6764-17 Beautification strategy - Enha	693,200	308,802	384,398
RP-6777-19 Urban Forest Management Plan	203,000	-	203,000
RP-7135-20 Reservoir Planters and Barrels	144,200	138,846	5,354
RP-7137-20 Trail Signs Indicating Low/No	51,500	-	51,500
RP-7138-21 Woodlot Entry Signs	138,890	-	138,890
RP-7140-21 Waste receptacle replacement	103,000	30,448	72,552
RP-7141-21 Aerial Lift /Boom	62,888	-	62,888
RP-7142-21 3 Madvac - litter vacuum	167,705	535	167,170
RP-7144-21 Loader scale computers for tr	35,850	-	35,850
Transportation & Fleet Management Services	**34,770,656**	**17,991,121**	**16,779,534**
DE-7108-15 School Travel Planning Measure	116,251	5,029	111,222
EN-1796-10 Traffic Calming 2010	290,177	159,969	130,208
EN-1843-11 Traffic Signal Improvements	462,000	313,496	148,504
EN-1990-14 RailwayCrossingSafety Assessme	50,407	407	50,000
FL-5141-10 Fleet - Equipment Replacement	154,500	91,741	62,759
FL-5153-14 PKS-FORESTRY-Repl water spraye	29,700	401	29,299
FL-5215-19 PKS-Additional 2 ton 4x4 crew	122,778	105,631	17,147
FL-5221-19 PKS- Additional sand sifters	72,100	490	71,610
FL-5225-14 PKS-4 sand&salt conveyor loade	25,800	401	25,399
FL-5241-21 PW-WASTEWATWER-Replace Unit #	45,345	-	45,345
FL-5250-18 PKS-FORESTRY-Replace Unit #101	123,600	112,150	11,450
FL-5276-21 PKS- Additional loader and f	190,550	-	190,550
FL-5278-19 PKS- Additional dual stream co	176,222	171,970	4,252
FL-5291-20 Public Works - Roads - (3) Add	24,700	-	24,700
FL-5319-21 PKS-Replace Unit #1286 with	125,776	-	125,776
FL-5326-18 PKS-Replace Unit #1446 with a	50,940	50,715	225
FL-5333-18 PKS-HORT- Replace Unit#1352 wi	120,715	95,725	24,990
FL-5353-16 PKS-Replace Unit #1608 with 16	158,000	114,746	43,254
FL-5360-18 PKS-Replace Unit #1843 with 16	168,000	114,523	53,477
FL-5361-16 PKS-Replace Unit #1565,1566 wi	105,000	73,177	31,823
FL-5409-21 PKS-FORESTRY-Replace Unit #16	72,942	-	72,942
FL-5410-18 PKS-FORESTRY-Replace Unit #166	133,900	132,702	1,198
FL-5411-18 PKS-FORESTRY-Replace Unit #151	343,670	5,384	338,286
FL-5423-18 PW-RDS-Replace Unit #1297 with	133,600	1,158	132,442
FL-5425-18 PW-RDS-Replace Unit #1094 with	430,000	512	429,488
FL-5426-19 PW-RDS-Replace Unit #1373 with	460,000	2,086	457,914
FL-5427-18 PW-RDS-Replace Unit #1159 with	380,000	1,092	378,908

Managing Portfolio	Total Budget	Total Actual	Total Variance
FL-5430-19 PW-RDS-Replace Unit #1527 wit	45,500	39,148	6,352
FL-5440-20 PKS- Additional salt supply sy	26,800	-	26,800
FL-5453-19 PKS- Additional narrow sidewal	109,960	109,960	-
FL-5455-19 PKs- Additional narrow sidewal	110,210	97,480	12,730
FL-5456-19 PKs- Additional narrow sidewa	110,210	97,480	12,730
FL-5457-19 PKS- Additional narrow sidewa	110,210	97,480	12,730
FL-5458-19 PKS-Additional narrow sidewalk	110,210	97,480	12,730
FL-5502-20 PW-RDS- Additional Air Regener	530,353	-	530,353
FL-5504-15 PW-RDS - Additional Material h	31,443	24,107	7,336
FL-5505-15 PW-RDS- Additional Small Equip	31,120	978	30,142
FL-5508-15 PW-RDS - Additional Hydraulic	20,962	-	20,962
FL-5524-18 B&F-Replace Unit #1153 cargo m	41,200	37,520	3,680
FL-5533-18 City Hall Parking Shuttle - Pa	51,500	-	51,500
FL-5534-18 PKS-Additional Small Equipment	25,750	2,672	23,078
FL-5558-18 Replace Unit #1702 - SIGN TRUC	201,288	1,604	199,684
FL-5562-20 Replace Unit #1344 - SWEEPER S	461,176	-	461,176
FL-5578-21 Replace #12520 7735XS-PICKUP	33,545	-	33,545
FL-5581-21 Replace #2014 MOWER ZERO TURN	22,260	-	22,260
FL-5582-21 Replace #1799 TRAILER ASPHALT	66,405	356	66,049
FL-5594-18 Fleet Vehicle and Equipment Sp	51,500	580	50,920
FL-5595-18 Fuel Management System	84,396	-	84,396
FL-6784-20 PKS-Two 4x4 1/2-Ton Pickup Tru	103,000	-	103,000
FL-7220-19 PW-SW-New- Pickup Truck	66,000	62,586	3,414
FL-9552-19 New Animal Services Animal Tra	278,100	223,945	54,155
FL-9553-20 Fleet Management Software	195,700	-	195,700
FL-9556-19 PKS - One 1/2-Ton Pickup Truck	43,260	42,867	393
FL-9557-19 PKS - One 1-Ton Pickup Truck f	101,040	93,661	7,378
FL-9558-19 PKS - Replace Spreader Lely Un	35,900	445	35,455
FL-9564-19 Replace Unit #1899 Pick Up	50,470	50,043	427
FL-9565-19 Replace Unit #1906 Pick-Up	50,470	50,043	427
FL-9566-19 Replace Unit #1917 Pick Up	59,890	59,806	84
FL-9567-19 Replace Unit #2032 Pick Up	48,410	-	48,410
FL-9568-19 Replace Unit #2050 Pick Up	48,410	-	48,410
FL-9569-19 Replace Unit #11000, #11002, #	140,000	111,772	28,228
FL-9572-21 Replace Unit #1876 Pick Up	48,894	-	48,894
FL-9573-21 Replace Unit #1907, #1908, #1	24,895	-	24,895
FL-9574-19 Replace Units #11004, #11001 C	278,100	223,544	54,556
FL-9575-20 Vehicle for Tree Protection Ag	55,620	-	55,620
FL-9576-20 Hydrant Maintenance Truck	154,500	-	154,500
FL-9578-21 One Animal Services Purpose-B	148,834	-	148,834
FL-9579-21 Traffic Signs for fulfillment	262,032	-	262,032
FL-9581-21 Tactile Walking Plate	52,407	-	52,407
FL-9582-21 Interlocking Program	104,813	-	104,813
FL-9583-21 Truck Body/Brand refurbishmen	157,220	-	157,220
FL-9584-21 Mid Mount Boom Mower Attachme	83,855	-	83,855
FL-9585-21 2- Water Tank with Power wash	167,705	-	167,705
FL-9586-21 PFHO - Replace Unit #8050 wit	120,372	-	120,372
FL-9587-21 PFHO - Replace Unit #8058with	120,372	-	120,372
FL-9588-21 PFHO - Replace Unit #8067with	120,372	-	120,372
FL-9589-21 PFHO - Replace Unit #8068with	120,372	-	120,372
FL-9590-21 Replace Unit #2010, #2011, #2	11,295	-	11,295
FL-9591-21 Replace #1845 10 FOOT MOWER	96,092	-	96,092
FL-9592-21 Replace #1846 MOWER ZERO TURN	22,257	-	22,257
FL-9593-21 Replace #1349 TRACTOR SKID ST	99,346	-	99,346
FL-9594-21 Replace #2314 TRAILER ASPHALT	66,405	356	66,049
LI-4555-18 VPL Courier Van	61,800	60,704	1,096
RP-2013-15 Street Light Pole Replacement	1,780,702	710,192	1,070,510
RP-2035-15 Curb and Sidewalk Repair & Rep	15,224,449	12,182,940	3,041,509
RP-6753-17 CTS Mobile Handheld Program	430,170	155,174	274,996
RP-6760-21 Pedestrian Connectivity Study	117,420	-	117,420
RP-6767-18 Road Safety Program: Automated	56,650	5,241	51,409
RP-6768-18 Traffic Control and Management	1,683,815	25,121	1,658,694
RP-6769-18 Traffic Data Management System	67,980	-	67,980

Managing Portfolio	Total Budget	Total Actual	Total Variance
RP-6770-18 Road Safety Program: Neighbour	180,250	-	180,250
RP-6771-18 VMC Maintenance Equipment	838,033	572,917	265,116
RP-6772-18 Guiderail Maintenance Program	879,325	281,515	597,810
RP-6774-18 Skid steer	102,400	56,861	45,539
RP-6775-18 Traffic Signs Reflectivity Ins	327,750	138,032	189,718
RP-6778-19 Review Winter Maintenance Stra	145,300	-	145,300
RP-6779-19 SOP for Winter Operations	100,000	5,031	94,969
RP-6781-19 Street Light Utility Infrastru	300,000	1,832	298,168
RP-6782-20 Street Light Utility Infrastru	309,000	-	309,000
RP-6783-19 Traffic Management Strategy Co	20,600	3,822	16,778
RP-7136-20 Pavement Crack & Seal program	1,333,333	712,321	621,012
RP-7138-20 Fire Stations - Hatch Pavement	144,200	-	144,200
RP-7139-20 Fire Stations - Hatch Pavement	185,400	-	185,400
RP-7140-20 Automated Enforcement Technolo	103,000	-	103,000
Community Services	**36,881,148**	**26,261,242**	**10,619,906**
Access Vaughan	**102,000**	**82,740**	**19,260**
AV-9532-15 Access Vaughan Phase II - Step	50,500	32,794	17,706
AV-9543-19 AV Space Configuration	51,500	49,946	1,554
By-Law & Compliance, Licensing & Permit Services	**234,963**	**55,585**	**179,378**
BY-9538-16 By-Law & Compliance Group Tech	111,000	55,585	55,415
BY-9554-20 Consultant for Vaughan Animal	103,000	-	103,000
BY-9558-21 Coyote Study Partnership with	20,963	-	20,963
Deputy City Manager Commty. Serv.	**3,138,423**	**2,036,213**	**1,102,210**
SE-0088-16 CRM Service Vaughan	3,138,423	2,036,213	1,102,210
Recreation Services	**33,405,762**	**24,086,704**	**9,319,058**
RE-9503-18 Fitness Centre Equipment Repla	953,370	705,596	247,774
RE-9504-08 Pierre Berton Discovery Centre	1,500,000	1,478,253	21,747
RE-9527-18 Events Strategy	127,000	44,208	82,792
RE-9531-16 Recreation and Culture Custome	34,200	-	34,200
RE-9533-17 CLASS System Upgrade	283,260	288,236	(4,976)
RE-9534-17 Community Centre Program Equip	206,000	174,528	31,472
RE-9536-17 CLASS System Upgrade - Pheriph	77,250	19,009	58,241
RE-9537-17 VMC Library, Recreation and YM	29,598,532	21,159,566	8,438,966
RE-9538-18 Facility Equipment Replacement	239,900	157,805	82,095
RE-9541-19 Review and Update of the CSO/F	128,750	-	128,750
RE-9542-19 Age Friendly Community Designa	154,500	59,503	94,997
RE-9544-20 Implementation of Event's Stra	103,000	-	103,000
Corporate Services & Chief Financial Officer	**23,214,284**	**13,543,415**	**9,670,869**
Deputy City Manager Corporate Services & Chief Financial Officer	**3,214,964**	**1,112,180**	**2,102,784**
FI-2533-18 Finance Modernization	1,904,564	1,074,940	829,624
SE-0091-19 Workforce Management System- P	1,310,400	37,240	1,273,160
Financial Planning & Development Finance	**3,423,389**	**1,195,891**	**2,227,498**
BU-2551-18 Growth Related Financial Analy	780,781	412,740	368,041
BU-2554-20 Growth Related Financial Studi	727,608	122,351	605,257
BU-2560-20 Bill 108 Related Studies	515,000	-	515,000
CO-0086-18 Woodlot Acquisition - Block 39	1,400,000	660,800	739,200
Financial Services	**980,560**	**938,139**	**42,421**
FI-0073-19 New Property Tax System	929,060	917,386	11,674
FI-0085-18 Tax Manager Software (TXM) Dis	51,500	20,753	30,747
Office of the Chief Human Resources Officer	**1,332,114**	**836,885**	**495,229**
SE-0076-16 Job Description &Evaluation Pr	200,000	118,501	81,499
SE-0080-16 Service Excellence Leads Progr	815,949	543,168	272,781
SE-0081-19 Service Excellence Recogn.Prog	102,466	74,888	27,578
SE-0089-19 Wellness Strategy	213,699	100,328	113,371

Managing Portfolio	Total Budget	Total Actual	Total Variance
Office of the Chief Information Officer	**13,831,944**	**9,142,684**	**4,689,260**
IT-3011-16 Central Computing Infrastructu	6,691,417	5,121,731	1,569,686
IT-3013-16 Personal Computer (PC) Assets	3,478,209	2,233,546	1,244,663
IT-3020-14 Vaughan On-line Improvements	1,677,000	349,079	1,327,921
IT-7222-19 2019 Budget - Various Departme	83,450	40,122	43,328
IT-9546-17 AV Infrastructure Renewal	1,764,368	1,266,844	497,524
IT-9550-18 Digital Strategy Implementatio	137,500	131,362	6,138
Procurement Services	**431,313**	**317,636**	**113,677**
SE-0078-16 Procurement Modernization	431,313	317,636	113,677
Office Fire & Rescue Services	**15,604,306**	**9,807,655**	**5,796,652**
EP-0071-17 Primary and Alternate Emergenc	197,110	174,267	22,843
FR-3581-18 Purchase Land for New Station	1,048,128	905,512	142,616
FR-3587-17 Replace 7955 Aerial 55 FT	1,292,057	1,210,699	81,358
FR-3593-16 Replace HAZ MAT 7942	839,083	768,199	70,884
FR-3606-18 Station 76 Aerial Purchase	1,991,443	1,665,631	325,812
FR-3607-19 Aerial 76 Equipment Purchase	120,000	-	120,000
FR-3612-14 Fitness Equipment&Furniture	210,000	116,333	93,667
FR-3618-18 Station #74 Equipment for Fire	125,000	89,104	35,896
FR-3619-18 Engine #74 Equipment Purchase	120,000	103,968	16,032
FR-3626-18 Station #74 Furniture and Equi	170,000	48,396	121,604
FR-3628-15 Fire Training Tower	1,236,000	1,226,430	9,570
FR-3631-16 Fire Rescue Tool Retrofit	314,150	315,914	(1,764)
FR-3634-19 SCBA replacement	1,442,000	1,405,518	36,482
FR-3637-18 Replace Aerial 17M -7967	1,287,310	1,195,512	91,798
FR-3642-17 Fire - CAD & MDT Replacments	176,600	9,631	166,969
FR-3648-21 Replace Engine #7984	1,015,033	-	1,015,033
FR-3649-21 Replace Engine #7985	1,015,033	-	1,015,033
FR-3652-19 Public Order Unit - VFRS	57,647	26,109	31,538
FR-3654-19 Air Compressor and Fill Statio	83,850	74,612	9,238
FR-3655-19 General Equipment - VFRS	462,241	155,353	306,888
FR-3656-19 Washing and Drying Machines fo	51,358	20,722	30,636
FR-3661-20 HHR Passenger Vehicle #3 - HQ	52,406	46,177	6,229
FR-3662-20 HHR Passenger Vehicle - HQ Adm	27,251	23,980	3,271
FR-3663-20 Trailblazer - HQ Prevention -	27,251	24,061	3,190
FR-3664-20 Ford Escape Vehicle - HQ Preve	27,251	24,061	3,190
FR-3665-20 Smart Car C7 - HQ Prevention -	27,251	24,061	3,190
FR-3666-20 Smart Car C6 - HQ Prevention -	27,251	24,061	3,190
FR-3667-20 Ford Explorer (5 Yr) - Adminis	52,406	46,763	5,643
FR-3686-21 Ford Explorer (4 yr) - Fire S	52,406	-	52,406
FR-3689-20 Technical Rescue - Replacement	251,550	77,487	174,064
FR-3690-20 New Phone System	524,064	-	524,064
FR-3691-20 NG 911. Text to 911	314,438	-	314,438
FR-3692-20 APEX - Licence Fees	15,722	5,094	10,628
FR-3694-21 Portable Radios	700,000	-	700,000
FR-3717-21 Replacing Defibrillators	120,000	-	120,000
FR-3719-21 Consultant to Assess Fire Und	131,016	-	131,016
Vaughan Public Libraries	**7,591,982**	**4,539,459**	**3,052,523**
Vaughan Libraries	**7,591,982**	**4,539,459**	**3,052,523**
LI-4550-21 Library Signage	144,000	-	144,000
LI-4554-17 Resource Material, F&E, Comm/H	1,160,000	299,546	860,454
LI-4564-19 Library Technology Program	400,000	225,446	174,554
LI-4570-19 Vaughan Hospital Library - Non	545,250	256,559	288,691
LI-9552-19 VPL Branch Feasibility Study	50,000	22,970	27,030
LI-9553-19 Capital Resource Purchases	5,292,732	3,734,938	1,557,794
Administrative Services & City Solicitor	**2,390,750**	**469,889**	**1,920,861**
Administrative Services & City Solicitor	**1,850,000**	**303,991**	**1,546,009**
IT-2502-19 Electronic Document Management	1,850,000	303,991	1,546,009
Legal Services	**412,000**	**77,403**	**334,597**

Managing Portfolio	Total Budget	Total Actual	Total Variance
LS-7243-20 Legal Document Management Syst	412,000	77,403	334,597
Office of the City Clerk	**128,750**	**88,495**	**40,255**
CL-7209-20 Ward Boundary Review	128,750	88,495	40,255
Economic & Cultural Development	**2,061,676**	**474,896**	**1,586,780**
EB-9545-17 Economic Development & Employm			
EB-9551-19 Opportunity/Feasbility Study o	209,626	148,539	61,087
EB-9552-20 Economic Prosperity and Invest	1,500,000	68,085	1,431,915
SE-7221-19 Smart City Study	352,050	258,272	93,778
Transformation & Strategy	**876,723**	**107,941**	**768,782**
CM-2526-16 Service Excellence Strategic I	420,723	63,970	356,753
SP-0016-17 Strategy Update	206,000	18,135	187,865
SP-2557-20 Corporate Performance Measures	150,000	25,836	124,164
SP-2558-20 Ideas @ Work	100,000	-	100,000
Corporate & Strategic Communications	**259,882**	**175,817**	**84,065**
SE-0083-16 Service Excl Communicatin Plan	156,500	123,935	32,565
SP-0017-18 Citzen Engagement Study	103,382	51,882	51,500
Total	**1,168,123,476**	**526,747,215**	**641,376,263**

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: 2022 BUDGET DIRECTIONS

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

ACTION: DECISION

Purpose

To seek Council endorsement to develop the 2022 Budget with assumptions of a tax levy increase of 2.0%, a water and wastewater rate increase matching the Regional increase (currently estimated at 3.5%) and a stormwater average charge increase of 4.5% for 2022, which will be brought forward to the Special Committee of the Whole meetings in November and December 2021 for deliberation and Council approval on December 14, 2021.

Report Highlights

- Development of the 2022 tax supported operating budget will continue to be guided by Good Governance priorities, *Value for Money* and *Fiscal Sustainability* as part of the 2018-2022 Term of Council Service Excellence Strategic Plan.
- As uncertainty remains with respect to the time horizon and degree to which COVID19 will continue, development of the 2022 Operating Budget will also reflect the most recent projections of the financial impact of the ongoing pandemic and incorporate mitigation measures accordingly.
- Three potential scenarios to keep the tax rate increase low and affordable to residents and businesses are presented for Council consideration: 1) 1.5% tax rate increase; 2) 2.0% tax rate increase; and 3) 2.5% tax rate increase.
- In order to maintain essential services to residents and businesses, staff are recommending an increase to the tax rate of 2.0% for 2022.

Report Highlights (continued)

- York Region will bring forward the multi-year water and wastewater rates increases for Regional Council approval in the fall. To ensure the safety and sustainability of the city's water and wastewater infrastructure, Vaughan should increase rates equivalent to the Regional increases. The 2022 water and wastewater rate increases are subject to change based on the decision from the Region.
- The recommended stormwater charge increase is 4.5% in 2022, to ensure adequate funding for upgrades and maintenance for the stormwater

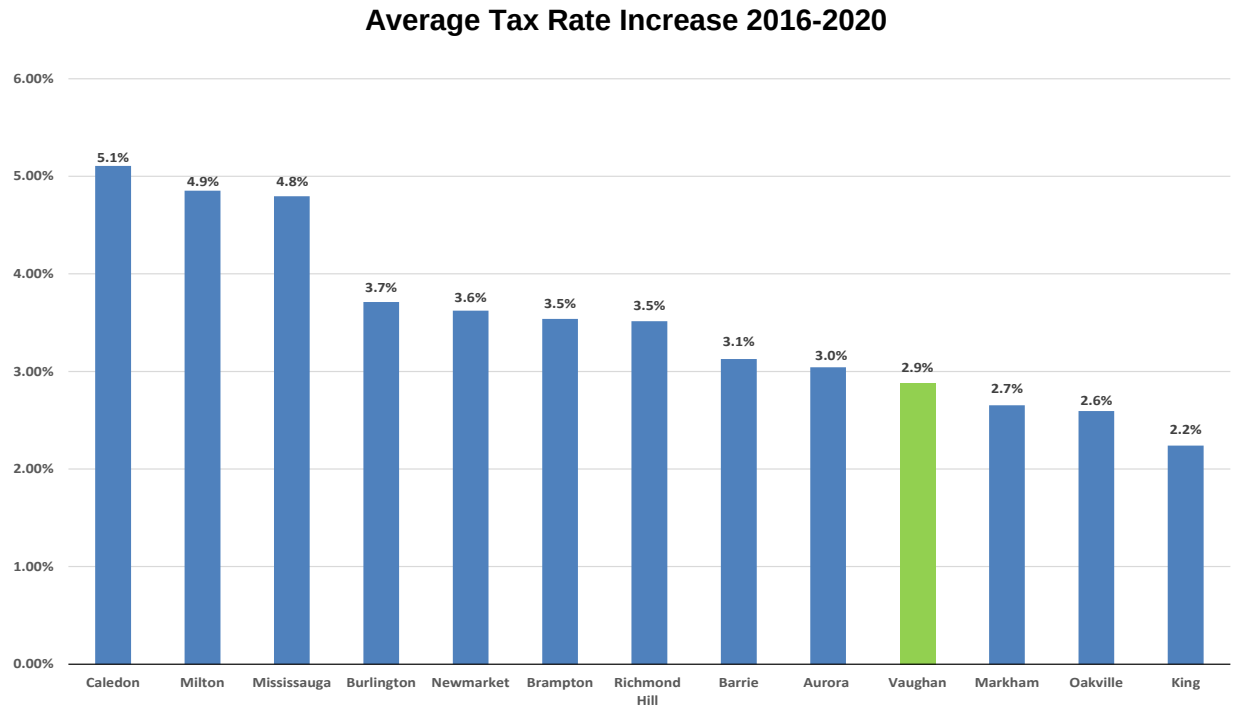
Recommendations

1. That Council endorse development of the 2022 Tax Supported Operating Budget with a 2.0% tax rate increase for 2022; and
2. That Council endorse development of the 2022 Rate Supported Operating Budget with a 3.5% combined water and wastewater rate increase for 2022, subject to change to match the expected Regional rate increase; and a 4.5% average stormwater rate increase for 2022.

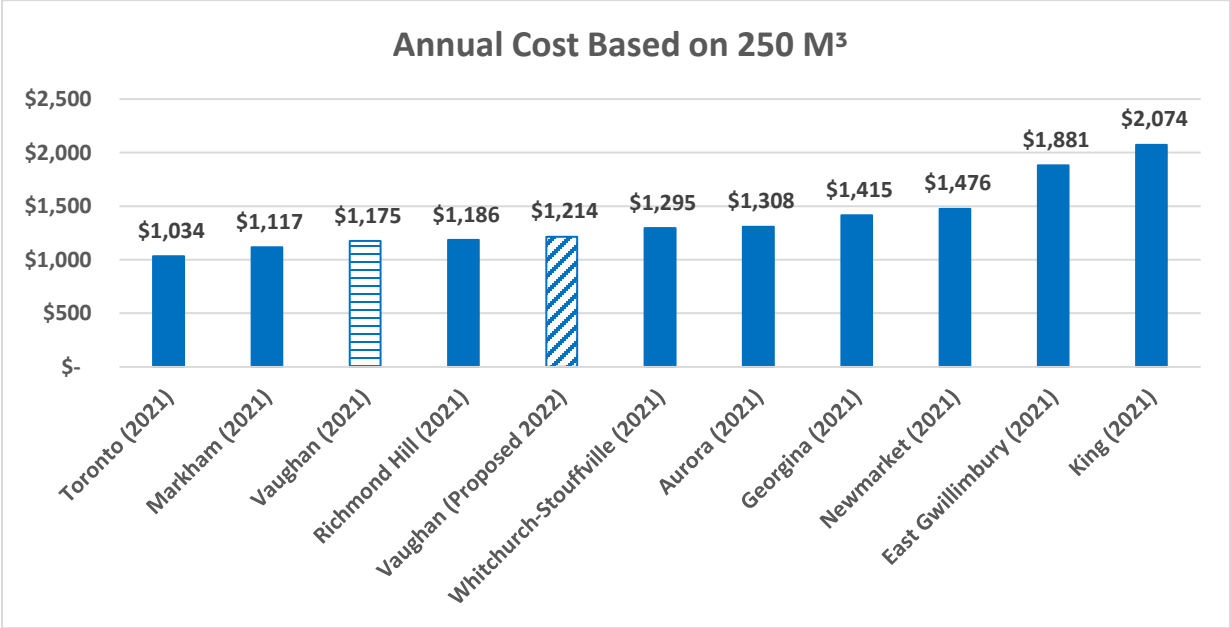
Background

This report outlines three options for a potential tax rate increase in 2022, the implications of each option, and a proposed high-level roadmap to achieve the recommended target in the 2022 Budget. Also included in this report are recommendations for rate increases in 2022 for water, wastewater and stormwater for Council consideration.

Over the five-year period 2016-2020, increases in tax rates to the residents and businesses in the City of Vaughan have averaged 2.9%. Most recently, the 2021 tax supported operating budget for the City was approved by Council with no tax rate increase over 2020, lowering the most recent **five-year average tax rate increase to 2.3%.** The 2021 Budget and 2022 Plan also included an outlook for 2022 with a 3% tax increase over 2021. These modest tax rate increases, which help fund contractual and inflationary budget pressures, have been among the lowest tax rate increases when compared to peer municipalities in the Greater Toronto Area, as indicated in the chart below.



Over the past few years, (except for 2020 as Council cancelled the rate increase due to COVID-19), increases in water and wastewater rates for Vaughan residents and business have averaged 9.9%. Most recently, the 2021 rate supported operating budget for the City was approved by Council with a 2.9% rate increase over 2020. Despite the proposed 3.5% increase, the City of Vaughan's combined 2022 water and wastewater average annual consumption costs remains one of the lowest in the Region when compared to 2021 municipal comparators as indicated in the chart below.



In recognition of the ongoing financial challenges being experienced by the City and its residents and businesses are due to COVID-19, three options for 2022 tax rate increases are provided for Council consideration, all of which continue to keep tax rates low and affordable.

Options for 2022 Tax Rate Increase from 2021:
1) 1.5% increase;
2) 2.0% increase; or
3) 2.5% increase.

York Region's wholesale water and wastewater rates represent approximately 79% of Vaughan's water and wastewater rates. As a result of York Region's expected 3.5% combined increase for water and wastewater for 2022, it is recommended that Vaughan also increase its rates by 3.5%. This is subject to change based on the outcome of the Region's Council approval on the rate increases.

Increased stormwater infrastructure maintenance costs and capital spending, including projects approved for Disaster Mitigation and Adaptation Funding (DMAF) have put pressure on the stormwater reserve. Managing project start dates and improving efficiency through project bundling will lower costs, however a proposed 4.5% average rate increase for 2022 will be required to help ensure the long-term sustainability of the stormwater reserve.

Previous Reports/Authority

2021 Budget Directions Report

Analysis and Options

The 2022 Plan was approved with an outlook of a 3% tax rate increase. However, given the impact of the ongoing global pandemic to residents and businesses, staff are seeking Council approval of a tax rate increase in 2022 that is lower than the previously approved outlook as the revised starting point for the 2022 Operating Budget. It is important to note that a 1% increase in the tax rate equates to approximately $2.1 million in additional tax revenues. The following table illustrates the impact to tax revenues of each option for the 2022 tax rate:

Tax Levy Change %	**+1.5%**	**+2.0%**	**+2.5%**
Additional Tax Revenues ($M)	$3.2	$4.3	$5.3

The 2021 Operating Budget with a 0% tax rate increase from 2020 was developed factoring in adjustments due to COVID-19 and based on the assumption that a recovery

from the pandemic was to begin in 2021. Since Council approval of the 2021 Operating Budget in December 2020, the situation has worsened. A third wave of COVID-19, along with severe and prolonged lockdowns has resulted in further financial pressures, primarily in forgone Recreation revenues and incremental expenditures for safety measures, partially offset by avoided costs from closures. As of June 30, 2021, user fee revenues in Recreation / Community Development were below the year-to-date budget by 92% or $5.8 million.

As uncertainty to the extent of the pandemic and recovery period remains, staff have assessed the financial impact to the best of their ability to inform development of the 2022 Operating Budget. This assessment was based on multiple waves of the infection and the necessary safety measures, legislated closures and re-openings experienced during the first 18 months of the pandemic and a forecast for the remainder of 2021, which could include a fourth wave. The City must continue to be fiscally conservative, exercise caution and manage resources prudently in 2022.

Guiding Principles for Development of the 2022 Operating Budget

- Low and affordable property tax rate increase
- Factor impacts of COVID-19 – lower own-sourced revenues, new spending needs
- Continue to deliver key infrastructure projects – support economic recovery
- Modest and realistic capital programs
- Lean operating budgets - minimal Additional Resource Requests (ARRs)
- Prudent prioritization, with focus on legislated deliverables, business continuity and service-level recovery
- Manage short-term liquidity / Maintain long-term fiscal sustainability

Preliminary estimates based on budget submissions suggest the total tax levy required in 2022 to deliver the same levels of services as in 2021, factoring in further adjustments for COVID-19 is $218.4 million, an increase of $5.5 million or 2.6% from 2021. Main drivers of the increase include forgone revenues in Recreation / Community Development, inflationary pressures, annualizations and additional costs to protect employees and the public (social distancing), partially offset by workforce re-balancing to correspond to the loss of revenues. These estimates do not include assessment growth, and additional resource requests, which will be prioritized separately based on urgency.

Financial Assistance

As part of the Safe Restart Agreement (SRA) announced in July 2020, total funding of $2 billion was to be distributed to Ontario’s municipalities in two Phases to support COVID-19 operating costs and pressures and help avoid large tax increases. In October 2020, Vaughan received $6.15 million in Phase 1. This funding not only helped offset

pressures, but also contributed to a net operating surplus of $2.6 million in 2020, which was deposited to the Tax Rate Stabilization Reserve to help offset pressures in 2021.

On December 16, 2020, the Province announced Phase 2 funding allocations, of which Vaughan received $2.6 million in January 2021 to help provide additional financial relief to support operating budgets in 2021.

On March 4, 2021, the Ontario government announced it is providing an additional $500 million to help the province's 444 municipalities address ongoing COVID-19 operating costs. A letter from the Minister of Municipal Affairs and Housing was received confirming additional funding of $8.3 million for the City of Vaughan, of which 50% or $4.2 million was received in May 2021 and 50% to be received in November 2021. The confirmed additional funding of $8.3 million brings the total support for operating pressures due to COVID-19 to $17.1 million, including $10.9 million in 2021.

As both SRA and Provincial COVID-19 funding are intended to provide relief to municipalities in 2021 (the City is expected to utilize all of the funding in 2021), no support from senior levels of government has been factored into development of the 2022 budget. However, any unused amounts will be deposited to a reserve to offset pressures in 2022.

Options for the 2022 Tax Levy

Based on the estimated 2021 tax levy required (which does not include assessment growth and additional resource requests), all the proposed tax levy options for 2022 result in an operating pressure. The magnitude of the pressure is dependent on the tax levy option adopted by Council, which is illustrated in the table below.

$ Millions

2022 Tax Increase %	**1.5%**	**2.0%**	**2.5%**
2021 Tax Levy	212.9	212.9	212.9
Additional Tax Levy for 2022	3.2	4.3	5.3
2022 Total Tax Levy	216.1	217.2	218.2
ESTIMATED 2022 Tax Levy Required	218.4	218.4	218.4
Surplus (Pressure)	**(2.3)**	**(1.2)**	**(0.2)**

Recommendation

COVID-19 has created unprecedented challenges for the federal, provincial and municipal governments and their respective economies. The significant impacts to residents and business and the City are expected to continue into 2022. The City of Vaughan’s Administration recognizes these challenges and continues to evaluate and

implement additional measures to support residents and businesses during this difficult time.

In order to maintain essential services and provide continued support to the City's residents and businesses, staff are recommending Council endorse development of the 2022 Tax Supported Operating Budget with a tax rate increase of 2.0%. The result will be a base operating pressure of $1.2 million to be mitigated in the 2022 Budget, with the goal of not impacting service levels to the community.

In 2021, the budget achieved a 0% tax rate increase by implementing various measures, some of which are not sustainable in the long-term including:

- Reducing contributions to capital from taxation by $4.3 million (more than 50%) - this places pressures on reserves and debt to fund capital projects;
- Freeze on salaries for non-union staff – continuation of the freeze could make it difficult for the City to attract and retain talent;
- A one-time increase by 10% (from 75% to 85%) in the City share of dividends declared by Alectra from Vaughan Holdings Incorporated - this one-time measure creates a base pressure of $1 million in 2022; and
- Review of vacancies and implementing a temporary freeze on hiring for some positions – difficult to continue in the long-term without impact to service levels.

The City understands that some residents and businesses continue to struggle during the pandemic. A 2% tax rate increase in 2022 balances supporting these residents and businesses with the need to maintain essential services at expected levels. An increase in tax rates of less than 2% could impact service levels and the required investments in the City's infrastructure and lead to significant tax rate increases in future years.

As legislated by *the Municipal Act,* Section 290(4), municipalities must table a balanced operating budget each year. Staff have begun to develop a budget road map to achieve a 2% tax increase and comply with legislation.

2022 Budget Roadmap - Potential Measures and Associated Risks

<u>Ongoing Measures:</u>

1. Apply Assessment Growth - Assessment growth in 2021 was 1.5%. Staff are forecasting an unchanged growth rate for 2022. While there is always some risk with forecasting growth rates, it is low given the historic growth and activity experienced in Vaughan.

2. Contain Cost Increases (Economic Factors, Cost of Living Adjustments) - Staff will review key cost drivers and search for ways to contain increases, such as approving fewer additional resource requests (ARR's), implementing more efficient ways of

delivering services, reviewing / re-negotiating contracts and reducing use of resources. These strategies are consistent with Council Strategic Priorities of Service Excellence and Good Governance. The focus will be on strategies that are sustainable and improve / maintain service delivery and efficiency.

3. Reduce Discretionary Expenditures - Since the beginning of the pandemic, a temporary freeze on discretionary expenditures such as events, conferences and seminars has been in place to offset financial pressures as a result of the pandemic. A permanent reduction in the budget for these costs will yield small savings but may have negative unintended consequences.

4. Reduce Corporate Contingency - The Corporate Contingency budget for 2021 increased due to the uncertainty of the impacts of COVID-19. A decrease to the contingency budget would reduce the amount available to mitigate unforeseen pressures which may arise in 2022.

5. Continue Review of Vacancies - The number of vacancies in the City has increased directly and indirectly due to COVID-19. As part of the 2021 fiscal strategy to mitigate the impacts of COVID-19, vacancies are currently only filled if they are deemed essential. Positions which have been vacant for more than a year will be reviewed to determine if they are still required.

<u>One-Time Measures:</u>

The risk associated with all one-time measures is that they are temporary, non-repeatable, and could lead to future reductions to service levels and/or increases in taxes if used over sustained periods. Staff will try to avoid recommending one-time measures in order to balance the budget in 2022. However, should that not be possible, potential options include:

1. Remaining Safe Restart Agreement (SRA) / Provincial COVID-19 Funding – Any remaining funding in 2021 will be transferred in a reserve to be used to offset pressures in 2022. At this time, staff are not forecasting any surplus from 2021.

2. Discretionary Reserves – As part of prudent financial management and long-term fiscal sustainability, the use of Tax Stabilization and Working Capital Reserves are generally reserved for emergencies and not a planning tool.

3. One-Time Draw of Dividends from Alectra – This option is not sustainable, but available for short-term liquidity.

Staff will review all options and to the extent possible, will recommend measures that are sustainable without impact to essential services to mitigate all known pressures in 2022.

Staff are also recommending Council endorse development of the 2022 Rate Supported Operating Budget with a water and wastewater rate increase of 3.5% to match York Region's expected 3.5% combined increase for water and wastewater for 2022 and a stormwater average charge increase of 4.5% for 2022 to help ensure the long-term sustainability of the stormwater reserve. Dependent on the outcome of York Region approval on the water and wastewater rate increase, the 3.5% increase is subject to change.

2022 Budget Timelines

The following table provides a summarized timeline for development of the 2022 Budget:

DATE	MILESTONE
September / October	Budget Submissions Reviewed by Senior Leadership Team Draft Budget Finalized
October / November	Draft Budget Book Completed
November 30	**Special Committee of the Whole (Budget)**
December 7	**Special Committee of the Whole (Budget)**
December 14	**Special Council (Budget) ***

* Final approval dates may need to be revisited based on COVID realities and/or Federal/Provincial Fall Economic Statement (November 2021) and/or York Region Budget (tentatively scheduled for Council approval in December 2021)

Financial Impact

The financial impact of the recommended option of 2% tax rate increase in 2022, (excluding assessment growth and additional resource requests) will result in estimated pressures of $1.2 million, to be mitigated in the 2022 Base Operating Budget, with the goal of not impacting service levels to the community.

A combined 3.5% water and wastewater increase for 2022 will permit lifecycle contributions to the reserves, however the contribution amounts will be below the annual asset reinvestment requirements. This represents a risk over the long-term as reduced reserve contributions will not keep pace with infrastructure replacement costs.

A 4.5% average stormwater rate increase is required for 2022 and further annual increases are suggested to help maintain the stormwater reserve.

All sustainable options to mitigate the financial pressures without impact to essential services in 2022 will be considered in order to deliver a balanced tax supported operating budget. Details of the measures recommended will be included in the 2022

Budget to be tabled at Special Committee of the Whole in late-November, early-December for Council consideration.

Broader Regional Impacts/Considerations

The combined 3.5% water and wastewater increase for 2022 is subject to change, dependent on the outcome of York Region's approval of the water and wastewater rate increases.

Conclusion

COVID-19 has continued to impact people, businesses and governments around the world. The City of Vaughan, like many other municipalities across Canada and Ontario, has responded with measures to stop the spread of the virus, protect its citizens and businesses while ensuring continuation of essential services. These measures have created challenges and financial pressures for the City, which will be incorporated into the development of the 2022 budget. The City will continue to provide support to its residents and businesses by maintaining low and affordable tax, water, wastewater and stormwater rates. It will accomplish this by continually searching for efficiencies and the most cost-effective way of delivering services while maintaining public safety.

For more information, please contact:
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Dean Ferraro, Director, Financial Services & Deputy Treasurer, Ext. 8272

Prepared by

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Approved by

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

Reviewed by

Nick Spensieri, City Manager

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: ELIMINATION OF CASH TRANSACTIONS

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

ACTION: DECISION

Purpose

To obtain Council approval to eliminate cash transactions at City Hall and all City run locations, including such facilities as the Joint Operations Centre, Community Centres and Animal Services.

During the COVID-19 pandemic, the cashier counter and other counter services have been closed to the public. The public has been able to make payments for City transactions electronically via City portals, electronic banking or mail. Moving to cashless payment transactions on a permanent basis provides for a safe and efficient form of payment and is recommended to continue upon the reopening of City facilities to the public, as part of the post COVID-19 business integration plan.

Report Highlights

- Since the onset of the COVID-19 pandemic City facilities have been closed to the public and have not been accepting cash as a payment method.
- Alternative forms of payment such as on-line payments, electronic banking, credit card, debit card, cheque as well as cash at financial institutions are now being used as effective and efficient payment methods.
- The elimination of cash transactions mitigates or eliminates certain risks.
- A Communications Strategy will be developed to inform the public and promote alternative payment methods.

Recommendations

1. That the Elimination of Cash Transactions be approved; and

2. That staff be authorized to undertake all relevant actions in implementing this approval, including the updating of related policies and procedures and the communication of the approval to the public.

Background

Prior to the onset of the COVID-19 pandemic, City of Vaughan facilities processed payments received from the public for various services, products and/or departmental requirements. Accepted methods for payment through the different facilities included cash, on-line payments, electronic banking, credit card, debit card and cheque.

During the COVID-19 pandemic, City facilities were closed to the public. As such, the City was not able to accept cash and has not accepted cash as a form of payment since March 2020. Alternative forms of payment such as on-line payments, electronic banking, credit card, debit card, cheque as well as cash at financial institutions are now being used as effective and efficient payment methods. All products and services available at all City facilities can be paid for through alternative payment methods.

Previous Reports/Authority

Not applicable.

Analysis

With the onset of the COVID-19 pandemic, City facilities were closed to the public and the City was not able to accept cash. Alternative forms of payment such as on-line payments, electronic banking, credit card, debit card, cheque as well as cash at financial institutions are now being used as effective and efficient payment methods for all products and services. Further, the City of Vaughan libraries made a decision earlier in 2021 to remain cashless on a permanent basis.

Receiving cash as a method of payment includes a number of inherent risks such as:

- the risk of theft, robbery;
- counterfeit risk;
- administrative inefficiencies in reconciliation efforts;
- health and safety risks for staff associated with physical handling of currency;

The elimination of cash transactions mitigates or eliminates these risks.

Alignment to Strategic Plan

The opportunity to go cashless aligns with the 2018-2022 Term of Council Service Excellence Strategic Plan. This specifically supports the strategic objectives related to Operational Performance by streamlining processes and optimization of digital / electronic payment methods.

Challenges

The most significant challenge resulting from the elimination of cash transactions is the potential negative response from some members of the public who desire to continue using cash. Eliminating cash transactions may cause some concern for residents who were paying in cash prior to the pandemic, however, the public has become accustomed to paying through alternative methods over the past 18 months.

There will be a need for clear communications to the public and City staff. This also presents an opportunity to reach out to the public and educate them on alternative forms of payment as was done during various public service announcements by the City throughout the pandemic.

Municipal Comparators

Municipality	Eliminating Cash	Comments
Aurora	Partial	Property tax and water payments only
Brampton	Partial	Property tax and Building Division Fees only
Caledon	Considering	Continue to accept cash and will discourage cash in favour of other methods of payment.
Georgina	No	
Markham	Partial	Property taxes only
Mississauga	Partial	Community centres still accept cash
Newmarket	Considering	Expect to take a report to Council this year with a recommendation to go cashless in 2022
Oakville	Partial	All payments made at Town Hall only
Richmond Hill	No	
Toronto	No	

Financial Impact

There is the possibility of cost savings associated with improved staff administrative efficiencies and a reduction in cash reconciliation efforts. However, this may be offset by additional costs associated with alternative payment methods. There may also be potential cost savings related to reduced armoured car services for community centres and the Joint Operations Centre.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

In response to the COVID-19 pandemic alternative forms of payment such as on-line payments, electronic banking, credit card, debit card, cheque as well as cash at financial institutions are now being used as effective and efficient payment methods. The elimination of cash transactions mitigates or eliminates certain risks and may present opportunities to gain efficiencies and reduce costs.

It is recommended that as part of the reopening of facilities to the public, the City eliminate cash transactions.

For more information, please contact: Dean Ferraro, Director of Financial Services/Deputy City Treasurer, ext. 8272.

Attachments

None.

Prepared by

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

Approved by

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

Reviewed by

Nick Spensieri, City Manager

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 4

TITLE: PENGUIN-CALLOWAY (VAUGHAN) INC. (BLOCK A5 – PHASE 1)
OFFICIAL PLAN AMENDMENT FILE OP.20.013
ZONING BY-LAW AMENDMENT FILE Z.20.029
101 EDGELEY BOULEVARD
VICINITY OF BUTTERMILL AVENUE AND APPLE MILL ROAD

FROM:
Haiqing Xu, Deputy City Manager, Planning & Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for the applications to amend the Official Plan and Zoning By-law to permit a development in the Vaughan Metropolitan Centre (VMC) consisting of 38 and 18-storey residential apartment buildings on a shared podium, a 7-storey building with ground floor retail and a standalone 4-storey commercial building, at a maximum Floor Space Index of 5.09 times the area of the subject lands, as shown on Attachments 2-5.

Report Highlights

- The applications seek to permit a development consisting of 4 buildings ranging in height from 4 to 38-storeys containing 629 residential units with 1525 m^2 of commercial uses, at a FSI of 5.09 times the area of the lands
- Subject to Council's approval, Section 37 contributions are required in exchange for an increase in building height and density in the amount of $1.2 million, of which $320,000 is allocated towards Jane Street streetscape enhancements between Portage Parkway and Apple Mill Road and $880,000 towards a reserve for cultural uses to be used in the northwest quadrant of the VMC
- Details related to the corresponding Site Development application File DA.20.052 is currently under review by VMC Program staff and will be considered at a future Committee of the Whole meeting
- The VMC Program Division of the Policy Planning and Special Programs Department supports the approval of the Official Plan and Zoning By-law applications as the proposal is compatible with the existing and planned context of the surrounding area and represents good planning

Recommendations

1. THAT Official Plan Amendment File OP.20.013 BE APPROVED; to amend Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of VOP 2010, specifically the Vaughan Metropolitan Centre Secondary Plan (VMCSP), to add a new Site-Specific Policy Area on Schedule 'K' to permit the following:

    a) Maximum building heights of 38-storeys (Building A), 18-storeys (Building B and), 7-storeys (Building C);
    b) Notwithstanding Schedule I – Height and Density Parameters, Building D shall be 4-storeys in height;
    c) A maximum permitted density Floor Space Index (FSI) of 5.09 the area of the lot; and
    d) A minimum residential tower separation distance of 22.3 m between the northwest corner of Tower A and the southwest corner of Tower B;

2. THAT Zoning By-law Amendment File Z.20.029 BE APPROVED to:

    a) amend By-law 1-88, as amended, to permit the site-specific development standards as generally identified in Table 1 of this report; and

    b) permit the bonusing for increased building height and density for the proposed development as shown on Attachments 2 to 5 in return for the following provision of off-site community benefits totally $1,200,000 pursuant to the policies of VOP 2010 and the VMCSP, and the City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act:*

i. $330,000 allocated towards enhancements to the Jane Street streetscape between Portage Parkway and Apple Mill Road; and
ii. $870,000 towards a cash reserve for cultural uses in the northwest quadrant of the VMC;

3. THAT prior to the enactment of the implementing Zoning By-law, the Mayor and the City Clerk be authorized to execute the Section 37 Agreement, pursuant to Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendation 2 b). The Owner shall pay to the City the Section 37 Agreement surcharge fee in accordance with the Tariff of Fees By-law 194-2020 for the Planning Applications, prior to the execution of the Section 37 Agreement; and

4. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into effect to permit adjustments to the implementing Zoning By-law.

Background

The subject lands (the 'Subject Lands') are located in the VMC on the northwest corner of Apple Mill Road and Buttermill Avenue and are municipally known as 101 Edgeley Boulevard, as shown on Attachment 1. Specifically, the Subject Lands encompass only the southeast quadrant of the existing surface parking lot which was used to serve the decommissioned Walmart store and represents the first development phase of the larger block. The remainder of the Walmart lands are not proposed for redevelopment at this time. The surrounding uses are also shown on Attachment 1. A conceptual development plan for the entire development block is shown on Attachment 3.

Revisions to the proposal and Subject Lands

Modifications have been made to the proposed development since the statutory public meeting was held for the subject applications on February 2, 2021, including an increase in the overall density of the development from 4.63 to 5.09 and changes to the boundaries of the Subject Lands.

Policy 10.1.4.1 of VOP 2010 requires that a new public meeting for a planning application(s) shall automatically be required when an application(s) has been significantly amended, such as an increase to proposed density and/or building height, beyond what was proposed and considered by Council at a previous meeting.

The boundaries of the OPA and ZBA have changed such that the western boundary of the Subject Lands is approximately 5 m further west than previously proposed, and the northern boundary is approximately 8 m further south. These boundary modifications, which were made to accommodate the planned future local road defined in the VMCSP, have the effect of reducing the net site area by approximately 288 m^2. The surrounding lands that may be impacted by the change to the Subject Lands boundaries are also

owned by Penguin-Calloway (Vaughan) Inc. The modifications to the proposal result in an approximate 10% increase in density.

Due to the reasons stated above and pursuant to VOP 2010, staff is of the opinion that a new public meeting is not required as no other adjacent landowners are affected by the modifications to the boundaries of the Subject Lands and the proposed density represents a modest increase from the original submission.

Official Plan and Zoning By-law Amendments and Site Development Applications have been submitted to permit the development

1. Official Plan Amendment File OP.20.013 (the 'Applications') to amend VOP 2010 and Volume 2 of VOP 2010, specifically the VMCSP to add a new Site-Specific Policy Area on Schedule 'K' to permit the following:

    a) Maximum building heights of 38-storeys (Building A), 18-storeys (Building B and), 7-storeys (Building C);
    b) Notwithstanding Schedule I – Height and Density Parameters, Building D shall be 4-storeys in height;
    c) A maximum permitted density Floor Space Index (FSI) of 5.09 the area of the lot; and
    d) A minimum residential tower separation distance of 22.3 m between the northwest corner of Tower A and the southwest corner of Tower B.

2. Zoning By-law Amendment File Z.20.029 to amend By-law 1-88, as amended, to permit the site-specific development standards as generally identified in Table 1 of this report.

3. Site Development File DA.20.052 to permit the mixed-use development which is not subject to this report nor recommended for approval at this time.

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol

On January 8, 2021, a Notice of Public Meeting was mailed to all property Owners within 150 m of the Subject Lands and anyone on file with the City Clerk. A copy of the Notice was also posted on the City's website at www.vaughan.ca and notice signs were installed along the Buttermill Avenue and Apple Mill Road frontages of the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

The Owner and agent attended the Public Meeting, and no deputations or written submissions were received for the Applications. On February 17, 2021, Vaughan Council ratified the recommendations of the Committee of the Whole to receive the Public Meeting report of February 2, 2021 and to forward a comprehensive report to a future Committee of the Whole meeting.

Proposed Development

The proposed mixed-use development (the 'Development') is shown on Attachments 2 to 5 and consists of the following:

a) Two residential apartment buildings with heights of 38 storeys (Tower A) and 18-storeys (Tower B) located on a shared podium varying in height from 2-3 storeys, a 7-storey (Tower C) residential apartment building with commercial uses at-grade and a 4-storey standalone commercial building (Tower D)
b) 629 residential units
c) Gross Floor Area ('GFA') of 53,700 m^2 consisting of 52,173 m^2 of residential and 1,525 m^2 of commercial uses
d) 212 parking spaces in 1 level of underground parking, of which 118 spaces are allocated for residential uses and 94 spaces are allocated for shared residential visitor and commercial / non-residential uses on-site
e) 385 bicycle parking spaces (315 long-term and 70 short-term)
f) 1,374 m^2 of common amenity area (745 m^2 indoor and 629 m^2 outdoor)
g) 2,483.5 m^2 central privately-owned, publicly accessible space (POPS)
h) 19.1-19.9 m wide mid-block pedestrian connection

Previous Reports/Authority

The following link provides information related to the Public Meeting associated with these Applications:
Item 2, Report No. 5 of the Committee of the Whole (Public Hearing), which was adopted without amendment by Vaughan Council on February 17, 2021.

Analysis and Options

The Development is consistent with the Provincial Policy Statement, 2020

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

The Development is consistent with the following policies of the PPS:

- Section 1.1.1 by contributing to healthy, liveable, and safe communities

- Section 1.1.3.2 by focusing growth and development on settlement areas and promoting a density and mix of land uses that are transit supportive
- Section 1.1.3.6 by allowing new development within designated growth areas having a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public services facilities
- Section 1.4.1 and 1.4.2 by providing an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional area
- Section 1.6.3 by optimizing existing infrastructure and public service facilities
- Section 1.7.1 by supporting the long-term economic prosperity, providing necessary housing supply and range of housing options for a diverse workforce, enhancing the vitality of the downtown and encouraging a sense of place by promoting well-designed built form and cultural planning

The Subject Lands are located in the VMC, the City's downtown, which is designated as a Settlement Area by the PPS as a focus of growth and development. The Development provides a compact and mixed use built form and proposes a density that is transit-supportive with a mix of building types that would contribute to the overall range of housing options within the VMC to support a healthy and livable community. The Development promotes the efficient use of the lands and reduces land consumption and servicing costs. The design of the proposal, including the height of the podium, scale of the lower buildings and inclusion of commercial uses at grade, provides a comfortable pedestrian environment which fosters walkability and enhances the vitality of the downtown.

The Development utilizes municipal infrastructure that is existing, under construction, and/or planned. The Development would efficiently utilize resources at a density in a designated growth area that would support the surrounding transit investments including the SmartVMC Bus Terminal, the VMC Subway Station, and the VivaNext Bus Rapid Transit ('BRT') along Highway 7 (the 'higher order transit').

The Development is adjacent to the future VMC Urban Park and its amenities. The approval of this proposal would also result in a contribution to off-site community benefits related to Jane Street streetscape improvements which would contribute to the creation of a high-quality urban landscape and pedestrian-oriented environment in the City's downtown.

Therefore, the proposal is consistent with the policies of the PPS.

The Development conforms to the Provincial Growth Plan for the Greater Golden Horseshoe (2020)

"A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2020" (the "Growth Plan") is intended to guide the development of the land; encourage a compact built

form; transit-supportive communities; diverse land uses; a range of housing types; and direct growth to settlement areas that offer municipal and water and wastewater systems. The Growth Plan states that a focus on transit and infrastructure investment to support future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types. The Development conforms to the following policies of the Growth Plan:

- Sections 2.2.1.1 and 2.2.1.2 respecting managing population
- Section 2.2.1.4 respecting the achievement of complete communities
- Section 2.2.2.1 respecting intensification targets within a delineated built-up area
- Section 2.2.4.6 respecting the requirement for land uses and built forms to be transit-supportive and meet minimum density requirements within Major Transit Station Areas

The Development conforms to the policy framework of the Growth Plan as it makes efficient use of the Subject Lands and existing infrastructure. It is located adjacent to existing and operational higher-order transit and provides housing options at a density that supports the transit investments in the VMC. The Development focuses new growth through the intensification of an underutilized site that provides a mixed-use development with a pedestrian-friendly environment located near higher order transit.

The Development contributes to a complete community and optimizes infrastructure by introducing a more compact built form and vibrant public realm by introducing a mix of land uses, building and unit types and amenity spaces in the VMC. The Development represents a high-quality form that is focused on a neighborhood scale where vehicle-demand is reduced, promoting walkability and other modes of transportation which reduces greenhouse gas emissions.

The regional and municipal Official Plans currently do not conform to the Growth Plan policies with respect to the now updated intensification target of 50% (revisions through *Bill 108, More Homes More Choice Act, 2019*) within built-up areas. While a conformity exercise will be undertaken by York Region and the City, the Development in the interim would assist York Region and the City in meeting the general intensification objectives contained in the in-effect Official Plans.

The Development also meets the mobility objectives of the downtown by providing a compact built form that leverages the site's proximity to higher-order transit facilities, thereby optimizing the use of transit and reducing vehicular demand within the VMC. The Development is located within a Major Transit Station Area ('MTSA') which would encourage, support and promote alternative modes of transportation, such as walking with design that is focused on pedestrian experience and safety. Therefore, the proposal conforms to the policies of the Growth Plan.

The Development conforms to the York Region Official Plan

The Subject Lands are designated "Urban Area" by the York Region Official Plan (the 'YROP') and located within a "Regional Centre". The Development conforms to the following policies of the YROP:

- Sections 3.5.4 and 3.5.20 by providing a mix and range of housing and smaller unit types, and meeting density and intensification requirements
- Section 4.2.4 by providing mixed-use pedestrian environments
- Section 5.3.4 respecting locations of transit stops
- Sections 5.4.5, 5.4.9 and5.4.16 by proving designs that are urban, compact, pedestrian and cycle friendly and transit-supportive
- Sections 5.4.19, 5.4.20, 5.4.23 and 8.2.3 respecting mixed-use developments within Regional Centres

The Development is urban and compact in form, with 629 residential units ranging in size from bachelor suites to three-bedroom units, with a mix of mid-rise and high-rise built forms that would contribute to the range of housing choices in the City to meet the needs of residents and workers within York Region. Family-sized units are considered those with 2 or more bedrooms. The Development proposes 310 two-bedroom and 26 three-bedroom units which represents over 53% of the total unit count.

The Development contributes to a mix of uses planned in the VMC and would deliver a density to support the existing employment and commercial uses that encourages and optimizes the uses of higher-order transit.

The Development provides an urban streetscape that complements the adjacent existing and planned employment and commercial uses and is in proximity and accessible to higher-order transit. The proposed building and streetscape designs are high quality, pedestrian-friendly and will encourage active modes of transportation.

The Development supports and achieves an urban and integrated transportation system within a Regional Centre as a focus of economic activity and culture and contributes to a high-quality and sustainable community in the VMC. Therefore, the proposal conforms to the policies of the York Region Official Plan.

Amendments to Vaughan Official Plan 2010 and Volume 2 of Vaughan Official Plan 2010 (the VMCSP) are required to permit the Development

The Subject Lands are designated "Station Precinct" by the VMCSP, which forms part of Volume 2 of VOP 2010. This designation permits a broad mix of uses, including residential dwellings, retail, and service commercial uses. The Development proposed residential and commercial uses which conforms to the "Station Precinct" designation.

Schedule I – Height and Density Parameters of the VMCSP stipulates a minimum building height of 5-storeys and a maximum building height of 25-storeys and an FSI range of 2.5 to 4.5 times the area of the lot on the Subject Lands. To facilitate the Development, amendments to the VMCSP are required to allow a minimum building height of 4-storeys (Building 'D' only) and a maximum building height of 38-storeys (Tower 'A'), at a maximum FSI of 5.09 times the area of the lot. Notwithstanding maximum height permissions on Schedule I, Policy 8.7.12 of the VMCSP allows individual towers within the same development block to exceed its maximum height by up to 7-storeys by transferring storeys from one tower to another. Tower 'B' proposed at 18-storeys is being sought to transfer 7-storeys to Tower 'A' which would allow a maximum of 32-storeys. However, Tower 'A' exceeds permissions of Policy 8.7.12 by 6-storeys since it is proposed at 38-storeys.

Policy 8.7.18 permits a maximum residential tower floorplate of 750 m^2 and a minimum residential tower separation distance of 25 m. The Development proposes a maximum tower floor plate of 752 m^2 for Tower 'A' and a maximum tower floor plate of 768.5 m^2 for Tower 'B', which are generally in keeping with the VMCSP. The Development proposes a tower separation distance of 22.3 m between the northwest corner of Tower A and southeast corner of Tower B. An amendment to the VMCSP is required for the proposed decrease in separation distance between residential towers (Towers 'A' and 'B').

Amendments to VOP 2010, specifically the VMCSP, are required to add a new Site-Specific Policy Area for the Subject lands on Schedule 'K' to permit the development as discussed above.

The VMC Program Division of the Policy Planning and Special Programs Department supports the proposed amendments to VOP 2010 and the VMCSP

Section 1.5 of VOP 2010, The Vision for Transformation: Goals for the Official Plan, identifies the VMC as a provincially designated Urban Growth Centre (UGC), given the location along Highway 7 and the terminus of the Toronto-York Spadina Subway Extension. The VMC is Vaughan's downtown with the highest density node in the City and a focus for civic activity, business, shopping, entertainment, and living. Policy 2.1.3.2, Defining Vaughan's Transformation: Key Planning Objectives, addresses Vaughan's main land use planning challenges and the management of future growth by directing a minimum of 29,300 residential units through intensification within the built boundary, promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and providing a diversity of housing opportunities.

Policy 2.2.5, Intensification Areas, identifies the VMC as the City's downtown that consists of the widest range of uses and buildings of various sizes, including the tallest buildings in Vaughan.

The VMCSP provides several objectives for the VMC, including the following:

- 3.1 Establish a distinct downtown for Vaughan by 2031 containing a mix of uses civic attractions and critical mass of people
- 3.5 Optimize existing and planned investments in rapid transit
- 3.6 Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system
- 3.7 Develop a generous and remarkable open space system
- 3.8 Make natural features and functions a prominent part of development
- 3.9 Ensure development incorporates green infrastructure and green building technologies
- 3.10 Ensure all development exhibits a high-quality of urbanity, materials, and design

The Development satisfies these objectives of the VMCSP.

The Subject Lands are designated “Station Precinct” which are envisioned through the urban structure to provide a broad mix of uses to support the highest densities within the downtown due to close proximity to the VMC subway station and higher order transit facilities. The Development utilizes a mixed-use urban form which would further support the establishment of Vaughan’s downtown. Although the proposal modestly exceeds the VMCSP density and height permissions, it contributes to meeting or exceeding the overall density target of 200 people and jobs per hectare by 2031 in the VMC UGC. Furthermore, the Development is highly accessible to higher-order transit and will optimize and encourage the use of existing transit infrastructure.

While this phase of development will not result in the dedication of a new east-west local public road located immediately north of the Subject lands as required by Schedule C of the VMCSP, the conceptual comprehensive masterplan of the overall development block as shown on Attachment 3 demonstrates that a 22 m right-of-way has been protected for and Staff will require it to be dedicated through the next future phase of development. This phase of development is self-sufficient from a transportation perspective without the need for the east-west local road, as traffic generated from this initial phase does not warrant a second vehicular access.

The VMCSP requires that vehicular accesses be provided from local streets and laneways. The proposed vehicular access to service this phase is located on Buttermill Avenue which is a local road. However, the buildings have been designed to create an appropriate address and street frontage once the future east-west road is constructed, and Staff will require that accesses for the future westerly phases on the development block are located on this future east-west local road.

Schedule H of the VMCSP requires retail, service commercial or public uses along the Apple Mill Road frontage of the Subject Lands. The proposed 7-storey building fronting onto Apple Mill Road includes retail uses on the ground level and the 4-storey standalone building is proposed to be animated with commercial uses. The retail uses on the north side of Apple Mill Road will contribute to an activated streetscape which

would further enhance and enliven the public realm experience in that area and frame the Urban Park to the south.

The Development, which features 2 high-rise towers on a shared 2-3 storey podium with lower scale buildings at 4 and 7-storeys framing the future Urban Park, is appropriate in providing a comfortable pedestrian-scaled environment along the public realm. The layout, landscape and architecture of the Development are of a high design standard and will promote a downtown that is inviting, distinct and lively.

The Development is also complemented with a central POPS which includes an internal courtyard and mid-block pedestrian connection within the Subject Lands as shown on Attachment 2. The site is porously designed so that the courtyard will seamlessly integrate with the future park as a secondary publicly accessible space.

Policy 4.6.3 – Parking Policies of the VMCSP state that transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development in the VMC and encourage non-automobile travel. Section 3.8.1 of By-law 1-88 includes specific parking requirements that reflect the VMC as a high-density and transit-oriented area. The Owner proposes a parking ratio to capitalize on the existing infrastructure that has the capacity to accommodate the Development.

Policy 8.1.2 – General Land Use and Density Policies of the VMCSP states that the VMC is intended to accommodate a minimum of 1,500 new retail and service jobs by 2031 through street-related uses on the ground floors of mixed-use buildings. Policies 8.1.3 and 8.1.4 state that the VMC is intended to accommodate a minimum of 12,000 residential units to contribute to the projected population growth of 25,000 by 2031. The policies also encourage a diverse housing mix, including a significant number of households with children.

The Development supports planned residential population growth in the VMC, providing 629 new residential units of varying sizes (1 and 2 and 3-bedroom units). The proposed commercial uses, POPS, and private amenity areas, along with adjacent nearby community facilities, such as the VMC Centre of Community, and the future Urban Park, would support the needs of varying households, including those with children.

Section 8.7 – Built Form, of the VMCSP includes policies for building stepbacks, ground floors, building height, massing, and building exteriors. Specifically, Policies 8.7.1 to 8.7.25, relate to building design that promotes pedestrian comfort through façade treatments, lobby frontages, podium and tower designs and building materiality. The Owner and the City are continuing to work together to ensure the building elevations would be well-articulated to create a comfortable pedestrian realm along all frontages of the Subject Lands and be complemented with high quality building materiality. This entails requiring a well-articulated podium expression and tower massing, and the specific placement of the building entrances and lobbies at the ground level fronting onto the public realm with high-quality streetscape treatments. These details are

currently being addressed through the site plan process prior to advancing approval at a future Committee of the Whole meeting.

Policy 8.7.2 requires that the location, massing and design of buildings contribute to human-scaled street walls, attractive streetscapes, a varied skyline, and an active pedestrian public realm. The built form, scale and streetscape relationship also meets the intent of this policy by providing beautiful streetscapes and a built form design and massing that is comfortable and inviting to pedestrians and provides a varied and interesting skyline. Furthermore, the 4 and 7-storey buildings are located and massed to enhance the public realm.

Policy 8.7.18 – Massing policies further require tower elements of high-rise residential buildings to be slender and spaced apart at least 25 m from one another to minimize shadow impacts and the loss of sky views, maintain privacy and contribute to an interesting skyline. The maximum residential tower floor plate permitted by the VMCSP is approximately 750 m^2, whereas maximum tower floor plates for Towers A and B are proposed to be 754 and 767 m^2 respectively, representing a modest increase that is generally in keeping with the Secondary Plan. At the most constricted point, the towers have a separation distance of 22.36 m at the southeast corner of Tower A and at the northwest corner of Tower B. The nominal decrease in this instance can be supported as this is a corner condition, not a facing distance between towers, and the architecture will be designed to minimize privacy issues. Building setbacks, tower setbacks from the podium, material treatments, architectural features, and public realm design have been utilized to encourage a comfortable streetscape, varied streetwall and a pedestrian-first experience.

The Development represents good planning. The Owner will provide community benefits in exchange for increased building height and density, pursuant to Section 37 of the Planning Act

To facilitate the Development, amendments to the VMCSP to allow increases to the maximum permitted FSI from 4.5 times the area of the lot to 5.09 and 6-storeys of additional height for Tower B are proposed. Pursuant to Section 37 of the *Planning Act*, the policies of the VMCSP and VOP 2010, and the "City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*", Vaughan Council may authorize an increase in building height and/or density in return for the provision of community benefits. The Owner has agreed to provide community benefits in exchange for increased building height and density.

Sections 10.1.2.9 of VOP 2010 and 8.1.23 of the VMCSP include policies to permit bonusing for increased building height and density in return for the provision of community benefits in the form of facilities, services, or other matters provided that the following criteria are met:

a. Good Planning

The Development must represent good planning, be consistent with the other objectives of VOP 2010 and the VMCSP and ensure consistency with applicable built form and neighbourhood compatibility objectives.

The Development is consistent with the PPS and conforms to the Growth Plan and the YROP. The increase in the maximum building height and density reflected in Development is proposed through Section 37 of the *Planning Act*.

In Section 3 of the City's Guidelines for the Implementation of Section 37 of the *Planning Act*, "good planning" includes addressing all other policies contained in the Official Plan, including urban design policies and objectives, the relationship of the Development to its context, the adjacent streets, the creation of a good public realm, improvements to the public realm adjacent to the site, including off-site improvements and adequate infrastructure. Following a series of collaborative design workshops with the Owner to ensure that the above objectives were met, the Development as shown on Attachments 2 to 5, staff have determined it represents good planning.

The Development is aligned with the following objectives contained in the VMCSP:

i. A downtown: "to establish a distinct downtown for Vaughan by 2031 containing a mix of uses civic attractions and a critical mass of people."

   - A critical objective of the VMCSP is to concentrate new development in the downtown. The Development would contribute to achieving the required critical mass to support the investments in the transit infrastructure, while also helping to develop a strong identity and sense of place required to create a successful downtown through its mix of uses and public realm design.

ii. High transit usage: "optimize existing and planned investments in rapid transit."

   - The Development capitalizes on the VMC's locational advantage, being the convergence of the regional bus network (the SmartVMC Bus Terminal and the VivaNext BRT) with the Spadina Subway extension into the VMC. The proximity of the Subject Lands to higher-order transit and community facilities is vital in the creation of a high-quality downtown where transit supportive residential and employment densities are developed as vibrant places of activity and major regional destinations. The short walking distances to the higher-order transit through the planned network of streets and open spaces would contribute to prioritizing transit and walking as the preferred modes of daily travel in the VMC.

iii. Design excellence: "ensure all Development exhibits a high quality of urbanity, materials and design."

   - The Development incorporates a range of building types and scales that frames and addresses the surrounding existing and future streets, with appropriate interface to the future Urban Park.

- Staff is currently working with the applicant to refine matters related to the Site Development File DA.20.052, including but not limited to architectural design matters, and will forward a technical report to a future Committee of the Whole meeting for approval once detailed design matters are addressed.

The Development is considered good planning in consideration of the overall existing and planned area context. Therefore, the proposed increase in the maximum building height and density in return for the provision of community benefits is appropriate.

b. Community Benefits

The community benefits must bear a reasonable planning relationship to the increase in building height and density of the Development.

In accordance with the City's "Guidelines for the Implementation of Section 37 of the *Planning Act*", the City and the Owner have agreed to the increase in building height and density in return for a community benefit, pursuant to Section 37 of the *Planning Act*. The contribution is equivalent to $1,200,000.00 related to Jane Street streetscape enhancements between Portage Parkway and Apple Mill Road and cash reserve for cultural uses in the northwest quadrant of the VMC. This contribution is supported by the objectives of the VMCSP and would enhance the public realm, and social infrastructure to support the needs of the population and workers in the downtown.

c. Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of the VMC through the provisions of adequate infrastructure that support the increase in building height and density. The infrastructure improvements through the nearby higher-order transit facilities that are built and operational, are all infrastructure improvements that support the Development. The Development represents a modest uplift with an increase of 13.2% above the as-of-right and can be supported by adequate infrastructure as outlined in the Engineering Section of this Report. Should the Applications be approved, the Owner and the City shall execute a Section 37 Density Agreement to permit an increase in the maximum permitted building height and density, prior to the enactment of the implementing site-specific Official Plan Amendment and Zoning By-law Amendment. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance with the Tariff of Fees By-law for Planning Applications. A condition to this effect is included in the Recommendations of this report.

Amendments to Zoning By-law 1-88, as amended are required to permit the Development

The Subject Lands are zoned "C10 Corporate District Zone" by By-law 1-88, which does not permit the proposed residential uses. The Owner proposes to amend By-law 1-88 and the existing site-specific Exception 9(959) to allow residential uses, together with the following site-specific zoning exceptions on Table 1 to permit the Development as shown on Attachments 2 to 5:

The Zoning By-law Amendment is further required to include the following site-specific zoning exceptions to permit the Development:

Table 1:

	By-law 1-88 Standards	C10 Corporate District Zone by By-law 1-88, subject to Exception 9(959)	Proposed Exceptions and rezoning to the C10 Corporate District Zone Requirements
a.	Permitted Uses	- C10 zones does not permit residential uses, amenity building, place of assembly and community centre	Permit the following additional uses: - Apartment Dwelling - Amenity Building - Place of Assembly - Community Centre
b.	Definition – Lot	LOT - Means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 50 of the Planning Act, R.S.O. 1990, c. P. 13. 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 the lot.	For the purposes of this By-law, the Subject Lands are deemed to be one lot, regardless of the number of buildings constructed thereon, the creation of separate units and/or lots by way of plan of condominium, consent, conveyance of private or public roads, strata title arranges, or other permissions, and any easements or registrations that are granted, shall be deemed to comply with the provision of Zoning By-law 1-88
c.	Amenity	No amenity requirement	1 m^2 per dwelling unit
d.	Minimum Parking Space Size	2.7 x 6 m	2.7 x 5.7 m

	By-law 1-88 Standards	C10 Corporate District Zone by By-law 1-88, subject to Exception 9(959)	Proposed Exceptions and rezoning to the C10 Corporate District Zone Requirements
e.	Minimum Barrier-Free Parking Space Size	Type A: 3.4 m X 6 m Type B: 2.4 m X 6 m	Type A: 3.4 m X 5.6 m Type B: 2.4 m X 5.6 m
f.	Minimum Parking Space Requirements	Residential: 1 Bed/Bach: 293 @ 0.7/unit = 206 2 Bed: 310 @ 0.9/unit = 279 3 Bed: 26 @ 1.0 unit = 26 Total: 511 spaces Visitor Parking: 629 @ 0.15/unit = 95 spaces Commercial: 676 m^2 @ 2 parking space per 100 m^2 GFA = 14 Total Required Residential + Residential Visitor: 606 spaces Total Required Non-Residential Uses: 14 spaces Total Parking Required = 620 spaces	Residential: 0.18 spaces/unit x 629 units = 114 Visitor Parking: 629 units @ 0.15 / residential unit = 94 spaces No parking requirements for Commercial uses Overall Total Parking Spaces Proposed per Parking Rates: 208 spaces Total Proposed: 212 spaces

	By-law 1-88 Standards	C10 Corporate District Zone by By-law 1-88, subject to Exception 9(959)	Proposed Exceptions and rezoning to the C10 Corporate District Zone Requirements
g.	Minimum Bicycle Parking Spaces	Residential: 63 Short Term (0.10/unit), 314 Long Term (0.5/unit) Non-Residential: 6 Short Term (0.15 per 100 m^2 or 6 spaces, whichever is greater, 1 Long Term (0.1 per 100 m^2)	Total: 385 Bicycle Parking Spaces Residential: 64 Short Term + 314 Long Term Non-residential: 6 Short Term + 1 Long Term
h.	Minimum Landscape Area Requirements	6 m (Apple Mill Road & Buttermill Avenue)	2.5 m – north lot line 2.2 m – south lot line 3 m – east lot line 18 m – west lot line
i.	Maximum Building Height (residential and non-residential)	15 m	Building A: 120 m Building B: 65 m Building C: 35 m Building D: 18 m (excluding Mechanical Penthouse)
j.	Maximum Density (All-uses)	0.6 FSI	5.09 FSI (Maximum Gross Floor Area: 53,700 m^2)

In addition to zoning exceptions in Table 1, the following site-specific zoning provisions, among others, will also be included to ensure the Development proposal for the Phase 1 lands reflect an urban built form and public realm:

- Maximum GFA shall not exceed 53,700 m^2, subject to payment of the associated Section 37 contribution
- Minimum non-residential GFA shall be 1,500 m^2

- Minimum ground floor height of a mixed-use building for non-residential uses shall be 5 m

The VMC Program Division of the Policy Planning and Special Programs Department support the zoning exceptions in Table 1 along with these additional site-specific provisions noted above on the following basis:

a) Site-Specific Development Standards
The site-specific development standards (lot areas, setbacks, landscape strip widths, maximum GFA and ground floor, etc.) are consistent with the approved development standards related to other high-density developments located in the VMC and would enable a compact and urban built form that is supported by the VMC Program Division of the Policy Planning and Special Programs Department. The site-specific development standards are reflective of the submitted site plan and would facilitate the development proposal as shown on Attachments 2 – 5.

b) Parking
The VMCSP states that transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development in the VMC and encourage non-automobile travel. Section 3.8.1 of By-law 1-88 includes specific parking requirements that reflect the VMC as a high-density and transit-oriented area. The Owner proposes parking rates which capitalizes on and promotes usage of existing transit infrastructure. The parking rates as proposed have the capacity to accommodate the Development and are supported by the City's Transportation staff.

The Planning Act permits Vaughan Council to pass a resolution to permit a landowner to apply for future Minor Variance application(s), if required, within two years of a Zoning By-law coming into full force and effect.
Section 45(1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application(s) to the Vaughan Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) within two years of the passing of a by-law amendment. Should Council approve the Zoning By-law Amendment File Z.20.029, the VMC Program Division of the Policy Planning and Special Programs Department, in recognition of the complexity of this Development, has included a recommendation to permit the Owner to apply for a Minor Variance application(s), if required, prior to the two-year moratorium to address minor zoning deficiencies that may arise through the finalization and construction of the Development.

The Development Engineering Staff, VMC Program Division of the Policy Planning and Special Programs Department has no objection to the Applications
The VMC Program Division of the Policy Planning and Special Programs Department has reviewed the Applications and have no objection to the Applications in-principle. Final engineering plans and reports including the grading, servicing, erosion sediment control plans, Functional Servicing Report (FSR), Stormwater Management Report

(SWM), Geotechnical and Hydrogeological Investigation Report, Noise Impact Study, Traffic Impact Study and Transportation Demand Management Plan must be approved to the satisfaction of the VMC Program Division of the Policy Planning and Special Programs Department, along with any outstanding review fees that must be paid prior execution of the Site Plan Agreement, which will be discussed a separate report when the associated Site Development File DA.20.052 is advanced to a future Committee of a Whole Meeting.

Water Supply

The subject lands are located within the City of Vaughan Pressure District 6 (PD6). There is a municipal watermain (300mm diameter) adjacent to the Subject Lands on Apple Mill Road and Buttermill Avenue, which can provide domestic and fire flow demands for the proposed Development.

Sanitary Sewer

The FSR recommends a servicing connection for sanitary drainage from the proposed site to the existing municipal sanitary sewer (600mm diameter) on Apple Mill Road. The existing system and proposed site drainage area are both tributary to the Jane Collector Sanitary Trunk Sewer within the York Durham Sewage System (YDSS). It is anticipated that a future surcharge condition occurs at the trunk system along Jane Street near the Highway 407. The City is currently undertaking an update to the servicing strategy master plan which will identify the trigger and the preferred options for the downstream sewer upgrade.

Storm Sewer

The FSR & SWM report demonstrates that the post-development flows for the subject site will be controlled to the target release rate by proposing underground tanks and orifice controls. The Development is proposed to connect directly to the existing municipal storm sewers on Buttermill Avenue, which drains to the existing Edgeley Pond located east of Jane Street and north of Highway 7. The design of the quantity control measure for the site has taken into consideration the hydraulic grade line within the storm sewer system, which is impacted by the pond water level. The proposed storage tank for quantity control and rainwater harvesting along with the proposed retrofit of the Edgeley Pond will provide the stormwater management controls and treatment required for the proposed Development.

Transportation

Road Network

The Subject Lands are bounded by lands required for a future east-west public street, Buttermill Avenue, Apple Mill Road and an existing surface parking lot. The VMCSP requires a new east-west local road from Buttermill Avenue to Edgeley Boulevard. The east-west road segment adjacent to the site is expected to be delivered through future applications for the remainder of the larger Walmart Block. The remainder of this east-west local road located west of Edgeley Boulevard will be delivered through future redevelopment of those lands. The east-west public road must be properly aligned east

and west of Edgeley Boulevard and must be designed to the standard of 22 m right-of-way cross-section as per the VMC Secondary Plan.

Active Transportation

Pedestrian infrastructure improvements are proposed as part of this Development. 2m sidewalks are proposed on both sides of surrounding streets including the new east-west local street, Buttermill Avenue and Apple Mill Road. Dedicated uni-directional cycling facilities will be extended on Apple Mill Road adjacent to the site to provide greater connectivity to the existing City and Regional cycling networks. A total of 385 bicycle parking spaces are proposed on-site, including 315 long-term spaces in the form of secure bicycle lockers and 70 short-term spaces in the form of bicycle rings. The proposed bicycle parking supply meets the minimum requirements of the City of Vaughan By-law 1-88.

Parking

To serve the Development, a total of 212 vehicular parking spaces are proposed in one-level of underground garage whereas 614 spaces are required. A parking reduction is proposed for the residential units at a rate of 0.18 spaces per unit (114 spaces) whereas no parking requirements are proposed for the commercial components of rate Development. Transportation staff have reviewed the Transportation Impact Study and agree that the requested reductions can be supported. While staff usually do not support zero parking requirements for commercial uses, the commercial uses proposed in this Development are nominal and are expected to be serve the local area, and therefore can be support in this circumstance. Parking reductions are not sought for the residential visitor parking which will be provided at the City's existing (By-law 1-88) and draft Comprehensive Zoning By-law requirements (0.15 spaces per unit) at 94 spaces. The Development includes a total of 212 parking spaces of which at least 94 will be allocated to residential visitors.

Area Specific Development Charge (ASDC)

The City completed a Development Charges ('DC') Update Study in 2018. Elements of the infrastructure improvements work may be included in the DC Update Study as an Area Specific Development Charge ('ASDC') By-Law or within the City-Wide DC By-Law.

The ASDCs applicable to this Development are:

a) Edgeley Pond – Map 2 (By-Law 106-2021) – charged on a per hectare basis

b) Black Creek Channel Works – Map 3 (By-Law 106-2021) – charged on a per hectare basis

Parks Planning Staff, VMC Program Division of the Policy Planning and Special Programs Department have no objection to the Application
Parks Planning Staff has reviewed the Application and have no objection to the Applications.

The Financial Planning and Development Finance Department has no objection to the Development
The Owner shall pay to the City the applicable development charges, in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board. A condition to this effect will be included as part of a future Site Plan Agreement.

NavCanada and Bombardier Aerospace have no objection to the Development
NavCanada, a private sector, non-share Capital Corporation that owns and operates Canada's civil air navigation service and Bombardier Aerospace, Owner, and operator of the Toronto Downsview Airport, has advised in a letter dated November 19, 2020, of no objection to the Development.

Canada Post has no objection to the Development
Canada Post has indicated that it is the Owner's responsibility to contact Canada Post to discuss a suitable mailbox/mailroom location and ensure that Canada Post specifications are met. The Owner is required to supply, install, and maintain a centralized mailbox facility. A condition to this effect will be included in the future Site Plan Agreement.

The School Boards have no objection to the Development
The York District School Board has advised that they will not require a public elementary school site within the Development. The York Catholic District and the French School Boards have no comments or objections to the Development.

The various utilities have no objection to the Development
Alectra Utilities Corporation has indicated it has no objection to the approval of the Development. It is the Owner's responsibility to contact Alectra and discuss all aspects of the Development with respect to electrical supply, transformer locations, and temporary service requirements.

Enbridge Gas Inc. has no objection to the Development and has advised that it is the Owner's responsibility to contact Enbridge Gas Inc. with respect to the installation and clearance requirements for service and metering facilities. These conditions will be included in the future Site Plan Agreement.

Bell Canada ('Bell') has no objections the Development. The Owner is required to contact Bell prior to commencing any work to confirm that sufficient wire-line communication/telecommunication infrastructure is available. If such infrastructure is unavailable, the Owner shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. The Owner is also

required to grant any requirement easements to Bell Canada for communication/telecommunication infrastructure. Conditions to this effect will be included in the future Site Plan Agreement.

Rogers Communication Inc. has no objection to the Development.

Financial Impact

There are no requirements for new funding associated with these Applications.

Broader Regional Impacts/Considerations

York Region has reviewed the application and has no objection to the Development in-principle. York Region has advised, in their letter dated December 18, 2020, that they have no objection to the Development, in principle, subject to addressing York Region's outstanding comments.

Conclusion

The VMC Program Division of the Policy Planning and Special Programs Department has reviewed Official Plan and Zoning By-law Amendment Files OP.20.013 and Z.20.029 in consideration of the policies of the Provincial Policy Statement, the Growth Plan, the York Region and City Official Plan policies, the requirements of By-law 1-88, comments from City Departments, external public agencies, the public and the surrounding area context. The Development is consistent with the policies of the PPS, conforms to the Growth Plan and the York Region Official Plan, and implements the VMCSP.

The VMC Program Division of the Policy Planning and Special Programs Department is satisfied that the Development represents good planning for the reasons identified in this report, and that the Owner's contribution of community benefits is appropriate. Accordingly, the VMC Program Division of the Policy Planning and Special Programs Department supports the approval of the Applications, subject to the Recommendations of this Report. The associated Site Development File DA.20.052 will advance to a future Committee of the Whole meeting for Council's consideration once design issues are addressed.

For more information, please contact Jessica Kwan, VMC Senior Planner, Extension 8814.

Attachments

1. Context and Location Map
2. Site Plan
3. Conceptual Block Plan
4. Conceptual Landscape Plan
5. Perspectives

Prepared by

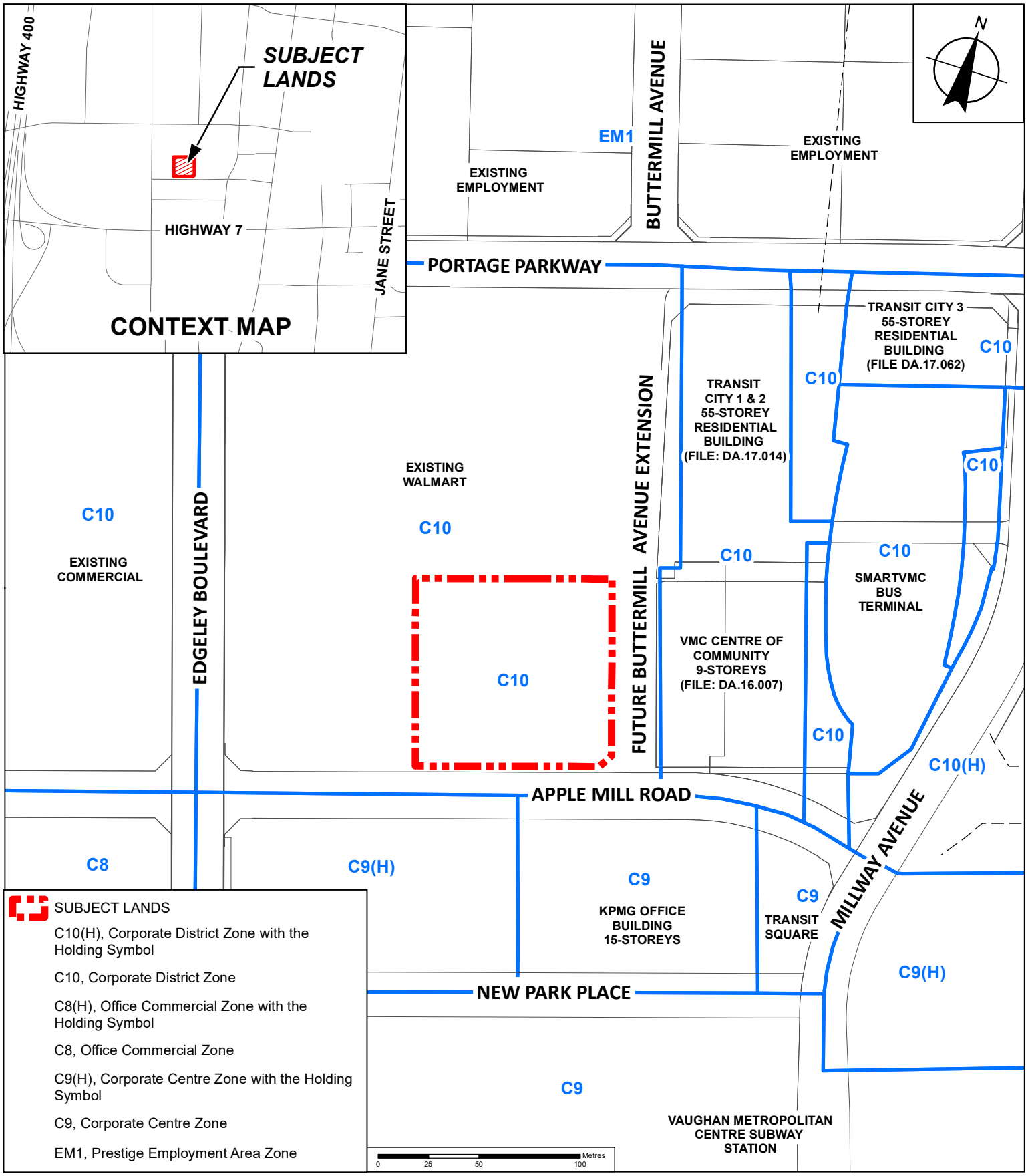
Jessica Kwan, VMC Senior Planner ext. 8814
Amy Roots, VMC Senior Manager, ext. 8035
Christina Bruce, Director, VMC Program Division of the Policy Planning and Special Programs Department, ext. 8231

Approved by

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by

Nick Spensieri, City Manager



Context and Location Map

LOCATION:
Part of Lot 6, Concession 5; 101 Edgeley Boulevard

APPLICANT:
Penguin-Calloway (Vaughan) Inc.

VAUGHAN
Development Planning

Attachment

FILES:
OP.20.013 and Z.20.029

RELATED FILES:
DA.20.052

DATE:
September 14, 2021

1

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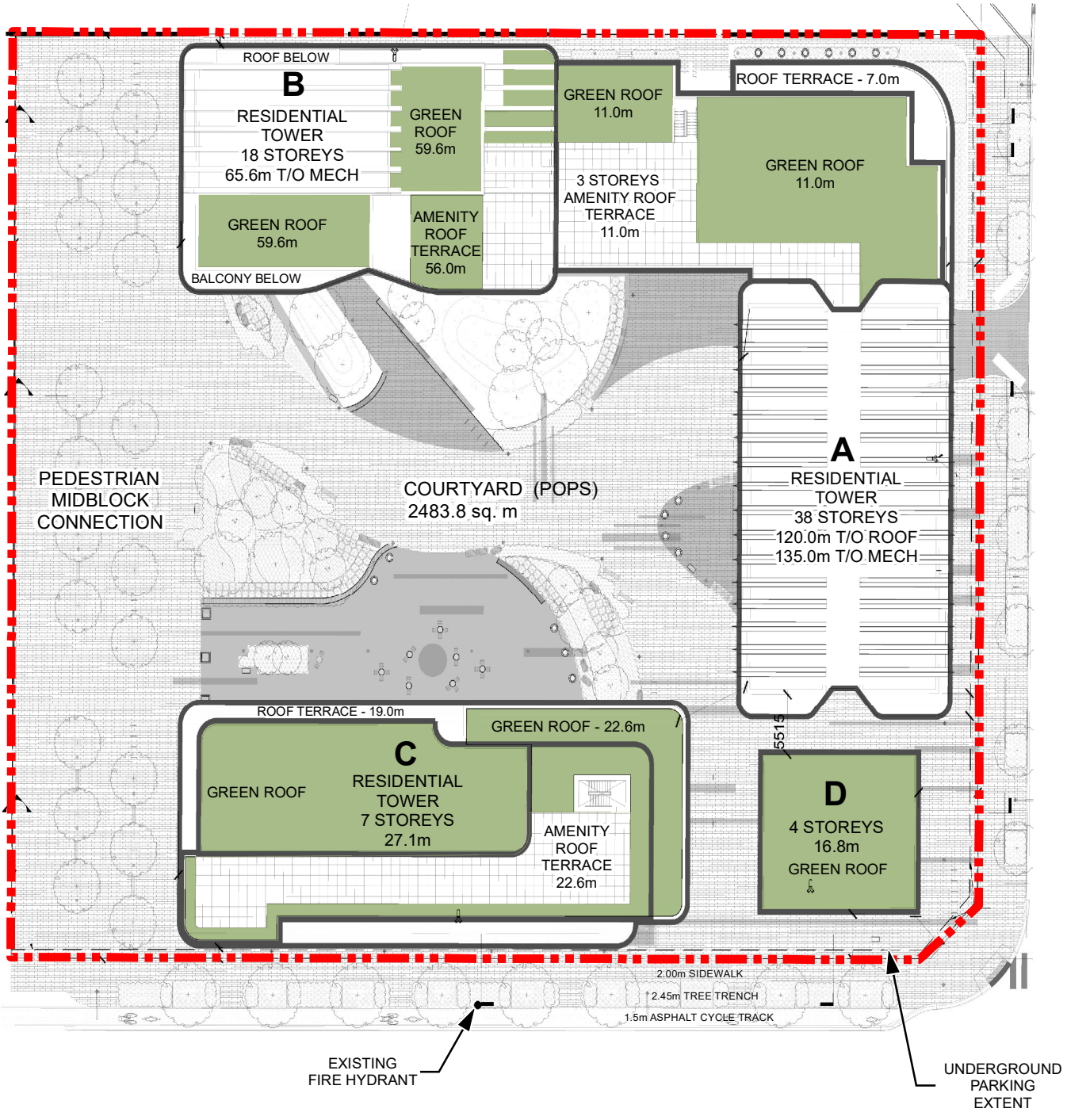

Site Plan

LOCATION:
Part of Lot 6, Concession 5; 101 Edgeley Boulevard

APPLICANT:
Penguin-Calloway (Vaughan) Inc.

VAUGHAN
Development Planning

Attachment

FILES:
OP.20.013 and Z.20.029
RELATED FILES:
DA.20.052
DATE:
September 14, 2021

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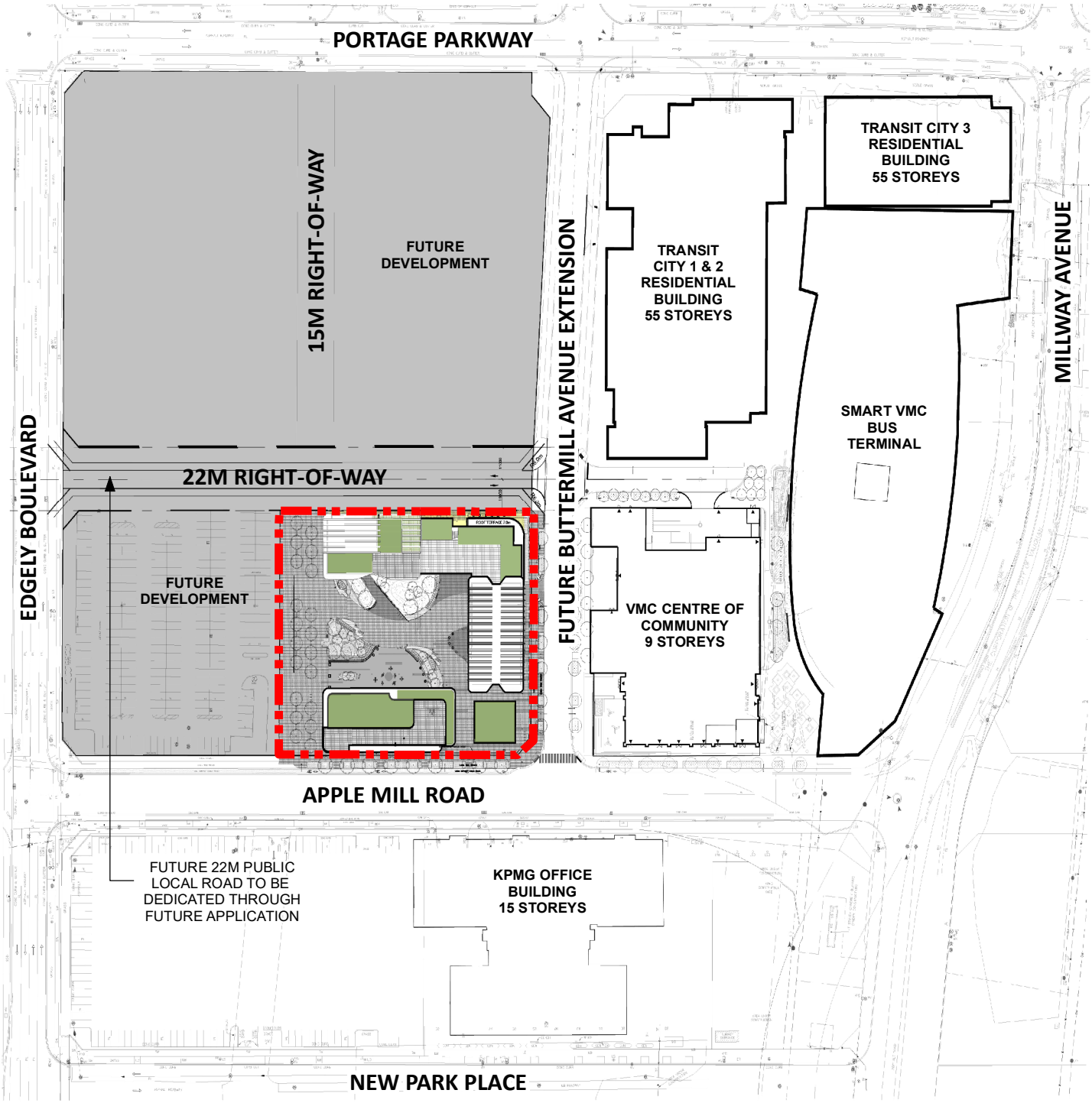

Conceptual Block Plan

LOCATION:
Part of Lot 6, Concession 5; 101 Edgeley Boulevard

APPLICANT:
Penguin-Calloway (Vaughan) Inc.

VAUGHAN
Development Planning

Attachment

FILES:
OP.20.013 and Z.20.029
RELATED FILES:
DA.20.052
DATE:
September 14, 2021

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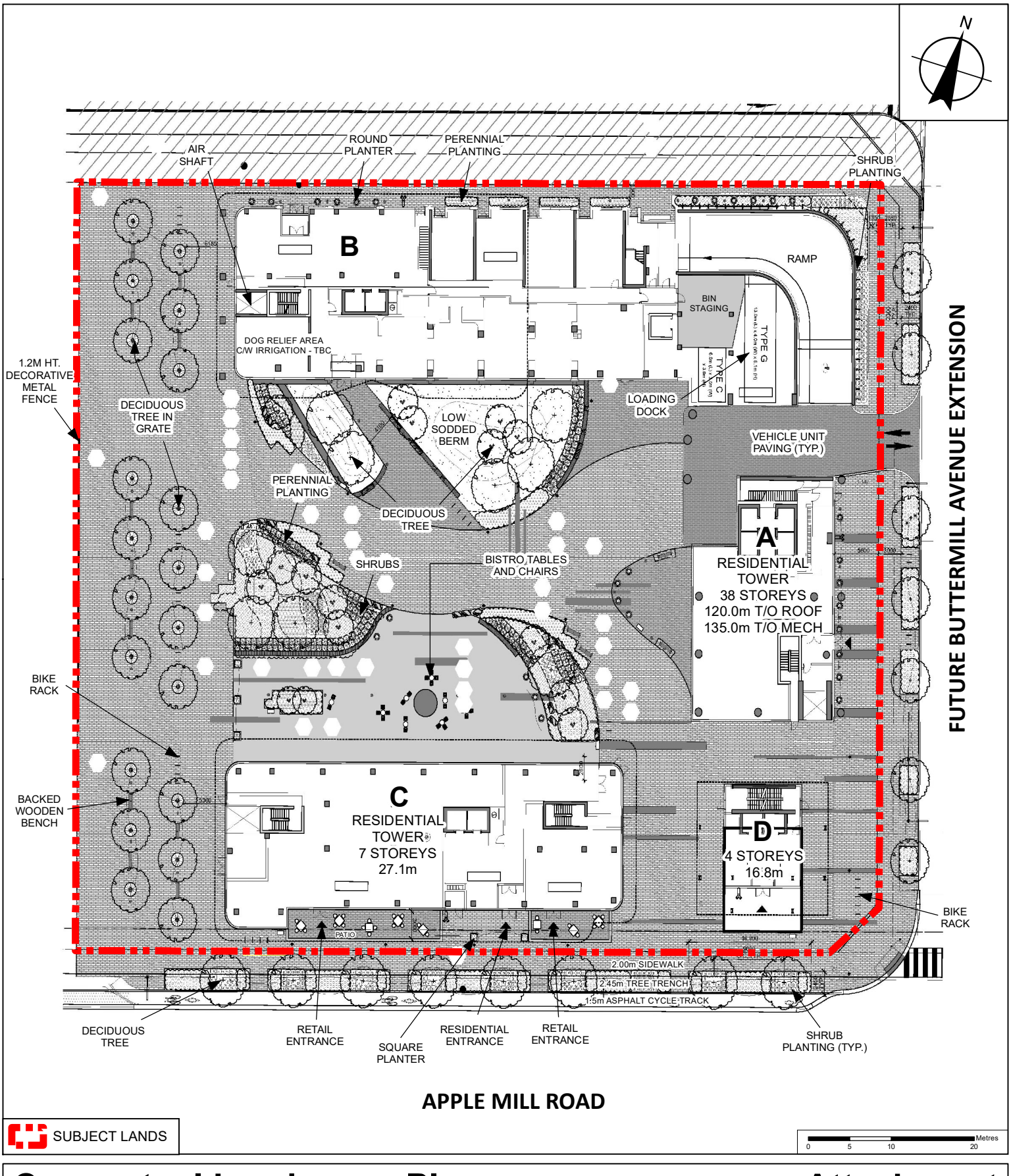


Conceptual Landscape Plan

LOCATION:
Part of Lot 6, Concession 5; 101 Edgeley Boulevard

APPLICANT:
Penguin-Calloway (Vaughan) Inc.

VAUGHAN
Development Planning

Attachment

FILES:
OP.20.013 and Z.20.029

RELATED FILES:
DA.20.052

DATE:
September 14, 2021

4

VIEW LOOKING EAST ACROSS COURTYARD

VIEW LOOKING SOUTH DOWN BUTTERMILL AVENUE

VIEW LOOKING NORTH WEST FROM APPLE MILL ROAD AND BUTTERMILL AVENUE

BIRDS EYE VIEW LOOKING NORTH WEST FROM APPLE MILL ROAD AND BUTTERMILL AVENUE

VIEW LOOKING NORTH EAST FROM APPLE MILL ROAD

VIEW LOOKING NORTH WEST FROM APPLE MILL ROAD AND BUTTERMILL AVENUE

Perspectives

LOCATION:
Part of Lot 6, Concession 5; 101 Edgeley Boulevard

APPLICANT:
Penguin-Calloway (Vaughan) Inc.

VAUGHAN
Development Planning

Attachment

FILES:
OP.20.013 and Z.20.029
RELATED FILES:
DA.20.052
DATE:
September 14, 2021

5

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 2

TITLE: TORONTO DISTRICT CHRISTIAN HIGH SCHOOL
ZONING BY-LAW AMENDMENT FILE Z.21.007
325 WOODBRIDGE AVENUE
VICINITY OF KIPLING AVENUE AND WOODBRIDGE AVENUE

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Zoning By-law Amendment File Z.21.007 for the subject lands shown on Attachment 1 to permit a retail store as an accessory use to the existing high school campus shown on Attachment 1 within the former fire hall building, as shown on Attachment 2. The proposed accessory retail store will operate as an experiential learning centre as part of the existing high school located on the subject lands.

Report Highlights

- The Owner seeks to amend the zoning on the subject lands to permit a retail store as an accessory use to the existing high school campus shown on Attachment 1 within the existing former fire hall building shown on Attachment 2
- A Zoning By-Amendment application is required to permit the proposal
- The Development Planning Department supports the approval of the Zoning By-law Amendment as it is consistent and conforms to Provincial policies and the York Region Official Plan 2010 and Vaughan Official Plan 2010

Recommendation

1. THAT Zoning By-law Amendment File Z.21.007 (Toronto District Christian High School) BE APPROVED, to amend Zoning By-law 1-88 to permit an accessory retail store having a maximum gross floor area of 330 m^2 as an accessory use to the experiential learning centre operating as part of the existing private high school located on the Subject Lands zoned "M3 - Transportation Industrial Zone" shown on Attachment 2.

Background

The subject lands (the 'Subject Lands') are municipally known as 325 Woodbridge Avenue and are located on the south side of Woodbridge Avenue west of Kipling Avenue. The surrounding land uses are shown on Attachment 1.

The Subject Lands previously contained a former City of Vaughan Fire Hall (Fire Hall #7-3) which were purchased from the City by the Toronto District Christian High School ('TDCH'). The fire hall is to be used as a Private School and Technical or Commercial School with the adjacent high school as part of the TDCH campus shown on Attachment 1.

A Zoning By-law Amendment Application has been submitted to amend Zoning By-law 1-88

The TDCH (the 'Owner') has submitted Zoning By-law Amendment File Z.21.007 to amend Zoning By-law 1-88, specifically to permit an accessory retail store as an ancillary use within a Private School and Technical or Commercial School in the "M3 - Transportation Industrial Zone" (the 'Application'), as shown on Attachment 2.

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol

The City on May 21, 2021 circulated a Notice of Public meeting to all property owners within 150 m of the Subject Lands. A copy of the Notice of Public Meeting was also posted on the City's website at www.vaughan.ca and a Notice Sign was installed along Woodbridge Avenue in accordance with the City's Notice Signs Procedures and Protocols.

Vaughan Council, on June 22, 2021, ratified the recommendation of the Committee of the Whole to receive the Public Meeting report dated June 14, 2021, and to forward a comprehensive report to a future Committee of the Whole meeting.

No written submissions were received by the Development Planning Department for the Application. Steven McIntyre of Malone Given Parsons, representing the Owner, made a deputation at the Public Meeting in support of the Application.

Previous Reports/Authority

The following are links to previous reports regarding the Subject Lands:
Item 1, Report No. 36, Committee of the Whole (Public Meeting) June 14, 2021
Public Meeting Item 3, Report No 36 October 3, 2017
Council Extract Committee of the Whole Item 2, Report 14 (pages 46-56), April 11, 2018

Analysis and Options

The Application is consistent with the Provincial Policy Statement, 2020

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement 2020 ('PPS'). The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS recognizes that local context and character is important. The *Planning Act* requires all Vaughan Council's planning decisions to be consistent with the PPS.

The Application is consistent with the PPS, specifically Sections 1.1.1 and 1.1.3.2 regarding development within Settlement Areas, as the proposal represents the re-use of an existing building on an existing lot to complement the existing school use on the TDCH Campus.

The Application will support the school community by providing broader academic education programs and experiential learning opportunities to gain retail experience and to volunteer within the community. The Application also supports the needs of existing and future residents within the area by providing a retail store use within the community thereby supporting the development of complete communities. In consideration of the above, the Application is consistent with the PPS.

The Application conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 as amended (the 'Growth Plan') is intended to guide decisions on a wide range of issues, including economic development, land use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including directions for where and how to grow. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Application conforms with the policy framework of the Grown Plan, specifically regarding development in Settlement Areas and managing growth. The Subject Lands are located within a Settlement Area as defined by the Growth Plan. The Application will support the achievement of a complete community identified in Section 2.2.1.2 of the Growth Plan by utilizing an existing building for an accessory retail use and expanding the experiential learning centre programs to enhance the TDCH and existing community. The Application conforms to the Grown Plan.

The Application conforms to the York Region Official Plan, 2010

The York Region Official Plan 2010 ('YROP') guides community building, environmental and economic decisions within York Region and describes how York Region will accommodate future growth and development while meeting the needs of existing residents and businesses.

The Subject Lands are designated "Urban Area" on Map 1 - Regional Structure of the YROP. The "Urban Area" designation permits a range of residential, commercial, industrial, and institutional uses. The Application will expand upon the existing institutional uses on the Subject Lands by adding an accessory retail use. The Application conforms to the YROP.

The Application conforms to Vaughan Official Plan 2010

The Subject Lands are identified as a "Community Area" in the Vaughan Official Plan 2010 ('VOP 2010') and are designated "Deferral Area" by Section 11.5 of the Kipling Avenue Corridor Secondary Plan ('KACSP') in Volume 2 of VOP 2010. This designation contemplated the use of the Subject Lands as an arts centre and noted the underlying designation of the Subject Lands as "Low-Rise Residential A". The City sold the lands to the Owner; however, the arts centre was integrated into the TDCH building on the campus and the fire hall building was intended to be used by the school for classes.

School uses are permitted within all residential designation of the KACSP, and ancillary retail uses are permitted provided they are located at-grade and face the street. The TDCH school campus has a total gross floor area ('GFA') of 9,569 m^2 (including the fire hall). The proposed accessory retail store is 330 m^2, representing 3% of the total GFA of the TDCH school campus, is located at-grade and faces Woodbridge Avenue. The proposed retail store will be operated by students and volunteers as an ancillary use within the existing fire hall building, as part of an experiential learning centre for the TDCH. The Application conforms to VOP 2010.

An Amendment to Zoning By-law 1-88 is required to permit the proposed retail store on the Subject Lands

The Subject Lands are zoned "M3 - Transportation Industrial Zone" ('M3 Zone") and subject to site-specific Exception 9(1462), as shown on Attachment 1. The M3 Zone does not permit an accessory retail store use. The Application would permit an accessory retail store having a maximum GFA of 330 m^2 to the existing Private and Technical or Commercial School (within the fire hall building). The Owner has advised the store hours will be 10 am to 8 pm weekdays and 10 am to 3 pm Saturdays. The store will operate while TDCH summer school programs are in session although the store will remain open later than summer school programs.

The Development Planning Department supports the Application as it meets the intent of the KACSP and will utilize an existing building for accessory retail uses. Should the Application be approved, the implementing zoning by-law would include the following exceptions:

- the retail store shall be an accessory use to the TDCH campus
- the retail store will be limited to a maximum GFA of 300 m^2
- the retail store shall operate as an experiential learning centre as part of the TDCH School Campus educational programs with the retail (thrift) store being operated by school students and volunteers

City Departments have no objection to the Application

The Development Engineering Department, Urban Design and Cultural Heritage Divisions of the Development Planning Department, Parks Infrastructure Planning and Development Department, By-law & Compliance Licensing & Permit Services Department, Infrastructure Development Real Estate Department, Fire and Rescue Services Department, and Infrastructure Planning and Corporate Asset Management Department have no objection to the Application.

External Agencies have no objection to the Application

Rogers Communications, Enbridge Gas and Canada Post have no objection to the Application.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region has reviewed the Zoning By-law Amendment Application and has determined that the proposed amendment is a matter of local significance and does not

adversely affect Regional planning policies or interest. York Region has no objection to the Application.

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment File Z.21.007 in consideration of the applicable Provincial policies, the policies of YROP and VOP 2010, the requirements of the Zoning By-law 1-88, City Departments and external public agencies, and the surrounding existing and planned land use context.

The Development Planning Department is of the opinion the Application to amend the zoning on the Subject Lands to permit an accessory retail store as part of the school uses on the Subject Lands is appropriate and compatible with the surrounding area. The Application is consistent with the PPS, conforms to the Growth Plan, the YROP and VOP 2010. On this basis, the Development Planning Department can support the approval of the Application, subject to the Recommendations in this report.

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

Attachments

1. Context and Location Map
2. Existing Site Plan

Prepared by

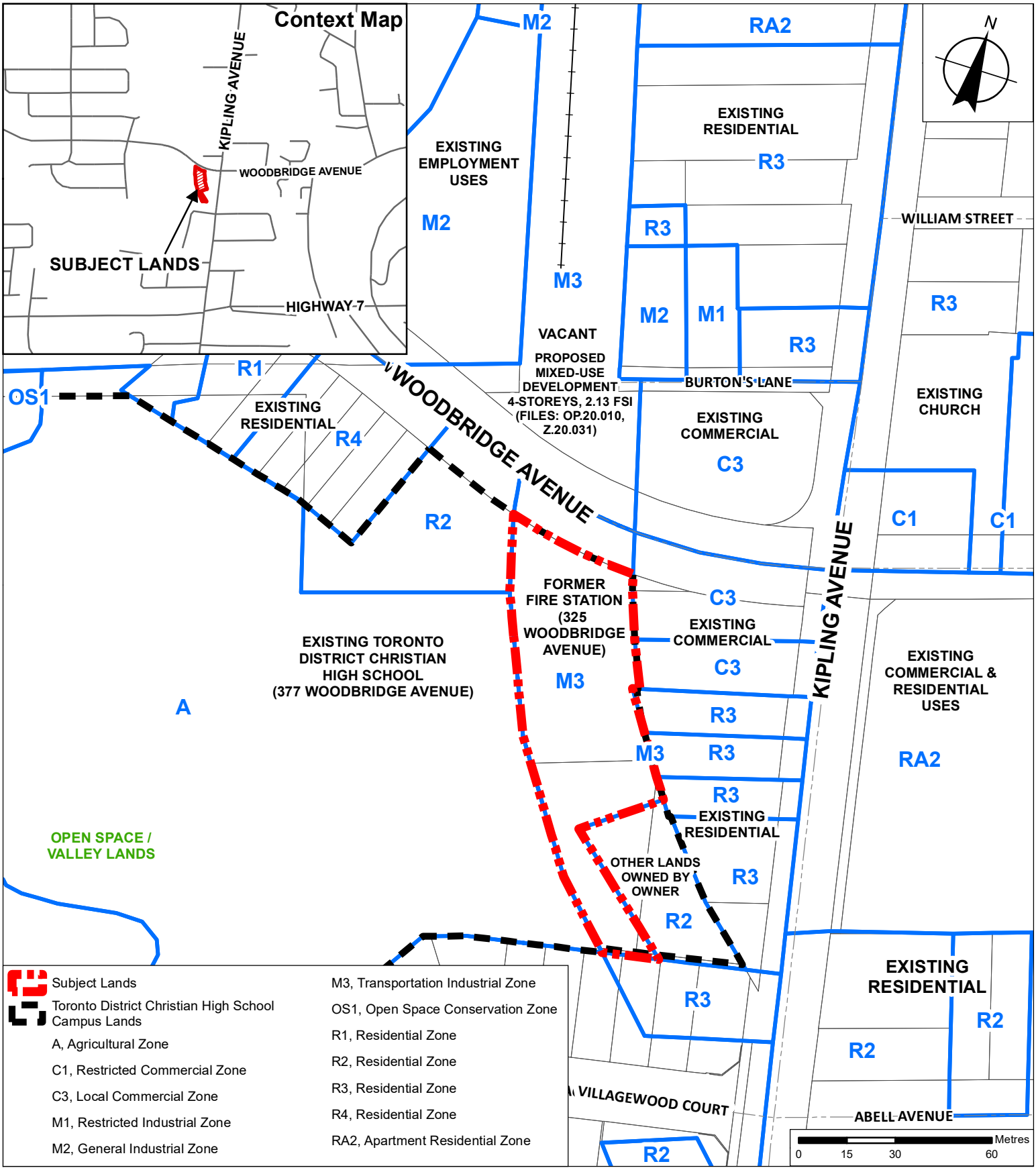
Laura Janotta, Planner, ext. 8634
Mark Antione, Senior Planner, ext. 8212
Nancy Tuckett, Senior Manager of Development Planning ext. 8529

Approved by

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by

Nick Spensieri, City Manager



Context and Location Map

LOCATION: Part of Lot 7, Concession 8;
325 Woodbridge Avenue

APPLICANT:
Toronto District Christian High School

VAUGHAN
Development Planning

Attachment

FILE:
Z.21.007

DATE:
September 14, 2021

1

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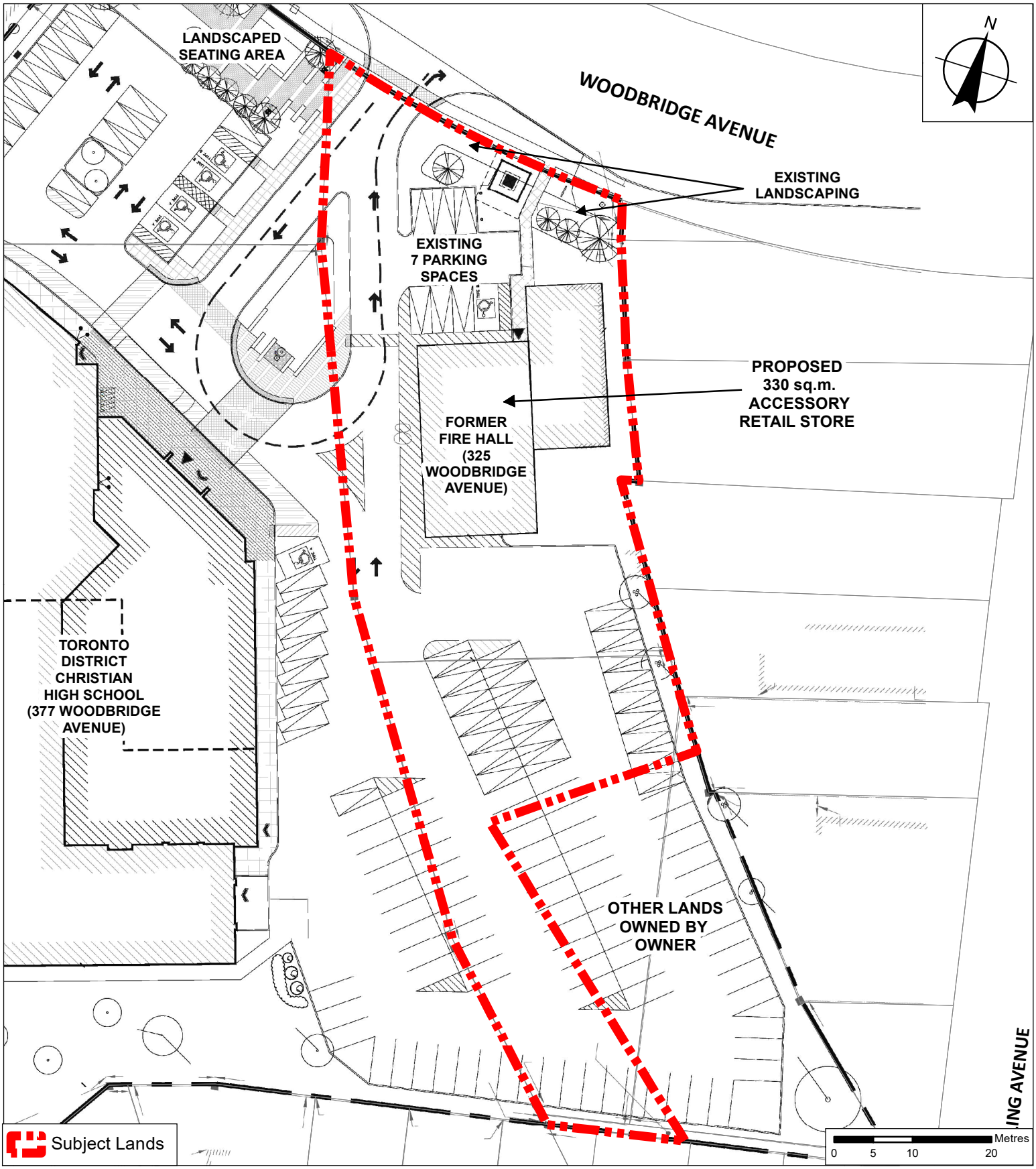

Existing Site Plan

LOCATION: Part of Lot 7, Concession 8;
325 Woodbridge Avenue

APPLICANT:
Toronto District Christian High School

VAUGHAN
Development Planning

Attachment

FILE:
Z.21.007

DATE:
September 14, 2021

2

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Created on: 7/6/2021

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 4

TITLE: WILLOWS EDGE INVESTMENTS INC.
SITE DEVELOPMENT FILE DA.21.015
232 MILLWAY AVENUE
VICINITY OF PORTAGE PARKWAY AND MILLWAY AVENUE

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To obtain municipal concurrence from the Committee of the Whole for Site Development File DA.21.015 for the Subject Lands shown on Attachment 2, for a proposed 22 high metre telecommunication tower and associated radio equipment cabinet, as shown on Attachments 2 and 3.

Report Highlights

- A 22 high metre telecommunication tower and associated radio equipment cabinet on the Subject Lands requiring municipal concurrence
- The Development Planning Department supports approval of the proposed 22 metre telecommunication tower and associated radio equipment cabinet as it conforms to the policies of Vaughan Official Plan 2010 (VOP 2010) and meets the requirements of the City of Vaughan Telecommunication Facility Siting Protocol

Recommendation

1. THAT municipal concurrence be granted and Site Development File DA.21.015 (Willows Edge Investments Inc.) to permit the proposed 22 high metre high telecommunication tower and associated radio equipment cabinet on the Subject Lands as shown on Attachments 2 and 3 BE APPROVED.

Background

The subject lands known municipally as 232 Millway Avenue are 0.55 ha in size and are located on the west side of Millway Avenue, north of Portage Parkway (the 'Subject Lands'). The Subject Lands and surrounding land uses are shown in Attachment 1. Currently the Subject Lands are occupied by a two-storey industrial building.

The Owner has submitted a Site Development application to permit the telecommunication tower

The Owner has submitted Site Development File DA.21.015 (the 'Application') to permit the development of a 22 metre high telecommunications tower and associated radio equipment cabinet (the 'Development') accessed by the existing driveway on the Subject Lands.

Previous Reports/Authority

Not applicable.

Analysis and Options

The proposed telecommunication tower and accessory shelter conforms to Vaughan's Telecommunication Facility Siting Protocol ('TFSP')

Vaughan Council adopted the Vaughan Telecommunication Facility Siting Protocol on October 19, 2016, for establishing telecommunication tower/antenna facilities in the City. In accordance with the City's Protocol, new tower/antenna systems proposed by telecommunications carriers (as superseded by Innovation Science and Economic Development Canada ('ISEDC'), formerly Industry Canada's Protocol (June 2014), may require consideration by Vaughan Council prior to the City of Vaughan issuing a Statement of Concurrence or Non-Concurrence to the Proponent and to ISEDC.

In accordance with the Protocol, the Proponent attended a Pre-Application Consultation ('PAC') meeting on November 19, 2020 with the Development Planning Department prior to submitting the Application. The Proponent has advised that the proposed telecommunication tower is required to address network gaps in the Vaughan Metropolitan Centre and vicinity and to support additional carriers in the future.

The proposed telecommunication tower is exempt from public consultation

Council adopted a protocol for establishing telecommunication tower/antenna facilities on October 19, 2016. In accordance with the TFSP, public consultation is required in the following instances:

1. Antenna systems that are higher than 15 m in height that are located within 0 to 150m from any residential zone; or

2. Antenna systems that are higher than 30 m in height and are located at a distance between 150 m and 300 m from any residential zone.

The proposed telecommunication tower is 22 metres in height and is located 185 metres to the nearest residential zone. As such, there is no public consultation required based on the criteria noted above.

The Development is exempt from the policies of Vaughan Official Plan 2010 ('VOP 2010') and Zoning By-law 1-88

The Subject Lands are designated "General Employment" by Vaughan Official Plan 2010 (VOP 2010). Policy 8.4.4 of VOP 2010 encourages the development of comprehensive high-speed telecommunications and data networks throughout Vaughan to contribute to economic competitiveness and support widespread access to such services. In addition, Policy 8.4.4.2 encourages the co-location of telecommunication infrastructure to minimize the visual impact of telecommunications towers. The proposed telecommunication tower will be built with co-location capacity to accommodate an additional wireless carrier. The proposed telecommunication tower conforms to the telecommunication policies of VOP 2010.

The Subject Lands are zoned "EM1 Prestige Employment Area" by Zoning By-law 1-88. The *Radiocommunication Act* designates the ISEDC, formerly Industry Canada, as the authority for all matters respecting telecommunications towers and antenna facilities. Federal regulations are not subject to Provincial policies, including the *Planning Act* and *Ontario Building Code Act.* Therefore, telecommunication towers and antenna facilities are exempt from municipal Official Plans, Zoning By-law requirements and Site Plan approval (no implementing Site Plan Agreement or Letters of Undertaking). However, the City of Vaughan in accordance with the Protocol, can grant municipal concurrence for the telecommunication tower.

The Application has been reviewed and municipal concurrence can be supported, subject to the comments in this report

Site Plan Review

The proposed telecommunication tower is located in an employment area and is proposed to be 22 metres in height, light grey in colour and setback 97 metres from Millway Avenue and will be enclosed by a combination of chain link fence and bollards. The proposed tower will accommodate Bell Mobility Wireless Communication. A full moves access to the Subject Lands is provided from Millway Avenue. The proposed radio equipment cabinet is 0.63 metres by 1.93 metres.

The Owner conducted an analysis of existing tower locations and identified a gap in network coverage that could be addressed through the proposed telecommunication

tower on the Subject Lands. The closest existing tower locations are at 612 Applewood Crescent (1.5 km from the Subject Lands) and 3145-601 Chrislea Road (approximately 2.2 km from the Subject Lands). The proposed telecommunication tower is intended to meet Bell Mobility's Engineering and Network Objectives. The proposed telecommunication tower is also being designed with co-location capabilities to accommodate an additional wireless carrier.

The Development Engineering ('DE') Department has no objection to the Development

The DE Department has reviewed the Development and provided no objection to its approval.

Bombardier and Nav Canada have no objection to the Development

Bombardier and Nav Canada have reviewed the Development and provided no objections to the telecommunication tower's location and height.

Financial Impact

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

Broader Regional Impacts/Considerations

The York Region Community Planning and Development Services Department has reviewed the Development and has no objection to its location.

Conclusion

Site Development File DA.21.015 has been reviewed in consideration of the policies of VOP 2010, the City of Vaughan TFSP, the ISEDC's Protocol for Radiocommunication and Broadcasting Antenna Systems, the requirements of City Departments and external agencies, and the surrounding area context. The installation of the proposed telecommunication tower and associated radio equipment cabinet conforms to VOP 2010, satisfies the requirements of the City's and ISEDC's Protocols, is satisfactory to all the required review agencies, and is therefore considered appropriate. Accordingly, the Development Planning Department can support the approval of Site Development File DA.21.015.

For more information, please contact: Daniela DeGasperis, Planner, at extension 8382.

Attachments

1. Context and Location Map
2. Site Plan
3. Elevation

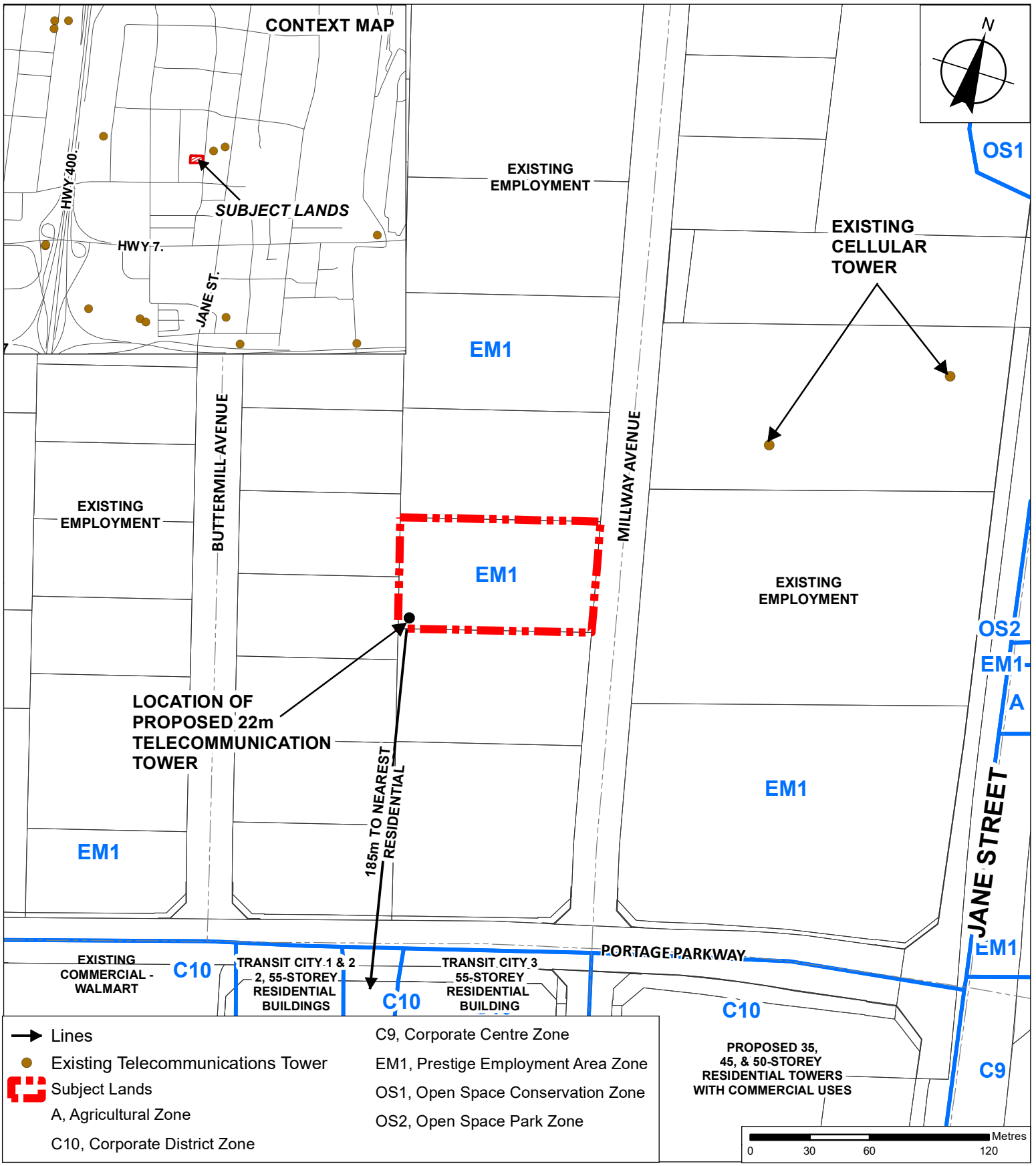
Prepared by
Daniela DeGasperis, Planner, ext. 8382
Nancy Tuckett, Senior Manager of Development Planning, ext. 8529

Approved by

Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by

Nick Spensieri, City Manager



Context and Location Map

LOCATION: 232 Millway Avenue
Part of Lot 7, Concession 5

APPLICANT:
Willows Edge Investments Inc.

VAUGHAN
Development Planning

Attachment

FILE:
DA.21.015

DATE:
September 14, 2021

1

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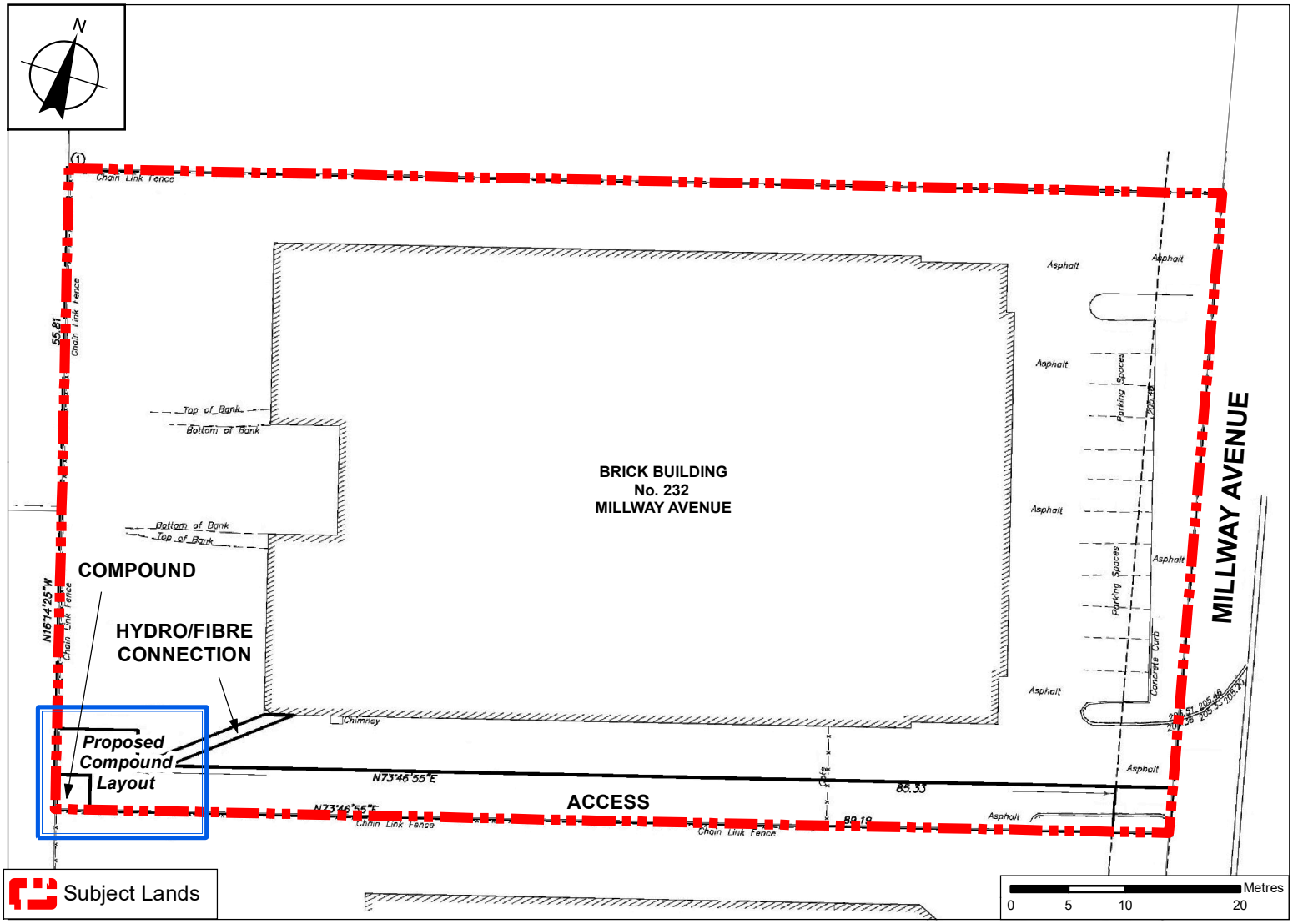

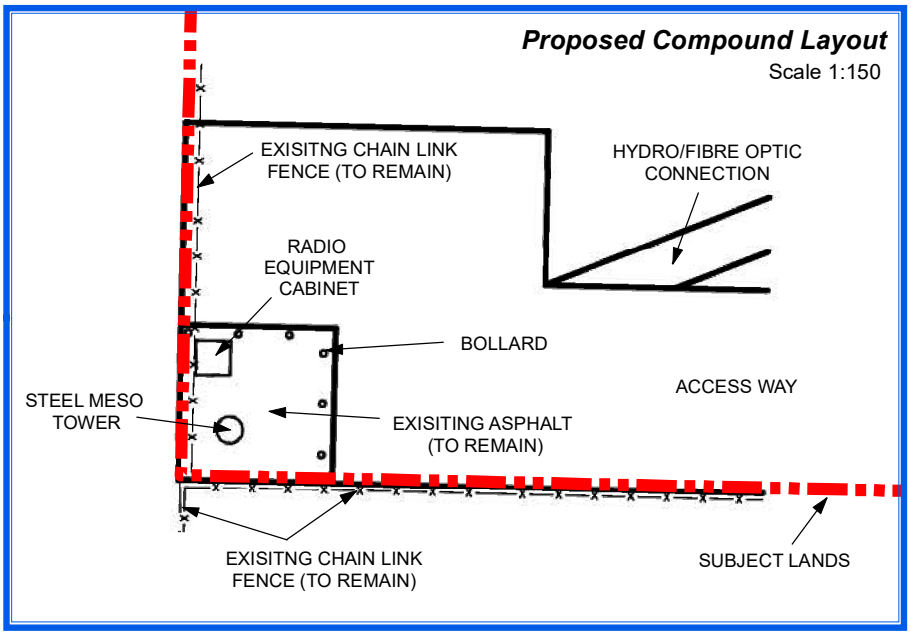

Site Plan

LOCATION: 232 Millway Avenue
Part of Lot 7, Concession 5

APPLICANT:
Willows Edge Investments Inc.

VAUGHAN
Development Planning

Attachment

FILE:
DA.21.015

DATE:
September 14, 2021

2

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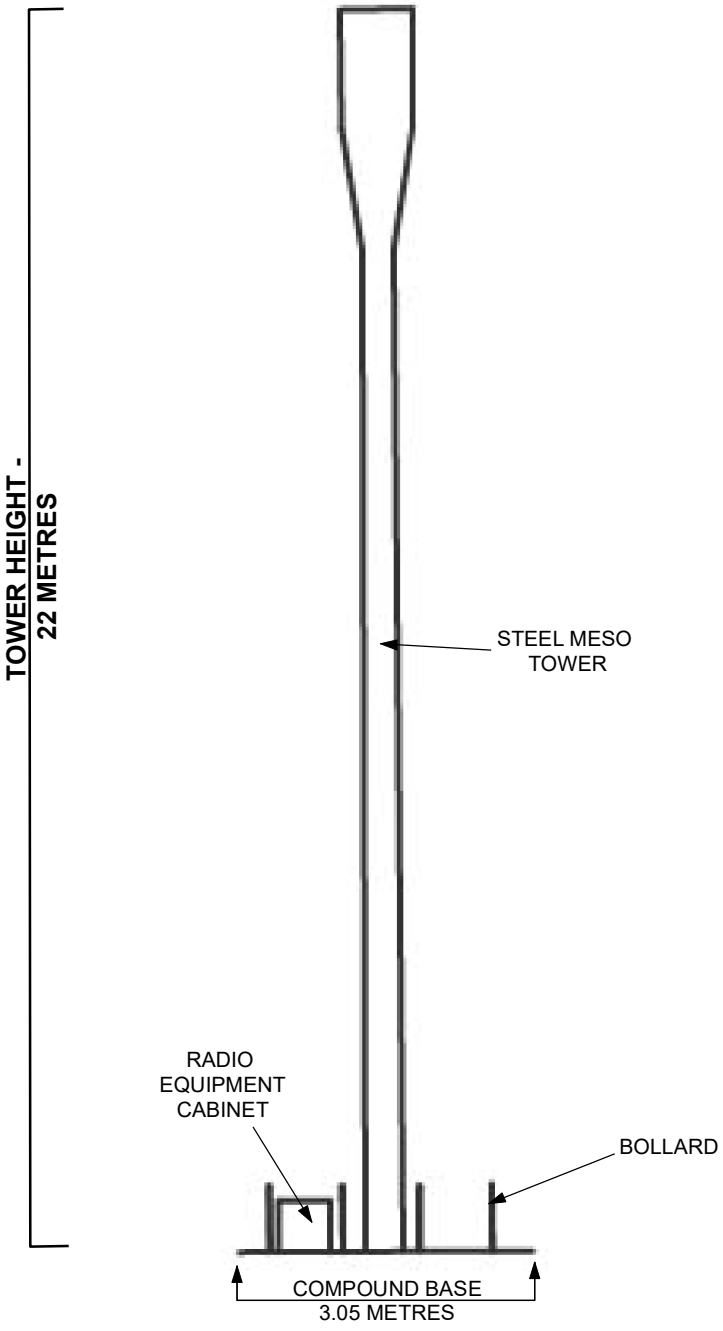

South Elevation

NOT TO SCALE

Elevation

LOCATION: 232 Millway Avenue
Part of Lot 7, Concession 5

APPLICANT:
Willows Edge Investments Inc.

VAUGHAN
Development Planning

Attachment

FILE:
DA.21.015

DATE:
September 14, 2021

3

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Created on: 7/20/2021

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 3

TITLE: VALLEY MAJOR DEVELOPMENTS LIMITED
SITE DEVELOPMENT FILE DA.17.084
4433, 4455 AND 4477 MAJOR MACKENZIE DRIVE WEST
VICINITY OF MAJOR MACKENZIE DRIVE WEST AND PINE VALLEY DRIVE

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Site Development File DA.17.084 (Valley Major Developments Limited) for the subject lands shown on Attachment 2. The Owner proposes to develop the subject lands with 91, 3-storey townhouse dwellings accessed by common element condominium roads, as shown on Attachments 3 to 6. The proposed development includes a total of 205 parking spaces and a 620 m^2 centralized amenity area.

Report Highlights

- The Owner proposes to develop the subject lands with 91, 3-storey townhouse dwellings accessed by common element condominium roads
- A Site Development Application is required to permit the development
- The Development Planning Department supports the approval of the Application as it will permit a development consistent with the Provincial Policy Statement, conforms to the Growth Plan, York Region Official Plan, and the Vaughan Official Plan 2010 (as amended), Zoning By-law 1-88, and is compatible with the existing and planned uses in the surrounding area

Recommendations

1. THAT Site Development File DA.17.084 (Valley Major Developments Limited) BE DRAFT APPROVED AND SUBJECT TO THE CONDITIONS included in Attachment 1 to the satisfaction of the Development Planning Department, to permit a development consisting of 91, 3-storey townhouse dwellings accessed by common element condominium roads, as shown on Attachments 3 to 6; and

2. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:

   "THAT Site Plan Development File DA.17.084 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 91 residential townhouse units (278 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City's Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months."

Background

The subject lands (the 'Subject Lands') are located at the southeast corner of Major Mackenzie Drive West and Pine Valley Drive, as shown on Attachment 2, and are municipally known as 4433, 4455 and 4477 Major Mackenzie Drive West. The Subject Lands were previously developed with 3 single detached dwellings.

The Owner of the Subject Lands, on September 25, 2017 and October 4, 2017, appealed the related Zoning By-law and Official Plan Amendment Files Z.17.013 and OP.17.005 to the then Ontario Municipal Board (OMB), now the Ontario Land Tribunal (OLT), pursuant to Sections 22(7) and 34(11) of the *Planning Act*, citing Vaughan Council's failure to decide on the Official Plan and Zoning By-law Amendments within the prescribed timelines under the *Planning Act*.

On November 25, 2019, the then Local Planning Appeal Tribunal (LPAT) issued an interim Order to approve the Official Plan Amendment and to approve the Zoning By-law Amendment in principle, until the parties had a reasonable opportunity to finalize the zoning by-law. The final Order to approve the Zoning By-law Amendment (By-law 079-2020) and Official Plan Amendment (OPA 49) was issued on May 29, 2020.

Previous Reports/Authority

The following are links to previous reports for the Subject Lands:

The Decision and Order of the LPAT:
November 25, 2019 LPAT E-decision for PL171046

Committee of the Whole Report for related Files OP.17.005 and Z.17.013:
June 4, 2019, Committee of the Whole (Item 5, Report No. 20 Recommendations 1 to 7)

Public Meeting Report for related Files OP.17.005 and Z.17.013:
September 26, 2017, Committee of the Whole (Public Meeting) (Item 7, Report No. 32, Recommendations 1 to 4)

Analysis and Options

A Site Development Application has been submitted to permit the Development

Valley Major Developments Limited (the 'Owner') has submitted Site Development File DA.17.084 to permit a development consisting of 91 3-storey townhouse dwellings accessed by common element condominium roads (the 'Development'), as shown on Attachments 3 to 6.

The Development is consistent with the Provincial Policy Statement ('PPS'), 2020

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

The Application is consistent with the Provincial policies of the PPS, specifically Sections 1.1.1 and 1.1.3 regarding settlement areas and Section 2.1.1 protecting natural features and areas for the long-term.

The Subject Lands shown on Attachment 2, are located within a settlement area as defined by the PPS. The Development is consistent with the policy framework of the Settlement Areas, Housing and Natural Heritage policies of the PPS as it implements growth within a settlement area, creates a more efficient use of the Subject Lands by minimizing land consumption, introduces a housing typology (townhouses) that will help accommodate a greater range of housing options. In addition, the Development will help to restore and provide long-term protection for the surrounding natural environment by

bringing the Open Space lands comprising the valley corridor (shown as OS1 on Attachment 2) into public ownership. The Development is consistent with the PPS.

The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan')

The Growth Plan is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

The *Planning Act* requires that Vaughan Council's planning decisions to conform to, or not conflict with, the Growth Plan. The Development conforms to the Growth Plan objectives, specifically the following sections (in part):

Section 2.2.1 – directing growth to settlement areas that have existing or planned municipal water and wastewater systems;
Section 2.2.2 – contribute to meeting residential development growth targets within the delineated built-up area;
Section 2.2.6 – providing a diverse mix of housing densities to meet the needs of current and future residents; and
Section 4.2.2 – protecting and enhancing key natural heritage features and areas.

The Development would implement a residential development within a settlement area, where existing and new municipal water and wastewater services that would be made available. It would also offer diversity with respect to the available housing options within the community.

The Development optimizes the use of the existing land supply, making more efficient use of the existing infrastructure, and is located adjacent to planned transit (a "Regional Transit Priority Network") while providing a density that is supportive of these objectives. In addition, the Development would protect the key natural heritage feature on the Subject Lands by bringing it into public ownership.

The Owner has agreed, prior to execution of the Site Plan Agreement, to dedicate lands comprising of the valley corridor into public ownership to either the Toronto and Region Conservation Authority ('TRCA') or City of Vaughan free of all charges and encumbrances, to the satisfaction of the TRCA. Accordingly, The Development conforms to the Growth Plan.

The Development conforms to the York Region Official Plan, 2010 (the 'YROP')

The YROP guides economic, environmental and community building decision making across York Region. The Subject Lands are designated "Urban Area" and "Regional Greenlands System" by Map 1 - "Regional Structure" of YROP 2010. The Urban Area designation permits a range of residential, commercial, employment and institutional uses, subject to additional policy criteria. The Subject Lands abut a "Regional Transit Priority Network", being Major Mackenzie Drive West (Map 11 - "Transit Network") and planned regional cycling connections on Major Mackenzie Drive West and Pine Valley Drive (Map 10 - "Regional Cycling Network").

The Development offers a variety in townhouse unit sizes that has access to public transit that currently operates on Major Mackenzie Drive West and Pine Valley Drive. The Development will diversify the housing options found in the community and create new pedestrian connections to Major Mackenzie Drive West and Pine Valley Drive.

The protection of lands within the Regional Greenlands System will be ensured through the dedication of these lands into the public authority. In consideration of the above, the Development conforms to the YROP.

The Development conforms to Vaughan Official Plan 2010, as amended

The Subject Lands are designated "Low-Rise Residential" and "Natural Areas" by Vaughan Official Plan 2010 ('VOP 2010'), as amended by OPA 49. The "Low-Rise Residential" designation, as amended by OPA 49 permits the 3-storey townhouse dwellings with access from a private, common element condominium road, as part of a row of at least three but no more than eight attached residential units.

The rear portion of the Subject Lands are designated "Natural Areas" by VOP 2010, as amended by OPA 49 and contain part of a Core Feature, as identified in VOP 2010, Volume 1, Schedule 2 – Natural Heritage Network. The Development must conform to the Core Feature policies of VOP 2010. The Development includes a 10 m vegetation protection zone ('VPZ') from the dripline as required by TRCA. The Development as shown on Attachments 3 to 6 conforms to VOP 2010, as amended.

The Development complies with Zoning By-law 1-88, as amended

The Subject Lands are zoned "RT1 Residential Townhouse Zone" and "OS1 Open Space Conservation Zone" subject to site-specific Exception 9(1496). The Development as shown on Attachments 3 to 6 complies with Zoning By-law 1-88, as amended by By-law 079-2020 and issued by the LPAT.

The Owner must submit a Draft Plan of Condominium Application to establish the common elements of the Development

The Owner must submit a Draft Plan of Condominium (Common Elements) Application to establish the condominium tenure for the Development. The Condominium Corporation will be responsible for all common elements in the Development including, but not limited to, all parking and landscape elements, the private road, and a portion of the OS1 Open Space Conservation Zone lands ("open channel feature" as shown in Attachment 3).

The Development Planning ('DP') Department supports the Development, subject to the Recommendations in this Report

Site Plan

The Development shown on Attachments 3 to 6 consists of 91, 3-storey townhouse dwellings units within 16 Blocks accessed by a private common element condominium road with access from Major Mackenzie Drive West and Pine Valley Drive.

The Development includes a total of 205 parking spaces which includes 23 visitor parking spaces with 2 barrier free parking spaces. Each proposed townhouse dwelling includes either 2 parking spaces within a garage or a parking space within a garage and a parking space on the driveway to accommodate a total of 2 spaces for each unit.

A 620 m^2 centralized amenity area is proposed to serve the overall Development as well as smaller landscaped amenity areas that provide pedestrian connections toward the corner of Major Mackenzie Drive West and Pine Valley Drive. Pedestrian connections are proposed throughout the Development. A 10 m buffer, as required by TRCA, is located on the southern limit of the Development behind Blocks 11 to 15.

Landscape Plan

The Landscape Plan shown on Attachment 4 consists of a mix of deciduous and coniferous trees, shrubs, and perennials. A centralized amenity area is proposed with smaller amenity areas that provide pedestrian connections toward the northwest corner of the Development. A combination of retaining walls and a 1.5 m high vinyl chain link fencing is proposed along the entire boundary between the Development and lands to be conveyed to a public authority.

Building Elevations

A typical elevation is shown on Attachment 5 and 6. The proposed townhouse dwellings will incorporate brick, stone, and stucco veneers of various colours, and wood materials

for the doors and garage doors. The final building elevations shall be approved to the satisfaction of the DP Department.

Cultural Heritage

The Subject Lands lie outside of the Heritage Conservation District, however, they are located in an area identified as being of some archaeological potential and standard clauses will be included in the Site Plan Agreement. In the event of a future development application that involves further soil disturbance, an archaeological assessment by a professional licensed archaeologist may be required. As such, conditions to this effect are included in Attachment 1.

Arborist and Tree Preservation Plan

An Arborist Report and a Tree Inventory and Preservation Plan prepared by Kuntz Forestry Consulting Inc. was submitted with the Application to identify the number, specifies, condition and size (diameter) of the existing private trees proposed to be preserved or removed from the Subject Lands. The Owner has entered into a Tree Protection Agreement, dated February 12, 2021, and has provided a Letter of Credit (LOC) in the amount of $203,950 to the City.

A total of 181 private trees are proposed to be removed on the Subject Lands with a replacement of 47 trees. 134 trees are to be compensated in cash-in-lieu to the City in accordance with Tree By-law 052-2018 and the City's Tree Protection Protocol. A condition to this effect is included in Attachment 1.

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

The DP Department is satisfied with the proposed Development, as shown on Attachments 3 to 6. The DP Department must approve the final site plan, building elevations, landscape plan, landscape cost estimate and lighting plan prior to the execution of the Site Plan Agreement. A condition to this effect is included in Attachment 1.

The Development Engineering ("DE') Department has no objection to the Development, subject to conditions

The DE Department has reviewed the Development and have provided the following comments:

Transportation

Transportation Engineering has reviewed the Transportation Study submitted in support of the Development. Overall, the proposed Development is expected to introduce an acceptable impact on the surrounding road network.

The Development includes an access from Major Mackenzie Drive West and an access from Pine Valley Drive. A total of 205 parking spaces which includes 23 visitor parking spaces with 2 barrier free parking spaces are proposed to serve the Development.

Transit services are available along Major Mackenzie Drive West and Pine Valley Drive and expected to be improved under future conditions. Active transportation facilities exist in the vicinity of the Subject Lands. This includes sidewalks along the boundary roads and a multi-use path along the south side of Major Mackenzie Drive West that includes cycling opportunities. Sidewalks and cycling facilities are provided within the site, as well as Transportation Demand Management (TDM) measures to discourage Single Occupancy Vehicle (SOV) use and promote the use of transit and other sustainable modes of transportation.

Noise Mitigation Measures

A Noise Feasibility Study was prepared by HGC Engineering, dated March 10, 2017. Noise mitigation measures will be required for lots adjacent to Major Mackenzie Drive West and Pine Valley Drive, to the satisfaction of the City and York Region. A reliance letter prepared by HGC Engineering indicated the minor changes to the site plan do not affect the acoustic recommendations in the HGC's Noise Report dated August 9, 2018. The DE Department is satisfied with the findings of the reliance letter.

Stormwater Management and Storm Sewer Network

The Subject Lands are located within the Humber River watershed. Existing conditions indicate the site generally drains east to west in a southwesterly direction and eventually discharges via overland flow to an existing watercourse (Marigold Creek). There is also an existing drainage feature that traverses the Subject Lands. This drainage feature is proposed to be removed and an open channel with headwall features will be reconstructed as compensation. Where required, sewers have been sized to convey drainage from a 100-year rain event from full capture locations.

To compensate for removing existing wetlands on site, a compensation wetland is proposed along the buffer area. This feature will receive runoff from the proposed roof drain collector system and backyard flows from some units along the south property boundary.

Sanitary Sewer Network

The Development proposes a service connection to a future municipal sanitary sewer located along Pine Valley Drive. The existing sanitary infrastructure includes a sewer along Pine Valley Drive approximately 210 m south of the Major Mackenzie Drive West and Pine Valley Drive intersection. This sewer will discharge to a pumping station further downstream located at the southeast corner of Pine Valley Drive and Davos Road. The Owner shall agree to front-end finance and construct the sanitary sewer along Major Mackenzie Drive West and Pine Valley Drive. A condition to this effect is included in Attachment 1.

Water Supply Network

The Subject Lands lie within Pressure District 6 (PD6) of the York Water System. Currently there are no watermains fronting Major Mackenzie Drive West within the vicinity of the Subject Lands. Water supply servicing to the Subject Lands will be provided via connections to the existing watermain along Pine Valley Drive and Major Mackenzie Drive West. This creates a looping network.

The WaterCAD model developed for this site has demonstrated water supply demands can be met while maintaining adequate pressures within the system with the proposed looped internal watermain. The Owner shall agree to front-end finance and construct the watermain along Major Mackenzie Drive West and Pine Valley Drive to complete the required watermain loop. A condition to this effect is included in Attachment 1.

Environmental Site Assessment ('ESA')

The Owner's environmental consultant provided the necessary ESA documentation and a Soil Engineering Ltd. Reliance Letter dated May 30, 2017 to the satisfaction of the City.

Block 39 Block Plan

The Subject Lands are located within the approved Block 39 Block Plan. Prior to final approval of the Development, the Trustee for the Block 39 (North-West) Landowners Group shall provide the City with a letter confirming the Owner has fulfilled all cost-sharing and other obligations of the Block 39 (North-West) Cost Sharing Agreement. A Condition to this effect is included in Attachment 1.

The DE Department shall approve the final functional servicing and storm water management reports and Traffic Impact Studies, prior to commencement of any construction works. A Development Agreement may be required prior to the issuance of

final approval for the construction of any external services in relation to the Development. Conditions to this effect are included in Attachment 1.

The Parks Infrastructure Planning and Development ('PIPD') Department has no objection to the Development

The PIPD Department has no objection to the approval of the Development.

Cash-in-Lieu of the dedication of parkland is required

The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's cash-in-lieu Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment. A condition to this effect is included in Attachment 1.

Policy Planning and Environmental Sustainability ('PPES') Department has no concerns with the Development

PPES Department has no concerns with the Development. Development limits for the Subject Lands have been established by the TRCA and the impacts on the watercourse and wetlands have been mitigated to their satisfaction. The Owner is required to abide by the *Endangered Species Act and the Migratory Birds Convention Act.*

The Toronto and Region Conservation Authority ('TRCA') has no objection to the Development, subject to their conditions

The TRCA has no objection to the approval of the Application, subject to conditions. During the review of the related Official Plan and Zoning By-law Amendment Files (OP.17.005 and Z.17.013), the TRCA has confirmed the development limits have been established, compensation for minor encroachments into the buffers and compensation for the removal of Ministry of Natural Resources and Forestry ('MNRF') Identified Wetlands were provided to the satisfaction of TRCA.

The TRCA has confirmed the Owner has addressed all comments and have no objection to the approval of the Development, subject to the lands comprising the valley corridor (OS1 Open Space Lands) being dedicated into public ownership (TRCA or City of Vaughan) free of all charges and encumbrances, to the satisfaction of the TRCA, prior to the execution of the Site Plan Agreement. Conditions to this effect are included in Attachment 1.

The Environmental Services Department, Solid Waste Management Division has no objection to the Development, subject to conditions

The Waste Management Division has reviewed the proposed Development and truck turning analysis and have advised the garbage/recycling collection may not be eligible for municipal waste. Although the site could allow for curbside collection, with two separate entrance/exits on the Subject Lands, the Development requires a 3km circular route to re-enter the site to complete waste collection. This type of service is not currently provided as part of municipal waste collection. All waste collection services shall be privately administered and shall be the responsibility of the future Condominium Corporation. A condition to this effect will be included in the Site Plan Agreement and is contained in Attachment 1.

The School Boards have no objection to the Development

The York Region District School Board and the York Catholic District School Board have advised they have no comments or objections to the Application.

Canada Post has no objection to the Development, subject to their conditions

Canada Post has advised the Development will be serviced by centralized mail delivery provided through Canada Post community mailboxes and has no objection to the Development subject to their Conditions of Approval contained in Attachment 1.

Development Charges are applicable to the Development

The Owner is required to pay to the City applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan Region of York, York Region District School Board and York Catholic District School Board. The Owner shall also pay to the City, a woodlot acquisition charge at the rate of $1000.00 per residential dwelling unit in accordance with the City's Woodlot Acquisition Front-end Agreement. A clause for the payment of Development Charges and the Woodlot Charge are included as a standard condition in the Site Plan Agreement.

The various utilities companies have no objection to the Development

Bell Canada has advised they have no objections to the Applications, subject to the Owner contacting Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development. A Condition to this effect is contained in Attachment 1. Rogers Communications, Enbridge Gas Inc., Hydro One and Alectra Utilities have no objection to the Application.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region Community Planning and Development Services have no objection to the Development. The Owner shall satisfy all requirements of York Region. A condition to this effect is included in Attachment 1.

Conclusion

The Development Planning Department has reviewed Site Development File DA.17.084 in consideration of the appliable Provincial Policies, York Region and City Official Plan policies, the requirements of the Zoning By-law 1-88, the comments received from City Departments and external public agencies, and the surrounding area context.

The Development shown on Attachments 3 to 6 is consistent with the PPS, conforms to the Grown Plan and the YROP, conforms to the LPAT approved OPA, complies with Zoning By-law 1-88 as amended, and is compatible with the surrounding area context. The Development Planning supports the approval of Site Development File DA.17.084. Should Council approve the Application, conditions of approval are included in Attachment 1 of this report.

For more information, please contact: Jennifer Kim, Planner, Development Planning Department, ext. 8592.

Attachments

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Proposed Site Plan
4. Proposed Landscape Plan
5. Typical Building Elevation – Rear Garage Access (Block 4)
6. Typical Building Elevation – Front Garage Access (Block 16)

Prepared by

Jennifer Kim, Planner, ext. 8592
Nancy Tuckett, Senior Manager of Development Planning, ext. 8529

Approved by

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by

Nick Spensieri, City Manager

Attachment 1 – Conditions of Site Plan Approval
Site Development File DA.17.084 (Valley Major Developments Limited)

1. THAT prior to the execution of the Site Plan Agreement:

   a) The Development Planning Department shall approve the final site plan, building elevations, landscape plan, landscape details, landscape cost estimate, and lighting plan;

   b) The Development Engineering ('DE') Department shall approve the final site servicing and grading plan, erosion control plan, functional servicing and storm water management reports, site plan drawings, and Traffic Impact Study ('TIS');

   c) The Owner shall contribute to (and/or continue to fund) the existing sanitary sewer flow monitoring program as initiated by the adjacent development (File 19T-15V007, i.e., Country Wide Homes Woodend Place Inc.), to the satisfaction of the City. The duration of flow monitoring must allow for and capture a substantial number of wet weather events in order to accurately assess system response to wet weather flows which in conjunction with actual dry weather flows accurately reflect peak flows within the system. A flow monitoring report shall be prepared by the Consultant and submitted to the City for review.

   d) The Owner shall enter into a Development Agreement, to satisfy all conditions, financial or otherwise, of the City with regard to such matters the municipality may consider necessary including payment of the development levies, the provision of roads, parks, walkways, and municipal services, including construction of watermain and sanitary sewer along Major Mackenzie Drive West and Pine Valley Drive, installation of new services, landscaping, and fencing. The said agreement shall be registered against the lands to which it applies and to the satisfaction of the City.

   e) The Owner shall provide the City with a Letter of Credit as security for its payment towards future downstream sanitary sewer improvements, if determined, based on flow monitoring.

   f) The Owner shall agree to front-end finance and construct the sanitary sewer along Major Mackenzie Drive West and Pine Valley Drive to complete the required sanitary servicing component.

g) The Owner shall agree to front-end finance and construct the 300mm-dia. watermain along Major Mackenzie Drive West and Pine Valley Drive to complete the required watermain loop.

h) The Owner shall agree in a development agreement, if required, to pay for and construct any improvements to the municipal infrastructure or construct new municipal infrastructure to service the development, should it be determined that upgrades or construction of new infrastructure are required to support this development, to the satisfaction of the City.

i) Prior to the issuance of Site Plan Approval, the Owner shall provide to the Development Engineering Department written confirmation from a Professional Engineer (as defined by the Professional Engineers Act, R.S.O. 1990, c.P.28, as amended) to the Development Engineering Department confirming that the construction and alignment of any of the retaining walls depicted within the Site Plan will not encroach into any abutting properties. Notwithstanding the foregoing, retaining wall encroachments shall only be permitted for construction purposes if the Owner obtains written consent from the abutting property owner(s) in a form satisfactory to Vaughan.

j) The Owner shall enter into a Developers' Group Agreement with the other participating landowners, Block 39 (North-West) Landowners Cost Sharing Agreement, to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for municipal services on Major Mackenzie Drive West and Pine Valley Drive. This agreement shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands;

k) The Owner shall submit a letter from the Block 39 (North-West) Landowners Cost Sharing Group Inc. Trustee that the Owner has fulfilled all cost sharing and other obligations of the Block 39 (North-West) Landowners Cost Sharing Agreement, to the satisfaction of the City;

l) The Owner shall submit a Transportation Demand Management Plan (TDM Plan), prepared by a qualified professional transportation consultant, for each phase of the development including a plan for the existing and future phase(s). The TDM Plan shall identify objectives, targets, measures, monitoring, and management plan, including roles and responsibilities of the landowners. In addition, the TDM Plan shall include a budget for the full cost of implementing the TDM measures, including

operational financial consideration. All TDM Plans shall be completed to the satisfaction of the Development Engineering Department;

m) The Owner shall provide a cash-in-lieu payment that must be submitted to the City in accordance with the Council adopted Tree By-law 052-2018 and the City's Tree Protection Protocol;

n) The Environmental Services Department, Waste Management Division shall approve the final waste collection plan and the appropriate clauses and/or waivers shall be included as needed;

o) The Owner shall satisfy all requirements from Hydro One Inc., Alectra Utilities Corporation, Enbridge Distribution Inc., Bell Canada, Rogers Communications, and Canada Post;

p) The Owner shall satisfy all requirements and obtain all necessary approvals from York Region; and

q) The Owner shall satisfy all requirements and obtain all necessary approvals from the Toronto and Region Conservation Authority including:

    i. The Owner shall convey the lands comprising the valley corridor (OS1 – Opens Space lands) into public ownership (TRCA or City of Vaughan) free of all charges and encumbrances, to the satisfaction of TRCA.

2. THAT the Site Plan Agreement shall include the following provisions and/or warning clauses, to the satisfaction of the City:

a) The Owner shall pay to the City applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Regional of York, York Region District School Board and York Catholic District School Board. The Owner shall pay to the City, a woodlot acquisition charge at the rate of $1000.00 per residential dwelling unit in accordance with the City's Woodlot Acquisition Front-end Agreement;

b) The Owner shall inform the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Vaughan once tree protection has been installed, for Vaughan Forestry to inspect and approve according to specifications;

c) The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the Subject

Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's cash-in-lieu Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.

d) "The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department immediately in the event that:

   i. archaeological resources are found on the property during grading or construction activities, and the Owner must cease all grading or construction activities; and

   ii. where human remains are encountered during grading or construction activities, the Owner must cease all grading or construction activities. The Owner shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services."

e) The Development Engineering Department advises that any retaining walls and subsurface infrastructure be included on the final Plan of Condominium, or situated within Parcels of Tied Land (POTLs) of the proposed townhouse units fronting onto the common element condominium road and that the declaration of the future condominium corporation shall provide that the future condominium corporation shall maintain and manage the retaining walls and subsurface infrastructure and reserve a right of entry onto the POTLs to carry out such obligations.

f) The proposed water and sanitary servicing connections (including any decommissioning of existing/installation of proposed) to be owned by the City within the right-of-way must be completed by the City's contractor. Upon issuance of Site Plan Approval, the Owner is required to contact the Development Inspection and Lot Grading Division directly upon final drawing approval to coordinate the proposed works including obtaining cost estimates and scheduling.

g) Provide structural plans for the proposed retaining walls within the Subject Lands. Ensure all retaining walls and footings are located within the legal property boundary and provide cross-sections of retaining wall where located near the property line and/or where the exposed height of the retaining wall is greater than 1.0 metres.

h) The Owner shall provide a Traffic Control Plan (TCP) in accordance with the Ontario Traffic Manual Book 7 for all proposed lane closures, including sidewalks, to the satisfaction of the City of Vaughan.

i) The Owner shall agree in the Site Plan Agreement to implement the recommendations of the final noise report into the design and construction of the buildings on the lands and include all necessary warning statements on all agreements of purchase and sale or lease of individual units, all to the satisfaction of the City.

j) The Owner shall satisfy all requirements from Canada Post including:

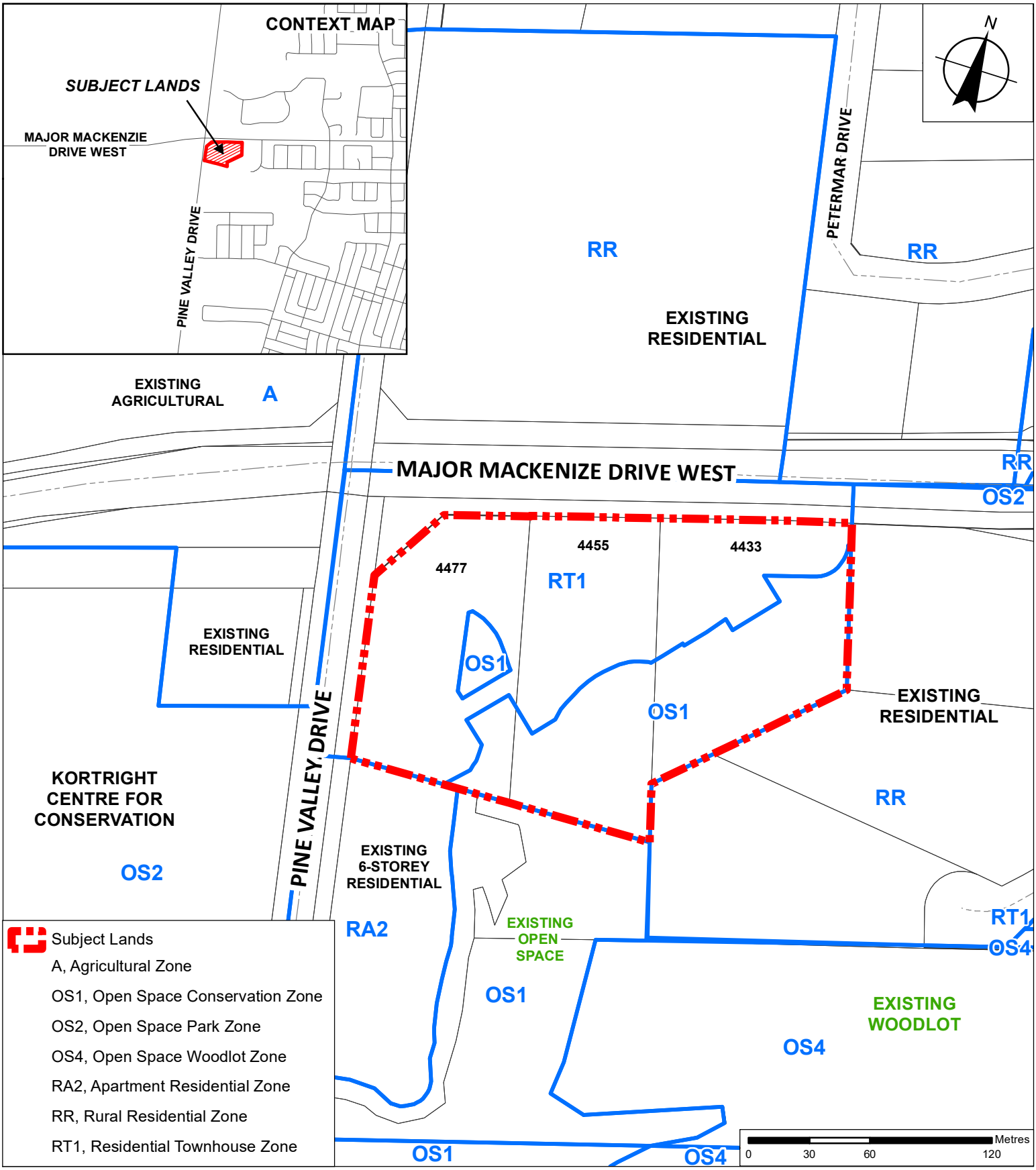
   i. The Owner/Developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;

   ii. The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads;

   iii. The Owner/Developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings;

   iv. The Owner/Developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;

   v. The Owner/Developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy;



Context and Location Map

LOCATION: Part of Lot 20, Concession 6;
4433, 4455, and 4477 Major Mackenzie Drive West

APPLICANT:
Valley Major Developments Limited

VAUGHAN
Development Planning

Attachment

FILE: DA.17.084
RELATED FILES:
OP.17.005 and Z.17.013

DATE: September 14, 2021

2

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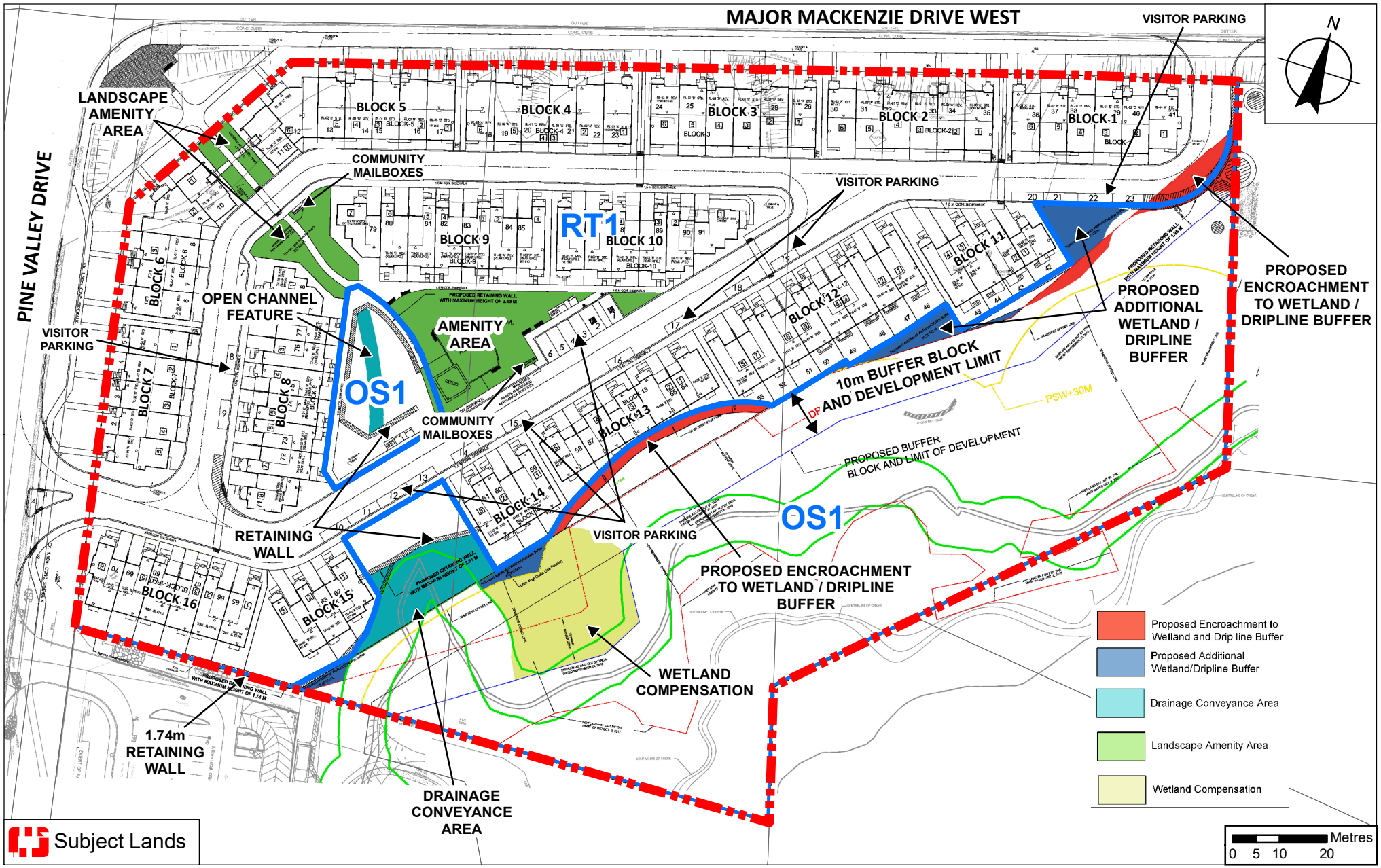

Proposed Site Plan

LOCATION: Part of Lot 20, Concession 6;
4433, 4455, and 4477 Major Mackenzie Drive West

APPLICANT:
Valley Major Development Limited

VAUGHAN
Development Planning

Attachment 3

FILE: DA.17.084
RELATED FILES:
OP.17.005 and Z.17.013

DATE: September 14, 2021

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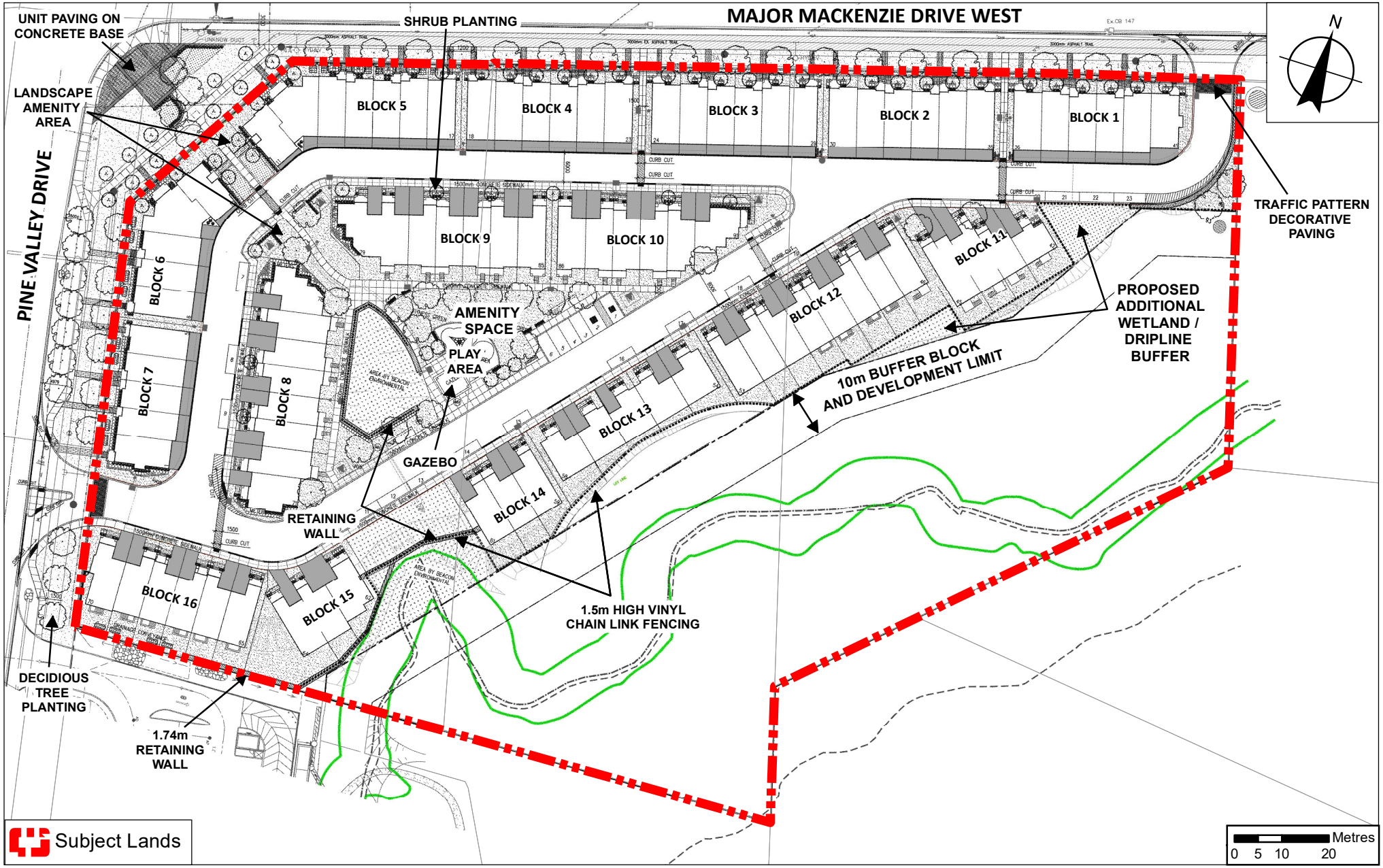

Proposed Landscape Plan

LOCATION: Part of Lot 20, Concession 6;
4433, 4455, and 4477 Major Mackenzie Drive West

APPLICANT:
Valley Major Development Limited

VAUGHAN
Development Planning

Attachment 4

FILE: DA.17.084
RELATED FILES:
OP.17.005 and Z.17.013

DATE: September 14, 2021

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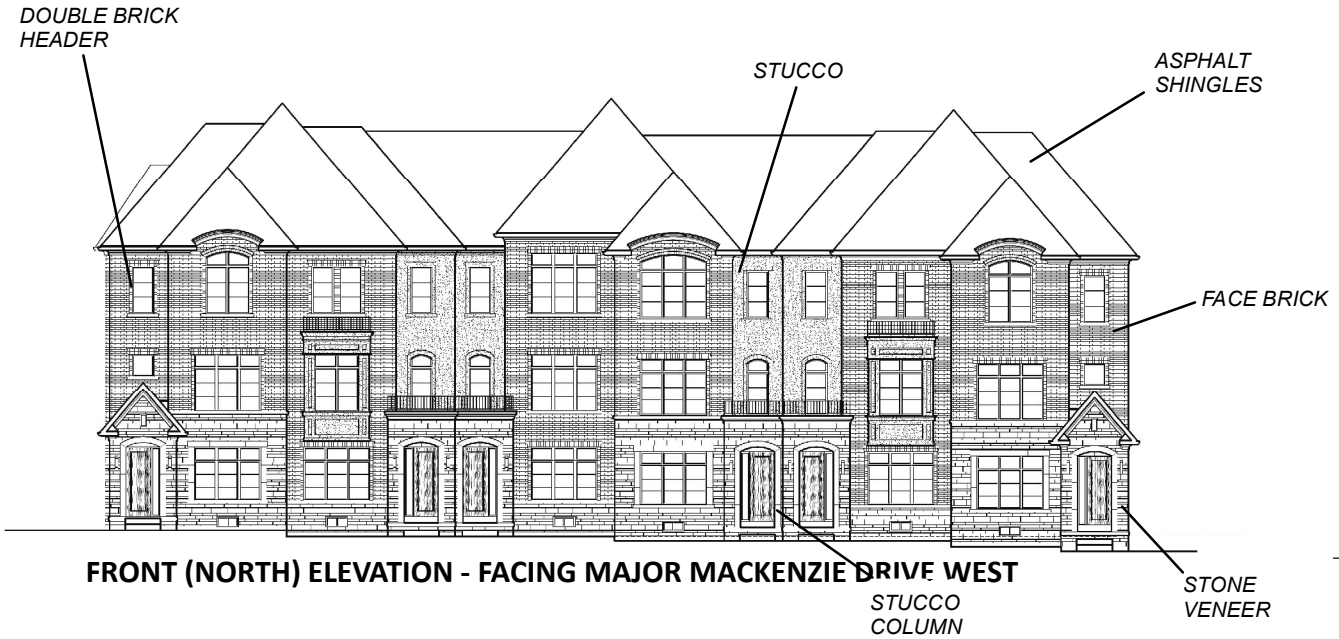
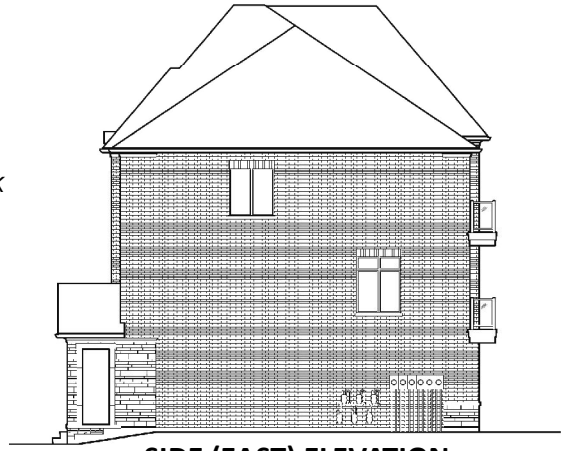


FRONT (NORTH) ELEVATION - FACING MAJOR MACKENZIE DRIVE WEST



SIDE (EAST) ELEVATION

SIDE (WEST) ELEVATION

REAR (SOUTH) ELEVATION - FACING INTERNAL ROAD

Typical Building Elevation - Rear Garage Access (Block 4)

LOCATION: Part of Lot 20, Concession 6;
4433, 4455, and 4477 Major Mackenzie Drive West

APPLICANT:
Valley Major Development Limited

VAUGHAN
Development Planning

Attachment 5

FILE: DA.17.084
RELATED FILES:
OP.17.005 and Z.17.013

DATE: September 14, 2021

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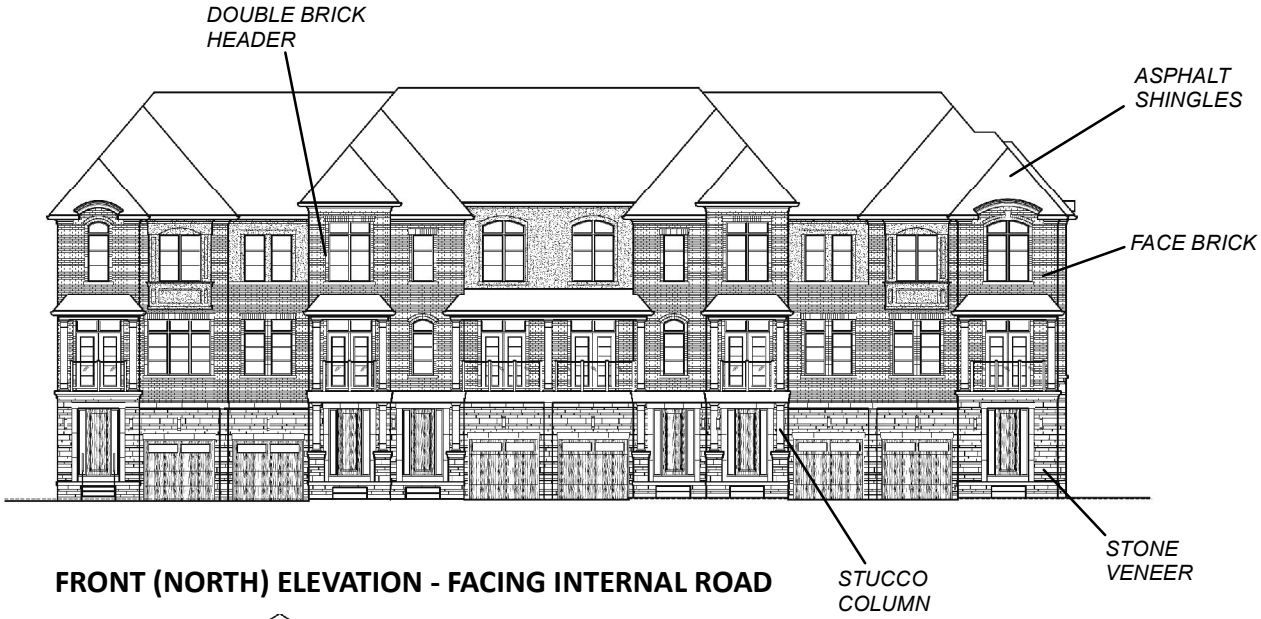
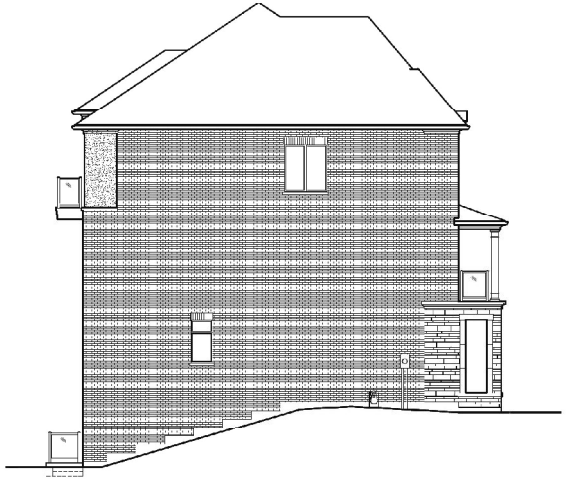


FRONT (NORTH) ELEVATION - FACING INTERNAL ROAD

SIDE (WEST) ELEVATION - FACING PINE VALLEY DRIVE



SIDE (EAST) ELEVATION

REAR (SOUTH) ELEVATION

Typical Building Elevation - Front Garage Access (Block 16)

LOCATION: Part of Lot 20, Concession 6;
4433, 4455, and 4477 Major Mackenzie Drive West

APPLICANT:
Valley Major Development Limited

VAUGHAN
Development Planning

Attachment 6

FILE: DA.17.084
RELATED FILES:
OP.17.005 and Z.17.013

DATE: September 14, 2021

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Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 3

TITLE: BELL MOBILITY
SITE DEVELOPMENT FILE DA.21.004
VICINITY OF WESTON ROAD AND HIGHWAY 7

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To obtain municipal concurrence from the Committee of the Whole for Site Development File DA.21.004 for the subject lands shown on Attachment 2, for a proposed 22-metre-high telecommunication tower, as shown on Attachments 3 to 6.

Report Highlights

- The proponent seeks to construct a 22-metre-high telecommunication tower on the subject lands
- The proponent seeks municipal concurrence for the proposed telecommunication tower
- The Development Planning Department supports municipal concurrence for the 22-metre-high telecommunication tower as it conforms to Vaughan Official Plan 2010 and meets the requirements of the City of Vaughan Telecommunication Facility Siting Protocol

Recommendations

1. THAT municipal concurrence be granted for Site Development File DA.21.004 (Bell Mobility), to permit a 22-metre-high telecommunication tower on the subject lands, as shown on Attachments 3 to 6, subject to the condition in Attachment 1 BE APPROVED.

Background

The 0.56 ha subject lands ('the Subject Lands'), as shown on Attachment 2, are municipally known as 8003 Weston Road and are located on the east side of Weston Road, north of Highway 7. The surrounding land uses, and the location of telecommunication towers are shown on Attachment 2. The Subject Lands are currently occupied by a one-storey employment building.

The Proponent has submitted a Site Development application to permit the telecommunication tower

The Proponent has submitted Site Development File DA.21.004 (the 'Application') to permit the development of a 22-metre-high (steel meso flower) monopole telecommunication tower (the 'Development').

Previous Reports/Authority

Not applicable

Analysis and Options

The proposed telecommunication tower conforms to Vaughan's Telecommunication Facility Siting Protocol ('TFSP')

Vaughan Council adopted the Vaughan Telecommunication Facility Siting Protocol ('TFSP') on October 19, 2016, for establishing telecommunication tower/antenna facilities in the City. In accordance with the City's Protocol, new tower/antenna systems proposed by telecommunications carriers (as superseded by Innovation Science and Economic Development Canada (ISEDC), formerly Industry Canada's Protocol (June 2014), may require consideration by Vaughan Council prior to the City of Vaughan issuing a Statement of Concurrence or Non-Concurrence to the Proponent and to ISEDC.

In accordance with the Protocol, the Proponent attended a Pre-Application Consultation (PAC) meeting held August 14, 2020 with the Development Planning Department prior to submitting the Application. The Proponent has advised the proposed telecommunication tower is required to address network gaps in the area and to support additional carriers in the future.

Public Notice was provided in accordance with Vaughan's Telecommunication Facility Siting Protocol

The City's in-effect Protocol (Section 4.3) notes that applications for antenna systems (telecommunication towers) that are higher than 15 metres in height and located less than 200 m from any residential zone, require full public consultation, City review and approval by Vaughan Council.

The proposed height of the telecommunication tower is 22 metres. The closest residential zone (R3 Residential Zone) is approximately 40 metres west of the Subject Lands, as shown on Attachment 2. Accordingly, this application meets the above-noted criteria and requires a full public consultation process.

The Proponent erected a notice sign along the west lot line abutting Weston Road, in accordance with the Protocol. The Proponent also placed a Public Notice in the local print media (i.e., Vaughan Citizen Newspaper) on May 13, 2021.

The Proponent held a virtual Public Information Session on June 8, 2021, from 5:30 pm to 7:00 pm to receive information from the public for the proposed telecommunication tower. In accordance with the City's Protocol, notice for this meeting was provided by regular mail within a 250 metres radius to all notified residents, a minimum of 30 days in advance of the Public Information Session. Three members of the public attended the meeting. The following concerns were raised:

- the location of the telecommunication tower could potentially create a hazard as it is located near a turning circle that is often used by large motor vehicles i.e., trucks. A tree was previously driven over where the tower is proposed
- the location of the Tower would create visual obstructions for signs facing Weston Road
- if the tower requires electrical services, a cost sharing agreement would be required for use of the electrical room located at 120 Jevlan Drive. The existing agreement does did not contemplate the use and operation of a telecommunication tower at 8003 Weston Road
- the telecommunication tower may cause signal interference
- health and safety concerns for occupants working near the proposed telecommunication tower

The Proponent prepared a Public Consultation Summary Report to respond to the concerns that were identified through the Public Information Session. The following responses were provided through the Public Consultation Summary Report:

- 4 bollards are now proposed to be installed at the base of the telecommunication tower as an added safety measure to protect against motor vehicle traffic maneuvering in the area
- the telecommunication tower has a slim design to minimize potential visual obstructions
- the Proponent has confirmed that there will be no cost incurrence to landowners of 120 Jevlan Drive and 8003 Weston Road. The telecommunication tower will have a separate meter and will be billed directly for its electrical use to Bell Mobility. In addition, it has been confirmed that if the switching unit for the tower is housed at 120 Jevlan Drive then Bell would enter into an easement agreement with 120 Jevlan Drive that would provide monetary compensation
- there will be no interference as Bell uses their own frequency and licenses on the frequency spectrum
- all installed telecommunication towers must comply with the Health Canada's "Limits to Exposure to Radiofrequency Electromagnetic Energy in the range of 3KHz to 300 Ghz- Safety Code 6 (2015)'

Telecommunication towers are exempt from the policies of Vaughan Official Plan 2010 (VOP 2010) and Zoning By-law 1-88

The Subject Lands are designated "Employment Commercial Mixed-Use" by Vaughan Official Plan 2010 (VOP 2010).

Section 8.4.4 of VOP 2010 encourages the development of comprehensive high-speed telecommunications and data networks throughout Vaughan to contribute to economic competitiveness and support widespread access to such services. Section 8.4.4.2 encourages the co-location of telecommunication infrastructure to minimize the visual impact of telecommunications towers. The proposed telecommunication tower conforms to the telecommunication policies of VOP 2010.

The Subject Lands are zoned "EM1 Prestige Employment Area" subject to site-specific Exception 9(462B) by Zoning By-law 1-88. The *Radiocommunication Act* designates the ISEDC, formerly Industry Canada, as the authority for all matters respecting telecommunications towers and antenna facilities. Federal regulations are not subject to Provincial policies, including the *Planning Act* and *Ontario Building Code Act.* Therefore, telecommunication towers and antenna facilities are exempt from municipal official plans, zoning by-law requirements and Site Plan approval (i.e., no implementing Site Plan Agreement or Letters of Undertaking). However, the City of Vaughan in accordance with the Protocol, can grant municipal concurrence for the telecommunication tower.

The Application has been reviewed and municipal concurrence can be supported

Site Plan Review

The Subject Lands is currently occupied by 1-storey building that is used as a Funeral Home. The Development will be located at the rear of the property adjacent to the existing parking stall and driveway access. Bollards as previously discussed will frame the base of the tower as an added safety measure and is shown in Attachment 3.

Compliance with the City of Vaughan Telecommunication Facility Siting Protocol

Vaughan Council adopted the "City of Vaughan Telecommunication Facility Siting Protocol" ('TFSP') on October 19, 2016. In addition to meeting the Federal requirements, the Development Planning Department supports the Development as it conforms to the City's Telecommunication Facility Siting Protocol, to allow the Proponent to obtain municipal concurrence to install the tower. The following policies of the TFSP are compared with the Development

	City of Vaughan Telecommunication Facility Siting Protocol (TFSP) Requirement	Site Development File DA.21.004 Compliance with TFSP Requirement
a.	Pre - Application Consultation ('PAC') (Section 7.3) The Proponent is required to have a PAC meeting with the Development Planning Department	The PAC Meeting was held on August 14, 2020

	prior to submitting the Site Development Application	
b.	Complete Application (Section 8.2) The City of Vaughan shall consider the date a complete application was received as the official commencement of the Site Development Application review process	The Application was deemed complete on March 5, 2021
c.	Notification Protocol (Section 4.3) A tower that is between 15 m and 30 m in height and located within 150 m of any residential zone requires City review and concurrence by Vaughan Council. Public consultation is required	The tower is 22 m in height and the Subject Lands is 40 m from the closest residential zone, as shown on Attachment 2. As a result, a full public consultation process was required A Notice signs was installed facing Weston Road Public Notice was placed in the 'Vaughan Citizen' on May 13, 2021 Public (Virtual) Information Session was held on June 8, 2021
d.	Height of Tower (Section 3.0) Height means the vertical distance measured from the lowest ground level at the base, including the foundation, to the tallest point of the Antenna System	The tower is 22 m in height, as shown on Attachments 4 to 6.
e.	Compliance with Safety Code 6 (Sections 2.4 and 3) Means Health Canada's Safety Code 6, "Limits of Human Exposure to Radiofrequency Electromagnetic Fields in the Frequency Range from 3 kHz to 300 GHz,". The Proponent must submit a signed attestation or an acceptable analysis to ISEDC indicating compliance with Safety Code 6	The Planning Justification Report ('PJR') prepared by FONTUR International and dated September 14, 2020, "attests that the radio antenna system will comply with Health Canada's Safety Code 6 limits, as may be amended from time to time, for the protection of the general public including any combined effects of additional carrier co - locations and nearby installations within the local radio environment." The Proposal complies with Safety Code 6

f.	<u>Co-location</u> (Section 5.0) The Proponent is required, where feasible and appropriate: • to co-locate with another tower; and • if co-location is not feasible, to size leased areas to accommodate future expansion and co-location to accommodate leasing facilities.	The Planning Justification Report states that the Proponent conducted a survey of the surrounding area and determined that despite there being telecommunication towers in the area, there no existing facilities suitable for co-location within the network coverage vicinity. The Tower height is designed to accommodate a maximum of three telecommunication providers to allow for co-location
g.	<u>Location Criteria (Section 5.2)</u> The TFSP identifies preferred site selection criteria for new Towers. Proponents are encouraged to site antenna system facilities in the following order: 1. on existing telecommunication towers at least 200 m away from any residential zone. 2. in non-residential zones (employment: commercial) located 200 m away from a residential zone; an where it is no possible to locate outside 200 m from any residential zone. And there is limited site availability, co-location may be encouraged at the time Pre-Application Consultation. 3. where it is not possible to locate outside 200 m from any residential zone, and there is limited site availability, co-location may be encouraged at the time of Pre-Application Consultation.	The PJR states that the Proponent conducted a survey of the surrounding area and determined that there are no existing facilities suitable for co-location within the network coverage vicinity Given the limited site availability for the Tower, the location of the Tower was chosen in accordance with Section 5.2 (Option 3) of the TFSP and is designed to accommodate co-location

h.	Design (Section 6.2) The architectural style of the telecommunication tower will be chosen based upon what is most compatible with the surrounding physical context. Monopole design with antennas shrouded or flush mounted are preferred architectural styles Towers are to be located to the rear lot and away from the streets to minimize the visual impact of the tower from the streetscape.	Bell Mobility has designed a (steel meso flower) monopole tower with co-location capabilities. Maintenance and electrical infrastructure will be contained within the monopole eliminating the need for a compound base site Attachments 5 to 6 provides visual reference of the proposed tower
i.	Landscaping (Section 6.2) The planting of trees and shrubs at the tower site sand around the equipment shelter is encouraged to enhance the landscape character of the surroundings.	There is no compound-based component associated with the telecommunication tower proposal. Maintenance will be contained within the tower.
j.	Minimum Parking Spaces (Section 6.2) One parking space will be provided at each new telecommunication tower site with access from a public right-of-way at a location acceptable to the City. Where parking is provided for another use on the site and this parking is withing 20 metres of the telecommunication tower, the parking space for the tower is not required (parking space need not be exclusively devoted to Antenna System usage).	The telecommunication tower is located within an existing parking area associated the employment building on 8003 Weston Road therefore a dedicated parking space for service/maintenance providers is not necessary.

The Development Planning Department can support municipal concurrence for the telecommunication tower, as it conforms to the VOP 2010 and the Protocol.

The Development Engineering ('DE') Department has no objection to the Development

The DE Department has reviewed the Development and provided no objection to its approval.

Financial Impact

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

Broader Regional Impacts/Considerations

The York Region Community Planning and Development Services Department has reviewed the Development and has no objection to its location.

Conclusion

Site Development File DA.21.004 has been reviewed in consideration of the policies of VOP 2010, the City of Vaughan TFSP, the ISEDC's Protocol for Radiocommunication and Broadcasting Antenna Systems, the requirements of City Departments and external agencies, and the surrounding area context. The installation of the proposed telecommunication tower and associated radio equipment cabinet conforms to VOP 2010, satisfies the requirements of the City's and ISEDC's Protocols, is satisfactory to all the required review agencies, and is therefore considered appropriate. Accordingly, the Development Planning Department can support the approval of Site Development File DA.21.004.

For more information, please contact: OluwaKemi (Kemi) Apanisile, Planner, at extension 8210.

Attachments

1. City of Vaughan Conditions of Municipal Concurrence
2. Context and Location Map
3. Site Plan
4. Elevation
5. Photo North and South
6. Photo East and West

Prepared by

Oluwakemi (Kemi) Apanisile, Planner, ext. 8210
Nancy Tuckett, Senior Manager of Development Planning, ext. 8529

Approved by

Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by

Nick Spensieri, City Manager

Attachment 1
Conditions of Municipal Concurrence (City of Vaughan)
Site Development File DA.21.004 (Bell Mobility) Conditions of Approval/Municipal Concurrence:

1. THAT prior to the execution of the Letter of Municipal Concurrence:

    a) The Development Planning Department shall approve the final site plan and tower elevations.

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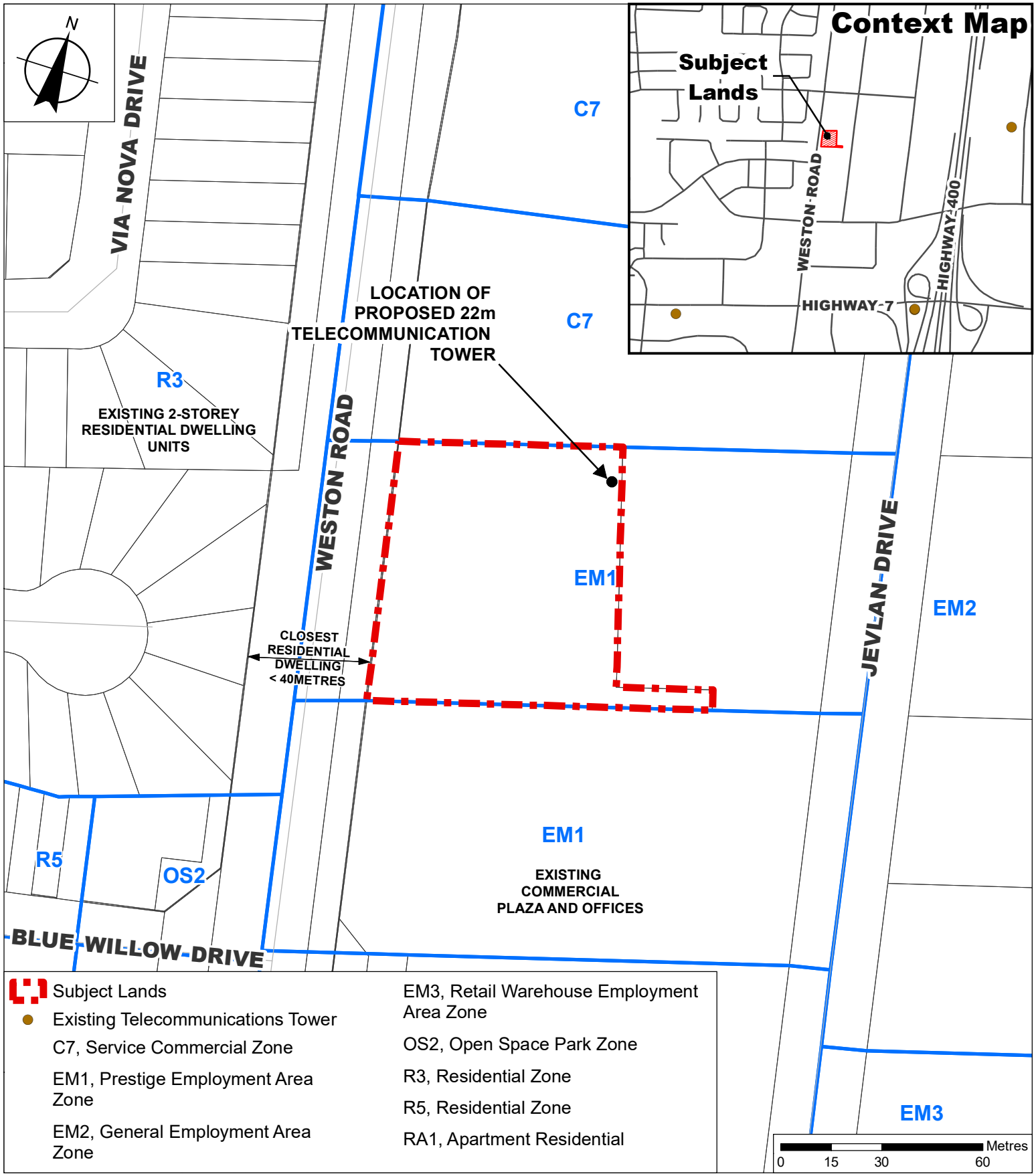

Context and Location Map

LOCATION:
Part of Lot 7, Concession 5
8003 Weston Road

APPLICANT:
Bell Mobility

VAUGHAN
Development Planning

Attachment

FILE:
DA.21.004

DATE:
September 14, 2021

2

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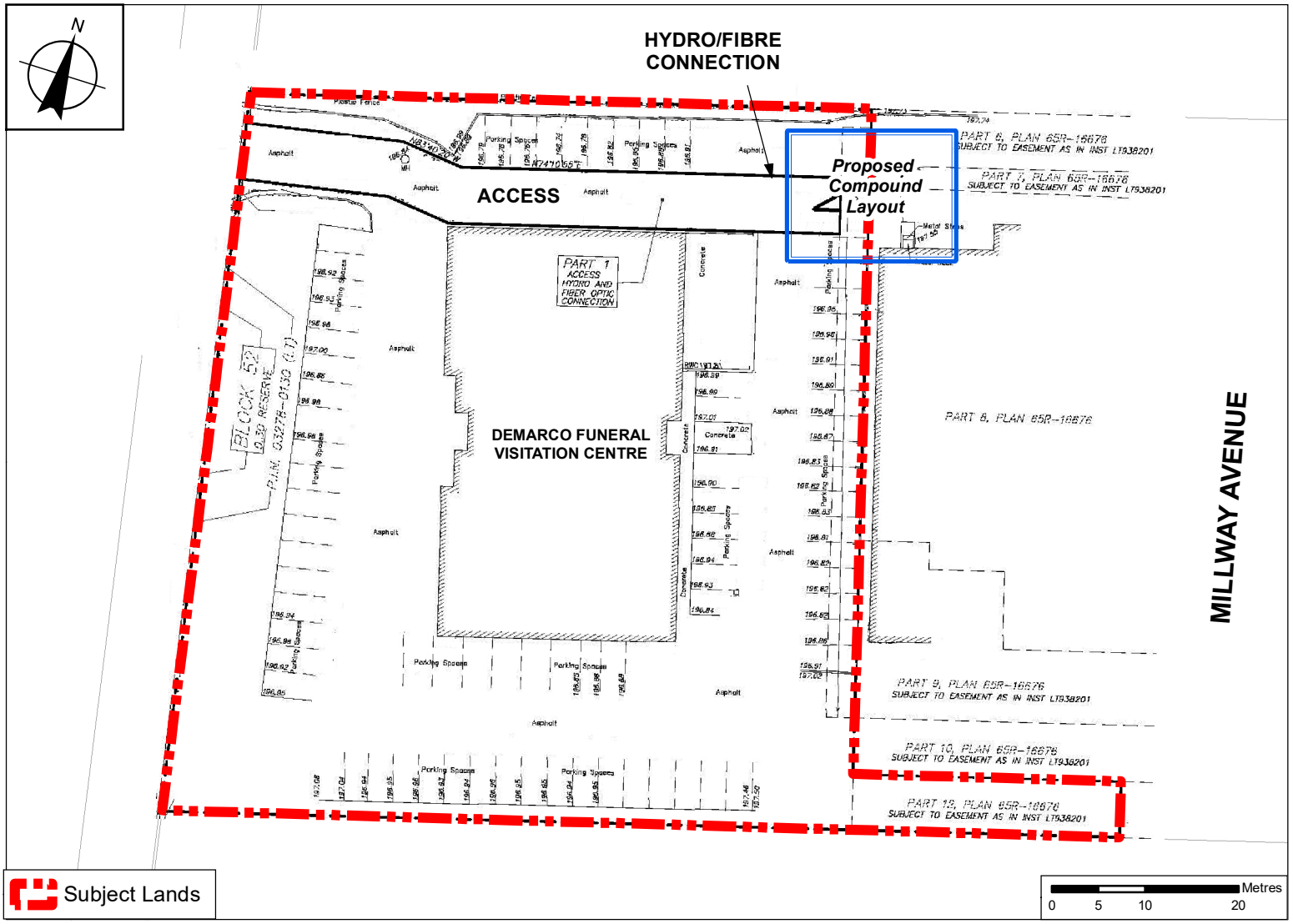

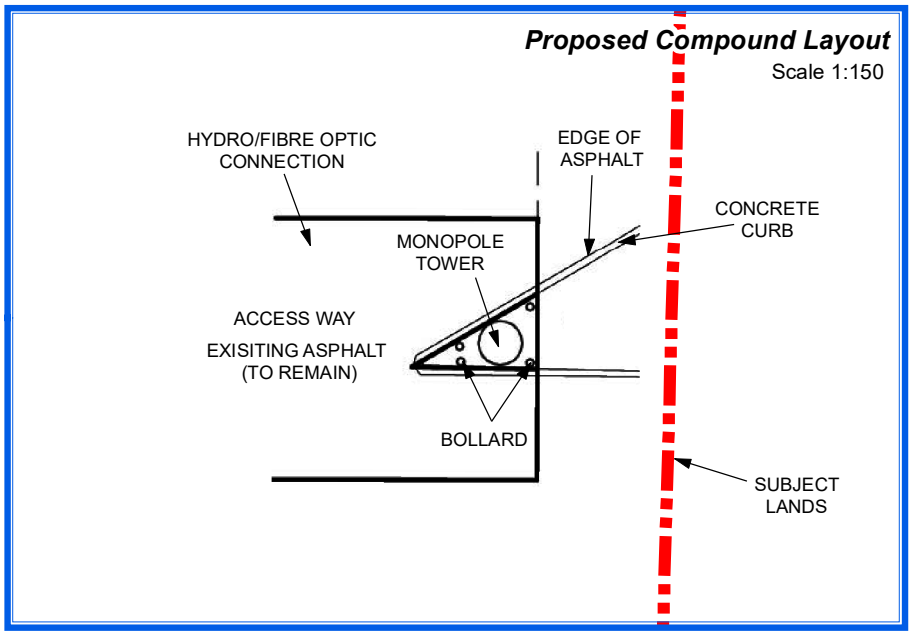

Site Plan

LOCATION:
Part of Lot 7, Concession 5
8003 Weston Road

APPLICANT:
Bell Mobility

VAUGHAN
Development Planning

Attachment

FILE:
DA.21.004

DATE:
September 14, 2021

3

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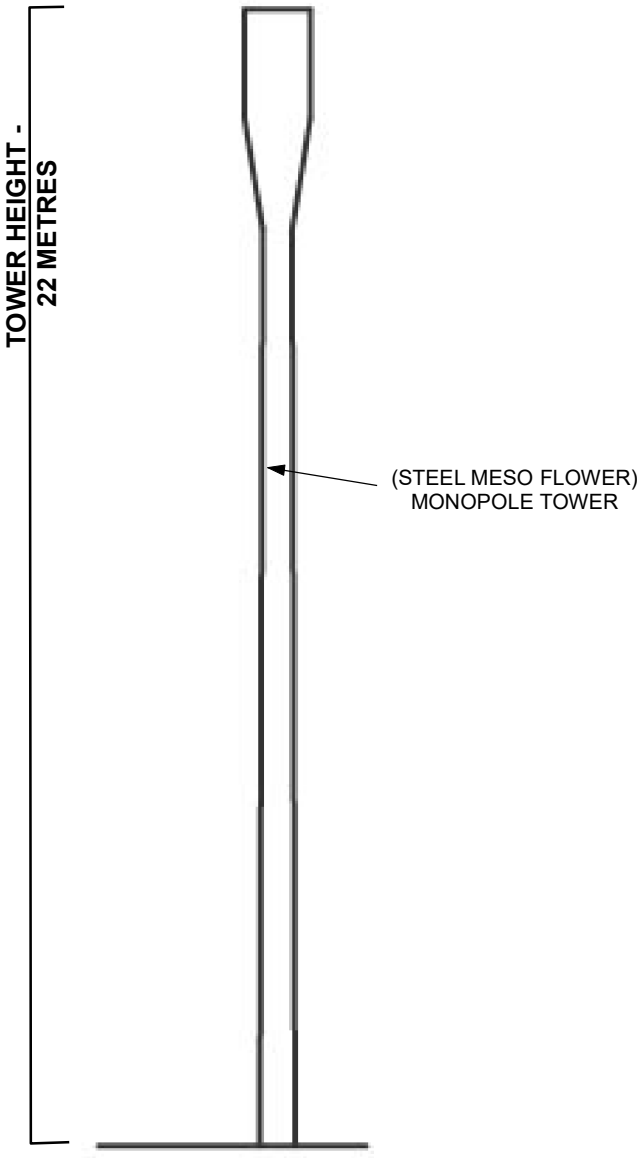

NOT TO SCALE

Elevation

LOCATION: Part of Lot 7, Concession 5
8003 Weston Road

APPLICANT:
Bell Mobility

VAUGHAN
Development Planning

Attachment

FILE:
DA.21.004

DATE:
September 14, 2021

4

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Created on: 8/11/2021

NORTH ELEVATION

SOUTH ELEVATION

Not to Scale

Photos - North and South

LOCATION:
Part of Lot 7, Concession 5
8003 Weston Road

APPLICANT:
Bell Mobility

VAUGHAN
Development Planning

Attachment

FILE:
DA.21.004

DATE:
September 14, 2021

5

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Created on: 8/8/2021

EAST ELEVATION

WEST ELEVATION

Not to Scale

Photos - East and West

LOCATION:
Part of Lot 7, Concession 5
8003 Weston Road

APPLICANT:
Bell Mobility

VAUGHAN
Development Planning

Attachment

FILE:
DA.21.004

DATE:
September 14, 2021

6

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 4

TITLE: LIMESTONE GALLERY INVESTMENTS INC.
SITE DEVELOPMENT FILE DA.21.013
3255 RUTHERFORD ROAD, BUILDING 'D'
VICINITY OF RUTHERFORD ROAD AND HIGHWAY 400

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Site Development File DA.21.013 for the subject lands shown on Attachment 2. The Owner proposes to demolish the existing building which contains a Montana's BBQ & Bar and construct a new 491 m^2 one-storey eating establishment with an accessory double stack drive-through lanes as shown on Attachments 3 to 6.

Report Highlights

- The Owner proposes to demolish the existing building operated by Montana's BBQ & Bar and construct a new 491 m^2 one-storey restaurant/eating establishment with an accessory double stack drive-through lane
- The Development Planning Department supports the approval of the Application as it consistent with the Provincial Policy Statement 2020 and conforms to the Growth Plan 2020, the York Region Official Plan 2010, Vaughan Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding area
- The Owner must obtain approval from the Committee of Adjustment for the necessary exceptions to Zoning By-law 1-88 identified in Table 1 of this report

Recommendation

1. THAT Site Development File DA.21.013 (Limestone Gallery Investment Inc.) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS of Site Plan Approval included in Attachment 1, to the satisfaction of the Development Planning Department, to demolish an existing building operated by Montana's BBQ & Bar and construct a new one-storey restaurant/eating establishment and accessory double stack drive-through lanes as shown on Attachments 3 to 6.

Background

The subject lands (the 'Subject Lands') shown on Attachment 2, are municipally known as 3255 Rutherford Road and are located on the south side of Rutherford Road, east of Highway 400. The Subject Lands are currently developed with twelve (12) separate one-storey commercial buildings. A portion of the Subject Lands know as (the 'Area of Development') is what is subject to this Site Development Application and will involve the redevelopment of 'Building D'.

A Site Development Application has been submitted to permit the Development

Limestone Gallery Investment Inc. (the 'Owner') has submitted Site Development File DA.21.013 (the 'Application') for the Subject Lands shown Attachment 2 to demolish an existing building operated by Montana's BBQ & Bar and construct a new one-storey, 491m^2 restaurant/eating establishment and an accessory double stack drive-through lanes with capacity for 28 vehicles (the 'Development') as shown on Attachments 3 to 6.

Previous Reports/Authority

Not applicable.

Analysis and Options

The Development is consistent with the Provincial Policy Statement, 2020

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

The Development is consistent with PPS policies, specifically, Section 1.1.3.1 under Part V – "Policies" regarding cost-effective development patterns and standards to minimize land consumption and servicing costs and focusing growth and development within a Settlement Area. Section 1.1.3.2 – directs that Settlement Areas shall encourage land use patterns that efficiently use infrastructure, public service facilities, minimize negative impacts to air quality and climate change and promote energy efficiency.

Section 1.7.1 state that the long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness. The Development will encourage economic development as it reinvests in an established commercial plaza by constructing a new eating establishment that will generate employment opportunities and provide additional amenities to the area.

The Subject Lands are located within a defined Settlement Area identified by the PPS The Development achieves the intent of the PPS as it would contribute to the economic development of the community in manner that would minimizes land consumption and utilize existing municipal services (water and sanitary services). Concurrently the Development will generate employment opportunities and offer amenities to the community. Accordingly, the Development is consistent with the PPS.

The Development conforms to a Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020, as amended

The Provincial Growth Plan, A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 ('Growth Plan'), as amended, is intended to guide decisions on a wide range of issues, including economic development, land use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe, including directions for where and how to grow and the provision of infrastructure to support growth. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

Section 2.2.1.2.a) of the Growth Plan states the following:

"a) the vast majority of growth will be directed to settlement areas that:
i. have a delineated built boundary;
ii. have existing or planned municipal water and wastewater systems; and
iii. can support the achievement of complete communities;"

The Subject Lands are within a delineated built-up area where redevelopment is encouraged. The Development is consistent with the policy framework of the Growth Plan as it will redevelop a portion of the Subject Lands by utilizing serviced land intended for commercial use and maintains an appropriate interface for land use compatibility with the surrounding commercial area. The Development is supportive of the Growth Plan objectives. Accordingly, the Developments conforms with the Growth Plan.

The Development conforms to the York Region Official Plan, 2010

The York Region Official Plan 2010 ('YROP') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Urban Area" on Map 1 - Regional Structure of the YROP. The "Urban Area" designation permits a range of residential, commercial, industrial, and institutional uses, subject to additional policy criteria of YROP.

Policy 4.4.7 of YROP states that 'major retail sites should be designed to support redevelopment or retrofitting.' The Development is in proximity to the Vaughan Mills Shopping Centre and is a part of the Vaughan Mills Centre Secondary Plan (VMCSP) where redevelopment is encouraged. The Owner proposes to demolish the existing 'Building D' (operated by Montana's BBQ and Bar) within a commercial block and replace it with an eating establishment that will offer similar services for the community. On this basis, the Development conforms to the YROP.

The Development conforms to the Vaughan Official Plan 2010

The Subject Lands are located within a "Primary Centre" on Schedule 1 – Urban Structure of Vaughan Official Plan 2010 (VOP 2010). Schedule 13 - "Land Use" identifies the Subject Lands as being located within an area identified as "Lands Subject to Secondary Plans" of Volume 1, VOP 2010.

Policies 5.2.3.10 b) and c) of VOP 2010 provide the policy framework and criteria for drive-through facilities in Primary Centers. These provisions include the need for a site-specific zoning by-law to permit the use. The Subject Lands are zoned "C1 Restricted Commercial Zone" by Zoning By-law 1-88, subject to site-specific Exception 9(1030). The site-specific Exception permits drive-through facilities. Drive-through facilities in Primary Centres must also adhere to the City-Wide Urban Design Guidelines and is further discussed within the Urban Design section of this Report.

<u>Vaughan Mills Centre Secondary Plan (the 'VMCSP')</u>

The Subject Lands are designated "High-Rise Mixed-Use" by VOP 2010, Volume 2, Section 11.7 – Vaughan Mills Centre Secondary. The "High-Rise Mixed-Use" designation permits residential uses with a range of building forms, including buildings up to a maximum of sixteen (16) storeys in height and a Floor Space Index ('FSI') of 2 times the area of the lot. This is intended to encourage modest intensification having a mix of uses within the Secondary Plan.

Among the uses identified in Volume 1, Section 9.2.2.6 of VOP 2010, the in-effect VMCSP also permits the following:

- Conference facilities
- Private education facility
- Place of entertainment
- Restaurants
- Financial institutions
- Art studios
- Public parking

The Development is permitted by VOP 2010. Further, the Development does not preclude future intensification and mixed-use development envisioned for the VMCSP as the Development is within a portion of the Subject Lands and overall Secondary Plan area. The Development also maintains the existing use and building typology on the Subject Lands by replacing the existing 'Building D' with a new eating establishment

and drive-through facility, as shown in Attachments 3 to 6. Accordingly, the Development is compatible with the surrounding urban environment and built form and conforms to VOP 2010.

Amendments to Zoning By-law 1-88 are required to permit the Development

The Subject Lands are zoned "C1 Restricted Commercial Zone" by Zoning By-law 1-88, as shown on Attachment 2, subject to site-specific Exception 9(1030) which permits:

- Eating Establishment, Convenience with or without Outdoor Patio
- Eating Establishment, Convenience with Drive-Through
- Eating Establishment with or without Outdoor Patio

The Owner, however, is seeking additional site-specific zoning exceptions to permit the Development, as follows:

Table 1:

	Zoning By-law 1-88 Standard	**"C1 Restricted Commercial Zone" subject to Site-Specific Exception 9(1030)**	**Proposed Exceptions to the "C1 Restricted Commercial Zone", Subject to Site-Specific Exception 9(1030)**
a.	Minimum Required Parking	643 parking spaces	598 parking spaces (Subject Lands Overall Site Plan)
b.	Outdoor Patio Requirement	Access to the patio shall only be from the interior of the eating establishment	Access to the patio is from the exterior of the eating establishment only
c.	Minimum Stacking Lane Width of Drive-Through Facility	3.5 m	3 m

The "C1 Restricted Commercial Zone" permits the eating establishment and accessory double stack drive-through lanes on the Subject Lands. The Development Planning Department can support the proposed zoning exceptions as they are considered appropriate in the context of the Subject Lands and minor in nature.

The Owner is required to successfully obtain approval of a Minor Variance Application for the required site-specific exceptions identified in Table 1 from the Committee of Adjustment (the 'Committee'). The Committee's decision regarding the Minor Variance shall be final and binding. Should the Application be approved, the Owner shall satisfy any conditions of approval imposed by the Committee prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect is included in Attachment 1 of this report.

The Development Planning Department supports the Development

Site Plan

The Development forms part of the larger Subject Lands Overall Site Plan area that contains 12 existing commercial buildings as shown in Attachment 3. The Development facilitates the redevelopment of 'Building D' for a 'Chick-fil-A' eating establishment. The 491m^2 building will have frontage on Rutherford Road, with vehicular and pedestrian access oriented toward the south face of the proposed building where the existing parking lot area is located. The Development includes double stacked drive-through lanes with weather protected and climate-controlled canopies wrapping around the east and west facades of the building as shown in Attachments 3 to 6.

Weather protected measures are required to facilitate face-to-face interaction year-round between guests and employees. The drive-through is designed to allow employees to directly take orders from vehicles within the stacking lanes via handheld electronic devices or via the traditional stationary intercom system. The second canopy along the west face of the building will allow for direct meal delivery to individual vehicles within the stacking lanes. A 62.15 m^2 outdoor patio is proposed along the south face of the building with access provided external from the main entrance.

Urban Design and Landscape Plan

The Development contemplates double stacking drive-through lanes between Rutherford Road and the proposed building as shown in Attachments 3 and 3a.

The drive-through layout contemplated with the Development is unique to the style of operation associated with the eating establishment (Chick-fil-A) as previously discussed. Adequate landscape screening along the north face of the Development is contemplated with a 4.4 m landscape strip and added planting abutting the public street-right-of-way. The drive-through lanes abutting the public right-of-way will also be lower in elevation therefore screening the drive-through from the public realm.

The Landscape Plan, shown on Attachment 4 (Area of Development Landscape Plan), includes a variety of deciduous trees, shrubs, and perennials to frame the site. Solider unit pavers, riverstone bed details and metal screening will be incorporated throughout the Development and contribute to the landscape plan for the Area of Development.

Building Elevations

The façade of the Development has been designed to complement the existing urban built form within the commercial area. Light and dark brown brick veneer forms the exterior façade with illuminate signs to highlight the logo of the eating establishment as shown in Attachments 5 to 6. The parapets of the building façade facing the public street has been elevated to create a more defined presence from the public realm and showcase the 'Chick-fil-A' branding from Rutherford Road.

Sustainability Performance Metrics

The Development achieves an overall Sustainability Performance Metrics application score of 59 points (sliver level), exceeding the City's minimum Bronze threshold requirement.

Development Planning supports the Development. Prior to the execution of the Site Plan Letter of Undertaking, the final site plan, building elevations, landscape plan and landscape cost estimate must be approved to the satisfaction of the Development Planning Department. A condition to this effect is included in Attachment 1 of this report.

There are no Cultural Heritage concerns for this Development

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

The Development Engineering Department has no objection to the Development, subject to Conditions of Approval

Water Supply

The Development will connect to an existing service connection within the Subject Lands. The configuration of the proposed water service connection complies with the City Standards and the Development Engineering Department (the 'DE Department') is satisfied that the Development can be adequately supplied with the water service connection.

Sanitary Servicing

The Development will include new sanitary sewer connections to existing sewer infrastructure within the Subject Lands. Sewer collection for the entire Subject Lands are eventually discharged to existing municipal sanitary sewer located south of the Subject Lands. The DE Department is satisfied that the Development can be adequately accommodated with the sanitary service.

Stormwater Management

The Development will drain to a series of catch-basins and area drains surrounding the new 'Building D'. The storm flow will be conveyed via the existing on-site storm sewer system where they are eventually discharged out to the municipal storm sewer system along Vaughan Mills Circle. According to the Stormwater Management Memo prepared by EXP Services Inc. dated February 26, 2021, there will be no net increase in the amount of storm runoff generated by the Development as the site will be more impervious with the added landscape proposed.

Noise/Vibration

The Noise and Vibration Justification Letter prepared by EXP Services Inc. and dated February 24, 2021, confirms that traffic generated by the Development will not affect existing noise levels within the predominately commercial area. The proposed HVAC

systems will also be similar to the previous 'Building D' operation and foresee no additional increase in noise levels in the area.

The DE Department has no objection to the Development subject to the Owner paying all applicable review fees and satisfying the DE Department comments regarding final approval of the site grading, servicing and erosion and sediment control plans and stormwater management reports. A condition to this effect is included in Attachment 1 of this report.

Transportation Engineering

Transportation Engineering supports the proposed Development. The Development includes double stack drive-through lanes and Molok bins for waste management purposes. Numerous traffic control measures have been added to the proposal including pavement markings and signage to enhance safety measures at pedestrian crossings within and nearby the drive-through stacking lanes. Six (6) short-term bike racks are included as part of the Development at the southeast corner of the site to encourage active transportation. Two designated carpool parking spaces are also contemplated as part of the Development.

The Traffic Justification Letter and Transportation Demand Management Plan Update prepared by LEA Consulting Ltd. and dated June 16, 2021, confirms that the increase in traffic generated by the Development would be marginal and is therefore acceptable. The final drawings and plans for the Development are to be to the satisfaction of Transportation Engineering. A condition to this effect is included in Attachment 1 of this report.

Infrastructure Planning and Corporate Asset Management Department has no objection to the Development

The Infrastructure Planning and Corporate Asset Management Department has no objection to the Development.

Transportation Services, Parks and Forestry Operations Department

32 trees have been inventoried on and within 6 meters of the redevelopment site. 17 trees will be removed of which 2 trees (Tree # 345 and 355 as identified in the Arborist prepared by Kuntz Forestry Consulting Inc date February 10th, 2021) as per By-law 052-2018 will require compensation and a tree removal permit. Compensation in the form of, 5 replacement trees are required. The tree removal permit will be issued after successfully installing to the City's satisfaction the tree protection measures identified in the Arborist Report. A condition to this affect is included in Attachment 1.

Financial Planning and Development Finance Department supports the Development

The Owner will be required to pay any applicable Development Charges in accordance with the Development Charges By-law of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Boards. A condition

requiring the payment of Development Charges is included as a standard condition in the Site Plan Letter of Undertaking.

The requirement for Cash-in-lieu of the dedication of parkland has been satisfied
The Infrastructure Development Real Estate Department has advised that no cash-in-lieu of the dedication of parkland is required as it was previously fulfilled through the approval of Site Development File DA.04.034.

Vaughan Fire & Rescue Service supports the Development
Vaughan Fire and Rescue Service supports the Development subject to the Owner satisfying all Building Code requirements and providing a minimum level of fire safety and protection at the building construction stage of development.

Toronto and Regional Conservation Authority has no objection to the Development
The Development is within the Wellhead Protection Area (WHPA-Q2) for quantity control. The Development will result in a decrease to the amount of impervious area on the property. As such, a water balance per Recommendations -1 parts 1 and 2 a) and b) of the Credit Valley Toronto and Region Central Lake Ontario Source Protection Plan is not required, as there is no increase to impervious area.

The Ministry of Transportation of Ontario (MTO)
MTO has no objection to the Development subject to the Owner finalizing their parking arrangement.

Canada Post have no objection to the Development
Canada Post has no objection the Development provided mail delivery remain as it is currently, which is to a community mailbox.

HydroOne, Rogers Communication Inc., Enbridge Gas Distribution Inc. and Alectra Utilities Corporation have no objection
HydroOne, Rogers Communication Inc, Enbridge Gas and Alectra Utilities Corporations, have no objection to the Development, subject to the Owner coordinating servicing, connections, easements and locates prior to the commencement of any site works.

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

Broader Regional Impacts/Considerations
York Region has reviewed the Application and has no objection to its approval. The Owner is required to satisfy all requirements of York Region. A condition to this effect is included in Attachment 1 of this report.

Conclusion.

The Development Planning Department has reviewed Site Development File DA.21.013 in consideration of the applicable Provincial Polices, York Region and City Official Plan policies, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies, and the surrounding area context.

The Development as shown on Attachments 3 to 6 is consistent with the PPS, conforms to the Growth Plan, the YROP 2010 and the VOP 2010, the use is permitted by Zoning By-law 1-88 and is compatible with the surrounding area context. Accordingly, the Development Planning Department supports the approval of Site Development File DA.21.013, subject to the Recommendation in this report and the Conditions of Site Plan Approval included in Attachment 1.

For more information, please contact: OluwaKemi Apanisile, Planner, Development Planning Department, Extension. 8210

Attachments

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Subject Lands Overall Site Plan

3a. Area of Development Site Plan

4. Area of Development Landscape Plan
5. Building Elevations - North and West
6. Building Elevations - South and East

Prepared by

OluwaKemi Apanisile, Planner, ext. 8210
Nancy Tuckett, Senior Manager of Development Planning ext. 8529

Approved by

Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by

Nick Spensieri, City Manager

Attachment 1
Conditions of Site Plan Approval Site Development File DA.21.013
(LIMESTONE GALLERY INVESTMENTS INC)

1. THAT prior to the execution of the Site Plan Letter of Undertaking:

   a) the Development Planning Department shall approve the final site plan, building elevations, building materials, landscape plan, landscape details, and landscape cost estimate.

   b) the Development Engineering Department shall approve the final site servicing plan, site grading plan, erosion and sediment control plan, functional servicing and stormwater management report, noise report, waste collection plan, and construction management plan;

   c) the Owner shall pay the applicable fees and post necessary letter of credits including the Development Engineering Site Plan Complex review fee and building water charge pursuant to the City Fees and Charges Bylaw as amended;

   d) the Owner shall apply through the Forestry Division of the Transportation Service, Park and Forestry Operation Department for a tree removal (construction/infill) permit for trees #345 and #355 as identified in the Arborist Report.

   e) the Owner shall pay the applicable fees pursuant to the current Fees and Charges By-law including water consumption during building construction;

   f) the Owner shall satisfy all requirements of Alectra Utilities Corporation, Enbridge Gas Distribution Inc., Hydro One, Bell Canada and Rogers Communication Inc.

   g) the Owner shall satisfy all requirements of York Region.

   h) the Owner shall satisfy all requirements for Ministry of Transportation Ontario

   i) The Owner shall successfully obtain approval of a Minor Variance Application from the Committee of Adjustment for variances to Zoning By-law 1-88 identified in Table 1 of this report, to permit the Development. The Committee of Adjustment's decision shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee

2. THAT the Site Plan Letter of Undertaking shall include the following provisions to the satisfaction of the City:

   a) "The Owner shall contact the Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department once the tree protection measures have been installed for inspection and approval according to City specifications."

b) "The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department immediately in the event:

i) archaeological resources are found on the property during grading or construction activities the Owner must cease all grading or construction activities; and

ii) where human remains are encountered during grading or construction activities, the Owner must cease all grading or construction activities. The Owner shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services."

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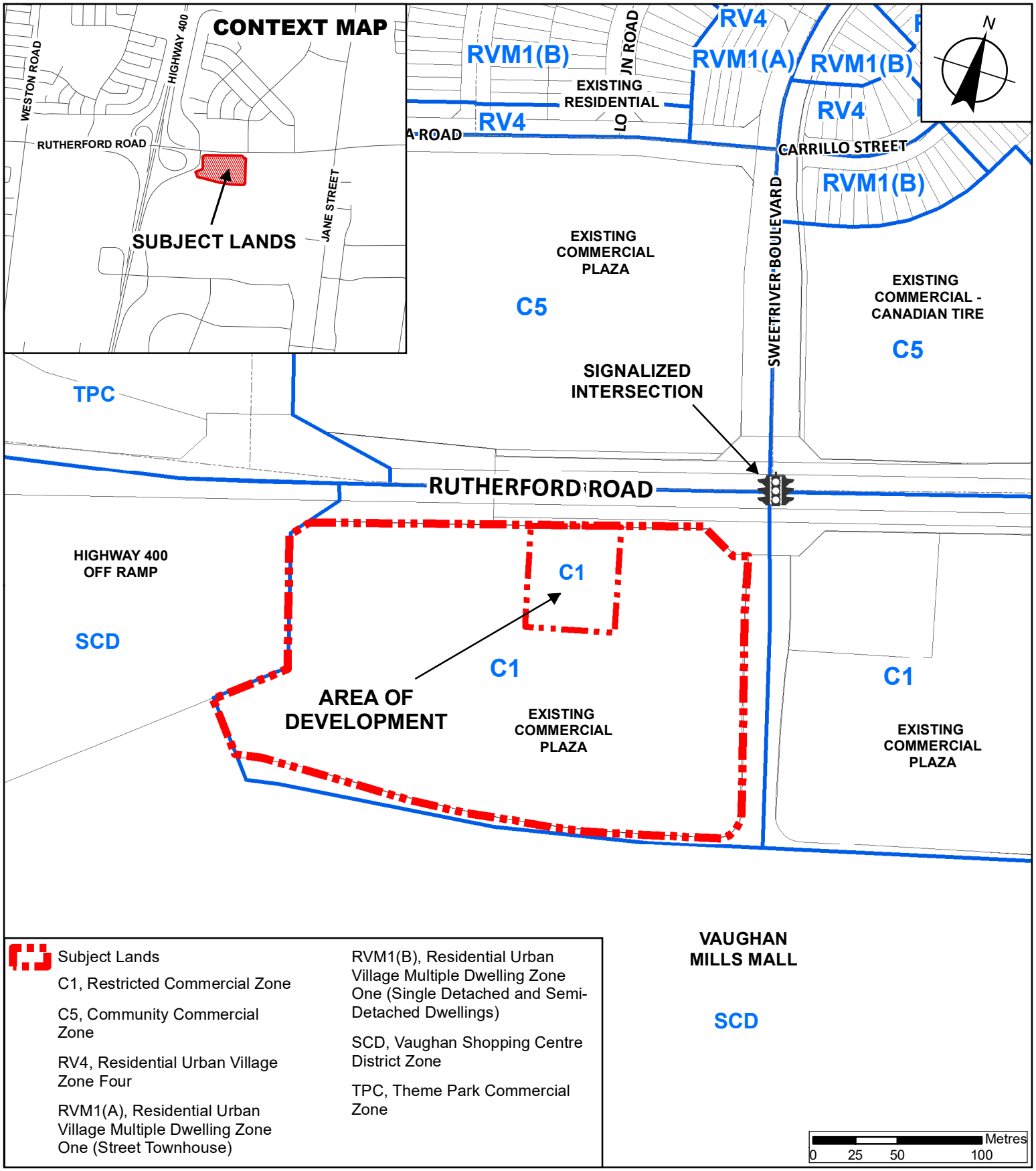

Context and Location Map

LOCATION: Part of Lot 15, Concession 5; 3255 Rutherford Road

APPLICANT: Limestone Gallery Investments Inc.

VAUGHAN
Development Planning

Attachment

FILE: DA.21.013

DATE: September 14, 2021

2

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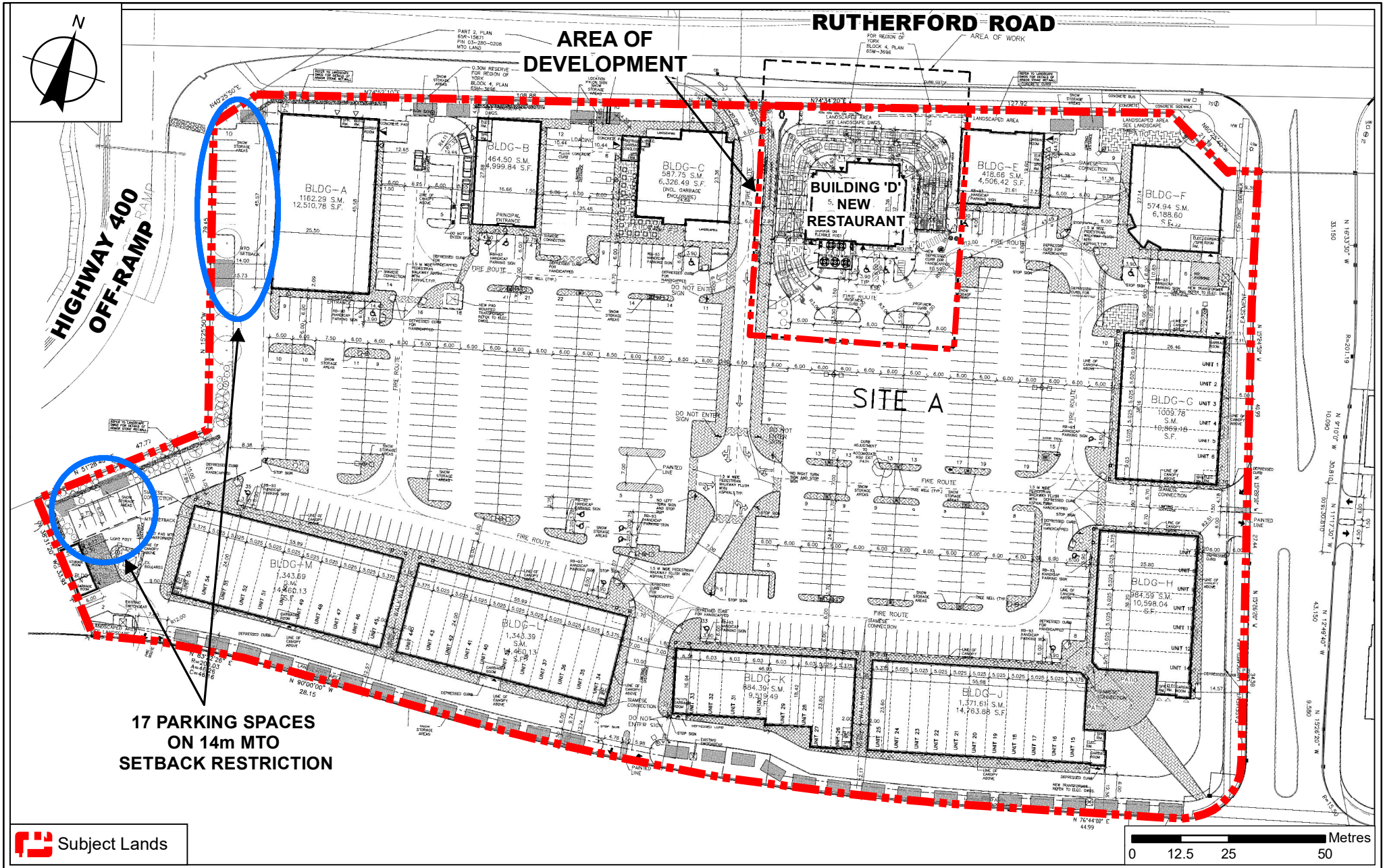

Subject Lands Overall Site Plan

LOCATION:
Part of Lot 15, Concession 5;
3255 Rutherford Road

APPLICANT:
Limestone Gallery Investments Inc.

VAUGHAN
Development Planning

Attachment 3

FILE:
DA.21.013

DATE:
September 14, 2021

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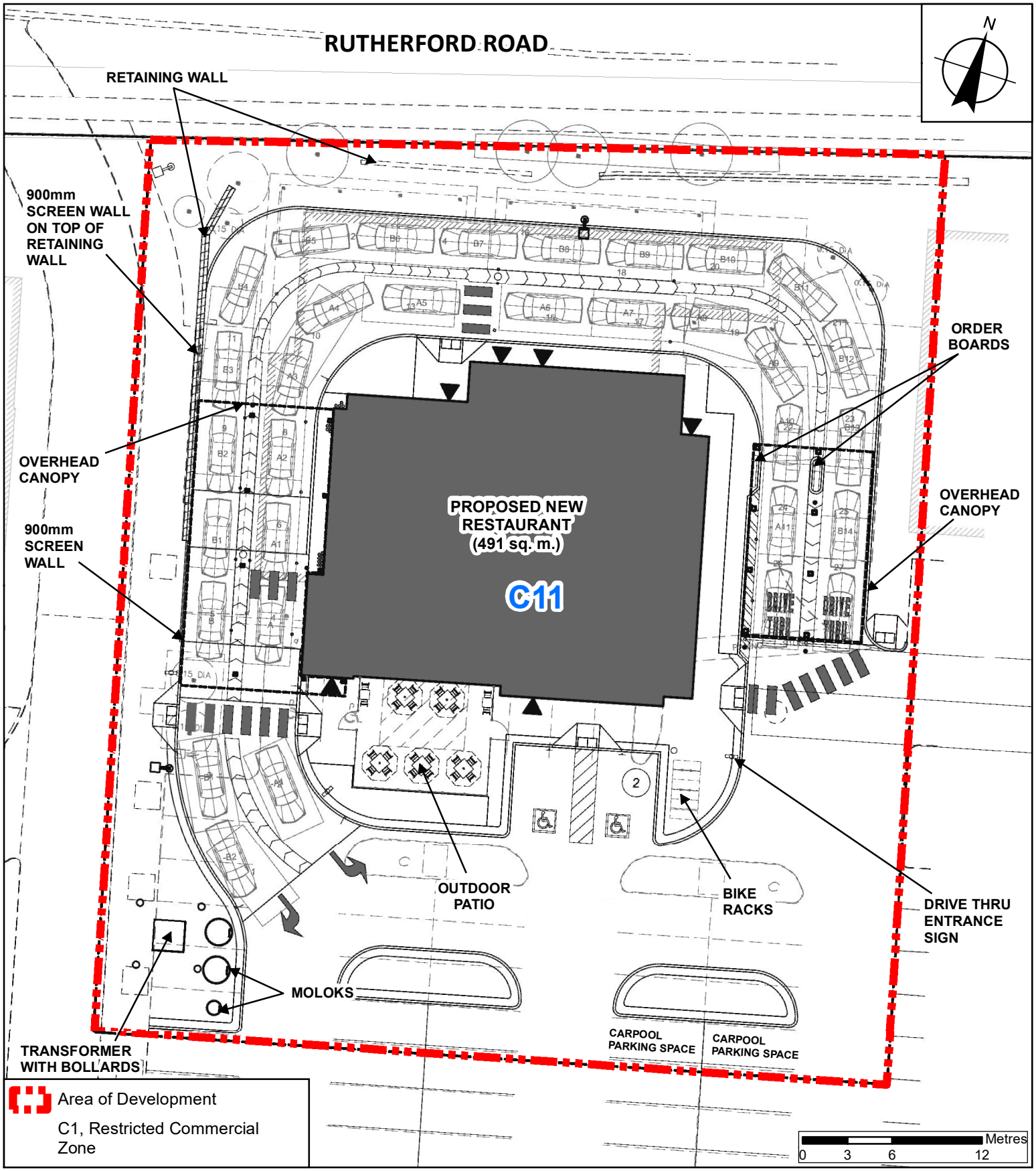

Area of Development (Site Plan)

LOCATION: Part of Lot 15, Concession 5; 3255 Rutherford Road

APPLICANT: Limestone Gallery Investments Inc.

VAUGHAN
Development Planning

Attachment 3a

FILE: DA.21.013

DATE: September 14, 2021

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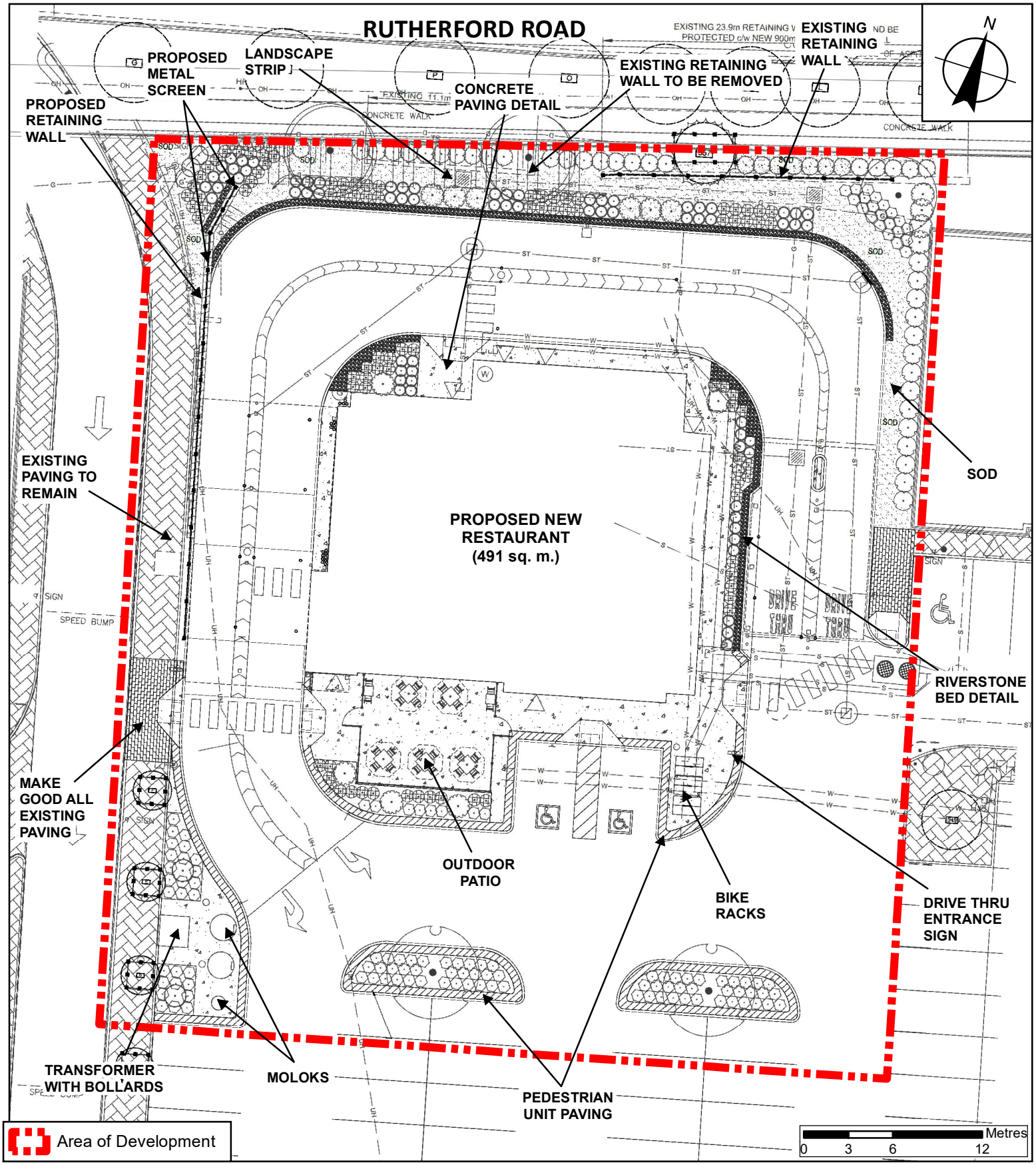

Area of Development (Landscape Plan)

LOCATION: Part of Lot 15, Concession 5; 3255 Rutherford Road

APPLICANT: Limestone Gallery Investments Inc.

VAUGHAN Development Planning

Attachment 4

FILE: DA.21.013

DATE: September 14, 2021

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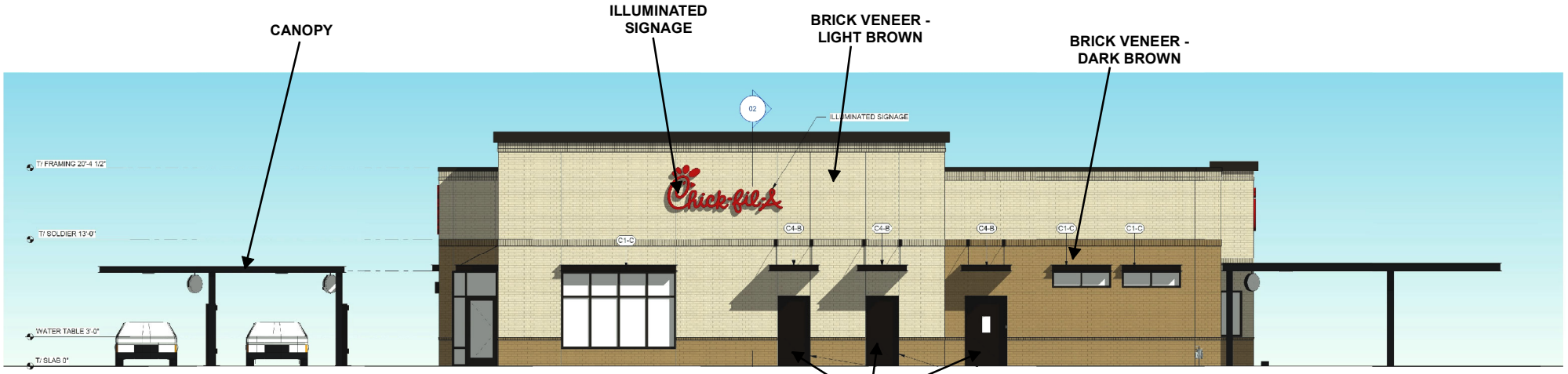

NORTH ELEVATION - FACING RUTHERFORD ROAD

WEST ELEVATION

Not to Scale

Building Elevations - North and West

LOCATION: Part of Lot 15, Concession 5; 3255 Rutherford Road

APPLICANT: Limestone Gallery Investments Inc.

VAUGHAN Development Planning

Attachment 5

FILE: DA.21.013

DATE: September 14, 2021

Document Path: N:\GIS_Archive\Attachments\DA\2020-2024\DA.21.013\DA.21.013_CW_ElevNW.mxd

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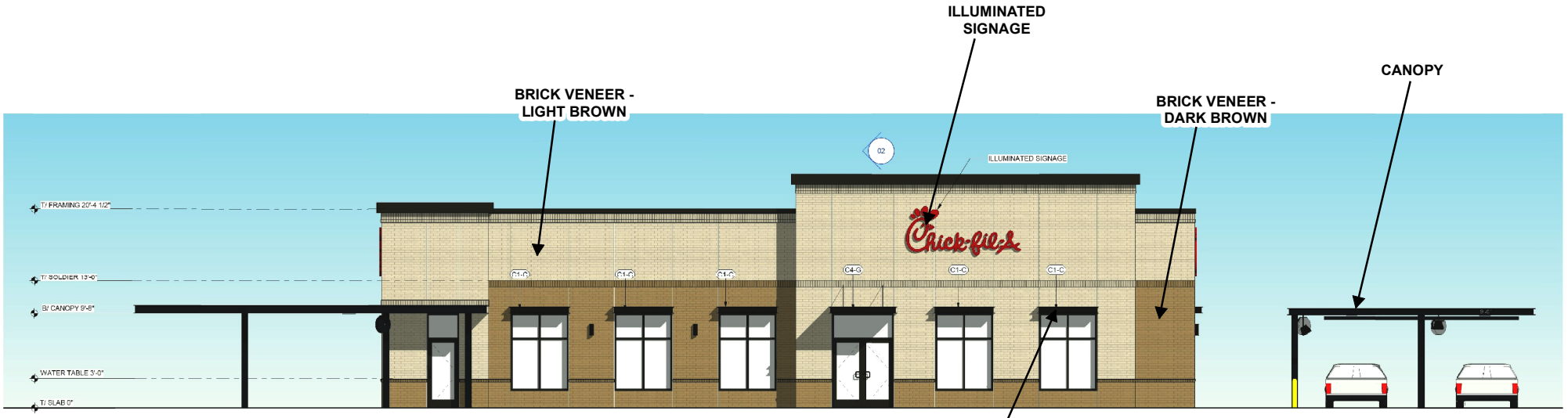
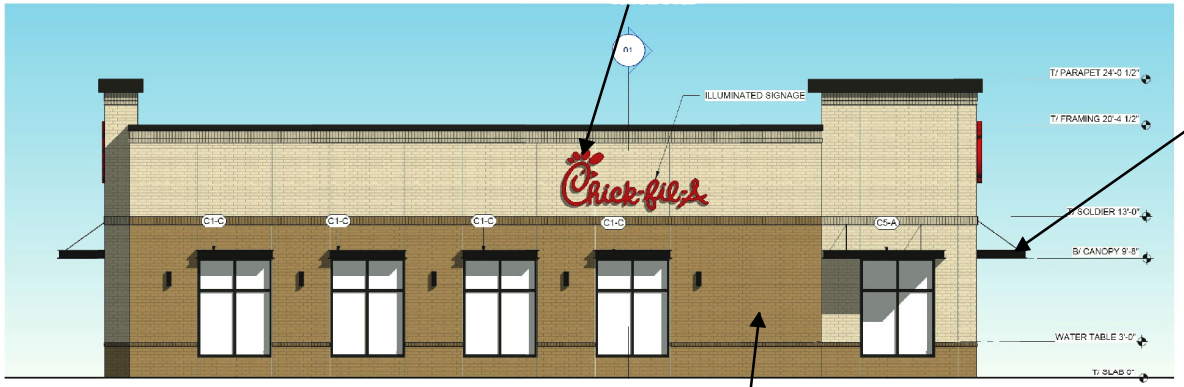


SOUTH (FRONT) ELEVATION



EAST ELEVATION

Not to Scale

Building Elevations - South and East

LOCATION: Part of Lot 15, Concession 5; 3255 Rutherford Road

APPLICANT: Limestone Gallery Investments Inc.

VAUGHAN Development Planning

Attachment 6

FILE: DA.21.013

DATE: September 14, 2021

Document Path: N:\GIS_Archive\Attachments\DA\2020-2024\DA.21.013\DA.21.013_CW_ElevSE.mxd

Created on: 7/21/2021

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 2

TITLE: ROYBRIDGE HOLDINGS LIMITED
A BY-LAW TO DEREGISTER BLOCKS 3 AND 4, PLAN 65M-3627 FROM THE PLAN OF SUBDIVISION
101 MILANI BOULEVARD
VICINITY OF HIGHWAY 27 AND MILANI BOULEVARD

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management
Wendy Law, Deputy City Manager, Administrative Services and City Solicitor

ACTION: DECISION

Purpose
To seek approval from the Committee of the Whole to deem Blocks 3 and 4, Plan 65M-3627 not to be blocks within a registered plan of subdivision pursuant to subsection 50(4) of the *Planning Act*.

Report Highlights
- Deregistration of Blocks 3 and 4, Plan 65M-3627 from the registered plan of subdivision will allow the blocks to merge as one property on which a new employment building will be constructed.
- Legal merger of title of the parcels is required to protect against the conveyance of separately conveyable parcels.
- Deregistration of a plan of subdivision allows two or more lots or blocks, which are owned by the same person, to merge in title, thus becoming one property.

Recommendations

1. THAT Council enact a by-law to deem Blocks 3 and 4, Plan 65M-3627 not to be blocks within a registered plan of subdivision pursuant to subsection 50(4) of the *Planning Act*;
2. THAT the by-law be registered on title to the lands in accordance with the timing provided for within this report; and
3. THAT the City provide notice of passage of the by-law as required by the *Planning Act*.

Background

On March 10, 2021, Council draft approved Site Development File DA.18.085 (Roybridge Holdings Limited) subject to conditions of approval to permit an employment building at 101 Milani Boulevard, located west of Highway 27, on the south side of Milani Boulevard, as shown on Attachment 1 (the "**Subject Lands**").

The Subject Lands consist of four separate parcels of land described as Part of Blocks 2 and 41, and Blocks 3 and 4, Plan 65M-3627. One of the conditions of site plan approval is to consolidate and register the Subject Lands as one property. Roybridge Holdings Limited has made the application to consolidate the parcels, but from a legal perspective, the consolidation of parcels is not sufficient to allow the four parcels to merge as one property. Roybridge Holdings Limited has been able to satisfy this condition with the registration of a restriction against title to the Subject Lands pursuant to section 118 of the *Land Titles Act* (restricting any transfer or charge of the Subject Lands without the written consent of the City).

Consolidation of parcels takes place when two or more abutting parcels under a single ownership are consolidated at the land registry office pursuant to an Application to Consolidate Parcels. Consolidation of parcels creates a single parcel register but it does not create a merger of title when dealing with property that is the whole of a lot or block within a registered plan of subdivision. Even if two or more adjoining whole lots or blocks within a registered plan of subdivision are owned by the same person, they remain separately conveyable parcels.

Pursuant to subsection 50(5) of the *Planning Act*, a landowner cannot convey part of a lot or block within a registered plan of subdivision without further approvals under the *Planning Act* (part-lot control). However, subsection 50(3) of the *Planning Act* allows an owner to convey the whole of a lot or block within a registered plan of subdivision. The ability to convey the whole of a lot or block would not be restricted by a consolidation of parcels or the fact that a single building or structure is located on the boundary line between two or more parcels. However, if such a conveyance were to occur, both

Building Code and zoning compliance issues would arise due to insufficient fire separation and building setbacks between the parcels.

Previous Reports/Authority

The following link relates to a previous report regarding the Subject Lands:
March 8, 2021, Committee of the Whole (2) (Item 13, Report No. 11)

Analysis and Options

If Council does not pass a deregistration by-law, Blocks 3 and 4, Plan 65M-3627 will continue to be separately conveyable blocks within a registered plan of subdivision and could also be further subdivided by way of part lot control exemption. This is not considered appropriate given that a single employment building has been approved by the City to be constructed on the Subject Lands comprising the blocks.

In order to allow a single building to be constructed on two or more separately conveyable parcels, without these issues, legal merger of title to the parcels is required. In the case of the whole of a lot or block within a registered plan of subdivision, deregistration of the plan of subdivision allows two or more lots or blocks, which are owned by the same person, to merge in title, thus becoming one property. This solves both the Building Code and zoning compliance issues. Once two or more lots or blocks have merged in title, they can no longer be conveyed separately.

Subsection 50(4) of the *Planning Act* allows a municipality by by-law to designate any plan of subdivision, or part thereof, that has been registered for eight (8) years or more, not to be a registered plan of subdivision for the purposes of subsection 50(3) of the *Planning Act*. Plan 65M-3627 that is currently registered on title to the Subject Lands was registered on December 16, 2002. Given that Blocks 3 and 4, Plan 65M-3627 are whole blocks within a registered plan of subdivision, the enactment of such a by-law with respect to Blocks 3 and 4, Plan 65M-3627 will merge the parcels.

There is no right of appeal for property owners of Council's exercise of its authority to remove lots or blocks from a registered plan of subdivision under subsection 50(4) of the *Planning Act*.

Notice of the passing of the by-law will be required to be given within thirty (30) days of the passing in accordance with subsections 50(29) and (30) of the *Planning Act*. No notice is required prior to the passing of a by-law under subsection 50(4) of the *Planning Act*.

Notwithstanding the passing of the by-law, subsections 50(27) and (28) of the *Planning Act* state that a by-law passed under subsection 50(4) of the *Planning Act* is not effective until a certified copy or duplicate is registered in the proper land registry office.

In accordance with the conditions of site plan approval, Roybridge Holdings Limited has obtained a part-lot control by-law from the City to allow for boundary adjustments between the Subject Lands and adjacent lands, as well as for the creation of new access and servicing easements between the two parcels. The boundary adjustments and new easements have been approved by City staff and will be completed after the consolidation of parcels has been certified by the land registry office.

To avoid the unintended effect of negating the effectiveness of the part-lot control by-law, staff have agreed to delay registration of the by-law to be passed under subsection 50(4) of the *Planning Act* until such time as the boundary adjustments and easements have been registered and certified by the land registry office.

Financial Impact

There are no financial implications.

Broader Regional Impacts/Considerations

Not applicable.

Conclusion

Staff recommend the enactment and passing and subsequent registration of a by-law under subsection 50(4) of the *Planning Act* to deem Blocks 3 and 4, Plan 65M-3627 not to be blocks within a registered plan of subdivision. This will allow the blocks to merge as one property to facilitate the construction of a new employment building on the Subject Lands comprising the blocks.

For more information, please contact Candace Tashos, Legal Counsel, extension 3618.

Attachment

1. Context and Location Map.

Prepared by

Candace Tashos, Legal Counsel, extension 3618
Mauro Peverini, Chief Planning Official, extension 8407

Approved by

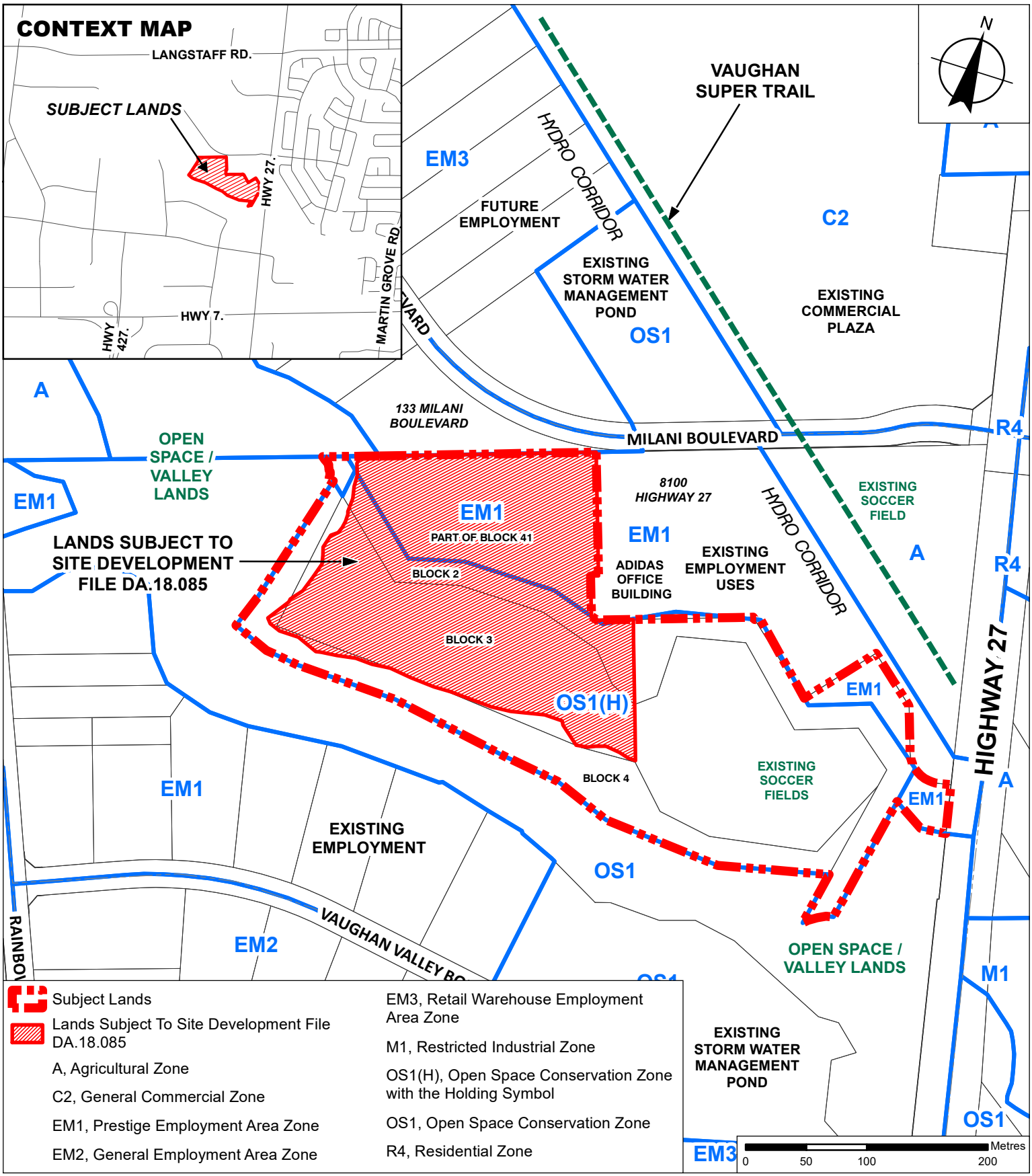
Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Approved by

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

Reviewed by

Nick Spensieri, City Manager



Context and Location Map

Attachment 1

LOCATION:
Part of Block 41 and Blocks 2, 3, 4, Plan 65M-3627
Part of Lot 8, Concession 9

APPLICANT:
Roybridge Holdings Limited

VAUGHAN
Development Planning

FILES:
Z.20.036 and DA.18.085

DATE:
March 8, 2021

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Created on: 3/1/2021

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 4

TITLE: PALA BUILDERS (BT) INC.
DRAFT PLAN OF CONDOMINIUM (COMMON ELEMENT)
FILE 19CDM-20V008
VICINITY OF DUFFERIN STREET AND RUTHERFORD ROAD

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Draft Plan of Condominium (Common Element) File 19CDM-20V008 for the subject lands shown on Attachment 2 to establish the condominium tenure and the common elements for the approved townhouse development shown on Attachment 3.

Report Highlights

- The Owner has submitted Draft Plan of Condominium (Common Element) Application to establish condominium tenure and the common elements for a development consisting of 114 townhouse dwellings
- The Development Planning Department supports the Draft Plan of Condominium File 19CDM-20V008, subject to conditions, as it is consistent with the Site Development File DA.18.046 endorsed by Council and approved by the Ontario Land Tribunal

Recommendation

1. That Draft Plan of Condominium (Common Element) File 19CDM-20V008 (Pala Builders (BT) Inc.) BE APPROVED, to establish the condominium tenure and the

common element for the townhouse development, as shown on Attachment 3, subject to the Conditions of Draft Plan of Condominium Approval identified in Attachment 1.

Background

The 2.4 ha subject lands (the 'Subject Lands') shown on Attachment 2 are located on the southeast corner of Crimson Forest Drive and Marc Santi Boulevard. The Subject lands and surrounding land uses are shown on Attachment 2.

Zoning By-law Amendment and Site Development Applications were approved for the Subject Lands

The Subject lands were previously identified as a surplus elementary school site within Block 11. The Owner submitted Zoning Amendment and Site Development Files Z.17.037 and DA.18.046 to the City and then appealed them to the Ontario Land Tribunal (the 'OLT') due to the failure of Council to make a decision within the statutory time frames. The appeals and the local residents' association concerns with the Development were resolved through refinements to these applications prior to the OLT hearing.

Council on June 12, 2019 endorsed the recommendation in the Committee of the Whole report to approve Zoning By-law Amendment Z.17.037 and Site Development File DA.18.046. The OLT issued the final Order on September 2, 2020 approving the rezoning of the Subject Lands from "RD3 Residential Detached Three" to "RT1 Residential Townhouse Zone" on a site-specific basis and approving the Site Plan for 114 townhouse units, private roads, visitor parking areas, landscaping, and shared common elements (the 'Development') to be developed in accordance with the final Site Plan approved under File DA.18.046.

Previous Reports/Authority

March 20, 2018, Committee of the Whole (Public Meeting) (Item 5, Report 11)
June 12, 2019, Council Extract (Item 9, Report 20 (pages 412-475))
September 2, 2020 LPAT Decision - Approving Zoning

Analysis and Options

A Draft Plan of Condominium (Common Element) Application was submitted to establish tenure and the common elements for the Subject Lands

Pala Builders (BT) Inc. (the 'Owner") has submitted Draft Plan of Condominium (Common Element) File 19CDM-20V008 (the 'Application'). The Application proposes to establish the common elements for the Development, which include the internal private

roads, visitor parking, pedestrian walkways, a community mailbox, landscaping elements, service connections and infrastructure, as shown on Attachment 3.

The application is Consistent and Conforms with Provincial, Region of York and Vaughan Official Plan 2010

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement, 2020 (the 'PPS'). Council's planning decisions are also required by the *Planning Act* to conform, or not conflict with, the Provincial Growth Plan" A Place to Grown – Growth Plan for the Greater Golden Horseshoe 2019, as amended (the 'Growth Plan').

Consistency with the PPS and conformity with the Growth Plan were confirmed through Council's June 12, 2019 endorsement of the recommendations in the June 4, 2019 Committee of the Whole report and the OLT Decision on September 2, 2020 to approve the Zoning Amendment and the related Site Development Application Files Z.17.03 and DA.18.046 for the Subject Lands. The Subject Lands are designated "Urban Area" by the York Region Official Plan which permits a range of residential uses. The Development is in close proximity to existing transit network and adds to the mix and range of housing type and tenure within the community. The Subject Lands are located within the Oak Ridges Moraine Conservation Plan (the 'ORMCP') area and conforms to the settlement area policies of the ORMCP. The Application conforms to the York Region and City of Vaughan Official Plans.

The condominium plan is consistent with the Ontario Land Tribunal approved and Council endorsed Site Development File DA.18.046

The Draft Plan of Condominium (Common Element) shown on Attachment 3 is consistent with the approved site plan for the Subject Lands. The Development Planning Department has no objection to the Application, subject to the Conditions identified in Attachment 1.

The Development Engineering Department has no objection to the Application

The Subject Lands are located near Rutherford Road and Dufferin Street and noise levels in the area may exceed the City's and the Ministry of the Environment, Conservation and Park's ('MECP") noise criteria. The Development Engineering ('DE') Department has no objection to the Application, subject to the inclusion of warning clauses within the Condominium Declaration pertaining to the protentional noise levels in the area. Conditions to this effect are included in Attachment 1.

Three small portions of the sidewalk (being Part 79, Part 80, and Part 81) on the Condominium Plan shown on Attachment 3 are located within privately owned Parcels

of Tied Land (POLTs) within Part 99, Part 100, and Part 114 respectively. The Owner has identified this to the purchasers and an easement in favour of the Condominium Corporation will be registered on the title for these three POLTs. The DE Department has no concerns with the easements. A condition to this effect is included in Attachment 1 and a condition has been added in Attachment 1 to address the Condominium Corporation's responsibilities regarding snow removal.

The Development may be eligible for municipal waste collection services

The Development may be eligible for municipal waste collection services upon a successfully completed application, site inspection and executed agreement, as determined by the City. Should the future Condominium Corporation be deemed ineligible by the City or choose not to enter into an agreement with the city for municipal waste collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation. A condition to this effect shall be included in the Condominium Agreement, as identified in Attachment 1.

The various utilities have no objection to the Application

Hydro One, Enbridge Gas, Alectra Utilities Corporation, Bell Canada, and Rogers Communications Inc. have no objection to the Application, subject to the Owner coordinating servicing, connections, easements and locates with the required utility company prior to the commencement of any site works. A condition to this effect is included in Attachment 1.

Canada Post has no objection to the Application

The Development will be serviced by centralized mail delivery provided through Canada Post Community Mailboxes. Canada Post has no objection to the Application, subject to their conditions identified in Attachment 1.

Other City Departments and agencies have no objection to the Application

Building Standards, By-law and Compliance, Licensing and Permit Services Department, Policy Planning and Environmental Services, Financial Planning and Development Finance Department, Financial Services Department, Parks Infrastructure Planning and Development Department, Real Estate Department, Infrastructure Planning and Corporate Asset Management Department and the York Region School Boards have no objection to the Application.

Financial Impact

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

Broader Regional Impacts/Considerations

The York Region Community Planning and Development Services Department has no objection to the Application.

Conclusion

The Development Planning Department supports the Application to create a common element condominium tenure and to establish the common elements for the Development, subject to the Conditions of Draft Approval identified in Attachment 1, as it is consistent with the PPS and conforms to the Growth Plan, the YROP and VOP 2010 and would implement an OLT and Council approved development.

For more information, please contact Laura Janotta, Planner, Development Planning Department, ext. 8634.

Attachments

1. Conditions of Draft Approval File 19CDM-20V008
2. Context and Location Map File 19CDM-20V008
3. Draft Plan of Condominium (Common Elements) File 19CDM-20V008

Prepared by

Laura Janotta, Planner, ext. 8634
Eugene Fera, Senior Planner, ext. 8003
Nancy Tuckett, Senior Manager of Development Planning, ext. 8529

Approved by

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by

Nick Spensieri, City Manager

ATTACHMENT NO. 1

CONDITIONS OF DRAFT APPROVAL

DRAFT PLAN OF CONDOMINIUM (COMMON ELEMENT)
FILE 19CDM-20V008 ('PLAN')
PALA BUILDERS (BT) INC. ('OWNER')
BLOCK 214, PLAN 65M-4004, CITY OF VAUGHAN ('CITY')

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF CONDOMINIUM (COMMON ELEMENT) FILE 19CDM-20V008, ARE AS FOLLOWS:

City of Vaughan

1. The Plan shall relate to a Draft Plan of Condominium, prepared by Holding Jones Vanderveen Inc., drawing File No. 19-2783, dated May 19, 2020.

2. Prior to the execution of the Condominium Agreement, the Owner shall submit a pre-registered Plan of Condominium to the Development Planning Department.

3. The Owner shall enter into a Condominium Agreement with the City and shall agree to satisfy any outstanding conditions that the City may consider necessary as part of related Site Development File DA.18.046.

4. The Condominium Agreement shall be registered on title against the lands to which it applies, at the cost of the Owner.

5. Prior to final approval of the Plan, the Owner shall submit an "as-built" survey to the satisfaction of the Building Standards Department.

6. Prior to final approval of the Plan, the Owner, their Solicitor and Land Surveyor shall confirm that all required easements and rights-of-way for utilities, drainage and construction purposes have been granted to the appropriate authorities.

7. Prior to final approval of the Plan, the Owner shall confirm that they have paid all taxes levied, all additional municipal levies, if applicable, development charges and all financial requirements of this development as may be required to the satisfaction of the Financial Planning and Development Finance Department. The Owner also certifies acknowledgement or responsibility for the payment of all taxes levied to date, both interim and final, and all taxes levied upon the land after execution of the Condominium Agreement, if required, until each unit covered under the Condominium Agreement is separately assessed.

8. The following provisions shall be included in the Condominium Agreement to the satisfaction of the City:

a) The Owner and/or the Condominium Corporation shall be responsible to regularly clean and maintain all driveway catch basins.

b) The Owner and/or Condominium Corporation shall be responsible for snow removal and clearing and the Condominium Corporation shall not store or deposit snow from the lands/development onto City of Vaughan owned property, including the Carrville Mill Park and the area of Rattenbury Road adjacent to the Carrville Mill Park entrances, as this area is identified for the "100 Year Storm Capture Area" on the Grading Plan for the development and shall be kept free of snow at all times to provide for proper functioning of the "100 Year Storm Capture Area".

c) Upon a successfully completed application, a site inspection, and the executed agreement as determined by the City, the Condominium Corporation may be eligible for municipal waste collection services. Should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation.

d) The Owner and/or Condominium Corporation shall supply, install, and maintain mail equipment to the satisfaction of Canada Post.

e) The Owner shall include the following warning clauses in the Condominium Declaration and in all Agreements of Purchase and Sale and/or Lease, advising:

    i) "This development will function as a common element condominium and all details and associated costs shall be presented in the sales office, and through marketing material etc."

    ii) "The *Telecommunications Act* and Canadian Radio television and Telecommunications Commissions ('CRTC') authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs"

iii) “Mail delivery will be from a designated community mailbox as per the requirements of Canada Post. The location of the mailbox shall be shown on the community plan provided by the Owner in its sales office.”

iv) “The Owner contributed towards recycling and green bin containers for each residential unit as a requirement of the development agreement. The City of Vaughan has taken this contribution from the Owner to off-set the cost for the recycling and green bin containers, therefore, direct cash deposits from the Purchasers to the Owner for recycling and green bin containers is not a requirement of the City of Vaughan. The intent of this initiative is to encourage the Purchasers to participate in the City of Vaughan’s waste diversion programs and obtain their recycling and green bin containers from the Joint Operation Centre (JOC), 2800 Rutherford Road, Vaughan, Ontario L4K 2N9, (905) 832-8562, the JOC is located on the north side of Rutherford Road, just west of Melville Avenue.”

v) “The parkland serving the community may not be fully developed at the time of occupancy. The timing of development, phasing and programming of parkland is at the discretion of the City of Vaughan.”

vi) “This development will be serviced by a private waste collection system and snow clearing services.”

f) The Owner shall include the following warning clauses in the Condominium Declaration and in all Agreements of Purchase and Sale and/or Lease for all Units within Blocks that may abut a public highway, laneway, walkway, park, open space, or similar public space:

i) “Purchasers and/or tenants are advised that fencing along the lot lines of Lots and Blocks abutting public lands is a requirement of this Site Plan Agreement and that all required fencing, noise attenuation feature and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 metre reserve, as shown on the Construction Drawings.

The City has taken a Letter of Credit from the Owner (Pala Builders (BT) Inc.) for the security to ensure all fencing including, but not

limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City.

The maintenance of the noise attenuation feature or fencing shall not be the responsibility of the City. The maintenance of the noise attenuation feature or fencing shall be the sole responsibility of the lot Owner."

g) The following warning clause shall be included in the Condominium Declaration and in all Offers of Purchase and Sale or Lease for dwelling unit on Parts 1 to 20 Inclusive, being units that abut the City's Carrville Mill Park:

"Purchasers and/or tenants are advised that the lot abuts a neighbourhood park, and that lighting and noise should be expected from the use of the park for recreation purposes. A 1.5 m high black vinyl chain link fence is to be constructed on the lots abutting the park block boundary with all fencing material, including foundations, wholly located on the lot to delineate the boundary of the park. The installation of any gate access point from the unit/lot to the adjacent municipal park and any encroachments and/or dumping from the lot to the park are prohibited."

h) The following warning clause shall be included in the Condominium Declaration and in all Offers of Purchase and Sale or Lease for all units:

"Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the dwelling occupants."

i) The following warning clause shall be included in the Condominium Declaration and in all Offers of Purchase and Sale or Lease for units on Part 1, Part 39 and Part 40, and all units on Parts 87 to Part 114 inclusive:

"Purchasers and/or tenants are advised that, despite the inclusion of noise control features within the development area, road noise will continue to increase occasionally interfering with some activities of the dwelling occupants. This dwelling has, therefore, been equipped with forced air heating and ducting, etc. sized to accommodate the future installation of air conditioning by the

purchaser and/or tenant. The location of the air conditioning unit on the lot shall comply with the provisions of City of Vaughan By-Law 1-88."

j.) The following warning clause shall be included in the Condominium Declaration and all Offers of Purchase and Sale or Lease for the unit on Part 1 and the unit on Part 40:

"Purchasers and/or tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

k.) The following warning clause shall be included in the Condominium Declaration all Offers of Purchase and Sale or Lease all units on Parts 1 to 20 inclusive:

"Purchasers and/or tenants are advised that the lot abuts a neighbourhood park and park noise and/or lighting may be of concern due to the nature of the park for active recreation and the park may be subject to future development resulting in additional/revised and/or renewed recreational opportunities that may result in lighting and/or noise."

l.) The Owner shall identify the retaining walls and servicing infrastructure, tot lot, urban square, seating areas and the sidewalks considered to be common elements and/or for the exclusive use of the Condominium Corporation on the related future Draft Plan of Condominium, and in the future Condominium Agreement, prior to the registration of the final Plan of Condominium, to the satisfaction of Vaughan.

m.) The following warning clause shall be included in the Condominium Declaration and all Offers of Purchase and Sale or Lease for units on Part 99, Part 100, and Part 114:

i) "Purchasers and/or tenants are advised that a section of the common element sidewalk is located on Part 99, Part 100 and Part 114 and an easement in favour of the Condominium Corporation has been registered on the title for these units

n.) The Owner/Condominium Corporation agrees that the underground storage tank will be located on private property and maintained by the Owner/Condominium Corporation.

o). The following warning clause shall be included in the Condominium Declaration and all Offers of Purchase and Sale or Lease for all units;

i) "Purchasers and/or tenants are advised that the Condominium Corporation shall not store or deposit snow from the Lands/development onto City of Vaughan owned property, including the Carrville Mill Park and the area of Rattenbury Road adjacent to the Carrville Mill Park entrances, as this area is identified for the "100 Year Storm Capture Area" on the Grading Plan for the development and shall be kept free of snow at all times to provide for proper functioning of the "100 Year Storm Capture Area".

Canada Post

9. The Owner will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.

10. The Owner will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancement (tree planting) and bus pads.

11. The Owner will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard any and required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.

12 .The Owner will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.

13. The Owner will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.

14. The Owner shall include in all Agreements of Purchase and Sale and/or Lease, Condominium Agreement, Condominium Declaration the following clause:

> "Despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants"

Utilities

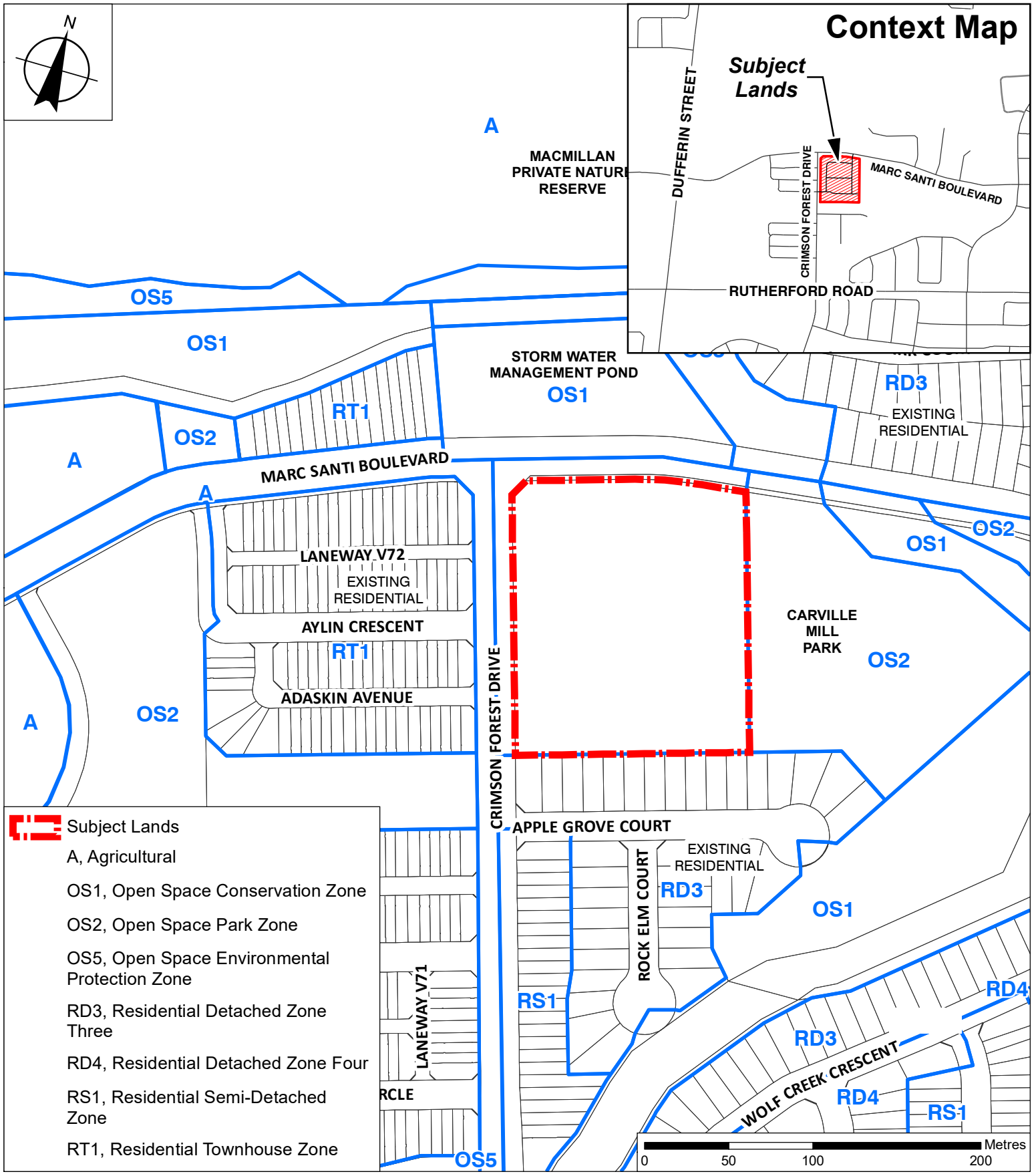
15. Prior to final approval of the Plan, the Owner shall confirm that all required easements and rights-of-way for each utility have been granted to the appropriate authority. The Owner further agrees to convey any easement(s) as deemed necessary by utility corporations at no cost to the utility corporation. The Owner agrees that should any conflict arise with the existing utility facilities or easement(s) within the subject area, the Owner shall be responsible for the relocation of such facilities or easements at their own cost.

Clearances

16. Development Planning Department shall advise that Conditions 3 to 8 and 14 have been satisfied

17. Canada Post shall advise the Development Planning Department in writing when Conditions 9 to 13 have been satisfied

18. Enbridge Gas, Alectra Utilities Corporation, Bell Canada, and Rogers Communications Inc. shall advise the Development Planning Department in writing when Condition 15 has been satisfied



Context and Location Map

LOCATION:
Part of Lots 16 and 17, Concession 2; Block 214, 65M-4004

APPLICANT:
Pala Builders (BT) Inc.

VAUGHAN
Development Planning

FILE:
19CDM-20V008

RELATED FILES:
Z.17.037, DA.18.046

DATE:
September 14, 2021

Attachment
2

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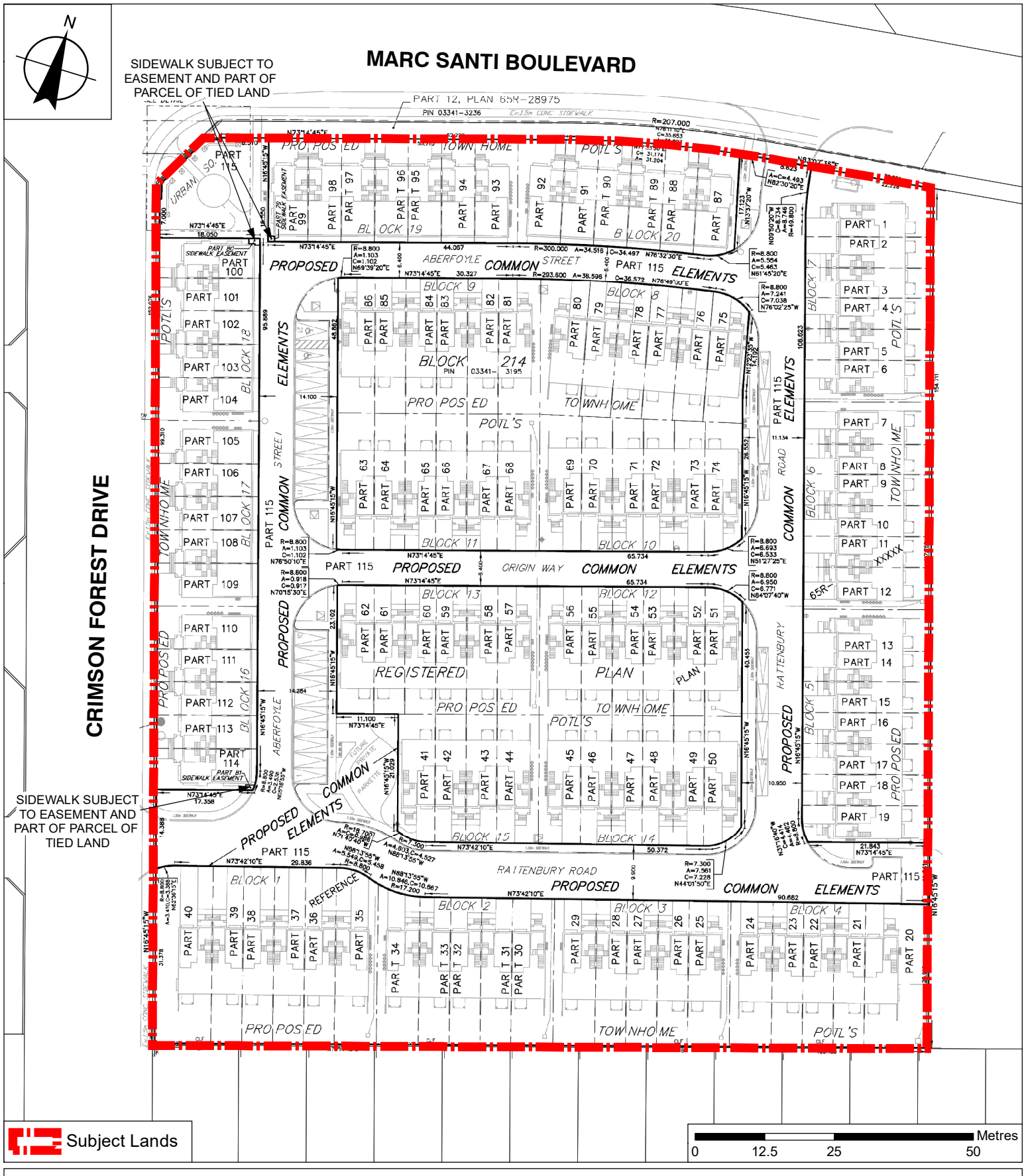
Created on: 7/20/2021



Draft Plan of Condominium (Common Elements)

Attachment 3

LOCATION:
Part of Lots 16 and 17, Concession 2; Block 214, 65M-4004

APPLICANT:
Pala Builders (BT) Inc.

VAUGHAN
Development Planning

FILE:
19CDM-20V008

RELATED FILES:
Z.17.037, DA.18.046

DATE:
September 14, 2021

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Created on: 8/5/2021

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 5

TITLE: THORNHILL SUSTAINABLE NEIGHBOURHOOD ACTION PROGRAM – ACTION PLAN

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek endorsement of the Thornhill Sustainable Neighbourhood Action Program Action Plan (herein referred as SNAP Action Plan or Action Plan), including the planning and implementation of the Integrated Action Areas and identified Signature Projects, where feasible.

Report Highlights

- The City of Vaughan and the Toronto and Region Conservation Authority staff, along with local residents and stakeholders from the Thornhill community, co-developed the Action Plan for the Thornhill Sustainable Neighbourhood Action Program.
- The Action Plan identifies three Integrated Action Areas that represent key themes to be addressed through the delivery of the Signature Projects and provides guiding direction for future initiatives.
- Four Signature Projects have been identified for Thornhill that align with planned capital projects and the implementation of these projects will demonstrate how diverse, community-wide objectives can be achieved.
- A “High-Level Resilience Strategy for Thornhill” was developed as a supplementary study and recommends 24 climate adaptation strategies that will be incorporated into future Thornhill initiatives.

Recommendations

1. That the Action Plan for the Thornhill Sustainable Neighbourhood Action Program be endorsed; and

2. That City staff be directed to seek external funding to implement unfunded projects identified in the Thornhill Sustainable Neighbourhood Action Program Action Plan.

Background

Council supports the first Sustainable Neighbourhood Action Program

On May 14, 2019, Council passed a Member's Resolution to support the City's commitment to a Sustainable Neighbourhoood Action Program (SNAP) project in partnership with the Toronto and Region Conservation Authority (TRCA) focused on the Thornhill neighbourhood.

At the May 5, 2021 Committee of the Whole (Working Session) meeting, City and TRCA staff provided a joint presentation to update the Mayor and Members of Council on the progress of the Thornhill SNAP. The presentation provided an overview of the TRCA's SNAP Program, background on how the Thornhill neighbourhood was selected as Vaughan's first SNAP, and how the City worked with local residents and stakeholders to develop themes to guide the action planning process.

The Thornhill SNAP Action Plan was created using a three-phased action planning process that promoted multi-stakeholder engagement throughout all phases. Local knowledge and input were integral to identifying important community characteristics that contributed to the final Action Plan's concepts and recommendations.

Community engagement shaped the development of the Action Plan

A critical component of any SNAP project success involves taking a highly collaborative approach to foster a sense of ownership among the neighbourhood's stakeholders and community members. There were extensive community engagement activities throughout the action planning process to gain an understanding of the past and present conditions of the Thornhill neighbourhood and how the community envisions their neighbourhood in the future. The following engagement techniques and activities were utilized to gather community input:

- "SNAP into Action" survey
- One day co-planning workshop
- Meetings with the local ward Councillor

- One-on-one meetings with local stakeholders such as the SpringFarm Ratepayers Association, the Society for the Preservation of Historic Thornhill, Thornhill Heritage Foundation, Windfall Ecology Centre, etc.
- Meetings with representatives from Indigenous Peoples including Mississaugas of the Credit First Nation, Curve Lake First Nation and Hiawatha First Nation
- Two virtual open house sessions
- Online Action Plan map engagement
- Three virtual co-design workshops for the signature projects

Over 1450 comments were received and over 300 residents were engaged during the engagement activities that informed the development of the Action Plan. Some of the main themes that emerged from the community engagement are as follows:

- The need for increased access and connectivity through the creation of connected trail systems utilizing multi-use pathways across the neighbourhood
- Residents expressed a sense of isolation and disconnection; encourage community building and connections through physical improvements, events, and programming
- Add native plants, trees, pollinator gardens and other wildlife features to increase biodiversity
- Increase educational function within parks by creating learning spaces and adding educational and wayfinding signage where feasible
- Incorporate art and colour in parks and along streets to create areas that are unique destinations
- The recognition of many opportunities to retrofit homes and commercial buildings and properties, and there is significant interest to participate in programs that will help residents improve their properties

Previous Reports/Authority

Previous reports considered by City Council regarding the Plan can be found at the following links:

Council meeting extract, May 14, 2019 – A Member's Resolution was passed by Council in May 2019 in support of the Thornhill SNAP.

Member's Resolution, June 4, 2019 – Council passed a Member's Resolution to declare a climate emergency and lists actions for climate change mitigation and adaptation, including the Thornhill SNAP.

Council meeting extract, December 17, 2019 – Council adopted Green Directions Vaughan 2019 and includes a specific action to explore a SNAP project in Vaughan.

Council meeting extract, May 5, 2021 – Council received a progress update on the Thornhill Sustainable Neighbourhood Action Program.

Analysis and Options

The Thornhill SNAP Action Plan is a comprehensive plan for neighbourhood resilience and revitalization

The Action Plan integrates local community interests, sustainability objectives and climate adaptation strategies under the overarching theme of "historically rich, culturally diverse, green and connected". When implemented, the proposed actions, projects and programs will achieve the following neighbourhood vision:

> *A green, walkable and bikeable neighbourhood that is prepared for extreme weather events and provides connected amenities and where nature thrives around sustainable homes and buildings. A neighbourhood where public spaces are interesting places for residents to meet each other while staying active and neighbours celebrate together and support each other.*

An executive summary of the Action Plan is appended as Attachment 1. To access the full report: https://trca.ca/conservation/sustainable-neighbourhoods/snap-neighbourhood-projects/thornhill-snap/

Three Integrated Action Areas were developed to identify key themes

The Action Plan is centered on three Integrated Action Areas that were developed in consideration of neighbourhood technical objectives for sustainability and resilience, planned capital projects and the community's overall vision that was expressed through public engagement. The implementation of these Integrated Action Areas will also address multiple goals and objectives outlined in the City's master sustainability plan, Green Directions Vaughan 2019 (GDV). They are as follows:

1. **Connected People, Places and Ecosystems** – Identifies active transportation, trails, green infrastructure, parks and open space elements and recommendations for connecting the community to green spaces and programming. This Action Area addresses Objective 2.1, 2.2, 3.1, 3.3, and 4.1 in GDV.

2. **Residential Retrofits** – Provides support to homeowners who are interested in retrofitting their homes to make single family residential properties in Thornhill

more efficient and resilient to extreme climate events. This Action Area addresses Objective 1.2 in GDV.

3. **Greening and Humanization of Commercial and Institutional Properties and Multi-Unit Residential Buildings** – Brings together property owners, not-for-profits, and businesses to implement property-specific initiatives to encourage community connections, natural heritage improvements, and promote sustainable and resilient buildings. This Action Area addresses Objective 1.2 and 2.1 in GDV.

The four Signature Projects identified innovative projects to be implemented
Four Signature Projects have been identified in the Action Plan that will address the Integrated Action Area's key themes. These Signature Projects align with planned capital projects or City initiatives and are intended to be innovative projects that have been developed based on input from the community and technical staff from the City and TRCA. Implementation of Signature Projects will be phased, with some elements being implemented in the shorter term through the City's capital infrastructure budget, while other elements will require joint fundraising efforts from the City, TRCA and community partners.

1. **Gallanough Park Redevelopment**
   Gallanough Park was identified as a Signature Project based on feedback from the community combined with the City's existing capital project to construct a stormwater management facility in the park to alleviate localized flooding. Park redevelopment recommendations for Gallanough Park include adapting and enhancing existing park functions to create a well-connected space that provides comfortable, safe, and continuous experience while enhancing wildlife habitat to increase biodiversity. Feedback from the community helped focus some key recommendations for the park including:

   - Improved playground and additional activity areas with accessible options that appeal to multi-age and multi-sensory experiences
   - Extended trail network to improve connectivity with neighbouring institutions
   - Wayfinding and interpretive signage to promote connection within and beyond the park
   - Wildlife enhancements in the form of tree plantings and pollinator gardens to allow residents an opportunity to connect with nature
   - Revitalized facilities and programming for the Gallanough Resource Centre and the John Arnold House

A concept plan for Gallanough Park is appended as Attachment 2. Recommendations include the addition of 495m^2 of pollinator habitat, 1200m^2 of trees planted, and a total of 355m of trail added to the Park. All of the recommendations in the concept plan are not intended to be integrated immediately into the approved capital project for the Stormwater Management Improvements Gallanough Park and Surrounding Area Project. Rather, the intent is to consider the additional elements in future capital project review and to fundraise for these elements separately where needed.

2. York Hill District Park Redevelopment

York Hill District Park was identified as a Signature Project because of the planned capital project to renovate the Garnet A. Williams Community Centre (GAWCC) and redevelop the York Hill District Park. Feedback from the community helped focus some key recommendations for the park including:

- Expanded and improved multi-use pathways to improve access and connectivity throughout the park as well as to neighbouring institutions
- Wayfinding and interpretive signage to promote connection within and beyond the park
- Activity options for all ages and increased educational learning through the creation of a series of activity zones throughout the park
- Creation of a park focal feature that can serve as a non-permitted community gathering place, as well as for organized events
- Introduction of urban agriculture through the addition of community gardens, fruit trees, and a farmer's market
- Improved seating and shade through the planting of trees and increased accessible seating options

A concept plan for York Hill District Park is appended as Attachment 3. Recommendations include the addition of 4800m^2 of pollinator habitat, 3360m^2 of trees planted, and a total of 615m of trail added to the Park. All of the recommendations in the concept plan are not intended to be integrated immediately into the already approved capital project for the York Hill Park Redevelopment Project. The intent is to consider the additional elements in future capital project review and to fundraise for these elements separately where needed.

3. Complete Streets Project

The Complete Streets project identifies active transportation improvements and opportunities for three collector roads (Atkinson Avenue, Hilda Avenue and Centre Street) that run through the Thornhill neighbourhood. These collector roads were identified based on input from the community and alignment with the Pedestrian and Bicycle Master Plan. The Complete Streets concept was used to guide engagement discussions to ensure that feedback encompassed all street users while also considering the key themes identified in the Integrated Action Areas. Feedback from the community helped focus some key recommendations including:

- Pedestrian improvements focusing on safety and amenities to make the pedestrian experience more enjoyable
- Improvement of quality of street life, including more seating and rest areas and more trees or physical structures to provide shade
- Cycling improvements focusing on safety and increased signage to improve education on how to properly use cycling infrastructure
- Greening of streets with the addition of street trees and planting beds or rain gardens
- Celebration of art, history, and cultural heritage through the incorporation of art and colour where possible

A concept plan for the Complete Streets project is appended as Attachment 4. Recommendations include the addition of five bicycle repair stations, five bicycle racks, twenty-one rest areas, five wayfinding opportunities, seven art installations, thirteen pollinator gardens, and two potential pedestrian connections. These recommendations have not yet been included in any existing capital projects but are intended to be considered as a part of future projects in Thornhill. Additional elements will be fundraised for separately where needed.

4. Thornhill Home Retrofit Program

A pilot Home Retrofit Program (Program) for the Thornhill neighbourhood incorporates key themes from the Residential Retrofits Integrated Action Area. The Program will offer a support service and educational activities to help homeowners decide on the best way to retrofit their homes across multiple sustainability themes (e.g., energy, water, stormwater management, eco-landscaping). This Program will also leverage existing incentive programs and continue the City's efforts to plan for a Local Improvement Charges (LIC) financing program for energy retrofits. The Program plans to offer:

- In-person home visits to Thornhill SNAP residents to educate homeowners on home retrofit opportunities that will increase energy savings
- A concierge service that will provide homeowners a “one-stop shop” to help homeowners arrange energy audits, source contractors, secure building permits and oversee work
- An online resource library including workshops and webinars to connect homeowners with information and tools to increase knowledge for a range of retrofit interests

City staff are currently seeking funding options and exploring resident interest in this Program.

The High-Level Resilience Strategy for Thornhill was developed as a supplementary study

The High-Level Resilience Strategy for Thornhill was completed as a supplementary study to identify climate change vulnerabilities for the Thornhill neighbourhood.
The climate change vulnerability assessment evaluated the specific community risks posed by climate change. The vulnerability assessment was informed by community engagement and technical analysis to:

- determine the community’s likelihood of exposure to changing climate conditions
- assess neighbourhood characteristics to identify their sensitivity to climate change
- assess the community’s current ability to adapt to the effects of climate change

Twenty-four climate adaptation recommendations are outlined in the Action Plan to address the key vulnerabilities for the Thornhill neighbourhood that were identified through this assessment.

Implementing the Action Plan and Monitoring Progress

To facilitate the implementation of the Action Plan, the SNAP team has outlined a preliminary implementation framework that identifies potential partnerships and collaboration opportunities over the next ten years. This implementation framework serves as a high-level guide to identify project leads, estimated timelines and potential funding sources. It will also be a living document that will be updated with additional details as projects are developed and implemented. Immediate next steps to implement the Action Plan include:

- Establish working groups for each of the Signature Projects (ongoing). These working groups will be comprised of technical staff and community stakeholders and will refine project plans, develop partnerships, assist with fundraising efforts, and provide ongoing input through the implementation phases of each Signature Project. Working groups members would include City staff from Public Works Portfolio (Parks, Forestry and Horticultural Operations and Environmental Services), Infrastructure Development Portfolio (Infrastructure Delivery, Infrastructure Planning & Corporate Asset Management, and Parks Planning and Development) and City Manager's Office (Economic and Cultural Development and Corporate and Strategic Communications)

- Support the ongoing design and implementation of the Gallanough Park Redevelopment and the York Hill District Park Redevelopment Signature Projects (2022-2023). For additional elements identified in the concept plans that are not already funded by the relevant capital projects, the SNAP team will work closely with the implementation working groups to identify funding opportunities, potential synergies with future capital projects, and any potential community groups that may want to be involved to design and construct these elements where feasible

- Consider the Complete Streets Concept Plan and recommended elements when reviewing future capital works projects that will be implemented in the Thornhill neighbourhood

- Develop an online progress tracking dashboard to allow TRCA and the City to monitor Action Plan project progress and outcomes (Q4 2022). This dashboard is intended to be interactive by allowing for community engagement by providing a platform for residents to input their own actions undertaken on private property

- Implement quick start projects to build community interest and excitement (Q4 2021). Current quick start projects include: public tree planting and pollinator garden planting events planned for the fall of 2021, free Home Energy Retrofit Orientation workshops offered to Thornhill residents and free webinars for business owners to explore retrofit options

- The Thornhill SNAP team will work with staff from the Economic Development department to identify partnership and sponsorship opportunities to fund elements of the Action Plan. Corporate and Strategic Communications staff will provide promotional support for the implementation of Action Plan projects where needed

Through the working group committee meetings, City staff will have the opportunity to identify projects (elements) that they should be able to prioritize and include in their work programs for implementation.

Financial Impact

This project does not impact the 2021 approved operating or capital budgets. The City has identified existing budgets and has attained grants to support select Action Plan recommendations. To date, the following funding has been received/committed to facilitate the Action Plan:

- A grant of up to $152,100 from the Federation of Canadian Municipalities (FCM) Green Municipal Fund
- A grant of $25,000 through a TRCA application for the Transition 2050 funding stream for FCM's Municipalities for Climate Innovation Program. This funding has been provided directly to TRCA
- A grant of $10,000 from Enbridge for the Thornhill Home Retrofit Program
- A budget of $124,000 from the Stormwater Management Improvements in Gallanough Park and Surrounding Area Project Budget (Capital Project EN-1879-12) was allocated for engagement for the Thornhill SNAP
- A commitment from the City for 3 years of funding at $25,000 per annum for demonstration projects under Capital Project PL-9575-20
- A grant of $5,000 from York Region's Greening Action Partnership Fund to implement a quick start tree planting project at Rosedale Park North
- A grant of $5,000 from TD Friends of the Environment to implement a quick start project at Oakbank Pond including a pollinator planting and educational signage

The larger capital infrastructure project budgets are not included in this summary. Any additional capital infrastructure projects/budgets as a result of the Action Plan will be brought forward through the annual budget approval process.

Fundraising will be needed to fund the implementation of additional SNAP project components that are not included in the existing scope and budgets for each of the individual capital infrastructure projects. Fundraising will be explored in collaboration with TRCA, property owners and other external stakeholders. The SNAP Team will also work with the City's Municipal Partnership Office in the Economic and Cultural Development department on the fundraising initiatives.

Broader Regional Impacts/Considerations

Through the completion of the City's first SNAP project, we are joining other municipalities in York Region that have committed to a collaborative, neighbourhood-based approach for advancing urban renewal in older urban areas. The neighbourhood mapping exercise that was completed as a part of the Thornhill SNAP planning process also identified other neighbourhoods in the City that may be suitable for future SNAP projects. The action planning process that has been successfully used in the Thornhill SNAP can be translated to these other neighbourhoods to build an overall sustainable and resilient City.

Conclusion

The SNAP initiative created by the TRCA is a tangible approach to translate the City's master sustainability plan, Green Directions Vaughan 2019, into a neighbourhood scale. The Thornhill SNAP Action Plan has been co-developed by the Thornhill community, City staff from multiple departments and TRCA to improve the local environment, build resiliency to climate change and encourage positive behaviour changes among residents. The Action Plan is based on technical objectives, planned municipal projects and resident priorities and it provides recommendations for sustainability actions on both private property and in the public realm. Implementation of Integrated Action Areas and Signature Projects in the short term and over the next five to ten years will make Thornhill more sustainable and livable.

For more information, please contact Monica Choy, Sustainability Coordinator, ext. 8941.

Attachments

1. Thornhill SNAP Action Plan Executive Summary
2. Thornhill SNAP Gallanough Park Concept Plan
3. Thornhill SNAP York Hill District Park Concept Plan
4. Thornhill SNAP Complete Streets Concept Plan

Prepared by

Monica Choy, Sustainability Coordinator, ext. 8941.
Ruth Rendon, Senior Environmental Planner, ext. 8104.
Christina Bruce, Director, Policy Planning and Special Programs, ext. 8231

Approved by

Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by

Nick Spensieri, City Manager

Thornhill Sustainable Neighbourhood Action Plan

Historically rich, culturally diverse, green and connected

Action Plan Executive Summary

September, 2021

In collaboration with:

VAUGHAN

The Thornhill SNAP

Historically rich, culturally diverse, green and connected

The Thornhill Sustainable Neighbourhood Action Program (SNAP) is a comprehensive Action Plan for neighbourhood resilience and revitalization that integrates local community interests, sustainability objectives and climate adaptation strategies under the overarching theme of historically rich, culturally diverse, green and connected.

The Thornhill neighbourhood was selected as the City of Vaughan's first SNAP project through a neighbourhood screening process that was led by the Toronto and Region Conservation Authority (TRCA), multiple City of Vaughan departments, and the Regional Municipality of York (York Region).

Box 1: Neighbourhood Profile

Study Area

860 ha

Land Use

58% medium-low density residential
2% high density residential
9% commercial, institutional
7% recreational, open space
5% roads
5% meadow
4.5% forest
8% golf course
1.5% other

Demographics (Based on 2020 Environics data)

Population: 29,253
Median age: 60
Number of households: 9,995
Most common home languages: English, Russian, Mandarin, Korean, Persian
Private dwellings: 58%
Apartments: 34%

Transportation

Percentage of residents who travel to work by:
Car: 70%
Public transportation: 20%
Walking: 4%
Cycling: 0.5%

The screening process identified key technical priorities for the Thornhill neighbourhood (Box 1; Figure 1) that makes this area suited for a SNAP project:

- Thornhill has the highest number of flood calls in the City.
- Portions of the neighbourhood have the highest energy consumption rates in the City.
- One of the areas in York Region with the highest indoor and outdoor water consumption rates.
- An aging population combined with urban growth pressures.
- Aging park infrastructure with a series of planned City capital projects to revitalize these parks.
- Opportunities to connect with nature through enhancement of natural heritage features and improving greenspace connections.
- Opportunities for active transportation by promoting the use of newly installed dedicated cycle tracks along four collector roads in the neighbourhood.
- Opportunities to improve community connections and address the community's concerns about isolation through programming and revitalization projects.

In addition to the screening exercise and baseline analysis described above, TRCA's Ontario Climate Consortium staff completed a climate change vulnerability assessment for the Thornhill SNAP (*High Level Resilience Strategy for Thornhill*). This assessment provided insight into the specific community risks posed by climate change and provided 24 resilience strategies for Thornhill. Key adaptation opportunities include:

- enhanced knowledge and awareness of climate change risks
- improved access to greenspace
- improved street tree canopy cover
- improved active transportation and public transit
- improved sense of community

Figure 1. Thornhill SNAP Boundary

Box 2: Who's Involved?

Lead Partners

- TRCA
- City of Vaughan

Local Groups

- Beth Avraham Yoseph of Toronto Congregation
- Shoresh
- Holy Trinity Anglican Church
- United Jewish Association Federation of Greater Toronto
- SpringFarm Ratepayers Association
- The Society for Preservation of Historic Thornhill
- Thornhill Heritage Foundation
- Windfall Ecology Centre
- Gallanough Resource Centre
- Developing and Nurturing Independence (DANI)
- Reena
- Blessed Scalabrini Catholic Elementary School
- Kayla's Children Centre
- Thornhill Public School

Indigenous Peoples

- Mississaugas of the Credit First Nations
- Curve Lake First Nations
- Hiawatha First Nation

How We Got Here

Box 3: How We're Listening

Research Tools

- SNAP into Action Survey
- One-on-one stakeholder meetings

Feedback Sessions

- Co-visioning workshop
- Indigenous communities engagement
- Virtual open house sessions
- Action Plan map online commenting period
- Virtual signature project workshops

The Thornhill SNAP Action Plan was developed using a highly collaborative approach that brought together municipal and TRCA technical objectives with community priorities. The project was managed by key partners, including eleven departments from the City of Vaughan and four divisions from TRCA, through a Project Management Team. The community also participated actively in the development of the plan through a robust engagement process that included innovative visioning activities (Box 2; Box 3).

Action Planning Process

The Thornhill SNAP Action Plan was developed following a phased model that promoted multi-stakeholder engagement at various stages (Figure 2). Local input was integral to identifying important community characteristics that contribute to local culture and values. Robust public engagement combined with technical analyses helped inform the recommended priority actions that are outlined in the Action Plan.

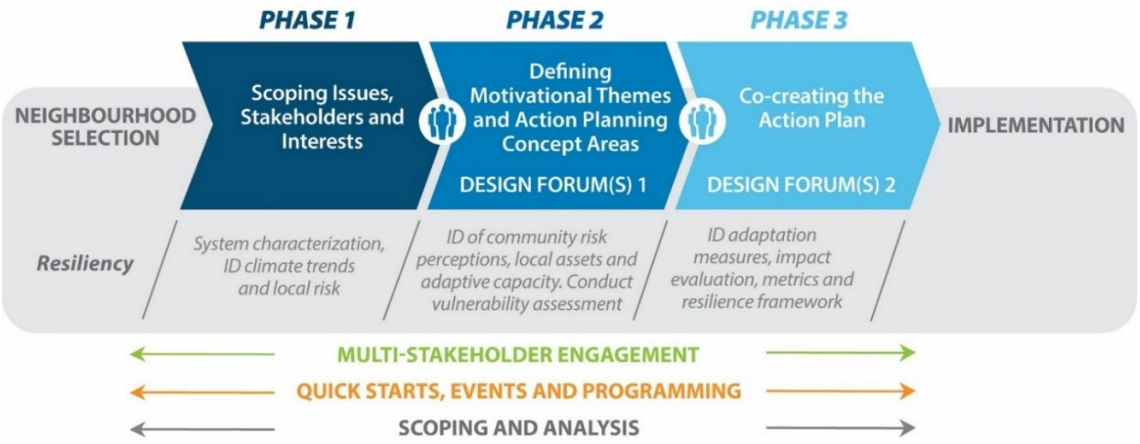


Figure 2. SNAP Action Planning Process

Phase 1 – Scoping issues, stakeholders and interests

Background research was conducted to understand the baseline scientific and socio-economic characteristics of the neighbourhood. One-on-one meetings were conducted with community leaders, organizations and not-for-profits to gain insight into their unique perspective on the neighbourhood needs. Technical meetings were also conducted with City, York Region and TRCA staff from multiple departments to assess technical challenges and opportunities within the neighbourhood.

Phase 2 – Defining vision, motivational themes and action planning concept areas
A neighbourhood vision and motivational themes were identified through community engagement. Perceived risks and climate change vulnerabilities were discovered. The feedback and analysis, along with further community engagement, resulted in the development of the integrated action areas and a draft Action Plan map. Engagement activities in this phase included surveys, meetings with local organizations, and a full day visioning planning workshop.

Phase 3 – Co-creating the Action Plan
The final phase of the action planning process involves finalizing the Thornhill SNAP Action Plan, identifying climate adaptation strategies, developing concept drawings for each of the signature projects, and identify quick start projects. Engagement activities involving visioning workshops for each of the signature projects were performed on virtual platforms in this phase due to the COVID-19 pandemic. Workshops brought together technical City and TRCA staff with residents to brainstorm ideas and recommendations for the signature projects.

A Closer Look at the Thornhill SNAP

The Thornhill SNAP Action Plan is centered on **three Integrated Action Areas** that will each be implemented through a series of initiatives. The Integrated Action Areas were developed in consideration of neighbourhood technical issues and objectives, planned capital projects and motivating themes from the community. These action areas will serve to provide guiding direction for initiatives that are implemented as part of the Action Plan moving forward.

In addition, **four Signature Projects** have been identified for the Thornhill SNAP. These are innovative pilot projects that have been developed based on input from the community and technical City and TRCA staff. These projects will leverage planned capital budgets to achieve innovative elements and to maximize environmental and socio-economic benefits. Some elements of the Signature Projects will be implemented in the shorter term through the City's capital infrastructure budgets, while others will require joint fundraising efforts from the City, TRCA and community partners.

This Action Plan reflects the culmination of technical analyses, robust community and stakeholder engagement, and planned capital works (Figure 3). When implemented, the proposed actions will help achieve the following neighbourhood vision:

A green, walkable and bikeable neighbourhood that is prepared for extreme weather events and provides connected amenities and where nature thrives around sustainable homes and buildings. A neighbourhood where public spaces are interesting places for residents to meet each other while staying active and neighbours celebrate together and support each other.

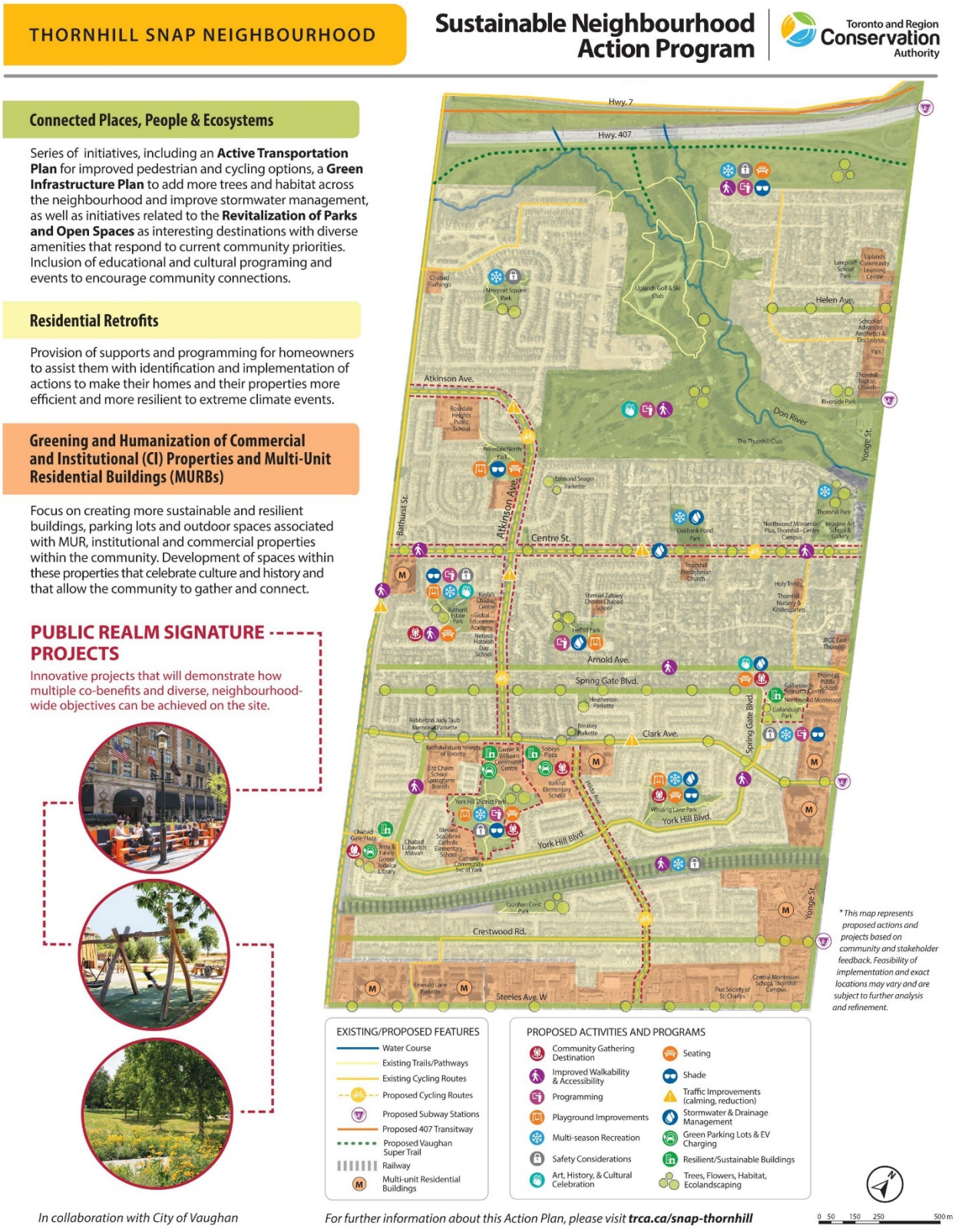


Figure 3. SNAP Action Plan Map

Integrated Action Areas

1. Connected Places, People and Ecosystems

This action area focuses on building and enhancing physical, social and ecological connections within the community. The following four components should be considered when planning and designing projects under this action area:

- Green Infrastructure Planning – an inventory of green infrastructure opportunities should be identified for the Thornhill neighbourhood to inform future development of public and private spaces
- Active Transportation Planning – active transportation and multi-modal transportation improvements should be included where possible to encourage cycling and increase accessibility
- Parks and Open Space Planning – parks and open space improvements should be included in the 12 parks and 4 parkettes where needed and identified by the community
- Educational, Cultural and Community Programming – cultural and community programming will foster community connections and help residents develop a deep sense of belonging and pride in their neighbourhood

2. Residential Retrofits

Through the engagement process, residents expressed significant interest in programs to help them retrofit their homes. This neighbourhood also has one of the highest energy consumption rates in the City and mainly consists of aging single family, semi-detached and row houses. This provides an excellent opportunity for retrofits that will improve energy efficiency and achieve greenhouse gas emission reductions. Residential retrofit programs could also target changes to improve water efficiency and consumption rates and address risks associated with heat stress and flooding.

3. Greening and Humanization of Commercial and Institutional Properties and Multi-Unit Residential Buildings (MURBs)

This action area will focus on private and publicly owned buildings to implement property-specific initiatives to support various sustainability objectives while addressing owner and tenant priorities. With 15 institutional buildings and 18 MURBs in the Thornhill neighbourhood, there is a significant opportunity to retrofit aging infrastructure to achieve energy and water efficiencies, encourage active transportation, and achieve ecological integrity and sustainable stormwater management.

Signature Projects

Gallanough Park Redevelopment

Gallanough Park (Park) is a community park that is a candidate for redevelopment in the City's 2018 Parks Redevelopment Strategy. The existing park currently includes playground equipment, an outdoor gazebo, swings and walking trails and is connected to a number of important community institutions. These connections provide an ideal opportunity to make Gallanough Park into a vibrant and exciting community gathering space. The Park was identified as a signature project based on feedback received from the community combined with the City's capital plans to construct a stormwater management facility in the park to alleviate urban flooding.

Revitalization recommendations feature an abundance of activities and experiences for residents by adapting and enhancing park functions (Figure 4). The goal is to create well-connected and cohesive spaces while providing comfortable and safe experiences and enhanced habitat for wildlife.

Figure 4. Gallanough Park Redevelopment Concept Drawing

York Hill District Park Redevelopment

York Hill District Park (Park) is adjacent to the Garnet A. Williams Community Centre (GAWCC) and includes 3 playground areas, 2 baseball diamonds, a small gazebo, swings, tennis and basketball courts, an outdoor skating ring and a series of multi-purpose trails. The Park was identified as a signature project based on feedback received from the community combined with the City's capital plans for renovations at GAWCC and the availability of capital funding through Parks Infrastructure Planning and Development department to develop a revitalization plan for the Park (Figure 5).

The community's vision focused on the following main ideas:

- Access and connectivity including expanded and improved multi-use pathways
- Activity options for all ages and increased educational learning
- Creation of a park focal feature
- Introduction of urban agriculture and local food opportunities
- Increased number of trees and shade opportunities and resting areas

Figure 5. York Hill District Park Redevelopment Concept Design

Complete Streets Project

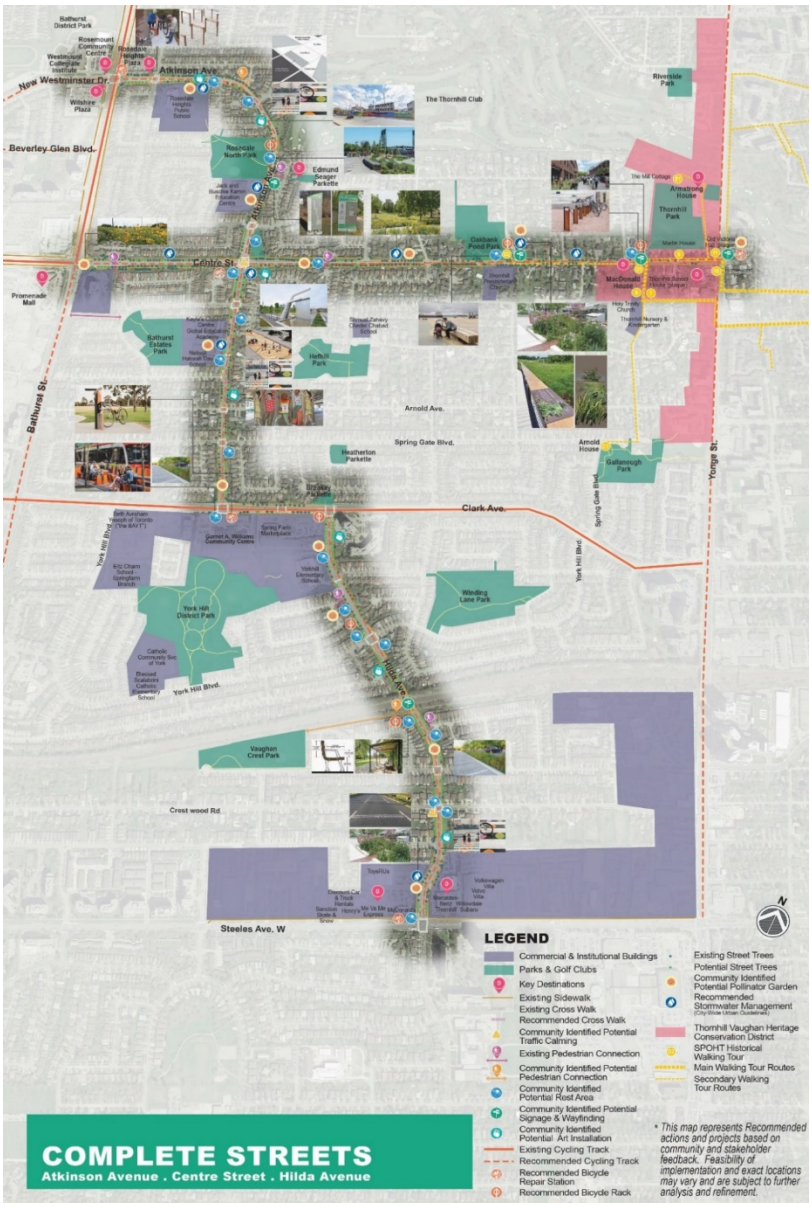


Figure 6. Complete Streets Project Concept Design

The Thornhill SNAP Complete Streets project identifies areas of opportunity on 3 collector roads in the Thornhill SNAP neighbourhood. These roads were identified based on input from the community and their alignment with the City of Vaughan's Pedestrian and Bicycle Master Plan. Sidewalks exist on both sides of the selected roads, but pedestrian connections between sidewalks, mid-block crossings, community amenities and open spaces need to be strengthened. In addition, community feedback indicated numerous suggestions for these streets, including improved walkability and traffic flow, reduction in pedestrian/cyclist crossing distances and times at intersections, midblock crossings, reduction in traffic congestion, implementation of cycling facilities, beautification and planting additional street trees.

The Complete Streets concept was utilized to help guide engagement discussions to ensure that feedback encompassed all potential street users including pedestrians, cyclists, transit users, and motorists while considering the broader SNAP guiding principles recommended by the community. The objective of the Complete Streets project is to create safe, inviting and vibrant streets and streetscapes that will attract both residents and visitors of all ages and abilities alike, while addressing the sustainability objectives identified for the community, including urban forest and habitat improvement and sustainable stormwater management. More specific recommendations for each user group can be found in the Action Plan (Figure 6).

Thornhill Home Retrofit Program

A pilot Home Retrofit Program was designed tailored to the Thornhill neighbourhood based on interest expressed during the SNAP public engagement activities. The design concept incorporates design principles from the Residential Retrofits Integrated Action Area. The program will offer support services and educational activities to help homeowners decide on key actions to be implemented at their homes and to make the retrofit process as straightforward as possible. As per the guiding principles, the program will support actions across multiple sustainability and resilience themes (i.e., energy, water, stormwater management, eco-landscaping and flood prevention) and social themes such as aging in place. In addition, the proposed activities will help homeowners access existing incentive programs and continue the City's efforts to plan for a Local Improvement Charges financing program for energy retrofits.

The following program elements are proposed to include: in-person home visits, a concierge service for residents, online workshops and webinars, online resource library, community workshops, a discovery centre trailer, and a home demonstration project (Figure 7).

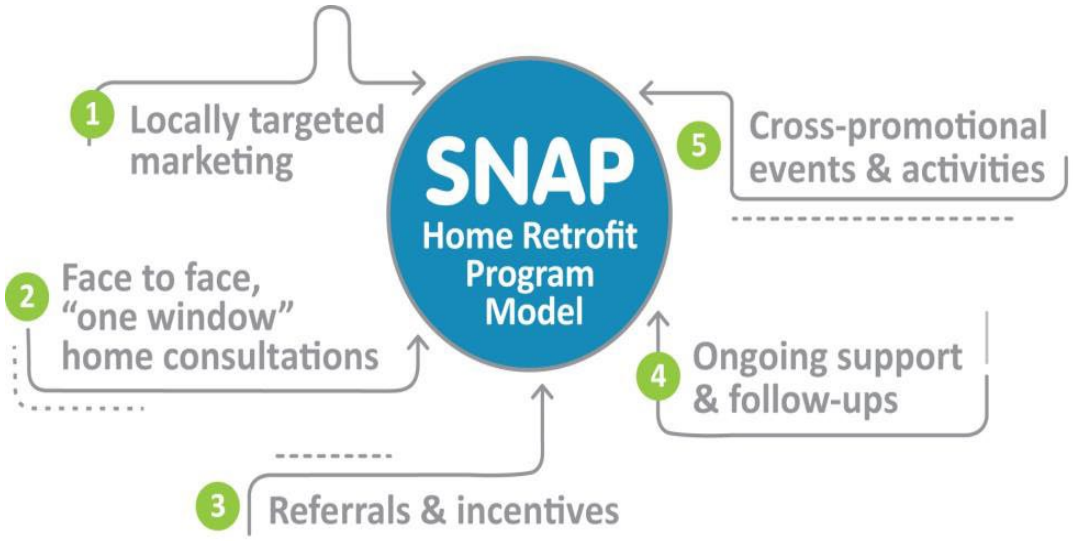


Figure 7. SNAP Home Retrofit Program Model

Box 4: Key Outcomes

Energy and climate

- Reduced greenhouse gas generation to support the City's Climate Emergency target of reducing per capita emissions to 2-3 tonnes eCO2 by 2030
- Implement deep energy retrofits in 230 homes by 2031
- Improved neighbourhood resiliency to extreme climate events

Stormwater management and water efficiency

- Reduced number of flood calls
- Increasing total area with stormwater quantity and quality controls
- Reduced inflow and infiltration into the sanitary system

Ecosystem integrity

- Increased canopy cover to support York Region's recommended cover range for the City of Vaughan
- Increased natural cover and improved habitat quality, biological diversity and pollinator health
- Improved stewardship of local natural areas and the urban forest

Health and well-being

- Improved physical and mental health for Thornhill residents through physical retrofits and programming to promote improved air quality, active living, connection with nature, social interaction and access to fresh local food

Livable places and community connections

- Improved quality of life for all residents through the creation of engaging, meaningful opportunities and unique spaces that encourage community cohesion, inclusion, sense of belonging and civic pride

Culture, heritage and education

- Improved access to the arts through installations and cultural events
- Improved appreciation and celebration of the distinct historical and Indigenous heritage
- Improved education of environmental issues

Access and mobility

- Increased use of sustainable modes of transportation through the improvement of active and EV transportation infrastructure and through education and programming

Next Steps

The SNAP team will continue working with multiple City departments and other stakeholder groups to move the identified Signature Projects through their planned phased designs. A preliminary implementation framework has been created which serves as a high-level guide to identify actions, lead roles, potential project partners, estimated timeframes, and potential funding sources (see Table 8 in the Action Plan). This framework is a living document and will be updated with additional details as projects are prioritized and engagement with stakeholders advances towards the implementation stage.

Immediate next steps for the Thornhill SNAP include:

1. **Implementation Committees and Working Groups.** Establish implementation committees/working groups for each of the signature projects and other major initiatives. These committees will refine project and program plans, develop partnerships, gather widespread support, assist with fundraising efforts and provide ongoing input throughout the implementation of these projects.
2. **Thornhill Home Retrofit Program.** Finalize detailed design, including program offerings, schedule, delivery partners, and marketing strategy for the Home Retrofit Program. The content and schedule will be partially dependent on City of Vaughan receiving federal funding to develop and administer the Local Improvement Charges program as outlined earlier in this report.
3. **Gallanough Stormwater Management Facility and Park Redevelopment.** Construction of the Gallanough stormwater facility is slated to begin late fall 2021. Detailed design for park redevelopment will take place after the construction of the stormwater facility is completed, ensuring SNAP design principles and community design concepts are incorporated.
4. **Garnet A. Williams Community Centre Retrofits and York Hill Park Redevelopment.** Proceed as planned with tendering for implementation of Garnet A. Williams Community Centre renovations and York Hill Park improvements. Initiate detailed design for park redevelopment, ensuring SNAP guiding principles and community design concepts are incorporated.
5. **Progress Tracking Dashboard.** Develop a monitoring dashboard that will track progress on SNAP project indicators towards the achievement of neighbourhood goals and will also allow community members to input actions undertaken in private property.
6. **Implement "Quick Start" Projects.** Initiate quick start projects in the short term including tree planting and pollinator garden planting events to provide community engagement opportunities and help maintain momentum and excitement for the SNAP.
7. **Council Endorsement.** Secure City of Vaughan Council endorsement for the Thornhill SNAP Action Plan in the fall of 2021.

Attachment 2: Gallanough Park Concept Drawing

LEVEL OUT
UNEVEN TERRAIN

SEATING AREA UNDER
EXISTING TREES

BIGGER PAVILION FOR
GATHERING AND POSTED
INFORMATION REGARDING
LOCATION OF WASHROOM
FACILITIES

POLLINATOR GARDEN

Spring Gate Blvd.

IMPROVE PROGRAMMING
OPPORTUNITIES AND
HISTORICAL SIGNAGE AT
JOHN ARNOLD HOUSE

SEATING AREA UNDER
EXISTING/PROPOSED
TREES

POLLINATOR GARDEN

SEATING AREA UNDER
EXISTING TREES

REDESIGNED ENTRANCE
WITH SIGNAGE AND
POLLINATOR GARDEN

MAINTAIN OR
ENHANCE EXISTING
TOBOGGAN HILL

MULTI-LEVEL
PLAYGROUND

Springfield Way

EXISTING TREES

NEW TRAIL EXPANSION WITH
INTERPRETIVE SIGNAGE
AND BIRD AND BAT BOXES

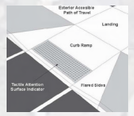
EXISTING WILLOW AND
SWINGS TO REMAIN

FITNESS STATION

PROPOSED
TREES

Brooke St.

ACCESSIBILITY IMPROVEMENTS
NEEDED AT CUL DE SAC



IMPROVED GALLANOUGH RESOURCE
CENTRE AMPHITHEATRE

GALLANOUGH
RESOURCE
CENTRE

REVITALIZED PATIO AREA WITH
SEATING, GAMES TABLES,
POLLINATOR GARDENS
AND RESTORED ACCESS TO
GALLANOUGH RESOURCE CENTRE

THORNHILL
PUBLIC
SCHOOL

REVITALIZED ENTRANCE
AREA AND CONNECTOR
TRAIL INCLUDING
SIGNAGE, LIGHTING AND
INTEGRATED PLANTING/
SEATING BEDS

Yonge St.

SEATING AREA

WATER-THEMED
ART INSTALLATION

FITNESS STATION

READING GARDEN AREA

NEW TRAIL EXPANSION

RECOMMENDED TREE LIST

Burr Oak
Swamp White Oak
Black Walnut
Black Willow
American linden
Catalpa
Cucumber Magnolia
Hop Hornbeam
Mitten Tree
Eastern White Cedar
Eastern White Pine

LEGEND

- Property Boundaries
- Proposed Trails
- Underground Stormwater Management Facility
- Proposed Trees
- Existing Trees
- Proposed Shrubs

* *This map represents proposed actions and projects based on community and stakeholder feedback. Feasibility of implementation and exact locations may vary and are subject to further analysis and refinement, budgetary considerations, and continued community input during design development and implementation.*

* *Proposed elements within school property will be subject to further discussions with the School Board.*

N

GALLANOUGH PARK

Attachment 3: York Hill District Park Concept Drawing

Clark Ave.

York Hill Blvd.

Hilda Ave.

PROPOSED GATEWAY SIGNAGE TO RECOGNIZE GAWCC AND YORK HILL PARK

PROPOSED WALKWAY TO IMPROVE CONNECTIVITY TO PARK ALONG WEST SIDE OF GAWCC

PHASE 1 GAWCC RENOVATIONS
To include new exterior ramp, pool deck and water play area. Consider installing outdoor water fountain or bottle filling station to help keep people cool during extreme heat events.

PROPOSED FARM FRESH & LOCAL
Proposed seasonal farmer's market located on existing outdoor ice rink and close to parking for vendors and visitors. Potential opportunity to coordinate with activities at DANI greenhouse.

GARNET A. WILLIAMS COMMUNITY CENTRE (GAWCC)

YORKHILL ELEMENTARY SCHOOL

THE MAIN ATTRACTION
Transform existing amphitheatre into a vibrant, focal feature for the park while maintaining and improving stormwater function. Consider adding a infiltration trench at centre area to reduce flooding impacts. The revived space will serve as a central hub which celebrates local arts and culture, encourages environmental learning, and which connects GAWCC to the Park. The amphitheatre will provide an inviting space for visitors to come together for a casual exchange or for live events and community gatherings.

ACTIVE LIVING
Creation of an active living zone along this trail, including self-guided fitness stations, sidewalk games/challenges, etc. to encourage exercise and healthy lifestyle.

PROPOSED FITNESS STATION

PROPOSED TRAIL EXPANSION WITH INTERPRETIVE SIGNAGE

PROPOSED ENTRY PLAZA
Entry features include signage, shade trees, permeable paving, seating, and pollinator garden.

PROPOSED SHADE STRUCTURE

PROPOSED COMMUNITY GARDEN AND ORCHARD
Proposed community garden plots and fruit orchard and space for outdoor learning/gathering. Include interpretive signage to educate visitors on benefits of fresh, local food and local history of urban agriculture in this area (e.g. Springfarm). Connect with initiatives at DANI greenhouse adjacent to GAWCC. Consider harvesting stormwater as a source of water supply. Collect and purify stormwater runoff from tool shed and shade structure roof.

PICKLEBALL STUDY UNDERWAY

PROPOSED TRAIL EXPANSION WITH INTERPRETIVE SIGNAGE

PROPOSED SEATING AREAS ALLOW PARENTS AND CAREGIVERS ABILITY TO VIEW MULTIPLE PLAY AREAS AT ONE TIME

PROPOSED ENVIRONMENTAL LEARNING ZONE
Bioretention facility to treat surface runoff and new pollinator gardens. Include interpretive signage to facilitate environmental learning.

QUIET TIME
Creation of an inviting forest-like space for quiet reflection, meditation, and contact with nature, including pollinator gardens, additional trees and seating.

AT YOUR SERVICE
Newly created service area with info kiosk/concession stand and seating

BLESSED– SCALABRINI CATHOLIC ELEMENTARY SCHOOL

York Hill Blvd.

PROPOSED ENTRY PLAZA WITH PERMEABLE PAVING, SEATING, AND POLLINATOR GARDEN

LEGEND

- Property Boundaries
- Proposed Trails
- Proposed Trees
- Existing Trees
- Proposed Flowering Trees
- Proposed Fruit Trees
- Wayfinding Signage
- Connecting Walkway
- AZ1 Growing Together Zone
- AZ2 Active Court
- AZ3 Serenity Eco-grounds
- AZ4 Community Commons

RECOMMENDED TREE LIST

Burr Oak
Swamp White Oak
Black Walnut
Black Willow
American linden
Catalpa
Cucumber Magnolia
Hop Hornbeam
Mitten Tree
Eastern White Cedar
Eastern White Pine

* *This map represents proposed actions and projects based on community and stakeholder feedback. Feasibility of implementation and exact locations may vary and are subject to further analysis and refinement, budgetary considerations, and continued community input during design development and implementation.*

* *Proposed elements within school property will be subject to further discussions with the School Board.*

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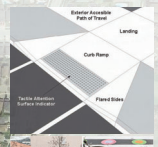
YORK HILL DISTRICT PARK

Attachment 4: Complete Streets Concept Drawing



Bathurst District Park
Rosemount Community Centre
Westmount Collegiate Institute
Rosedale Heights Plaza
Atkinson Ave.
New Westminster Dr.
Wilshire Plaza
Rosedale Heights Public School
Beverley Glen Blvd.
Rosedale North Park
Edmund Seager Parkette
Jack and Buschie Kamin Education Centre
Atkinson Ave.
The Thornhill Club
Riverside Park
The Mill Cottage
Armstrong House
Thornhill Park
Martin House
Old Victoria Hall (plaque)
Homewood Hall
Oakbank Pond Park
Centre St.
Thornhill Presbyterian Church
MacDonald House
Thornhill School House (plaque)
Holy Trinity Church
Thornhill Nursery & Kindergarten
Promenade Mall
Bathurst Estates Park
Kayla's Children Centre
Global Education Academy
Netivot Hatorah Day School
Shmuel Zahavy Cheder Chabad School
Hefhill Park
Bathurst St.
Arnold Ave.
Spring Gate Blvd.
Heatherton Parkette
Arnold House
Gallanough Park
Spring Gate Blvd.
Yonge St.
Breakey Parkette
Clark Ave.
Beth Avraham Yoseph of Toronto ("the BAYT")
Garnet A. Williams Community Centre
Spring Farm Marketplace
York Hill Blvd.
Eitz Chaim School - Springfarm Branch
Yorkhill Elementary School
Winding Lane Park
York Hill Blvd.
York Hill District Park
Catholic Community Svc of York
Blessed Scalabrini Catholic Elementary School
York Hill Blvd.
Hilda Ave.
Vaughan Crest Park
Crest wood Rd.
ToysRUs
Discount Car & Truck Rentals
Sanction Skate & Snow
Henry's
Me Va Me Express
McDonald's
Mercedes-Benz Thornhill
Willowdale Subaru
Volvo Villa
Volkswagen Villa
Steeles Ave. W

LEGEND

- Commercial & Institutional Buildings
- Parks & Golf Clubs
- Key Destinations
- Existing Sidewalk
- Existing Cross Walk
- Recommended Cross Walk
- Community Identified Potential Traffic Calming
- Existing Pedestrian Connection
- Community Identified Potential Pedestrian Connection
- Community Identified Potential Rest Area
- Community Identified Potential Signage & Wayfinding
- Community Identified Potential Art Installation
- Existing Cycling Track
- Recommended Cycling Track
- Recommended Bicycle Repair Station
- Recommended Bicycle Rack
- Existing Street Trees
- Potential Street Trees
- Community Identified Potential Pollinator Garden
- Recommended Stormwater Management (City-Wide Urban Guidelines)
- Thornhill Vaughan Heritage Conservation District
- SPOHT Historical Walking Tour
- Main Walking Tour Routes
- Secondary Walking Tour Routes

** This map represents Recommended actions and projects based on community and stakeholder feedback. Feasibility of implementation and exact locations may vary and are subject to further analysis and refinement.*

COMPLETE STREETS

Atkinson Avenue . Centre Street . Hilda Avenue

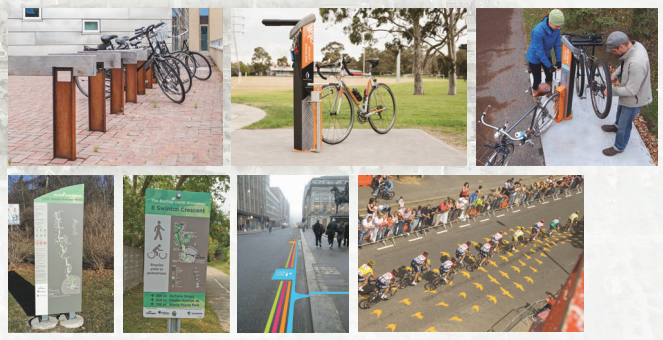
411

RECOMMENDED IMPROVEMENTS FOR PEDESTRIANS

• Implement predictable, consistent infrastructure to help those with disabilities and mobility issues. Consider surface materials to improve traction (e.g. tactile paving/detectable warning surfaces) and to provide a stormwater management function (e.g. permeable surfacing). Recommended site improvement will coordinate with AODA, City of Vaughan's Inclusive Design Standard, and City-wide Urban Design Guidelines.
• Implement more seating, shade (e.g. trees, gazebos, shade canopies) and shelter/weather protection opportunities. Seating and shelter will encourage more people to walk on street, and will create comfortable outdoor space for community interaction. Recommended site improvement will coordinate with City of Vaughan's Inclusive Design Standard, and City-wide Urban Design Guidelines.
• Provide separated facilities for pedestrians and cyclists within the road allowance and consider improving/implementing pedestrian crossing at key locations.

RECOMMENDED IMPROVEMENTS FOR CYCLISTS

• Provide separated in-boulevard infrastructure for cycling to improve comfort and safety of those riding bikes.
• Ensure adequate street lighting and visibility for bicycle use.
• Consider the year-round implications for cycling infrastructure (e.g winter snow or low hanging branches)
• Provide ancillary cycling infrastructure to support users based on City-Wide Urban Guidelines. (e.g. bike parking, repair stations, washroom facilities). Recommeded locations may vary.
• The pedestrian and cycling networks are coordinated with the transit network as per policies within the Official Plan.
• Provide more instructional/educational signage on how to transport bicycles on public transit.
• Provide more community-wide education and enforcement for rules of the road, including cyclists, e-scooters and e-bikes.



RECOMMENDED IMPROVEMENTS FOR TRANSIT USERS

• Improve signage at bus stops to clarify route information (e.g. which bus stops at that location) and provide additional signage to direct users to the next bus throughout the neighbourhood.
• Consider addition of wayfinding signage at bus stops to inform users of nearby amenities and to encourage users to explore the neighbourhood.
• Add shade structures/shelters, seating, and safety measures at bus stops and make strategic stops highly visible.
• Continue to advocate for fare coordination between independent transit systems (e.g. TTC, YRT, and VIVA)
• Increase frequency of buses to give riders more options.

RECOMMENDED IMPROVEMENTS FOR DRIVERS

• Consider implications to drivers sight lines and road conditions for driving (eg. low hanging branches and debris free catch basins to prevent roadway flooding)
• Consider traffic calming measures where appropriate (e.g. narrower lanes, planted gardens and trees in center island, trees with larger canopies). Measures and locations are subject to the City's further analysis.
• Provide more community-wide education and enforcement for rules of the road, including cyclists, e-scooters and e-bikes

IMPROVEMENTS OF WALKABILITY & ACCESSIBILITY

• Improve connections with GAWCC, neighbouring parks and schools, businesses and residential areas and extend trail network to create continuous walking loops.
• Provide seating and shade structure for resting and more instructional signage on directions and options for walking loops. Implement native shade trees and pollinator gardens and incorporate measures to ensure health and longevity.
• Implement comfortable and beautiful outdoor spaces with stop/rest stations, and areas to encourage community interaction.
• Implement wayfinding & interpretive signage so people are encouraged to explore more of their neighbourhood (e.g. promote destinations, historical heritage, ecological adventures, local services/amenities). The location of recommended wayfinding & interpretive signage responds to community request and follows City-wide Urban Design Guidelines.

ENVIRONMENTAL FUNCTIONALITY

• Improve biodiversity by planting a diverse selection of native trees and perennials. Native trees provide shade for pedestrians, cyclists, and drivers. Some tree species (e.g. Black Walnut and Catalpa) on the recommended tree list help maintain clean air and some (e.g. Black Willow and Mitten Tree) release chemicals in the air that benefit health and reduce anxiety. Native perennials in the bio-retention swale and pollinator garden contribute to wildlife habitats. Consider to add tree ID tags and brief introduction by community at key locations. Tree and pollinator garden locations are approximate and subject to further analysis from the City of Vaughan.
• Consider using recycled materials, such as recycled plastic and high density paper composite, as seating materials and consider use of natural materials, such as stone and reclaimed ash trees to create seating.
• Improve safety and access through incorporation of measures to reduce flood risk or mitigate associated impacts for street users at key locations on Centre Street (Centre & Atkinson, Centre at SE corner of Oakbank Pond).
• Consider using bio-retention swales, rain gardens, and infiltration trenches along Centre Street to mitigate flood risks by reducing peak flow and upgrade existing grass trench. Recommended locations coordinate with the Green Approach of City-Wide Urban Guidelines.
• Consider promoting environmental education through creative art and signage (e.g. art work could indicate the stormwater process or highlight native plants and pollinators).
• Consider using innovative energy for shade structure, signage, and lighting, such as solar panels and vertical wind turbines.

RECOMMENDED TREE LIST

Burr Oak
Swamp White Oak
Red Oak
Black Walnut
Black Willow
American linden
Catalpa
Hackberry
Tulip Tree
Hop Hornbeam
Mitten Tree

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 4

TITLE: APPEAL TO SIGN VARIANCE APPLICATION SV 20-004

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose
To present for Council to uphold Notice of Decision as informed by the recommendation of the Sign Variance Committee to REFUSE sign variance application SV 20-004.

Report Highlights
- The applicant is requesting to install one (1) two-sided digital billboard sign which is,
  - larger than permitted,
  - higher than permitted and
  - closer to two existing billboard signs than permitted.
- The Sign Variance Committee recommended that the Sign Variance application SV.20-004 be REFUSED

Recommendation
1. That Council uphold the recommendation of the Sign Variance Committee and Notice of Decision to REFUSE sign variance application SV 20-004.

Background
The applicant is requesting to install one (1) two-sided digital billboard sign at 251 Doney Crescent which is:
1. larger than permitted,
2. higher than permitted and
3. closer to two existing billboard signs than permitted.

251 Doney Crescent is currently zoned as EM1, which permits employment and commercial uses. According to Sign By-law 140-2018, billboard signs in Industrial Use or Commercial Use zones shall:

- not exceed a maximum *Sign Area* of 20.0 square metres for any single *Sign Face* with a total *Sign Area* of 40 square metres for all *Sign Face*s combined;
- not exceed 8.0 metres in height measured from the finished grade level at the base of the supporting structure;
- be set back a minimum of 600 metres from any other *Billboard Sign* located on the same side of the street.

Previous Reports/Authority

N/A

Analysis and Options

The proposed two-sided digital billboard sign is over 3 times larger than permitted, 1.65 times higher than permitted and less than 1/3 of the distance to another existing billboard signs than permitted.

The applicant referred to billboard signs along railway corridors. Council approved these signs under a Dynamic Digital Sign Network Agreement. The two-sided billboard signs in the agreement are ~3m x 9.1m per side (10 feet x 30 feet).

The digital sign proposed by the applicant is 4.2m x 14.6m for each side (~14 feet x 48 feet).

Summary/Analysis of Variances Requested:

Permitted size:	20.0 square metres on a single sign face
Proposed size:	61.32 square metres on a single sign face
Permitted size:	40.0 square metres for all sign faces combined
Proposed size:	122.64 square metres for all sign faces combined (61.32 square metres per sign face x 2 sign faces = 122.64 square metres)
Permitted height:	8.0 metres
Proposed height:	13.2 metres
Permitted setback:	600 metres to closest billboard sign going east or west
Proposed setback:	nearest billboard sign to the east is 191 metres and nearest billboard sign to the west is 472 metres

The applicant appeared before the Sign Variance Committee on September 24, 2020 (deferred) and October 15, 2020. On October 15, 2020, the Sign Variance Committee reviewed the application and recommended that Sign Variance application SV.20-004, be REFUSED.

Financial Impact

N/A

Broader Regional Impacts/Considerations

Region of York Engineering approval is not required for the proposed sign.

If Council finds merit and approves the sign variance application, it will set a precedent for size, height and location to existing billboard signs.

Conclusion

The Sign Variance Committee and Director of Building Standards find the proposed sign excessive in size, height and location to existing billboard signs, and do not support approval of the subject application.

If Council, however, finds merit in the application, a permit issued by the Building Standards Department is required.

For more information, please contact Jutta Court, Coordinator - Programs and Projects, ext. 8343.

Attachments

1. Submission Drawings
2. Sign Variance Committee Minutes
3. Notice of Decision
4. Request to Appeal Decision
5. Model Specifications DB-6400 14x48

Prepared by

Jutta Court, Coordinator - Programs and Projects, ext. 8343.
Elvio Valente, Manager of Zoning Services and Zoning Administrator, ext. 8374.
Ben Pucci, Director of Building Standards and Chief Building Official, ext. 8872.

Approved by

Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by

Nick Spensieri, City Manager

SCANNED TO AMANDA

Signage (v-shape) to be located within the limits of the Employment Areas as per Schedule E of the Bylaws, and that is not in the Ministry of Transportation (MTO) Permit Control Areas, routes or locations, as well as outside the TRCA controlled areas.

Height

The requirement contained in Section 15.1 part d), that signage not exceed 8.0 metres in height measured from the finished grade level at the base of the supporting structure, *be varied* to allow a billboard to be erected an additional 5.2 meters over the imposed limit.

The variance is required due to its location well below the overpass on the southeast side of the bridge. The actual base of the sign will be located nine meters below the grade level of the overpass. The additional height is necessary so that clarity and readability can be fully achieved without drivers exerting undue efforts to view it. The fact that the base of the sign will be located nine meters below the grade level of the overpass, an additional height of only 5.2 meters is required. This is similar to the digital sign erected on the northwest side of the overpass which exceeds the height limit of 8.0 meters.

Size

The requirement contained in Section 15.1 part c), that signage not exceed a maximum Sign Area of 20.0 square metres for any single Sign Face with a total Sign Area of 40 square metres for all Sign Faces combined, *be varied* to allow the sign area to be 62.43 square meters for each sign face.

In order to ensure visibility and readability, the surface area of the signage requested is 62.43 square meters with illumination limits according to section 19.1 of the bylaws. The additional 22.43 square meters is needed because, Highway 7 is major road with 8 lanes wide (including transit) compared to a city street with just 2-4 lanes wide.
The added sign face area will help to overcome the challenge of the extended distance the sign will be located, approximately 40 meters from the centre line of Highway 7.
The existing digital sign erected on the northwest side of the overpass also exceeds the sign face area by 20.0 square meters.
The proposed signage would blend and integrate into the surrounding properties without looking out of character.

Distance to other signs

The requirement contained in Section 15.1 part g), that signage be 600 meters from any other billboard, located on the same side of the street, *be varied* to allow a billboard to be erected 191 meters from the nearest billboard and 472 meters from the second nearest billboard.

A sign is located on the west side, a distance away of 472 meters away (1,549 feet) from the proposed sign. Its location on the other side of the tracks and the height of the overpass, is too far away to be affected by the proposed sign.

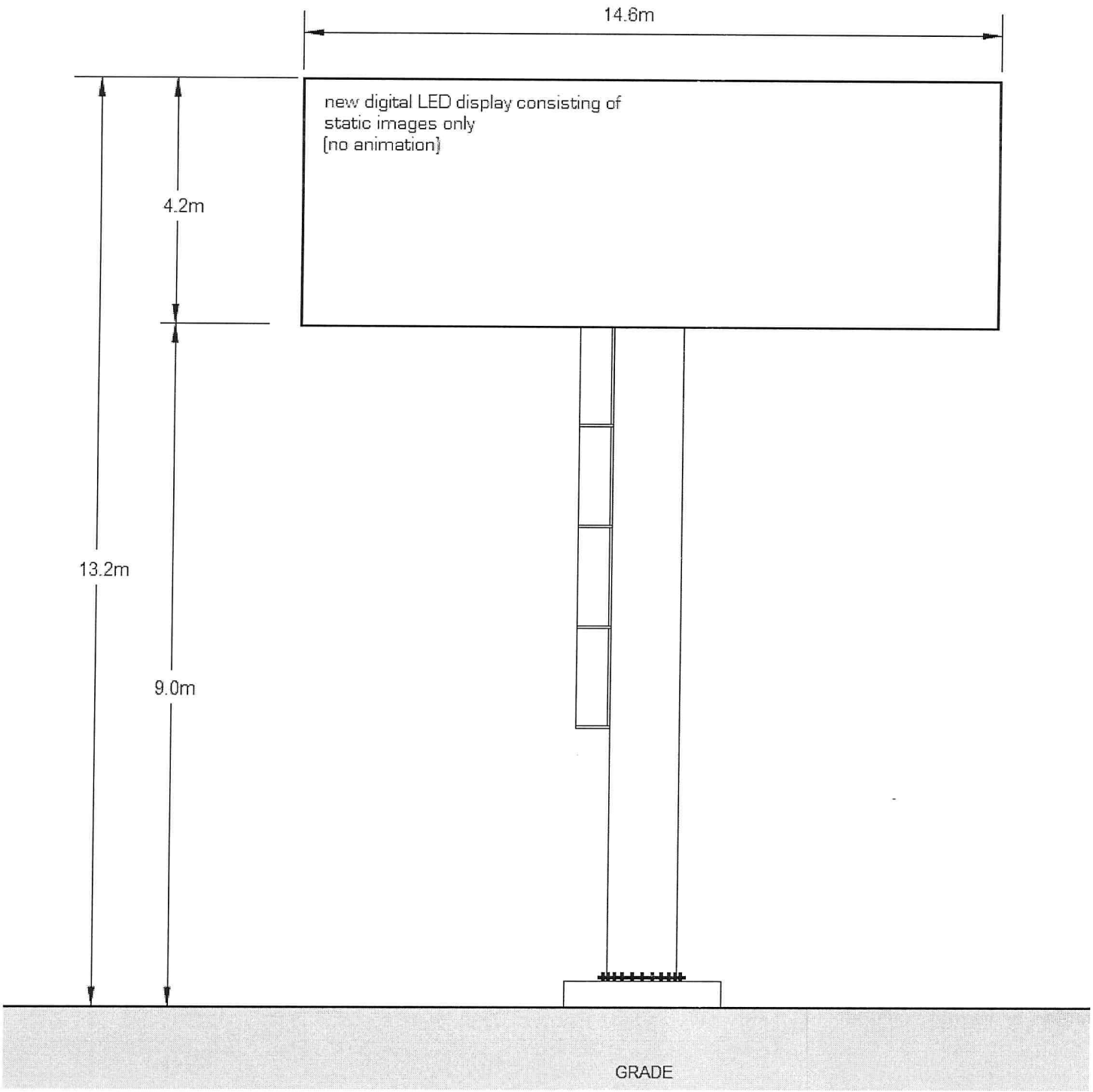
A current billboard exists 191 meters (626 feet) to the east facing Highway 7. This existing sign is a static board in an industrial zoned lot currently used for parking. The parking lot will soon be developed and the sign will most likely be removed. The proposed signage will have no effect on this existing sign as a large industrial building is situated in between the two signs.

Other Notes

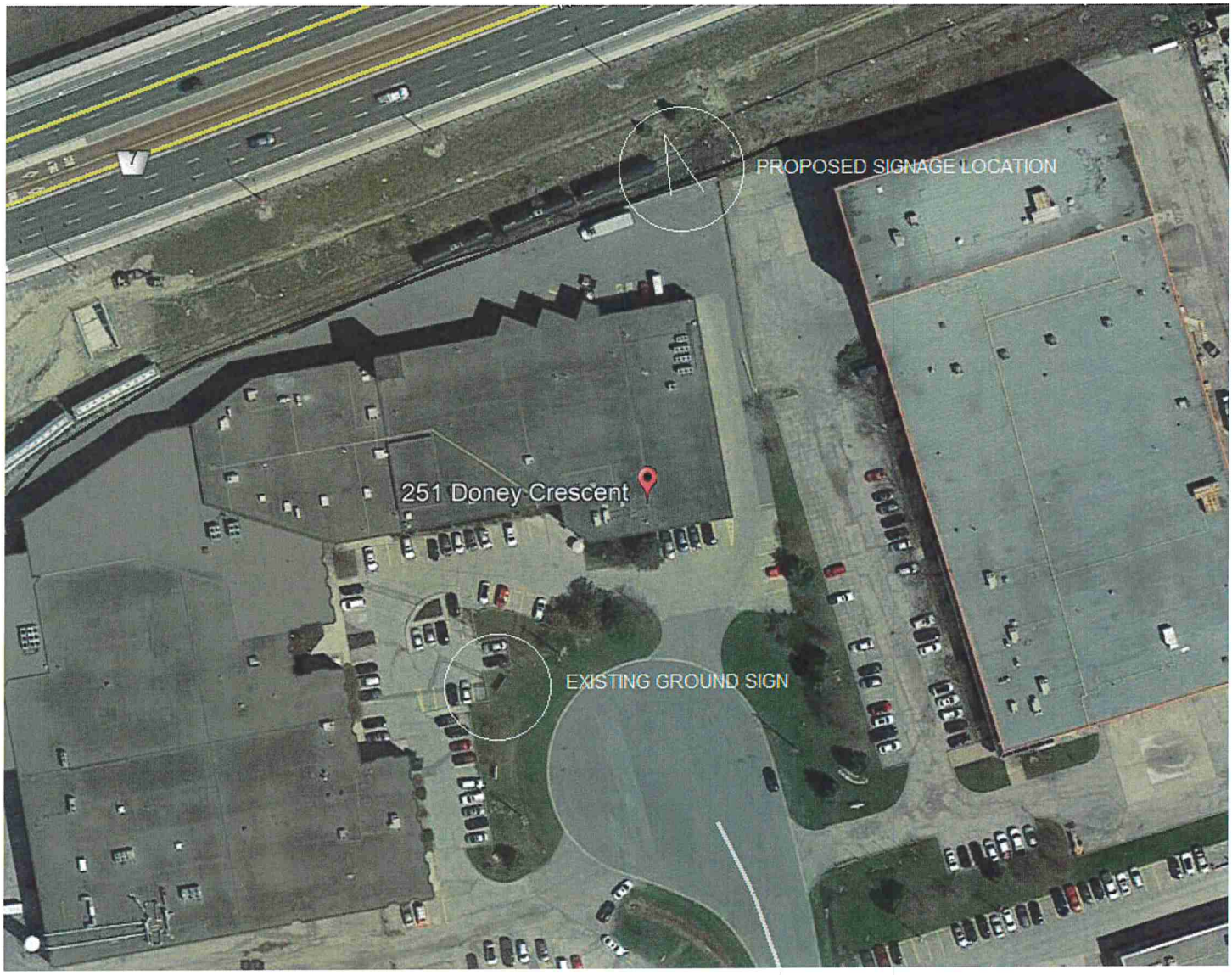
All provisions relating to digital signs will be respected as per section 19.1
With emphasis on
i. the Illumination shall not exceed 5,000 nits during the period between sunrise and sunset;
j. the Illumination shall not exceed 300 nits during the period between sunset and sunrise

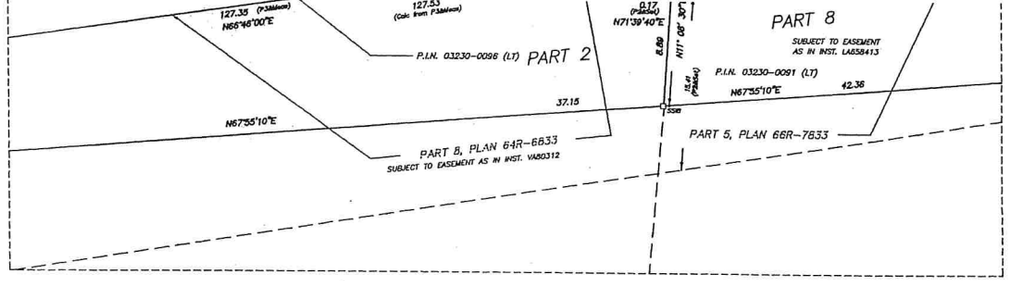
PROPOSED ARTTST RENDERTNG.

251 DONEY CRESCENT, CONCORD, ON



Aerial View


PROPOSED SIGNAGE LOCATION
251 Doney Crescent
EXISTING GROUND SIGN



6					
7			KRINOS FOODS CANADA LIMITED	ALL OF PIN 03230-0090 (LT)	137.1
8					50.6
9			KRINOS FOODS CANADA LIMITED	03230-0091 (LT)	310.4
					52.7

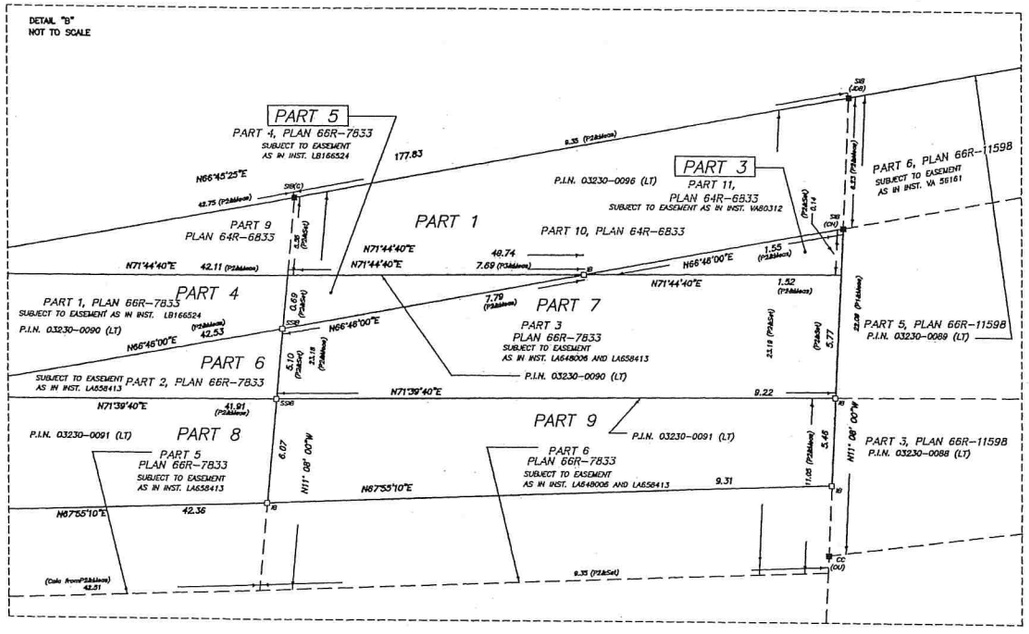
PARTS 1 AND 5 SUBJECT TO EASEMENT AS IN INST. VA56161
PARTS 2 AND 3 SUBJECT TO EASEMENT AS IN INST. VA80312
PARTS 7 AND 9 SUBJECT TO EASEMENT AS IN INST. LA848006
PARTS 6, 7, 8, 9 SUBJECT TO EASEMENT AS IN INST. LA658413
PARTS 4 AND 5 SUBJECT TO EASEMENT AS IN INST. LB166524

10 5 0 10 20 30 40 50 metres

ALEX MARTON LIMITED
ONTARIO LAND SURVEYORS

METRIC

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048



NOTES

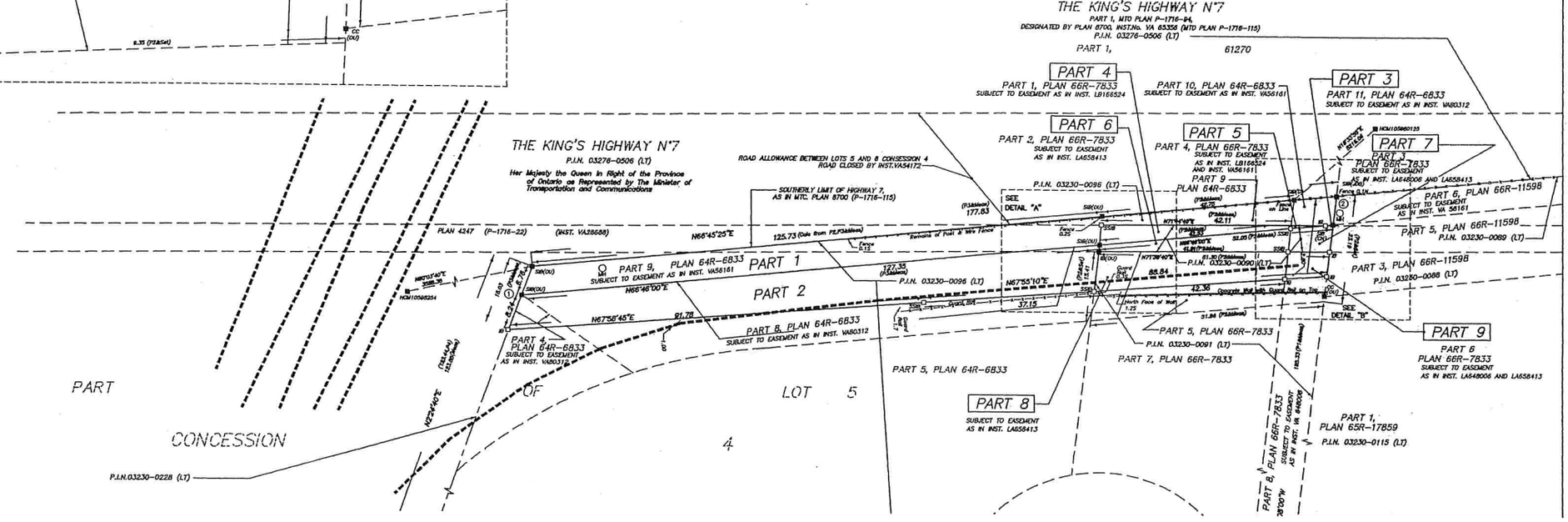
BEARINGS SHOWN ARE GRID BEARINGS DERIVED FROM HORIZONTAL CONTROL MONUMENTS 105980254 AND 105980125, AND ARE BASED ON ONTARIO COORDINATE SYSTEM, U.T.M, ZONE 17, CENTRAL MERIDIAN 81° WEST LONGITUDE (NAD-1983:ORIG).

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.99977787

HORIZONTAL CONTROL MONUMENTS (HCM
U.T.M, ZONE 17, CENTRAL MERIDIAN 81° WEST LONGITUDE (NAD-1983:ORIG).

POINT ID	NORTHING	EASTING
HCM 105980254	4848720.286	616993.789
HCM105980125	4855520.866	621917.811
1	4850503.928	620102.365
2	4850580.806	620266.014

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN



421

Attachment 2

CITY OF VAUGHAN
SIGN VARIANCE COMMITTEE
MINUTES

Thursday, October 15, 2020

Members:	Angela Palermo, Recreation Manager, Community Development and Planning
	Jeffrey Resendes, Senior Applications Expediter (Building Permits)
	Chrisa Assimopoulos, Urban Designer, Development Planning
Staff:	Laura Canestraro, P/T, Council/Committee Services Coordinator

The meeting was called to order at 2:43 p.m., with Angela Palermo in the Chair.

1. CONFIRMATION OF AGENDA

MOVED by Chrisa Assimopoulos
seconded By Jeffrey Resendes

That the Agenda be confirmed as presented.

CARRIED

2. DISCLOSURE OF INTEREST

There was no disclosure of interest from any member present.

3. ADOPTION OF MINUTES

MOVED by Jeffrey Resendes
seconded By Chrisa Assimopoulos

That the Minutes of the meeting of September 24, 2020 be adopted as circulated.

CARRIED

4. APPLICATIONS FOR CONSIDERATION

a. SIGN VARIANCE APPLICATION FILE NO. SV.20-004

DEFERRED FROM SEPTEMBER 24, 2020

OWNER: AMFISSA HOLDINGS LTD.
LOCATION: 251 DONEY CRESCENT
LOT 5, CONCESSION 4, WARD 4

Variance Requested/Required:

The applicant is requesting to install one (1) Billboard Sign which is closer to two existing Billboards, is higher and is larger than permitted.

By-law Requirements (140-2018):

Section 15 – Billboards
15.1 – Vacant Industrial/Commercial zoned lands
d. not exceed a maximum sign area of 20.0 sq.m for any single sign face and not exceed 40.0 sq.m
e. not exceed 8.0.m in height
h be setback a minimum of 600m from any other billboard

Variance Analysis:

Proposed size – per face = 61.32m x 2 = 122.64m
Allowed size – 20m per face, 40m total

Proposed height – 13.2m
Allowed – 8m

Setback to nearest Billboard to the east is 191m
Setback to nearest Billboard to the west is 472m
Allowed is 600m to closest Billboard going east or west

Rav Banwait appeared before the Committee with respect to the foregoing matter and provided a summary of the sign variance request.

MOVED by Jeffrey Resendes
seconded By Chrisa Assimopoulos

That Sign Variance application SV.20-004, be REFUSED.

CARRIED

5. OTHER BUSINESS

None.

6. MOTION TO ADJOURN

MOVED by Chrisa Assimopoulos
seconded By Jeffrey Resendes

That the meeting be adjourned at 2:59 p.m.

CARRIED

Attachment 3

October 21, 2020

Rav Banwait c/o
Amfissa Holdings Ltd.
251 Doney Crescent
Vaughan, Ontario
L4K 1P6

NOTICE OF DECISION

Re: Sign Variance Application #20-004
Owner: Amfissa Holdings Ltd.
Location: 251 Doney Crescent
Lot 5, Concession 4
Ward 4

Dear Sir/Ms.

We have completed the review of your application for sign variance.

Request for minor variances are reviewed based on the merit of the application, and informed by the recommendations of the sign variance committee. Accordingly, we wish to advise you that your application has been **REFUSED.**

Furthermore, By-law 136-2017 provides that:

"where an applicant wishes to appeal the refusal to their application, the applicant shall deliver a notice of appeal in writing to the City Clerk's Department within 7 days of being served with the decision. Council shall review the appeal and make a final determination to uphold or vary the decision."

Therefore, a notice of appeal may be filed within the prescribed timeline to City Clerk's Department. Please quote the sign variance application number in your notice of appeal.

Sincerely,

Ben Pucci, P.Eng.,
Director of Building Standards Department, Chief Building Official

cc:
Rav Banwait
ravbanwait@gmail.com

Request to Appeal Decision

SIGN VARIANCE FILE NUMBER SV.20.004

Dear Ben Pucci,

I would like to appeal the decision of the sign variance committee.

I had two very productive discussions with the committee and appreciated their feedback and revised my application to reflect their comments. It was very disappointing when my application was refused, especially since I was requesting variances that had been previously approved by the City. This sign would blend and integrate into the surrounding properties and maintain consistency with other signage across Highway 7.

I revised my application to reduce the signage size by over 40% to a maximum size of 3.3m by 11m. This would be in keeping with other signage (boards, bridge ads) installed across the City, which vary greater than 20 sq.m. (i.e. signage at Islington and Steeles is over 63 sq.m).

The committee raised a question regarding a building planned for the future in the same vicinity. Upon further investigation, the building department has confirmed it is still in the early stages of a site approval plan. Secondly, the building is to be located on the southwest side of the railway corridor. Thirdly, the proposed sign will be more than 450m away to the east. Yet, two signs exist adjacent to the proposed building location within 132m.

Several local businesses have expressed interest and are excited about utilizing the new billboard in Vaughan. The proposed billboard will reduce the assortment of lawn signs, sidewalk signs, H-frames, utility pole tags, flag pole signs facing the streets by 20-25%.

A growing number of small and large businesses in Vaughan are looking for ways to advertising their businesses so they can attract customers during this pandemic with hopes of growing their business to survive these unprecedented times. (i.e. Krinos, largest distributor and manufacturer of Greek Food in Canada has been patiently for this opportunity to advertise and grow their business in Vaughan

The variance for height was addressed and accepted at the September 24, 2020 meeting.
The variance for distance to other signage was addressed and accepted at the September 24, 2020 meeting.

I am attaching some of the material presented at the committee to provide some additional information to illustrate how this sign would blend and integrate into the surrounding properties and maintain consistency with other signage across Highway 7.
I trust that you will agree that this sign is no different than the other signs approved by the city, and you see the merits of approving the variances and allow the sign to proceed.

Thank you,

Rav Banwait

DB-6400 14'x48' PRODUCT SPECIFICATIONS

Attachment 5

Power Requirements:
32 Amps
Brightness*:
8,500 nits when shipped;
5,000 nits at year 10 guarantee
Service Access:
Front and rear access-standard
Environmental Protection:
Fully-sealed IP-67 module, fully-sealed power supply, and PLR
LEDs per Pixel:
3 color matched LEDs: 1 red, 1 green, 1 blue
Viewing Angle:
160° H x 70° V
Compliance Information:
UL, cUL, UL-Energy Verified, IBC 2012, FCC Compliant
Operating Temperature:
-30° to +120° F (-34° to +49° C)

Contrast:
High-contrast, non-reflective louver design
Color Capability:
19 bit - 144 quadrillion
Light Control Standards:
Complies with local, federal, and industry light output standards
Diagnostics:
Advanced diagnostics checks the following:
- Module and display temperatures
- Display dimming
- Non-visual alerts
- Visual inspection

Filterless Display:
Less maintenance, sealed components with increased reliability
Integrated Control System:
- Governs hold times
- Limits media to static images

Display Calibration:
Factory calibrated individual LEDs
Display Dimming:
256 dimming levels
Snap™ Technology:
Automatically blend new modules with existing
Visual Verification:
- Webcam
- Retractable webcam arm (where applicable)

SmartLink™:
Remote control and redundant communication
Multidirectional Light Sensor System:
Multi-direction sensing with power-saving algorithms
Surge Suppression:
Standard

DIGITAL BILLBOARD MODEL SPECIFICATIONS

SIZE (INDUSTRY NAMES)	DISPLAY SIZE ACTIVE AREA	OVERALL DISPLAY SIZE	ROWS AND COLUMNS	PIXEL SPACING (MM)	DISPLAY WEIGHT	OPERATING AMPS**	POWER REQUIREMENTS
14' x 48' (Bulletin)	13'2" x 47'3"	13'8" x 47'9"	200 x 720 240 x 864	20 MT 16 MT	6,550 lbs (2,977 kg)	15 amps	64 amps

*Brightness can be adjusted to meet local regulations.
**Measurements based on content over a 24 hour period.
For precise measurements, request a Daktronics shop and riser drawing.

DAKTRONICS.COM E-MAIL: SALES@DAKTRONICS.COM

201 Daktronics Drive, PO Box 5128, Brookings, SD 57006
Phone: 1-800-325-8766 or 605-692-0200 Fax: 605-697-4746
DD3553702

DAKTRONICS

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: INCREASE IN THE VFRS FTE COMPLEMENT OUTSIDE OF NORMAL BUDGET CYCLE

FROM:
Nick Spensieri, City Manager

ACTION: DECISION

Purpose

To seek approval for an immediate increase in the complement of fulltime firefighters and to provide an overview and context for the request of the addition of the 8 (eight) Full Time Equivalents (FTE).

Report Highlights

- Historical/legacy gaps related to collective bargaining have led to an understaffed operational posture.
- Request and background context for the immediate addition of 8 (eight) fulltime firefighters.
- Coupled with attrition hires and operational changes to vacation scheduling, we should be better positioned by the end of 2022.
- An estimated financial impact of $979,416.

Recommendation

1. That the request for an immediate addition of 8 (eight) fulltime firefighters and the appropriate budget increase to the Vaughan Fire and Rescue Service (VFRS), be approved.

Background

Over the past two decades there have been many changes that impact firefighter staffing levels and how many firefighters it takes to staff one fire apparatus 24 hours a day/7-days a week. These changes have been a result of collectively negotiated leave

provisions, provincial decisions related to workplace injuries and operational pressures. These changes include the following:

- Sick time leave provisions
    - Over the past two decades improvements to firefighter sick leave provisions (including the introduction of critical leave) have improved which results in increased time away from work, which impacts daily staffing levels. Improvements in sick leave entitlement was never reflected in changes to historic staffing calculations.

- Vacation entitlement
    - Firefighters receive vacation entitlements as outlined in the collective agreement of up to 7 weeks annually. This vacation entitlement has increased over the past two decades but was never reflected in changes to historic staffing calculations.

- Statutory holidays
    - Firefighters receive lieu time (in lieu of statutory holidays) as outlined in the collective agreement of 13 days (day=12 hours) annually. This entitlement has increased over the past two decades but was never reflected in changes to historic staffing calculations.

- Bereavement leave
    - Firefighters receive bereavement leave as outlined in the collective agreement. This entitlement has increased over the past two decades but was never reflected in changes to historic staffing calculations.

- Workplace injuries & presumptive legislation
    - In the time since the historic 20 firefighters equals one fire apparatus staffing calculation was implemented there have been several significant changes related to the management of workplace injuries and illnesses.
    - Not only are firefighters entitled to the same WSIB provisions as all other workers, in addition they have been granted presumptive legislation in three areas (occupational cancers, heart injury and post-traumatic stress disorder). Presumptive legislation entitlements assume that the firefighter has suffered a workplace injury/illness as long as all conditions (different for each case) are met. This has dramatically increased the prevalence of firefighter leaves related to WSIB claims.

- Pregnancy & parental leaves
    - The provisions related to pregnancy and parental leave have grown exponentially over the past two decades. This includes both bargained

changes at the local level, as well as provincial and federal changes that impact pregnancy and parental leaves.
    - These leaves, as they currently apply, were not considered in historic staffing calculations.

- Modified work
    - There is an obligation of the employer to provide modified work for non-occupational injury and illness. This has a daily impact on staffing as these firefighters are in the workplace, but not assigned to fire apparatus.
    - These leaves, as they currently apply, were not considered in historic staffing calculations.

- Operational pressures
    - The operating pressures of fire departments have changed dramatically over the years, especially for departments like the Vaughan Fire & Rescue Service that grew so much, so fast.
    - When the 20 firefighters per fire apparatus staffing calculation was first surmised most fire department training was done in the form of “drills” at the station when in service. The historic training was not as technical, did not involve third party certifications, rarely involved examinations, and did not require a fire apparatus to travel to a central training facility or require firefighters to “come off the trucks” to take specific courses.
    - As firefighter training evolved, modernized and improved the staffing calculations were never adjusted to reflect the modern needs.

The analysis of fire apparatus staffing calculations concludes the following:

- The historic calculation of 20 firefighters equaling one fire apparatus is no longer accurate and was never adjusted to meet modern staffing demands.

- The modern staffing calculation requires hiring a minimum of 22 firefighters to staff one fire apparatus 24 hours a day/7-days a week. Even using 22 firefighters to equal one fire apparatus will result in overtime and operational inefficiency at times.

Additional Actions Being Taken

In 2022, we will be utilizing a new selection method for vacation that should allow an additional 8 staff on duty across four platoons. This, coupled with the 8 new hires, would give us added flexibility with an extra 16 firefighters in the workplace and hopefully offset the overtime cost and the staffing shortage we are currently facing.

Previous Reports/Authority

N/A

Analysis and Options

- A fire apparatus staffed with only 20 firefighters will not, on average, be able to operate around the clock without incurring overtime. The result is that the historic fire apparatus staffing calculation is drastically understaffing our fire apparatus resulting in increased overtime costs, apparatus being out of service and reducing operational effectiveness.
- Callback overtime is barely allowing us to keep the absolute minimum of apparatus in service (13), and at times with below the normal number of staff, with technical assets/resources being down staffed just over 50% of the time.
- This request would permit the addition of 2-3 firefighters per platoon by December 2021.
- In the 10-day period from Monday, August 1, to August 9, the VFRS spent $147,000 on callback overtime.

Financial Impact

Each additional firefighter is expected to cost approximately $122,427 annually, including $116,257 in labour costs (including OT and benefits) and $5,900 in related non-labour costs for bunker gear, training, etc. The total estimated financial impact of hiring 8 firefighters is $979,416.

The prorated 2021 financial impact of hiring these additional firefighters, assuming a hire date of November 1, is expected to be $159,686. If required, any budget overage in 2021 may be offset by a transfer from Corporate Contingency.

Although some overtime cost is expected to be avoided with these additional firefighters, the exact amount is difficult to estimate due to the fluctuating operating pressures (e.g., leaves taken) described further above.

Broader Regional Impacts/Considerations

N/A

Conclusion

For the reasons noted above, it is recommended that this report be actioned as recommended and the VFRS be permitted to immediately add a complement of 8 fulltime firefighters.

For more information, contact: Andrew Zvanitajs, Fire Chief, ext. 6301.

Prepared by

Andrew Zvanitajs, Fire Chief, ext. 6301

In consultation with

Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer.
Christine Gianino, Chief Human Resources Officer.

Approved by

Nick Spensieri, City Manager

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD:** 2

TITLE: INTERREGIONAL SERVICING AGREEMENT WITH YORK REGION AND LANDOWNERS AT 9301 RUTHERFORD RD, 9501-9601 HIGHWAY 50, 9701 HIGHWAY 50, AND THE HIGHWAY 50 CPR INTERMODAL TERMINAL

FROM:
Vince Musacchio, Acting Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek Council approval to execute a multi-party agreement between York Region, the City of Vaughan and various Landowners to provide the necessary water and wastewater servicing to properties located at 9301 Rutherford Road, 9501-9601 Highway 50, 9701 Highway 50, and the CPR Intermodal Terminal east of Highway 50 on the north side of Rutherford Road from the municipal services in Peel Region.

Report Highlights

- Several properties along Highway 50 are currently serviced (with municipal water and sewer connections) from Peel Region as servicing is not available from Vaughan or York Region.
- Existing servicing agreements between Peel and York Region will expire in 2021.
- Council approval is required to facilitate new servicing agreements with Peel, York, Vaughan and various Landowners to allow the continuation of municipal servicing from Peel Region.
- The consent of the City of Vaughan is required under the *Municipal Act, 2001* for the Region of Peel to provide servicing beyond its boundary.

Recommendations

1. That a By-law be enacted authorizing the Mayor and the City Clerk to execute the necessary multi-party agreement(s) between York Region, the City of Vaughan, and respective Landowners to continue to provide necessary water and sewer servicing from Peel Region to various properties on Highway 50 and Rutherford Road;
2. That the City of Vaughan consent to the Region of Peel providing servicing beyond its boundary; and
3. That the City Clerk circulate a copy of this report to York Region and Peel Region.

Background

The properties located at 9301 Rutherford Road, 9501-9601 Hwy 50, 9701 Hwy 50, and the CPR lands east of Hwy 50 on the north side of Rutherford Road are currently serviced (water and sewer) from Peel Region's municipal services. A location plan is included in **Attachment 1**. Vaughan and York Region were unable to provide municipal water and sanitary services to the lands and Peel Region agreed to provide water and sanitary servicing to the lands. Two previous agreements were executed to provide municipal water supply and sanitary sewage to the subject lands:

- York-Peel Water and Sewer Service Agreement
- York-Landowners Water and Sewer Service Agreement

The York-Peel servicing agreement was recently amended in April 2021 to extend the expiration to December 31, 2021 pending finalization of a new agreement. This agreement is between York Region and Peel Region.

The York-Landowners Agreement expired on December 13, 2019. A new servicing agreement is required to continue to provide municipal services to the subject lands from Peel Region. Vaughan will be a party to these new agreements with York Region and the various Landowners. Vaughan was not a party to the original agreements.

Previous Reports/Authority

There are no previous reports on this matter.

Analysis and Options

Several properties east of Highway 50 between Rutherford Road and Major Mackenzie Drive currently receive municipal servicing from Peel Region

Several properties east of Highway 50, from Rutherford Road to Major Mackenzie Drive (9301 Rutherford Road, 9501-9601 Hwy 50, 9701 Hwy 50, and CPR lands east of Hwy 50 on the north side of Rutherford Road) currently receive water and wastewater servicing from Peel Region.

York Region, Peel Region and the respective Landowners entered into servicing agreements (York-Peel in 1999, York-Landowners in 2000) to provide municipal water supply and wastewater servicing to the subject lands. Neither the City of Vaughan nor York Region had existing municipal services on Highway 50 to service the subject properties. The agreements allowed for the servicing to continue for a 20-year period.

The City is currently reviewing the ultimate servicing needs for the West Vaughan Employment Area via the ongoing Official Plan Review and supporting Integrated Urban Water Plan Study. However, given the size and isolating nature of the existing CPR Intermodal Yard, it will not be financially feasible to extend services from Vaughan or York Region to these properties at this time.

Existing servicing agreements will expire and therefore new agreement are required

The recently amended York-Peel agreement will expire December 31, 2021 and the York-Landowners servicing Agreement has now lapsed. Accordingly, new agreements are required to continue providing municipal servicing from Peel Region as water and wastewater servicing from Vaughan and York Region are unavailable along Highway 50 and other servicing options are not currently feasible.

York Region is in receipt of requests from the landowners to execute the new agreements with Peel Region and Vaughan to continue receiving municipal servicing from Peel Region.

Peel Region have agreed in principle to continue to provide municipal servicing per the amended York-Peel agreement, subject to a new servicing agreement with York Region. Accordingly, a subsequent servicing agreement between York Region, Vaughan and the Landowners will also be required. Notwithstanding, Vaughan was not requested to be signatory to the original agreements.

Formal resolution from Vaughan Council is required to enter into new servicing agreements

The consent of Vaughan is required under Section 19 of the *Municipal Act, 2001* for Peel to provide services within Vaughan's boundaries. As a result, York Region has requested a formal resolution from Vaughan Council to enter into these new agreements.

Financial Impact

There are no requirements for new funding because of this report. Peel Region will be billing the landowners directly for water and wastewater.

Broader Regional Impacts/Considerations

York Region has been working with Peel Region, the various landowners, and the City of Vaughan in trying to finalize the necessary Servicing Agreements that would allow for the continued servicing of the properties from Peel's services. York Region has also advised the City that it requires a formal resolution from Vaughan Council to enter into the required multi-party Servicing Agreement.

Conclusion

The properties located at 9301 Rutherford Road, 9501-9601 Highway 50, 9701 Highway 50, and the CPR Intermodal lands east of Highway 50 on the north side of Rutherford Road currently receive their water and wastewater servicing from Peel Region.

Existing servicing agreements are set to expire at the end of 2021, and new agreements are required to continue to provide municipal water supply and sanitary sewage to the subject lands from Peel Region as City services are unavailable.

York Region has requested a formal resolution from Vaughan Council to enter into these new agreements.

For more information, please contact Michael Frieri, Acting Director of Infrastructure Planning and Corporate Asset Management, Ext. 8729.

Attachment

1. Location Plan

Prepared by

Carlos Couto, Project Manager – Development Charge Infrastructure, Ext. 8736.
Michael Frieri, Acting Director, Infrastructure Planning and Corporate Asset Management, Ext. 8729.

Consulted with

Colin Lyon, Legal Counsel, Ext. 8829

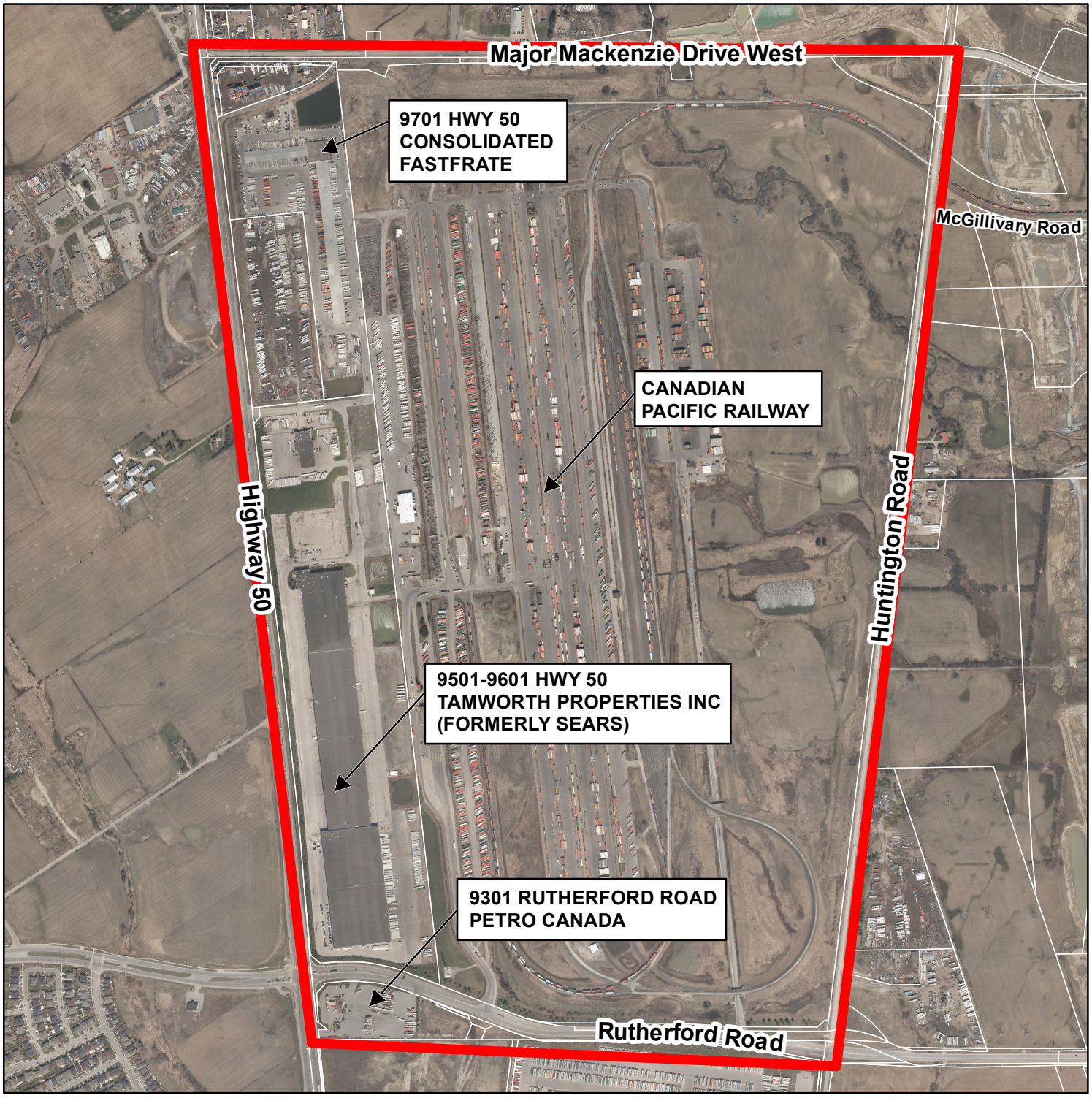
Approved by

Vince Musacchio,
Acting Deputy City Manager,
Infrastructure Development

Reviewed by

Nick Spensieri, City Manager

ATTACHMENT No. 1



INTERREGIONAL SERVICING AGREEMENT
YORK-VAUGHAN-LANDOWNERS SERVICING AGREEMENT

LEGEND

SUBJECT AREA

N

NOT TO SCALE

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CITY OF VAUGHAN - CORPORATE ASSET MANAGEMENT

DRAFTSPERSON: G.I.S.

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** 1; 3; 4

TITLE: MICRO-TRANSIT PILOT PROJECT

FROM:
Vince Musacchio, Acting Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose
To provide a status update on the Micro-Transit Pilot Project and to seek delegation of signing authority from Council to enter into agreements with York Region Transit and Metrolinx.

Report Highlights
- In October 2020 the Federation of Canadian Municipalities approved a grant under the Green Municipal Fund to fund 50% of the Micro-Transit Pilot Project to and from the Rutherford and Maple GO stations.
- Metrolinx and York Region Transit (YRT) are both supporting partners, and YRT will be the service provider for this pilot.
- The City will be entering into partnership agreements with YRT and Metrolinx for the implementation of this pilot project, which will start in Q1 2022 for a duration of 12 months minimum.

Recommendations
1. That a By-law be enacted authorizing the Director of Infrastructure Planning and Corporate Asset Management to execute the necessary partnership agreement(s) with York Region Transit and Metrolinx to facilitate the Micro-Transit Pilot Project; and

2. That the City Clerk circulate a copy of this report to York Region Transit, York Region and Metrolinx.

Background

The City of Vaughan, in partnership with York Region Transit and Metrolinx, is planning to undertake a Micro-Transit Pilot Project ("Pilot Project") to and from the Maple and Rutherford GO stations. The purpose of this pilot is to reduce the reliance on driving to these GO stations by offering more convenient ways to get to and from the stations. A feasibility study was completed in early 2020, which identified micro-transit as the preferred type of service and identified an implementation plan to deliver a 1-year pilot.

Micro-transit refers to on-demand, non-fixed route transit services which typically use smaller vehicles than conventional buses and are usually supported by a smartphone application (app). Pilot participants would download the transit on-demand app onto their mobile device. The app would allow the user to request a ride to one of the Rutherford or Maple GO stations up to one hour before needed, and the user would be able to see the location of the vehicle that will be picking them up in real time as well as an estimated time to arrival. Each rider would then gather at a pick-up location where there may be other customers in the neighborhood taking the same ride and wait to be picked up by the micro-transit vehicle.

The findings of the Shared Mobility Feasibility Study were presented to the Transportation and Infrastructure Task Force on June 3, 2020 and a staff communication was presented to Committee of the Whole on June 16, 2020. The completed feasibility study was also submitted to the Federation of Canadian Municipalities (FCM) to apply for a grant under the Green Municipal Fund. In October 2020, the City received approval from FCM for the grant to fund 50% of the pilot project. An official announcement was made by FCM on June 28, 2021 and the award letter is provided as **Attachment 1**.

Previous Reports/Authority

Staff Communication – Shared Mobility Pilot Feasibility Study Findings June 16, 2020

Analysis and Options

The goal of this Pilot Project to and from the Maple and Rutherford GO stations is to assess the effectiveness of micro-transit in reducing the reliance on driving to access these GO stations.

The objectives would be to:

1. Support the vision and transportation policies of the City of Vaughan, York Region and Metrolinx, particularly regarding equitable access to transportation,

reduced dependence on single-occupant vehicles, and supporting low-carbon mobility options.
2. Provide an economical means for the City to enable first and last mile transportation options for commuters who use the Rutherford and Maple GO stations.
3. Test the viability and potential market for this type of service.
4. Determine best practices for encouraging modal shift away from driving to micro-transit.
5. Estimate potential economic benefits both to users and to the broader society. These benefits include reduced traffic congestion, travel time, and environmental impact (reduction of greenhouse gas emissions).

The Primary Service Area (PSA) for the Pilot Project is roughly bounded by Weston Road, Bathurst Street, Major Mackenzie Drive, and Highway 7/Rutherford Road. The PSA covers a population of approximately 74,800 residents. This boundary provides a well-defined target area for the Pilot Project and was a key consideration in determining a preferred type of service and market size in the feasibility study.

The completed Feasibility Study established a solid foundation for implementation of the pilot

Four practical solutions were assessed in the feasibility study. They were evaluated against a consistent set of factors which align with the City of Vaughan's goals for the service and were applicable to all solutions developed and applied. The solutions were evaluated against elements that would achieve strategic, financial, economic, and market-readiness goals. The evaluation concluded that micro-transit would be the preferred type of service for this Pilot Project.

The completed feasibility study provides a solid foundation for implementing the proposed Micro-Transit Pilot Project. It also provides a template for how the City can assess the potential to improve mobility at other key nodes that experience similar challenges of few first and last mile options and increasing traffic congestion, while addressing a growing desire by the City and its citizens to move toward more sustainable, inclusive transportation systems.

York Region Transit and Metrolinx support and agreed to be partners in implementing the pilot and agreements with these agencies would be needed

Metrolinx and York Region Transit were consulted throughout the development of the Feasibility Study through regular status update meetings. Results and

recommendations from the study were presented to York Region Transit and Metrolinx. Both agencies were in support of implementing the recommended micro-transit service at Rutherford and Maple GO stations and provided letters of support in the City's application for the FCM grant.

York Region Transit has experience implementing similar forms of micro-transit in other municipalities and has agreed to be the service provider for this pilot. An agreement with York Region Transit as a service provider would be needed.

Metrolinx is also interested in partnering with the City in studying the effectiveness of micro-transit as a first and last mile option for commuters driving to and from GO stations. They will be partnering with the City by providing pick up / drop off areas for the micro-transit service, promoting the service at the GO stations and sharing data collected from the pilot. A data sharing agreement with Metrolinx would be needed.

Staff request that Council delegate signing authority for the two partnership agreements noted above to the Director of Infrastructure Planning and Corporate Asset Management for the purposes of this Micro-Transit Pilot Project.

Procurement for transportation project management and consultation and engagement services is underway

The City requires the services of transportation project management and consultation and engagement professionals to assist with preparing and implementing the pilot which include:

- Overall project management, day-to-day planning, technical analysis, and performance monitoring of the pilot project, working collaboratively with City staff, York Region Transit and Metrolinx.
- Community outreach, engagement, and communications components of the pilot, which will build awareness and encourage adoption of the new micro-transit service, and survey users and non-users to collect feedback to drive continuous improvement of the service.

The procurement process is underway, and a consultant is expected to be onboard later this year.

Financial Impact

Planning, Operations, and Evaluation would span approximately 21 months, costing a total of $725,000 with 50% funded by the FCM grant

A detailed implementation plan has been prepared to serve as a blueprint for the deployment. It anticipates a 21-month process to plan, procure, market, deliver, and evaluate the pilot at a cost of $725,000. Since the City secured 50% funding through the Federation of Canadian Municipalities under the Transportation Networks and Commuting Options Pilot Project Initiative grant, the net contribution from the City would be $323,000. This portion was approved through the City's 2020 budget process.

Broader Regional Impacts/Considerations

The lack of first and last mile mobility options is often a key barrier preventing commuters from utilizing public transportation. With the COVID-19 situation, concerns around physical distancing, contactless payment, and flexibility in travel routes are added barriers towards taking public transit. Testing and understanding commuters' attitudes and preferences towards micro-transit services could eventually be used as a tool to address and help people transition back to taking all forms of public transit services.

The City's partnership with York Region Transit will allow commuters around GO stations to have more first and last mile mobility options, allow the City and YRT to test more flexible service options other than conventional fixed route bus service during a time of reduced ridership and continue to drive ridership for higher order transit services such as GO transit.

Conclusion

The implementation of this Micro-Transit Pilot Project is just one early step in Vaughan's vision to enhance mobility at GO stations and beyond. It provides a solid foundation for the next steps of procuring and implementing micro-transit services in other areas of the City. It also provides a template for how the City can assess the potential to improve mobility in partnership with York Region Transit at other key nodes that experience similar challenges of few first and last mile options thereby increasing traffic congestion and builds on the growing desire by the City and its residents to move toward more sustainable, inclusive transportation systems.

Staff will provide status updates to council with progress and findings from the pilot.

For more information, please contact Michael Frieri, Acting Director, Infrastructure Planning and Corporate Asset Management.

Attachment

1. Award letter from Federation of Canadian Municipalities.

Prepared by

Selma Hubjer, Manager, Transportation Planning, Infrastructure Planning and Corporate Asset Management.
Winnie Lai, Transportation Project Manager, 8192.

Approved by

Vince Musacchio, Acting Deputy City Manager, Infrastructure Development

Reviewed by

Nick Spensieri, City Manager

FCM FEDERATION OF CANADIAN MUNICIPALITIES / FÉDÉRATION CANADIENNE DES MUNICIPALITÉS

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Président
Bill Karsten
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Vicki-May Hamm
Mairesse
Ville de Magog, QC

Chief Executive Officer
Cheffe de la direction
Carole Saab
Ottawa, ON

October 14, 2020

His Worship Mayor Maurizio Bevilacqua
and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Project Title: Using micro-transit for first/last mile travel from Rutherford GO Station
Project Number: GMF 16841

Dear Mayor Maurizio Bevilacqua and Members of Council:

On behalf of the Green Municipal Fund (GMF) Council and FCM's Executive Committee, I would like to congratulate the City of Vaughan on its successful funding application for the above-noted initiative.

It is my pleasure to confirm that the City of Vaughan has been approved for a grant in the amount of up to $357,170.

In the near future, Mr. Kamal Kakish will contact the City of Vaughan to finalize the agreement for this funding. FCM's obligation to fund the above-noted initiative will only become binding once the agreement is signed.

FCM, in partnership with the Government of Canada, oversees public announcements regarding GMF-funded initiatives. In the near future, our media relations team will contact the municipality to discuss the process for a public announcement. Until that time, before making any public statements related to the status of the application process for GMF funding (with the exception of reporting to Council), please contact the FCM media team at 613-907-6395 or by email at media@fcm.ca.

…/2

10, rue Rideau Street,
Ottawa, Ontario

Mailing address/
adresse postale
24, rue Clarence Street,
Ottawa, Ontario K1N 5P3

T. 613-241-5221
F. 613-241-7440

www.fcm.ca

Thank you for your interest in GMF. We look forward to working with you to improve the quality of life in your community, and to sharing the results of your initiative with communities across Canada.

Sincerely,

Ben Henderson
Chair, Green Municipal Fund Council

BH/KK:uf

cc: Mrs. Winnie Lai, Transportation Project Manager, City of Vaughan

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: NOISE BY-LAW AMENDMENTS WITH RESPECT TO DELIVERIES

FROM:
Gus Michaels, Interim Deputy City Manager, Community Services

ACTION: DECISION

Purpose

To seek Council approval to amend Noise By-law 062-2018, as amended, in line with recent amendments to the *Municipal Act, 2001*, S.O. 2001, c. 25 (the "*Municipal Act*") to prohibit regulation of noise caused as a result of deliveries to certain businesses, as well as minor by-law amendments to provide greater clarity.

Report Highlights

- As of September 19, 2021, the *Municipal Act* now prohibits municipalities from regulating noise that is a result of deliveries to retail businesses, restaurants, bars, cafes, hotels, motels and goods distribution facilities.
- The recommendations of this report will bring Vaughan's Noise By-law in line with the *Municipal Act*, as well make some minor amendments to provide greater clarity on the regulation.

Recommendations

1. That Council adopt the recommendations provided in Attachment 1 of this report; and
2. That Council authorize staff to undertake any other actions required to implement the recommendations of this report, including any consequential amendments to by-laws.

Background

Throughout the COVID-19 global pandemic, the Government of Ontario has introduced regulations to manage the changes in the way we live, work and play. One such priority has been to ensure that businesses in our communities can continue to supply the goods and services we depend on. As a result of the social distancing, stay-at-home orders, and business operation restrictions during this period, use of delivery services has become more common for both businesses and consumers.

The Province, through the *Municipal Act*, gives municipalities the authority to regulate noise, and specifies what can be regulated. In order to mitigate the impacts of greater volumes of deliveries on traffic congestion during the day, the Province is removing the authority for municipalities to regulate noise generated as a result of deliveries to the following types of businesses:

1. retail business establishments;
2. restaurants, including cafes and bars;
3. hotels and motels; and
4. goods distribution facilities.

The current Noise By-law prohibits “loading and unloading” of trucks and commercial transport vehicles at certain times in certain areas, including:

- so as to make noise which might disturb a residential neighbourhood, in which the prohibited times are currently between 11:00 pm of one day and 7:00 am of the next day, or at any time on Sundays and Statutory Holidays;
- within a residential neighbourhood from 7:00 pm to 7:00 am; and
- within a “Quiet Zone” from 7:00 pm to 7:00 am, within 250 meters of all exterior walls of a hospital, nursing home, or seniors’ retirement facility.

This change means that these deliveries to specific types of businesses will be allowed to occur as of September 19, 2021, the date of enactment of this amendment to the *Municipal Act*.

Additionally, staff have identified some additional changes to improve the transparency of regulation, based on the following:

- **Back-up beepers:** The Noise By-law currently prohibits unnecessary “Motor Vehicle Noise” such as the sounding of horns, or revving of engines, or the squealing of tires of any motor vehicle on any property other than a highway. Staff sometimes receive complaints about “back-up beepers” on trucks, safety devices which are added to many large commercial vehicles which always beep when the vehicle is reversing in order to warn pedestrians and motorists behind

the vehicle. Staff intend to clarify that these beepers are considered necessary, in order to best protect pedestrians and other motorists, and are therefore exempt from the prohibition of “unnecessary noise”.

- **Authority of enforcement officers:** In line with ongoing standardization of City by-laws, staff would like to add more information with respect to what officers are allowed to do, with respect to investigations.
- **Penalty options:** The Noise By-law, at present, allows for Provincial penalties if needed as an enforcement tool. In addition, staff have suggested adding the City-administered Administrative Monetary Penalties, which are intended to be lower than Provincial fines and non-punitive in nature, and if disputed, can be heard before an efficient municipally managed screening and hearings process.
- **Multiple by-laws:** This report also seeks to consolidate the by-law and its amendments, by introducing a new consolidated version to make by-law review more efficient and public digestion easier.

Previous Reports/Authority

Bill 215, Main Street Recovery Act, 2020
Municipal Act, 2001, S.O. 2001, c. 25
Item 22, Report No. 14, of the Committee of the Whole, Noise By-Law Revision Technical Amendment, April 11, 2018.
Item 8, Report No. 2, of the Committee of the Whole, Amendments to The Noise Control By-Law 96-2006, January 30, 2018.

Analysis and Options

No.	Current state	Recommendation	Reasoning
1	The Noise By-law prohibits deliveries at certain times in residential areas, Quiet Zones, and areas within 250 metres of a hospital. As of September 19, 2021, the Province is removing the authority for municipalities to regulate noise generated as a result of deliveries to the following types of businesses: 1. retail business establishments; 2. restaurants, including cafes and bars; 3. hotels and motels; and 4. goods distribution facilities.	To align the Noise By-law to reflect the changes in the Municipal Act.	To ensure the city’s regulations are aligned with provincial legislation.

2	The By-law prohibits unnecessary Motor Vehicle Noise, such as the Sounding of horns, or revving of engines, or the squealing of tires. Staff sometimes receive complaints about “back-up beepers” on trucks, safety devices which are added to many large commercial vehicles which always beep when the vehicle is reversing in order to warn pedestrians and motorists behind the vehicle.	To clarify that back-up beepers are necessary and therefore exempt from the ‘unnecessary noise from motor vehicles’ prohibition.	This will make the by-law more transparent and reduce complaint about back-up beepers.
3	The By-law does not provide detail with respect to the powers of Enforcement Officers.	To add that: • An Enforcement Officer may enter upon land within the City at any reasonable time for the purpose of carrying out inspections to determine whether the following are being complied with this By-law or a notice or order issued in accordance with this. • A By-law Enforcement Officer may: ○ Require, for inspection, the production of documents or things relevant to the inspection; ○ Inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts of them; ○ Require information from any person concerning a matter related to the inspection; ○ Be accompanied by such person or persons as the By-law Enforcement	To ensure the by-law is transparent about the powers and authorities of Enforcement Officers. To bring the by-law in line with the powers and authorities expressed in other regulatory by-laws.

		Officer determines is necessary if such person or persons possesses special or expert ○ knowledge related to the purpose of the inspection; and ○ Make examinations or take tests, samples or photographs necessary for the purposes of the inspection.	
4	The By-law allows for fines under the Provincial Offences Act, but has no provisions to issue lesser, non-punitive Administrative Monetary Penalties.	To add the option for Officers to issue Administrative Monetary Penalties in place of imposing fines. Penalty amounts are to vary in amount according to the impact of the violation on the community. To amend the AMPs By-law by including the new Noise By-law as a designated by-law.	To provide staff with a greater range of enforcement tools, with this one providing lower penalties than provincial fines, for use with more minor or first offences.
5	Currently, Noise By-law 062-2018, has two amendments and is not in the City's consolidated format.	To repeal the current by-laws and bring forward a new consolidated by-law that includes the amendments recommended through this report. Thus, the following by-laws would be repealed and replaced by a new Noise By-law: By-laws 062-2018, 168-2019, and 105-2020.	To provide greater regulatory transparency, by providing one consolidated by-law for easier review.

Financial Impact

No financial impact is anticipated as a result of the approval of the recommendations of this report.

Broader Regional Impacts/Considerations

The proposed amendments will ensure that the City's noise regulations are in line with provincial legislation.

Conclusion

Through these updates, the City continues to effectively collaborate with the Province to manage the impacts of the current pandemic.

For more information, please contact Gus Michaels, Director of By-law and Compliance, Licensing and Permit Services, ext. 8735.

Attachment

1. Proposed By-law Amendments.

Prepared by

Carol Ramchuram, Regulatory Policy Analyst, ext. 8783.

Approved by

Gus Michaels, Interim Deputy City Manager, Community Services and Director & Chief Licensing Officer, By-law & Compliance, Licensing & Permit Services

Reviewed by

Nick Spensieri, City Manager

Attachment 1 – Proposed By-law Amendments

Noise By-law Amendments

1. Add the whereas statement, “AND WHEREAS the Municipal Act prohibits municipalities from regulating noise that is a result of deliveries to retail businesses, restaurants, bars, cafes, hotels, motels and goods distribution facilities, however allows regulation of noise that is a result of other activities;”
2. Add Section 11(2), Applicability and Scope, add, the following text, “In line with the Municipal Act, this By-law does not apply to noise made in connection with deliveries of goods to any of the following:
    a. Retail business establishments;
    b. Restaurants, including bars and cafes;
    c. Hotels and motels;
    d. Good distribution facilities.”
3. Add Section 11(3) with the following text, “In line with the Municipal Act, Section 11(1), does not apply to noise made in connection with deliveries of goods to any of the following:
    a. Retail business establishments;
    b. Restaurants, including bars and cafes;
    c. Hotels and motels;
    d. Good distribution facilities.
4. Add the following to Section 15(1), “, which does not include back-up beepers or similar devices used by vehicles for safety purposes.”
5. Add Section 22(2) to (3) as follows, “
    a. An Enforcement Officer may enter upon land within the City at any reasonable time for the purpose of carrying out inspections to determine whether the following are being complied with this By-law or a notice or order issued in accordance with this.
    b. An Enforcement Officer may:
        i. Require, for inspection, the production of documents or things relevant to the inspection;
        ii. Inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts of them;
        iii. Require information from any person concerning a matter related to the inspection;

iv. Be accompanied by such person or persons as the Enforcement Officer determines is necessary if such person or persons possesses special or expert knowledge related to the purpose of the inspection; and
v. Make examinations or take tests, samples or photographs necessary for the purposes of the inspection."

6. Add Section 23 as follows, and sequentially renumber following sections:

"ADMINISTRATIVE MONETARY PENALTIES

(1) Instead of laying a charge under the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended, for a breach of any provisions of this By-law or failure to comply with a Notice under this By-law, an Officer may issue an administrative monetary penalty to the Person who has contravened this By-law.

(2) If a Person is required to pay an administrative monetary penalty, no charge shall be laid against that same Person for the same contravention.

(3) The amount of the administrative monetary penalty for a breach under this By-law is listed in Schedule 6.

(4) A Person who is issued an administrative monetary penalty shall be subject to the procedures provided for in the Administrative Monetary Penalties By-law, as amended or its successor by-law.

(5) An administrative monetary penalty imposed on a Person that becomes a debt to the City under the Administrative Monetary Penalties By-law, as amended or its successor by-law, may be added to the municipal tax roll and collected in the same manner as municipal taxes."

7. Add Section 26 as follows, and sequentially renumber following sections:

"26. REPEAL AND AMENDMENT OF OTHER BY-LAWS

(1) The following by-laws are hereby repealed: 062-2018 and all of its related amendments, including By-laws 168-2019 and 105-2020.

(2) Schedule 1 of the By-law is hereby amended by including this By-law as a Designated By-law.

(3) Schedules "1", "2", "3", "4", "5", "6" and any Publications NPC annexed hereto are hereby declared to form part of this By-law."

8. To delete Schedule 2 Row 3, and insert the following:

3	Loading, unloading, delivering, packing, unpacking, or otherwise handling any containers, produce, materials, or refuse whatsoever, unless necessary for the maintenance of essential services or as a result of deliveries to retail businesses, restaurants, bars, cafes, hotels, motels and goods distribution facilities.	19:00 hrs. of one day to 07:00 hrs. next day (09:00 hrs. on Sundays and Statutory Holidays)	19:00 hrs. of one day to 07:00 hrs. next day and all day Sundays and Statutory Holidays

9. To create Schedule 6, as follows:

Schedule 6

Offences and Corresponding Administrative Monetary Penalties

Section	Description	Fine Amount
4(1)(a)	Emit or cause to permit emission of Sound from a Stationary Source	$400
4(1)(b)	Emit or cause to permit emission of Sound from act in Schedule 1	$400
4(1)(c)	Emit or cause to permit emission of Sound from Schedule 2	$400
6(1)	Make any unusual Noise or likely to disturb inhabitants	$300
7(1)	Ring a bell, sound a horn or shout in a manner likely to disturb inhabitants	$200
8(1)	Use or operate or cause to be used or operated an air conditioner, heat pump, or similar device which has noise a level greater than 61 dBA	$200
9(1)	Use or operate or cause to be used or operated a pump, filtration or similar device which has a has a noise level greater than 55 dBA	$200
10(1)	Operate or cause to be operated, a construction vehicle or equipment during 19:00 and 7:00	$700
10(2)	Operate or cause to be operated, a construction vehicle or equipment on Sunday or statutory holidays	$700

11(1)	Load or unload a transport truck, commercial vehicle or other transport vehicle between 23:00 and 07:00	$200
12(1)	Discharge into the open air exhaust not through a muffler or other device that prevents loud or explosive noises	$100
13(1)	Operate or permit the operation of racing competitions between Motor Vehicles on a Property other than a Highway	$300
14(1)	Operate or permit the operation of go-kart activities on a Property other than a Highway within the City	$300
15(1)	Cause or permit unnecessary Motor Vehicle Noise	$300
16(1)	Operate or use or cause to be operated or used, a Sound Reproduction Device in a residential area so as to disturb peace and comfort	$200
16(2)	Noise from a Sound Reproduction Device not in compliance with Schedule 3, NPC-300	$400
16(3)	Operate or use or cause to be operated or used, Sound Reproduction Device, on a highway or public place	$800
16(4)	Operate or use or cause to be operated or used, a Sound Reproduction Device, originating from or in connection with a commercial establishment	$800
19(3)	Event creating Noise to exceed 55 dBA	$800

Administrative Monetary Penalties By-Law Amendments, 063-2019

1. To amend the Administrative Monetary Penalties By-law Schedule 1, 063-2019, to add the following row:

###-2021 [Added by section 26(2) of By-law ###-2021 on September 27, 2021.]	Noise By-law	Part 24.

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: EXTENSION OF TEMPORARY OUTDOOR PATIOS

FROM:
Gus Michaels, Interim Deputy City Manager, Community Services

ACTION: DECISION

Purpose

To seek approval from City Council to further extend the time frame that temporary outdoor patios may operate, in order to provide regulatory relief and support further economic recovery in the wake of the COVID-19 emergency.

Report Highlights

- Shortly following the emergency declaration in the City of Vaughan, City Council on June 29, 2020, approved a regulatory framework allowing temporary outdoor patios for eating establishments and banquet halls, with an expiry date of November 2, 2020.
- On October 21, 2020 when it became apparent that the COVID-19 emergency would continue indefinitely, City Council approved an extension of the regulatory relief to a date no later than 14 days after the termination of the emergency.
- With the Province having entered Stage 3 of its reopening framework, staff are recommending that temporary outdoor patios continue to operate up to November 30, 2021 or a date no later than 14 days after the termination of the emergency declaration, whichever date is later.
- The proposed expiry will continue the relief if the emergency continues through the autumn and winter months, but will otherwise terminate no later than November 30, if the emergency declaration is terminated before then, so as not to interfere with the parking requirements of other businesses.

Recommendations

1. THAT a further amendment to By-Law 094-2020, as amended, being the temporary use by-law to permit Temporary Outdoor Patios, be approved to allow for the expiry date of said regulation to be on the latter of November 30, 2021 or 14 days after the declaration of emergency has been terminated by the Head of Council;
2. THAT a further amendment to By-law 123-2013 as amended by By-law 095-2020 and 149-2020, be approved, to continue the exempt Temporary Outdoor Patios from Site Plan Control until November 30, 2021 or 14 days after the declaration of emergency has been terminated by the Head of Council;
3. THAT a further amendment to By-law 096-2020, as amended, being the by-law to provide eligibility criteria, performance standards and other requirements for the establishment of outdoor patios or the expansion of existing outdoor patios that are ancillary to municipally licensed eating establishments and banquet halls, during the declared COVID-19 Emergency, be approved to allow for the expiry date of said regulation to be on the latter of November 30, 2021 or 14 days after the declaration of emergency has been terminated by the Head of Council; and
4. THAT Staff be authorized to undertake any other actions required to implement the recommendations of this report.

Background

At its meeting of May 20, 2020, Committee of the Whole ("Committee") directed staff to bring forward a report, if possible, to the May 27, 2020, Council meeting exploring the possibility of relaxing City By-laws and Building Standards to enable the expansion of outdoor patios when bars and restaurants are allowed to reopen in the City, including locating them in parking lots if permitted by their landlords, to offer relief for restaurant owners to recover financial losses faced due to the COVID-19 pandemic restrictions.

Through the direction of Council, staff implemented the necessary processes thereby permitting temporary outdoor patios and the expansion of existing outdoor patios, accessory to eating establishments including restaurants and banquet halls across the City to enable a safe option of allowing additional outdoor seating capacity. Similarly, a number of other major municipalities in the GTA implemented same or similar initiatives, including the City of Toronto, Markham and other municipalities across York Region.

In Vaughan, there are currently approximately 430 Liquor Licenses issued to eating establishments, of which just over 130 currently include outdoor patios permitted to serve alcohol. There are approximately 1,000 eating establishments (about 960 restaurants and 40 banquet halls) holding a valid Vaughan Eating Establishment Business License within the City. Since the inception of the temporary outdoor patio

program, nearly 160 businesses have added or expanded outdoor patios. Establishment owners must register their patio with the City and meet all of the prescribed requirements; however, there is no fee for the one-time registration.

Previous Reports/Authority

(Council June 29, 2020, Item 1, Committee of the Whole, Report No. 30)
(Council May 27, 2020, Item 30, Committee of the Whole, Report No. 20)
(Council October 21, 2020, Addendum Item 2)

Analysis and Options

Throughout the pandemic, businesses have continued to eagerly take advantage of the regulatory relief, by allowing them to extend or create outdoor patios. As the Province continues to progress its phased-in reopening, staff have considered how to best continue to support eating establishments and banquet halls while accommodating the gradual reopening of other businesses. As its stands currently, under the existing regulations, if the emergency is terminated in the coming weeks, temporary outdoor patios will have to close down within 14 days of that date. Staff are of the opinion that if this is the case, there is still rationale for continuing to allow patios to the end of the season. However, as the weather cools and as the busy holiday shopping season commences, staff believe that the increasing demand for parking in shopping malls and plazas will make temporary outdoor patios less tenable. Of course, if the emergency continues and the Province reverts to shutdowns of varying degrees, there may not be a necessity to end the use of temporary outdoor patios.

As a result, Staff are proposing to extend the temporary patio initiative to a date of no later than 14 days after the declaration of emergency by the Head of Council is terminated or November 30, 2021 (a Tuesday), whichever is later. The date was chosen because it is two days after the likely busy Halloween weekend and it provides business owners two days to dismantle their outdoor patios. This date was also deemed to be the latest day before the busy holiday shopping season reaches its peak in December.

Staff propose to make this amendment to By-law 096-2020, which sets out eligibility and regulatory requirements, By-law 094-2020, which amended the City's Zoning By-law 1-88 by introducing the temporary use for temporary outdoor patios, and By-law 095-2020 which exempts temporary outdoor patios accessory to Eating Establishments and Banquet Halls from Site Plan Control. Under O. Reg. 345/20, as continued under the *Reopening Ontario (A Flexible Response to COVID-19) Act*, 2020, S.O. 2020, c. 17, process and timelines relating to zoning amendments for outdoor patios are currently exempt from sections 39 and subsections 34 (12) to (14.3), (14.5) to (15) and (19) of the

Planning Act R.S.O., 1990, c. P. 13, and paragraphs 4 and 5 of subsection 6 (9) of Ontario Regulation 545/06 under that Act. As such, Council's decision with respect to the temporary use is not subject to the typical notice requirements for zoning by-laws, and any further amendment to By-law 094-2020 is final and not subject to appeal to the Local Planning Appeal Tribunal.

Staff will continue to provide enforcement attention through increased monitoring and compliance-related activities to ensure that eating establishments and banquet halls that avail themselves of the regulatory relief comply with all relevant COVID measures and municipal operating requirements to mitigate health, safety and nuisance issues.

This report was prepared in consultation with Development Planning, Building Standards, Economic and Cultural Development, and Legal Services.

Financial Impact

There are no anticipated financial impacts to the City as a result of the recommendations of this report.

Broader Regional Impacts/Considerations

The recommendations in this report do not have a direct impact on other municipalities, the Region or any of its agencies. However, City staff will continue to work with the City's municipal, regional and agency partners in ensuring the most consistent approach to pandemic-related measures and relief.

Conclusion

As the Province moves to reopen and as businesses continue to suffer the impacts of closures and limited operation, staff continue to explore ways to responsibly, and with the greater interest of the public in mind, provide measured relief to local businesses. Staff are of the opinion that the continuance of these temporary regulations will demonstrably achieve both desired outcomes, while still establishing reasonable controls and regulations that support the greater public wellbeing, health and interests. Upon a decision of Council, By-law & Compliance, Licensing & Permit Services will work directly with Corporate and Strategic Communications and all other staff to ensure a timely release of any related communications on the continuance of this initiative.

For more information, please contact: Gus Michaels, Chief Licensing Officer and Director of By-law and Compliance, Licensing and Permit Services, ext. 8735.

Prepared by

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

Approved by

Gus Michaels, Interim Deputy City Manager, Community Services

Reviewed by

Nick Spensieri, City Manager

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: SINGLE SOURCE APPROVAL FOR ANIMAL SERVICES FLEET VEHICLE PROCUREMENT

FROM:
Gus Michaels, Interim Deputy City Manager, Community Services

ACTION: DECISION

Purpose

To award the procurement of four (4) customized Animal Services vehicles, in support of the Local Off-Leash Dog Area Strategy implementation plan.

Report Highlights

- Animal Services requires custom vehicles for use by new staff resources to support the implementation of the Local Off-Leash Dog Area Strategy implementation plan in 2021.
- The total value is projected to be $512,000.00 ($128,000.00 per unit).
- Weldexperts Inc. were the successful vendor for the procurement of customized animal services vehicles and have in-depth knowledge of the required specifications, as well as the necessary equipment and tools to complete the project within the required timeline.
- Vaughan Animal Services has sufficient approved budget available to complete this project.

Recommendations

1. That Council authorize a single source procurement for the procurement and customization of four (4) Animal Services vehicles;
2. That the project be negotiated with and awarded to Weldexperts Inc.; and
3. That the Director of Procurement Services be authorized to finalize and sign any necessary agreements.

Background

A previous capital project with identical scope was awarded to Weldexperts Inc. in 2019, pursuant to a competitive procurement process (T19-166). The project was completed under-budget and to the satisfaction of the user department as well as Fleet Services Management.

Previous Reports/Authority

The Committee of the Whole report for related Local Off-Leash Dog Area Strategy can be found at the following link:
CW (WS) - Report No. 31, Item 3 (June 2, 2021), adopted with amendment by Vaughan Council on June 22, 2021

Analysis and Options

Animal Services requires the procurement of four (4) purpose-built animal transport vehicles; three (3) approved to support the new local off-leash dog area strategy, and one (1) approved through the 2021 budget cycle with a new ARR position.

Under Section 3, Item 3.6 c) of the Corporate Procurement Policy (PS-003): *City Council shall approve the award of contracts where: c) the award is for a Single Source contract and the total cost of the contract exceeds $100,000*.

A single source award to Weldexperts Inc is aligned with the Corporate Procurement Policy under Section 4, item 4.2.4:

> c) there is a need for standardization or compatibility with goods previously acquired
>
> f) the ability of a specific vendor to deliver within the requested timeframe
>
> h) the required goods are to be supplied by a particular vendor having special knowledge, skills, expertise or experience

Having customized the previous Animal Services vehicles, Weldexperts has extensive knowledge in the customization of these specialized vehicles and can deliver the vehicles in an expedient timeline.

A competitive procurement process will result in additional delays to implementation, with a negative impact on service delivery to the public, as these processes have taken 12-18 months previously for final delivery.

Financial Impact

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

Broader Regional Impacts/Considerations

There are no broader regional impacts or considerations with this report.

Conclusion

Given that a satisfactory product built to Fleet Management Services specifications was received within the required timeframe, and that the vendor completed the project under budget, it is recommended to award the procurement and customization of the Animal Services vehicles via a single source to Weldexperts Inc. This will also ensure cost-efficiency, quality and consistency of Animal Services vehicles and shorten project timelines without necessitating additional advance planning and design phases. Due to the limited lead-time for recruitment and implementation of new off-leash dog areas across the City, approval is sought for single source procurement of these vehicles to expedite process and ensure delivery of service.

For more information, please contact: Susan Kelly, Manager Animal Services or Gus Michaels, Director By-Law and Compliance, Licensing & Permit Services.

Attachments

None.

Prepared by

Susan Kelly, Manager, Animal Services, ext. 8952.

Approved by

Gus Michaels,
Interim Deputy City Manager,
Community Services and
Director & Chief Licensing Officer,
By-law & Compliance,
Licensing & Permit Services

Reviewed by

Nick Spensieri, City Manager

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: UPDATE ON THE OUTSTANDING REPORTS LIST

FROM:
Nick Spensieri, City Manager
Wendy Law, Deputy City Manager, Administrative Services and City Solicitor

ACTION: DECISION

Purpose
To provide Committee with an update on the Outstanding Reports list and to seek approval for a future reporting schedule.

Report Highlights
- Outstanding Reports list tracks Council decisions that require further staff action with directions to report back to Council.
- The Outstanding Reports list is maintained by the Office of the City Clerk.
- Staff recommend that the list be circulated to Council on a regular basis.

Recommendations
1. That the City Clerk maintain the Outstanding Reports list;
2. That the City Clerk provide a memo to Members of Council every January, May and September with the Outstanding Reports list; and
3. That the City Clerk bring a report to a Committee of the Whole meeting in each new term of Council to seek direction on the outstanding reports from the previous term of Council.

Background
Council has requested that a list of outstanding reports be provided for review. The Office of the City Clerk maintains an Outstanding Reports list and updates it following each Council meeting.

Previous Reports/Authority

Not Applicable

Analysis and Options

Outstanding Reports List

The Outstanding Reports list is a list of matters considered by Council that have outstanding actions to be taken by staff and directions were given to report back to Council. The current list includes items from 2013 through to June 2021. The majority of items on the list are from the current term of Council.

Proposed Reporting of the Outstanding List

It is proposed that the City Clerk be responsible for continuing to maintain the Outstanding Reports list following each Council meeting and that this list be provided to Council on a regular basis. The City Clerk will provide to the Members of Council the Outstanding Reports list three times per year by way of a memo. The memo will also be copied to the Deputy City Managers. The memo, with the list, will be distributed every January, May and September.

New Term of Council

It is also proposed that the City Clerk bring a report to a Committee of the Whole meeting early in a new term of Council with the Outstanding Reports list from the previous term of Council. The intent of this is to provide a new Council an opportunity to identify reports that they wish to have move forward during the new term. Reports not approved at this time will then be removed from the Outstanding Reports list.

This approach is considered a best practice as it allows a new Council to determine which reports continue to align with a new Council's priorities. It also allows unnecessary reports to be removed and no further resources will be dedicated to them.

Financial Impact

There is no financial impact associated with the Outstanding Reports list.

Broader Regional Impacts/Considerations

Not Applicable.

Conclusion

The Outstanding Reports list is a summary of Council decisions that require further work from staff with directions to report back to Council. The list is maintained by the Office of the City Clerk and will be circulated to Members of Council on a regular basis, should the Recommendations be approved.

For more information, please contact Todd Coles, City Clerk, ext.8212.

Attachment

1. Outstanding Reports list – June 22, 2021 (to be provided prior to the meeting).

Prepared by

Todd Coles, City Clerk, ext.8212.

Approved by

Wendy Law
Deputy City Manager
Administrative Services & City Solicitor

Reviewed by

Nick Spensieri, City Manager

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: 2022 SCHEDULE OF MEETINGS

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

ACTION: DECISION

Purpose
To seek Council's approval of the 2022 Schedule of Meetings for City of Vaughan Council and its Standing Committees. Once adopted the Schedule of Meetings will be posted on the City's website and will be the primary means of advising the public of the times and dates of meetings of Council and its Standing Committees.

Report Highlights
- Council and Standing Committee meeting schedule for 2022.
- Monthly meeting cycles have been structured on a three-week cycle, subject to variations due to scheduling conflicts.

Recommendations
1. That the 2022 Schedule of Meetings be adopted in accordance with the calendar set out in Attachment 1; and
2. That the City Clerk be authorized to amend the schedule by cancelling meetings that are not required, or changing the time and/or date of a scheduled meeting, subject to posting such amendments on the City's website in accordance with the Procedure By-law.

Background
The 2022 Schedule of Meetings is structured based on a monthly three-week cycle and takes into consideration statutory holidays, significant faith days and Regional Council and Committee meetings. The schedule has been prepared in accordance with

Procedure By-law 7-2011, as amended, and the dual Committee of the Whole meeting structure approved by Council in June 2019.

Previous Reports/Authority

N/A

Analysis and Options

Every effort has been made to avoid scheduling meetings of Council on significant faith and cultural days that Council and staff are made aware of. The FCM Conference scheduled from June 2 – 5, 2022; the AMCTO Conference scheduled from June 12 – 15, 2022; and the AMO Conference scheduled from August 14 – 17, 2022 have also been considered in preparing the schedule.

In keeping with past practice, unless necessary, the schedule has been structured to avoid the negative aspects of stacking three committee meetings on one day and avoids scheduling meetings on the last full week of the month.

Committee and Council meetings have not been scheduled in July and August. Should a Committee or Council meeting be required to deal with any pressing issues that may arise, a Special Committee or Special Council meeting may be summoned by giving 24 hours' notice in accordance with the Procedure By-law.

To date, the "if required" Council Meetings usually scheduled at 1:00pm on the first Wednesday of each month have not been utilized. Therefore, staff is proposing to remove those meetings and schedule Committee of the Whole (Working Session) at 1:00 pm instead of 9:30 am.

Nomination Day is August 19, 2022, and one full cycle has been scheduled commencing on September 13, 2022, after this date. A Special Council (Closed Session) – Education Session has been scheduled for November 23, 2022.

Deviations to the Schedule

Deviations have been made to the structure of the schedule to accommodate statutory holidays and significant faith days.

Some of the significant changes are noted below.

January	Due to the holidays, the meeting cycle begins on the third full week of the month. No CW (2) is scheduled due to a compressed meeting cycle.
February	CW (1) & CW (PM) are scheduled on Wednesday, February 2 due to Chinese New Year. CW (Working Session) is scheduled on the second week to avoid Regional Council / Committee Meetings.
March	RRR Committee and Council Meeting are postponed one week due to the school break.
April	RRR Committee and Council Meeting are postponed one week due to religious holidays.
June	CW (2) and CW (CS) are postponed one week due to professional development for staff.
July & August	No meetings are scheduled during the summer hiatus.
September	One cycle of meetings is scheduled after Nomination Day on August 19 and before Election Day on October 24. In keeping with past practice, the meeting cycle begins on the 3rd week of the month.
October	No meetings.
November	The Inaugural Council meeting is scheduled for November 15 and a full cycle of meetings is scheduled to commence on November 22, 2022.
December	Meeting cycle is compressed to a 2-week period due to religious holidays.

Financial Impact

There is no financial impact attributed to the approval of the recommendation in this report.

Broader Regional Impacts/Considerations

There are no Regional implications as no meetings have been scheduled that may conflict with Regional Council and Committee meetings.

Conclusion

The meeting schedule options provided for consideration have been prepared in accordance with the Council adopted Committee Structure, the Procedure By-law and considerations of statutory holidays, significant faith days, as well as the 2022 Municipal Elections.

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

Attachment

1. 2022 Schedule of Meetings Calendar

Prepared by

Isabel Leung, Deputy City Clerk & Manager, Administrative Services, Ext. 8190.

Approved by

Wendy Law
Deputy City Manager
Administrative Services & City Solicitor

Reviewed by

Nick Spensieri, City Manager

Attachment 1
Draft 2022 Schedule of Meetings

DECEMBER 2021

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

JANUARY 2022

FEBRUARY 2022

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
26	27	28	29	30	31	1 New Year's Day
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18 1:00 PM - CW(1) 5:00 PM - CS 7:00 PM - PM	19 1:00 PM - WS (if required)	20	21	22
23	24	25 9:30 AM - RRR 1:00 PM - Council	26	27	28	29
30	31 Chinese New Year's Eve	1	2	3	4	5

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JANUARY 2022

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

FEBRUARY 2022

MARCH 2022

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
30	31 Chinese New Year's Eve	1 Chinese New Year	2 1:00 PM - CW(1) 7:00 PM - PM	3	4	5
6	7	8 1:00 PM - CW(2) 5:00 PM - CS	9 1:00 PM - WS (if required)	10	11	12
13	14	15 9:30 AM - RRR 1:00 PM - Council	16	17	18	19
20	21 Family Day	22	23	24	25	26
27	28	1	2	3	4	5

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FEBRUARY 2022

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

MARCH 2022

APRIL 2022

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
27	28	1 1:00 PM - CW(1) 7:00 PM - PM	2 1:00 PM - WS (if required)	3	4	5
6	7	8 1:00 PM - CW(2) 5:00 PM - CS	9	10	11	12
13	14 **March Break**	15 **March Break**	16 **March Break**	17 **March Break**	18 **March Break**	19
20	21	22 9:30 AM - RRR 1:00 PM - Council	23	24	25	26
27	28	29	30	31	1	2

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MARCH 2022

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

APRIL 2022

MAY 2022

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
27	28	29	30	31	1	2
3	4	5 1:00 PM - CW(1) 7:00 PM - PM	6 1:00 PM - WS (if required)	7	8	9
10	11	12 1:00 PM - CW(2) 5:00 PM - CS	13	14	15 **Good Friday**	16 ***First Day of Passover**
17 **Easter**	18 **Easter Monday**	19	20	21	22	23 **Last Day of Passover**
24	25	26 9:30 AM - RRR 1:00 PM - Council	27	28	29	30

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APRIL 2022

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

MAY 2022

JUNE 2022

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3 1:00 PM - CW(1) 7:00 PM - PM	4 1:00 PM - WS (if required)	5	6	7
8	9	10 1:00 PM - CW(2) 5:00 PM - CS	11	12	13	14
15	16	17 9:30 AM - RRR 1:00 PM - Council	16	19	20	21
22	23 Victoria Day	24	25	26	27	28
29	30	31	1	2	3	4

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MAY 2022

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

JUNE 2022

JULY 2022

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
29	30	31	1	2 **FCM**	3 **FCM**	4 **FCM**
5 **FCM**	6	7 1:00 PM - CW(1) 7:00 PM - PM	8 1:00 PM - WS (if required)	9	10	11
12 **AMCTO**	13 **AMCTO**	14 **AMCTO**	15 **AMCTO**	16	17	18
19	20	21 1:00 PM - CW(2) 5:00 PM - CS	22	23	24	25
26	27	28 9:30 AM - RRR 1:00 PM - Council	29	30	1	2

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JUNE 2022

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

JULY 2022

AUGUST 2022

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
26	27	28	29	30	1 Canada Day	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

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JULY 2022

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

AUGUST 2022

SEPTEMBER 2022

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
31	1 Civic Holiday	2	3	4	5	6
7	8	9	10	11	12	13
14 AMO	15 AMO	16 AMO	17 AMO	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3

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AUGUST 2022

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SEPTEMBER 2022

OCTOBER 2022

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SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
28	29	30	31	1	2	3
4	5 Labour Day	6	7	8	9	10
11	12	13 1:00 PM - CW(1) 7:00 PM - PM	14 1:00 PM - WS (if required)	15	16	17
18	19	20 1:00 PM - CW(2) 5:00 PM - CS	21	22	23	24
25	26 *Rosh Hashana	27 9:30 AM - RRR 1:00 PM - Council	28	29	30	1

DRAFT

SEPTEMBER 2022

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OCTOBER 2022

NOVEMBER 2022

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SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
25	26	27	28	29	30	1
2	3	4	5 *Yom Kippur	6	7	8
9	10 Thanksgiving	11	12	13	14	15
16	17	18	19	20	21	22
23	24 Election Day	25	26	27	28	29
30	31	1	2	3	4	5

DRAFT

OCTOBER 2022

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NOVEMBER 2022

DECEMBER 2022

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SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15 7:00 PM - Inauguration	16	17	18	19
20	21	22 1:00 PM - CW(1) 5:00 PM - CS 7:00 PM - PM	23 9:30 AM - WS (if required) 1:00PM Special Council (CS) - Education Session	24	25	26
27	28	29 9:30 AM - RRR 1:00 PM - Council	30	1	2	3

DRAFT

NOVEMBER 2022

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DECEMBER 2022

JANUARY 2023

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SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
27	28	29	30	1	2	3
4	5	6 1:00 PM - CW(1) 7:00 PM - PM	7 1:00 PM - WS (if required)	8	9	10
11	12 1:00 PM - CW(2) 5:00 PM - CS	13 9:30 AM - RRR 1:00 PM - Council	14	15	16	17
18	19 First Day of Hanukkah	20	21	22	23	24 Christmas Eve
25 Christmas	26 Boxing Day	27	28	29	30	31 New Year's Eve

DRAFT

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: ACCESSIBILITY ADVISORY COMMITTEE – RECRUITMENT OF TWO (2) CITIZEN MEMBERS

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

ACTION: DECISION

Purpose
To consider applications received for appointing two (2) citizen members to the Accessibility Advisory Committee.

Report Highlights
- Two (2) citizen members need to be appointed to the Accessibility Advisory Committee to fill the vacancies due to a resignation, and the other due to termination for lack of attendance at three or more scheduled meetings.
- The successful candidates will be advised of their appointments upon Council approval.

Recommendation
1. That Council consider the applications received [Confidential Attachment 1] for appointing two (2) citizen members to the Accessibility Advisory Committee for the Council term ending in November 2022.

Background
At its meeting of April 20, 2021, Council adopted the following recommendation from the Committee of the Whole – Item 11, Report No. 14, to fill a vacancy caused due to the resignation of a member (Extract from Council meeting minutes of April 20, 2021):

1. That the Office of the City Clerk be directed to advertise and recruit 1 (one) citizen member to fill the vacancy caused due to the resignation of a member.

Subsequently, at its meeting of May 18, 2021, Council adopted the following recommendation from the Committee of the Whole – Item 12, Report No. 26, to fill a vacancy due to termination of a member for lack of attendance at 3 or more scheduled meetings (Extract from the Council meeting minutes of May 18, 2021):

1. That the Office of the City Clerk be directed to recruit one (1) citizen member to the Accessibility Advisory Committee, utilizing the most cost-effective method/s possible.

The Office of the City Clerk, in collaboration with the Corporate and Strategic Communications Department, coordinated the recruitment process utilizing the City's Social Media platforms.

The deadline for submitting applications was 4:30 p.m. on Friday, August 20, 2021. All applications are provided to Mayor and Members of Council as Confidential Attachment 1.

Previous Reports/Authority

Not applicable

Analysis and Options

The overall mandate of the Accessibility Advisory Committee is to advise Council to support the City's work in identifying and removing barriers to lay the foundation for a barrier-free, inclusive City.

The objectives of the Accessibility Advisory Committee are to:

- advise Council about the requirements and implementation of accessibility standards, and the preparation of accessibility reports
- work on initiatives that promote accessibility
- assist in the preparation and implementation of the City's multi-year Accessibility Plan and
- provide guidance, address and identify the needs of the community by the removal and prevention of barriers in the City of Vaughan's by-laws, facilities, policies, programs, practices, initiatives and services.

In order for the Accessibility Advisory Committee to fulfil its overall mandate and objectives, and for the City to continue in its quest to achieve compliance with the *Accessibility for Ontarians with Disabilities Act* (AODA) by 2025, it is advisable for Council to consider filling the two (2) vacancies.

Financial Impact

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

Broader Regional Impacts/Considerations

There are no Regional implications associated with this report.

Conclusion

Staff is requesting that Council consider the applications received for appointing two (2) citizen members to the Accessibility Advisory Committee for the Council term ending in November 2022.

For more information, please contact Todd Coles, City Clerk, extension 8281.

Attachment

1. Confidential Attachment – applications received (Mayor and Members of Council only).

Prepared by

John Britto, Council / Committee Administrator: john.britto@vaughan.ca.

Approved by

Wendy Law
Deputy City Manager
Administrative Services & City Solicitor

Reviewed by

Nick Spensieri, City Manager

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: ENVIRONMENTAL LEADERSHIP TASK FORCE – APPROVAL OF TERMS OF REFERENCE

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

ACTION: DECISION

Purpose

To seek approval of the Terms of Reference for the Environmental Leadership Task Force, and to seek direction regarding the appointment of its Chair and Vice-Chair.

Report Highlights

- The draft Terms of Reference for the Environmental Leadership Task Force is contained in Attachment 1 of this report.
- The Environmental Leadership Task Force will discuss and propose innovative, yet achievable, environmental initiatives which the City could adopt to further green the City.
- The term of this taskforce shall be from November 2021 – June 2022.

Recommendations

1. That Council approve the Terms of Reference for the Environmental Leadership Task Force (Attachment 1);
2. That Council provide direction regarding the appointment of the Chair and Vice-Chair to this task force; and
3. That staff be directed to proceed with recruitment of citizen members for the Environmental Leadership Task Force.

Background

The Environmental Leadership Task Force was one of the Council-initiated Task Forces announced in the Mayor's Inaugural Speech for the 2018-2022 Term of Council. It supports the City's commitment to environmental stewardship, which is a key priority in the 2018-2022 Term of Council Service Excellence Strategic Plan to promote Vaughan as a green city. There are many examples of the City's achievements on this front, including establishing the Green Directions Vaughan strategy; opening of Phase One of the 900-acre North Maple Regional Park; and hosting the City's first Sustainable Neighbourhood Action Program (SNAP) in the Thornhill community.

Vaughan strives to create a healthy, sustainable, and resilient city while furthering the City's long history of environmental leadership, policy and stewardship, both as a community and as a municipal government. The Environmental Leadership Task Force will discuss and propose innovative, yet achievable, environmental initiatives which the City could adopt to further green the City.

Previous Reports/Authority

None.

Analysis and Options

The Terms of Reference was drafted by the Office of Transformation and Strategy with input from various departments. The mandate and objectives of this task force include:

1. Serve as a forum for the discussion of improving environmental stewardship strategies among residents, businesses and stakeholders.
2. Improve neighbourhoods through environmental enhancement in both public and private spaces.
3. Provide more opportunities for environmental community groups to network and co-ordinate efforts with each other and with the City of Vaughan.
4. Align the work of the task force members with the Council-approved priorities identified in the 2018-2022 Term of Council Service Excellence Strategic Plan.
5. Share updates and presentations with advice and recommendations related to the Task Force, culminating with a final report of recommendations no later than June 2022.

Members shall include **two (2) Members of Council and a total of ten (10) citizens and stakeholders**, as follows:

a) Two (2) Members of Council, selected by Mayor Maurizio Bevilacqua, will represent Council as Chair and Vice-Chair of the task force.

b) The Mayor will serve as an ex-officio member of the task force.
c) The task force will be made up of no more than five (5) citizen members, plus one representative from TRCA, BILD, Alectra, Chamber of Commerce, Heritage Vaughan for a total of 10 citizen members

These external agencies are proposed by the Office of Transformation and Strategy and Corporate and Strategic Communications, with input from Planning & Growth Management and Public Works Departments, as industry experts in environmental stewardship and policy that can provide valuable input on green initiatives for the City.

Financial Impact

There are no financial impact associated with the report.

Broader Regional Impacts/Considerations

There are no broader regional impact associated with this report.

Conclusion

Staff is seeking Council's approval of the draft Terms of Reference and appointment of two (2) Members of Council as the Chair and Vice-Chair of the Environmental Leadership Task Force. Staff will proceed to advertise and recruit for citizen members to serve on this task force. Applications received will be submitted for Council's consideration for appointment.

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

Attachment

1. Draft Environmental Leadership Task Force Terms of Reference

Prepared by

Isabel Leung, Deputy City Clerk & Manager, Administrative Services, Ext. 8190

Approved by

Deputy City Manager
Administrative Services & City Solicitor

Reviewed by

Nick Spensieri, City Manager

Attachment 1

CITY OF VAUGHAN ENVIRONMENTAL LEADERSHIP TASK FORCE
TERMS OF REFERENCE

Mandate I Objectives

The City of Vaughan is committed to environmental stewardship – a key priority in the 2018-2022 Term of Council Service Excellence Strategic Plan. Vaughan is a green city and there are many examples of the City's achievements on this front:

- Green Directions Vaughan is the City's strategy and plan to make the community even more sustainable. Created in 2009 and updated in 2019, this long-term plan leads the City to a more sustainable future by addressing environmental, cultural, social and economic values. Guided by a definition of sustainability, environmental ethics and a set of principles, Green Directions Vaughan outlines the City's approach to maintaining a healthy natural environment, vibrant communities and a strong economy through goals and more than 70 actions. These sustainability actions enable Vaughan to remain a complete community where the needs for daily living are accessible to people of all ages and abilities.

- In 2018, Mayor Maurizio Bevilacqua and Members of Council opened Phase One of the 900-acre North Maple Regional Park – surrounded by community partners championing an even brighter future for Vaughan. Once fully complete, Vaughan's North Maple Regional Park will be larger than New York City's very own Central Park. Construction on Phase Two is planned to begin in late 2021.

- Vaughan's Thornhill community is host to the City's first Sustainable Neighbourhood Action Program (SNAP), an initiative created by the Toronto and Region Conservation Authority. The SNAP mission is simple – create sustainable, livable communities. The program aligns municipal objectives with the best interests of Vaughan's residents to make an array of improvements, such as renovating infrastructure, upgrading paths and parks and helping homeowners improve their energy efficiency.

- Since 2018, Vaughan Council has remained committed to creating pollinator-friendly habitats through the National Wildlife Federation's Mayors' Monarch Pledge. Under this pledge, the City has planted pollinator-friendly gardens at Vaughan City Hall, Vellore Heritage Square, Veteran's Park and Doctors McLean District Park, in addition to undertaking many other pollination-related initiatives. The City also recognizes Pollinator Week in June to educate residents on why it is important to protect birds, bees, butterflies, bats and beetles.

- Edgeley Pond and Park is the largest open space City-owned piece of land in the Vaughan Metropolitan Centre. It's the heart of the community and a signature amenity for Vaughan's new downtown.

- More than 21,000 trees have been planted as part of the City's tree replacement plan. In addition, Vaughan has more than 230 kilometres of cycling and pedestrian routes, including 60

kilometres of multi-use recreational pathways and 4.5 kilometres of cycle tracks along Clark Avenue from Yonge Street to Jason Street.

- As part of the City of Vaughan's commitment to protecting the environment and fostering a sustainable community, approximately 22,000 new streetlights have been installed through the city-wide LED Streetlight Retrofit Program. LED lights use approximately 50 per cent less energy compared to the previous bulbs and have a longer lifespan – about four times longer. This translates into ongoing savings in operating and maintenance costs, and as a result of the reduction in energy consumption, the City will save approximately $1 million annually.

- The City participates in Earth Hour each year, which is the world's largest grassroots movement to protect the environment. Thousands of citizens turn their lights out to help reduce energy consumption.

- In 2021, the City expanded its weekly green bin collection to multi-residential buildings in Vaughan that receive municipal waste collection. The new green bin program – to be completed in phases over two years – is part of an ongoing effort to reduce waste in condos and apartment buildings.

Vaughan strives to create a healthy, sustainable and resilient city while furthering the City's long history of environmental leadership, policy and stewardship, both as a community and as municipal government. The Environmental Leadership Task Force will discuss and propose innovative, yet achievable, environmental initiatives which the City could adopt to further green the City.

The task force will:

1. Serve as a forum for the discussion of improving environmental stewardship strategies among residents, businesses and stakeholders.
2. Improve neighbourhoods through environmental enhancement in both public and private spaces.
3. Provide more opportunities for environmental community groups to network and co-ordinate efforts with each other and with the City of Vaughan.
4. Align the work of the task force members with the Council-approved priorities identified in the 2018-2022 Term of Council Service Excellence Strategic Plan.
5. Share updates and presentations with advice and recommendations related to the Task Force, culminating with a final report of recommendations no later than June 2022.

Term

The term of this task force shall be from November 2021 to June 2022.

Membership

Members shall include Members of Council, citizens and stakeholders, as follows:

a) Two (2) Members of Council, selected by Mayor Maurizio Bevilacqua, will represent Council as Chair and Vice-Chair of the task force.
b) The Mayor will serve as an ex-officio member of the task force
c) The task force will be made up of no more than five (5) citizen members, plus one representative from TRCA, BILD, Alectra, Chamber of Commerce, Heritage Vaughan for a total of 10 citizen members

Meeting Procedures

Task force meetings are intended to be informal and structured to encourage maximum flexibility and open, honest debate.

The proceedings of the task force are to be governed by the City's Procedure By-law.

Agendas and Reporting

Agendas shall be prepared by the Office of the City Clerk in consultation with the task force Chair.

Agendas shall be posted on the City's website one week prior to the scheduled date of the meeting or as soon as practicable.

After each meeting of the task force, the City Clerk shall submit a report in the City's committee report format to the Committee of the Whole.

Following the conclusion of the eight-month mandate of the task force, a report of recommendations will be brought to Council for further discussion.

Meetings

Meeting dates will be determined at the first meeting of the task force. The task force may meet on the schedule determined or at the call of the Chair.

Meetings will be held every other month or as needed throughout the Task Force term, except for July and August, where no meetings will be scheduled.

The Chair of the task force may call special meetings.

Meetings are to be open to the public in accordance with the *Municipal Act, 2001*.

Notice of Meetings

Meetings will be noted on the Schedule of Meetings calendar posted on the City's website at vaughan.ca/CouncilMeetings.

Quorum

Quorum shall be calculated as a majority of the total number of persons appointed to the task force. Ex-officio members will not be counted for the purpose of calculating the total number of persons appointed to the task force but will be counted as a member present when in attendance.

Staff Resources

The role of staff is to act as a resource to the task force, but not to be members of the task force or to deliberate or draft the findings of the task force. The following staff will provide advisory and technical support specific to the mandate and objectives of the task force:

- The Office of the City Clerk will assign one staff person responsible for agenda and report production and distribution, the giving of procedural advice, the recording of proceedings of the task force and distribution of reports.

- The Corporate and Strategic Communications department will assign one staff person to provide communications advisory services, prepare information, communications and assist in the development of the task force report.

- An additional two (2) City staff with subject matter expertise will be assigned to support the work of the task force.

- The task force can be provided with additional administrative and/or technical support at the discretion of the appropriate Corporate Management Team portfolio(s).

Authority

The task force may not exercise decision-making powers or commit expenditures save for those specifically delegated by Council.

The task force may not direct staff to undertake activities without authority from Council.

Amendment I Expansion of Terms of Reference

Only Council can initiate any amendment and/or expansion of the Terms of Reference.

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021 **WARD(S):** ALL

TITLE: PROCLAMATION REQUESTS – WORLD CP DAY, CHILD CARE WORKER AND EARLY CHILDHOOD EDUCATOR APPRECIATION DAYAND MONTH OF REMEMBRANCE

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

ACTION: DECISION

Purpose

To seek approval for proclamation requests for: World CP Day, Child Care Worker and Early Childhood Educator Appreciation Day, and Month of Remembrance.

Report Highlights

- Respond to requests from Flex for Access Inc, Ontario Coalition for Better Child Care, and the City of Vaughan Archives and Records Management Services division.
- Proclamation requests are for dates between October and November 2021.

Recommendations

1. That October 6, 2021 be proclaimed as “World CP Day”;
2. That October 21, 2021 be proclaimed as “Child Care Worker and Early Childhood Educator Appreciation Day”;
3. That the month of November be proclaimed as “Month of Remembrance”; and
4. That the proclamations be posted on the City’s website and the Corporate and Strategic Communications department be directed to promote the above-noted proclamations through the various corporate channels.

Background

World CP Day

Correspondence was received from Flex for Access Inc. on March 30, 2021 requesting a proclamation.

Flex for Access Inc. is a registered non-profit organization for Cerebral Palsy. They use fitness and sport as a means of managing CP and other physical disabilities and injuries.

The request for proclamation also includes a request to illuminate City Hall in Green, which is the colour or awareness and growth of education for Cerebral Palsy.

Child Care Worker and Early Childhood Educator Appreciation Day
Correspondence was received from the Ontario Coalition for Better Child Care on July 21, 2021 requesting a proclamation.

This is the 21st Annual appreciation day, recognizing the commitment, hard work and dedication of Early Childhood Educators and staff who work with young children.

This proclamation request has been previously approved by Council.

Month of Remembrance
Correspondence was received from the Office of the City Clerk, Archives and Records Management on March 26, 2021 requesting a proclamation for November to be known as "Remembrance Month", in order to commemorate the service and sacrifice of Vaughan citizens and their family members, as part of the City's annual event.

Previous Reports/Authority

Child Care Worker and Early Childhood Educator Appreciation Day - Committee of the Whole - September 22, 2020

Analysis and Options

World CP Day
The proclamation request meets the requirements of the City's Proclamation Policy as follows:

"An official and ceremonial statement made by or under the authority of Council, recognizing a cause, event or commemoration of significance to the City of Vaughan and its citizens.

2.1. For the purposes of section 2, a proclamation may be issued for:
2.1.3. Charitable and non-profit fundraising campaigns;
2.1.4. Public awareness campaigns"

Child Care Work and Early Childhood Educator Appreciation Day

The proclamation request meets the requirements of the City's Proclamation Policy as follows:

"An official and ceremonial statement made by or under the authority of Council, recognizing a cause, event or commemoration of significance to the City of Vaughan and its citizens.

2.1. For the purposes of section 2, a proclamation may be issued for:
2.1.4. Public awareness campaigns;"

Month of Remembrance
The proclamation request meets the requirements of the City's Proclamation Policy as follows:

"An official and ceremonial statement made by or under the authority of Council, recognizing a cause, event or commemoration of significance to the City of Vaughan and its citizens.

2.1. For the purposes of section 2, a proclamation may be issued for:
2.1.4. Public awareness campaigns;
2.1.5. Civic commemorations or celebrations."

Financial Impact
There is no expected financial impact with respect to this request.

Broader Regional Impacts/Considerations
Not applicable.

Conclusion
Having reviewed the requests, staff is recommending that October 6, 2021 be proclaimed World CP Day; that October 21, 2021 be proclaimed Child Care Worker and Early Childhood Educator Appreciation Day; that November be proclaimed Month of Remembrance; that the proclamations be posted on the City's website; and finally that the Corporate and Strategic Communications department be directed to promote the proclamations through the various corporate channels.

For more information, please contact Todd Coles, City Clerk, ext. 8281.

Attachments
1. Correspondence from the Founder and Executive Director of Flex for Access Inc., received March 30, 2021.
2. Correspondence from the President of the Ontario Coalition for Better Child Care, received July 21, 2021.

3. Correspondence from the ARMS Department, Office of the City Clerk, received March26, 2021.

Prepared by

Shari Gouzvaris, Supervisor, City Clerk's Administrative Services, ext. 8280.

Approved by

Wendy Law
Deputy City Manager
Administrative Services & City Solicitor

Reviewed by

Nick Spensieri, City Manager

#FLEXFORACCESS

Dear Ms. Gouzvaris, Mr. Coles, and the Council Office to Hon. Mayor Bevilacqua,

My name Jess Silver. I am the Founder and Executive Director of Flex for Access Inc., a Registered Non-Profit Organization for Cerebral Palsy, adaptive fitness and sport promotion awareness and using fitness and sport as a means of management of CP and other physical disabilities and injuries. The organization has a local, National and Global impact on creating opportunities for adaptive fitness and sport education and actionable opportunity in the mainstream. (www.flexforaccess.ca)

In addition to being the Non-Profit Organization's Founder and Executive Director, I am also an individual who has Cerebral Palsy myself, medical writer, adaptive athlete and I use my lived experience to inspire, educate others and create newfound understandings of the condition. I would like to request that October 6, 2021, which is World CP Day, be proclaimed World CP Day and have Vaughan City Hall be lit up Green which is the colour of awareness and growth of education for Cerebral Palsy.

I would like for Vaughan City Hall, to be lit up Green in support of Cerebral Palsy to educate and empower others to develop new ways of understanding CP not as limiting, but to understand that every individual encounters adversity and needs to be given opportunities to feel part of the larger society, empowered and to develop strength.

I would appreciate it if my request be taken into consideration as more awareness must be allocated to CP which affects 70 million individuals and counting, globally.

Thank you very much,

Best Regards,

Jess Silver

COALITION ONTARIENNE POUR de meilleurs services éducatifs à l'enfance

ONTARIO COALITION FOR Better Child Care

CUPE SCFP Ontario

July 13, 2021

Re: 21st Annual Child Care Worker and Early Childhood Educator Appreciation Day, October 21, 2021

To Ontario mayors and councils,

We are writing to ask that you and your council proclaim and participate in Child Care Worker & Early Childhood Educator Appreciation Day on Thursday, October 21, 2021. This day recognizes the commitment, hard work and dedication of Early Childhood Educators (ECEs) and staff who work with young children. Each year, the day is proclaimed by The Ontario Coalition for Better Child Care (OCBCC), the Canadian Union of Public Employees (CUPE), municipalities and school boards across Ontario, and is marked by hundreds of child care centres, unions, and allies.

This year's Child Care Worker and Early Childhood Educator Appreciation Day is especially important as we look forward to a system of not-for-profit, accessible, affordable, high-quality care in Canada. After decades of advocacy, the good work and important contributions of workers in child care are finally being recognized. While new federal commitments are promising, our work must continue to ensure that provinces protect and respect early learning and care through robust investment in public services, not private care. We are on the cusp of a child care revolution in Ontario—and it starts with better working conditions and supports for child care workers.

If your council does not issue official proclamations, there are many ways for your municipality to participate in celebrating this important day:

- Your council sponsors a public announcement;
- Display our posters and distribute our buttons; and
- Organize events and contests for the day or have councilors or the mayor participate in events hosted by child care centres.

A sample proclamation and document outlining additional ways to recognize this important day is attached.

We would love to acknowledge municipalities who choose to celebrate child care workers and ECEs across Ontario on October 21, 2021. Please let us know how your municipality is participating in the appreciation day and we will add you to our list of proclamations and celebrations.

Please direct any correspondence on proclamations and/or celebration activities to the attention of Carolyn Ferns, by mail: Ontario Coalition for Better Child Care, PO Box 73034 Wood Street PO Toronto, ON M4Y 2W5, or by email at: carolyn@childcareontario.org.

Thank you for your consideration.

Sheila Olan-MacLean
President, OCBCC

Fred Hahn
President, CUPE Ontario Division

lpd/cope491

COALITION ONTARIENNE POUR de meilleurs services éducatifs à l'enfance

ONTARIO COALITION FOR Better Child Care

CUPE SCFP Ontario

Le 13 juillet 2021

Objet : la 21e Journée annuelle de reconnaissance des travailleurs des services éducatifs à l'enfance, le 21 octobre 2021

Aux maires et aux conseillers municipaux de l'Ontario,

Par la présente, nous vous demandons à vous et à votre Conseil municipal de proclamer et de célébrer la Journée de reconnaissance des travailleurs des services éducatifs à l'enfance, le jeudi 21 octobre 2021. Cette journée reconnaît l'engagement, le travail acharné et le dévouement des éducateurs de la petite enfance (ÉPE) et du personnel qui travaillent avec les jeunes enfants. Chaque année, la journée est proclamée par la Coalition ontarienne pour de meilleurs services éducatifs à l'enfance (COMSÉE), le Syndicat canadien de la fonction publique (SCFP), les municipalités et les conseils scolaires de l'Ontario. Elle est célébrée par des centaines de garderies, de syndicats et d'alliés.

La Journée de reconnaissance des travailleurs des services éducatifs à l'enfance revêt une importance particulière cette année alors que nous envisageons la mise en place de garderies sans but lucratif, abordables et de grande qualité au Canada. Après des décennies de plaidoyer, le bon travail et les contributions importantes des travailleurs en garderie sont enfin reconnus. Bien que les nouveaux engagements fédéraux soient prometteurs, nous devons poursuivre nos efforts pour que les provinces protègent et respectent l'apprentissage de la petite enfance et les garderies en investissant massivement dans les services de garde publics et non dans les services privés. Nous sommes à l'aube d'une révolution des services de garde d'enfants en Ontario qui commence par de meilleures conditions de travail et un meilleur soutien pour les travailleurs en garderie.

Même si votre Conseil municipal n'émet pas de proclamation officielle, il y a de nombreuses façons de participer er de célébrer cette importante journée, par exemple :

- Parrainer une annonce publique.
- Apposer nos affiches et distribuer nos macarons.
- Organiser des événements et des concours pendant la journée ou encore vous assurer que les conseillers municipaux et le maire participent à des activités organisées par les garderies.

Vous trouverez ci-joints un exemple de proclamation ainsi que des documents faisant ressortir d'autres manières de reconnaître cette importante journée.

Nous tenons à reconnaître les conseils scolaires qui célébreront les ÉPE et les travailleurs en garderie, à l'échelle de l'Ontario, le 21 octobre 2021. Veuillez nous informer de la façon dont votre municipalité participera à cette Journée et nous l'ajouterons à notre liste de proclamations et de célébrations.

Veuillez faire parvenir toute correspondance touchant les proclamations et/ou activités de célébration à l'attention de Carolyn Ferns, par la poste à la Coalition ontarienne pour de meilleurs services éducatifs à l'enfance, Boîte postale 73034, Wood Street PO, Toronto (Ontario) M4Y 2W5 ou par courriel à *carolyn@childcareontario.org*.

Nous vous remercions de l'attention que vous porterez à la présente.

Sheila Olan-MacLean
Présidente de la COMSÉE

Fred Hahn
Président de la Division de l'Ontario du SCFP

lpd/cope491

FLAG RAISING & PROCLAMATION REQUEST FORM

I am requesting the following (please select all that apply):

- ☐ **Flag Raising** (*Complete Parts 1-3, Parts 5 & 6, Annex A, Annex B*)
- ☑ **Proclamation** (*Complete Parts 1-4*)

PART 1: ORGANIZATION DETAILS

ORGANIZATION NAME

City of Vaughan Archives and Records Management Services, Office of the City Clerk

ORGANIZATION TYPE

Public Institution

PART 2: REQUESTER DETAILS

LAST NAME OR SINGLE NAME	FIRST NAME	
Logtenberg	Carrie	
STREET ADDRESS		**APT/UNIT NUMBER**
CITY/TOWN	**PROVINCE**	**POSTAL CODE**
	ON	
EMAIL ADDRESS	**TELEPHONE NUMBER**	
carrie.logtenberg@vaughan.ca		

PART 3: ALTERNATE CONTACT DETAILS

LAST NAME OR SINGLE NAME	FIRST NAME	
Shaw	Gillian	
STREET ADDRESS		**APT/UNIT NUMBER**
CITY/TOWN	**PROVINCE**	**POSTAL CODE**
	ON	
EMAIL ADDRESS	**TELEPHONE NUMBER**	
gillian.shaw@vaughan.ca		

PART 4: PROCLAMATION REQUEST DETAILS

CAUSE/EVENT/COMMEMORATION TO BE PROCLAIMED (*Written as you want it to be Declared by Council*)

November to be proclaimed a Month of Remembrance

○ **DAY** ○ **WEEK** ◉ **MONTH**

PART 5: FLAG RAISING DETAILS

CAUSE/EVENT/COMMEMORATION TO BE RECOGNIZED

FLAG TO BE RAISED (*Please attach an image of the flag to this form*)

ANTHEM OR MUSIC TO BE PLAYED (*If required*)

WILL THERE BE A PUBLIC EVENT AT CITY HALL FOLLOWING THE FLAG RAISING CEREMONY?

○ **YES -** To book an appropriate space at City Hall and required equipment following the ceremony, please contact Recreation Services by telephone at (905) 832-8500 or by email at RecCSD@vaughan.ca.

○ **NO**

PART 6: PUBLIC CEREMONY DETAILS

The City of Vaughan endeavors to accommodate the requestor's preferred date, however it is **NOT GUARANTEED**. To assist in scheduling your public ceremony, we ask you to designate up to 3 alternate dates for booking.

PREFERRED CEREMONY DATE	**ALTERNATE CEREMONY DATE 1**
11/1/20	
ALTERNATE CEREMONY DATE 2	**ALTERNATE CEREMONY DATE 3**

TIME OF DAY PREFERENCE

◉ **AM (09:00 a.m. – 12:00 p.m.)** ○ **PM (12:00 p.m. – 4:00 p.m.)**

ESTIMATED NUMBER OF ATTENDEES	
200	

THE FOLLOWING HAVE BEEN ATTACHED TO THIS REQUEST (Please note that these are **REQUIRED** as part of the request approval)

- ☑ **Completed Annex A Draft Ceremony Agenda** *(See Page 4)*
- ☑ **Completed Annex B Dignitaries/VIPs Attending/Invited** *(See Page 5)*
- ☐ **Image of the Flag to be Raised**

Personal information on this form is collected under the authority of the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c.M.56, and will be used for the purpose of processing requests to conduct flag raisings at Vaughan City Hall. Questions about this collection of personal information should be directed to the Office of the City Clerk, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1, 905-832-8504.

ANNEX A: DRAFT CEREMONY AGENDA

Please complete the following agenda, with an estimate of the start and end time, and estimated time at which each item will occur. Items may include speeches from dignitaries, playing of songs or anthems, and any displays or performances that may take place during the ceremony. A sample agenda is available online, click here to view.

TIME	ITEM
10:00 am	Pan over Woodbridge Memorial Hill and Trumpet Playing
10:03 am	Todd Coles, City Clerk, introduces himself and welcomes everyone
10:05 am	Todd Coles remarks on the "Vaughan's Forgotten Heroes" exhibit
10:10 am	Todd Coles introduces City staff member John Britto who will sing a musical a
10:15 am	Todd Coles introduces Woodbridge Air Cadet to speak about what Remembra
10:20 am	Todd Coles introduces City staff member Elaine Yim Spencer (Communicatior
10:25 am	Todd Coles welcomes Mayor Maurizio Bevilacqua to extend greetings
10:30 am	Todd Coles invites attendees to contribute to the "Stories of Remembrance" E
10:32 am	Trumpet plays to close out the ceremony

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ANNEX B: DIGNITARY/VIPs ATTENDING/INVITED

Please complete the following list, indicating any dignitaries or VIPs (including the Mayor and Members of Vaughan Council) who have or will be invited to participate or attend the flag raising ceremony. We ask that you identify each person's name, and the organization to which they are associated, if applicable.

NOTE: You are responsible for issuing invitations and providing ceremony details to all dignitaries or VIPs if you wish them to attend, **EXCEPT** for the Mayor and Members of Vaughan Council, who will be contacted by city staff if you wish them to attend.

NAME	ORGANIZATION
Mayor Maurizo Belicquava	City of Vaughan
Mario Ferri	City of Vaughan
Gino Rosati	City of Vaughan
Linda D. Jackson	City of Vaughan
Marilyn Iafrate	City of Vaughan
Tony Carella	City of Vaughan
Rosanna DeFrancesca	City of Vaughan
Sandra Yeung Racco	City of Vaughan
Alan Shefman	City of Vaughan

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FLAG RAISING & PROCLAMATION REQUEST FORM

INSTRUCTIONS FOR COMPLETING THIS FORM

PART 1: ORGANIZATION DETAILS

- Please provide your organization's full official name.
- Select the most appropriate type from the options provided.

PART 2: REQUESTOR DETAILS

- Identify the primary contact for this request on behalf of the organization identified in Part 1.

PART 3: ALTERNATE CONTACT DETAILS

- Please make sure to identify an alternate contact to ensure staff can reach a representative of your organization if the primary contact is unavailable on short notice.

PART 4: PROCLAMATION REQUEST DETAILS

- Identify the occasion being recognized by this proclamation, i.e. national day, independence day, awareness month.
- Please select whether the date to be proclaimed is a specific day, for a week or for an entire month.

PART 5: FLAG RAISING DETAILS

- Identify the occasion being recognized by this flag raising ceremony, i.e. national day, independence day, awareness month.
- It is imperative that you supply a clear image of the flag to ensure staff reviewing the request can ensure that it complies with our policies and protocols.
- Please consult the Protocol Services page online for full details on flag raising ceremonies.
- This request only covers flag raising ceremonies, if you wish to conduct an event to celebrate after the ceremony is concluded you **MUST** contact Recreation Services to book locations and resources for that event.
- Please note that if you require additional resources or time for your ceremony, you will also need to contact Recreation Services to book rooms, spaces and equipment beyond that normally provided by the City of Vaughan.

PART 6: PUBLIC CEREMONY DETAILS

- Provide alternate dates and times to ensure the availability of our space, staff, resources and Council for the ceremony.
- It is imperative that you provide an accurate estimate to ensure we provide appropriate seating and security for the ceremony.
- Ensure that all three documents are attached with your request or it may be denied for completeness.

ANNEX A: DRAFT CEREMONY AGENDA

- Please detail each item of the agenda in order, including the approximate time that it will take place.
- Items may include an Introduction, Official Greetings from the Mayor, Raising of the Flag, etc.; try to provide any additional details that might be helpful such as noting that the anthem should be played when the flag is being raised.
- A sample of the draft ceremony agenda is provided below to help guide you in completing this page:

Time	Item
12:00	Master of Ceremonies provides an introduction and welcomes everyone to the ceremony.
12:05	President of the organization delivers greetings and acknowledges dignitaries.
12:10	Mayor delivers his address to guests.
12:15	Member of Parliament delivers their address to guests.
12:25	Children's choir sings cultural song.
12:35	Organization and dignitaries raise the flag, while the anthem is played.
12:45	Master of Ceremonies thanks everyone and closes the ceremony.

- Staff will work with you on finalizing the agenda for your ceremony after the request has been submitted.

ANNEX B: DIGNITARY/VIPs ATTENDING/INVITED

- Provide the name and organizations for all dignitaries or VIPs you are inviting to attend the ceremony.
- Dignitaries and VIPs might include the Mayor and Members of Vaughan Council, Members of Parliament, Members of Provincial Parliament, Ambassadors or High Commissioners from foreign embassies or high commissions, CEOs or Presidents of corporations, etc.
- Please note that city staff will only issue invitations and information to the Mayor and Members of Council, you are required to invite and inform all other dignitaries and VIPs listed on this page of your request form.

MEMBER'S RESOLUTION

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021

TITLE: RAISING THE LEGAL AGE FOR A LICENSED DRIVER FROM 16 TO 18 (REFERRED)

FROM:
Councillor Sandra Yeung Racco

Council, at its meeting of June 22, 2021 recommended the following (Item 22, Committee of the Whole, Report No. 29):

Item 22, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 22, 2021.

Committee of the Whole recommendation of June 8, 2021:

The Committee of the Whole recommends that consideration of this matter be deferred to a Committee of the Whole meeting in September 2021.

Recommendations and resolution of Councillor Yeung Racco, dated June 1, 2021:

***Whereas*,** City of Vaughan Council is concerned about the continued occurrence of serious motor vehicle collisions involving drivers under the age of 18; and

***Whereas*,** a shocking and tragic collision involving a 16-year old driver occurred on May 16, 2021 on Athabasca Avenue in the City of Vaughan, resulting in the death of two young children; and

Whereas, City of Vaughan Council is deeply saddened and concerned by the Athabasca Avenue accident and wishes to see change effected to Ontario's driving laws.

It is therefore recommended:

1. That the Provincial Government consider raising the current minimum driving age for licensed G1 operators of motor vehicles in Ontario from 16 to 18 years old; and

2. That the City Clerk forward a copy of this resolution to the Premier, the Minister of Transportation, the Minister of Municipal Affairs and Housing, and to all municipalities in Ontario.

Attachments
None

MEMBER'S RESOLUTION

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021

TITLE: REVIEW OF FIREWORKS BY-LAW NUMBER 142-2006

FROM:
Councillor Sandra Yeung Racco

***Whereas*,** the City of Vaughan By-law Strategy provides a strategic approach for the review, consolidation, and modernization of the City's regulatory By-laws; and

Whereas, the City of Vaughan Fireworks By-law Number 142-2006 has not been reviewed, consolidated or updated since 2006; and

***Whereas*,** the current Fireworks By-law 142-2006 does not address or speak to condominium residences or differentiate risks for properties with small lot sizes; and

Whereas, residents have requested additional information, education pieces and regulation concerning the sale, purchase, and discharge of consumer fireworks.

It is therefore recommended:

1. That the Director & Chief Licensing Officer of By-law & Compliance, Licensing & Permit Services along with staff from relevant departments, including but not limited to Vaughan Fire & Rescue Services and Legal Services, undertake a comprehensive review of the Fireworks By-law Number 142-2006; and

2. That the review process include public engagement and participation; and

3. That the Director & Chief Licensing Officer of By-law & Compliance, Licensing & Permit Services report back to Committee of the Whole by no later than end of April 2022; and

4. That the Corporate and Strategic Communications department and Access Vaughan be directed to assist with public information and engagement efforts as part of the Fireworks By-law review process, including promotion of final recommendations to ensure compliance.

Attachments

None

MEMBER'S RESOLUTION

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021

TITLE: VAUGHAN INTERNATIONAL MUSIC FESTIVAL EVENT APPROVALS

FROM:
Councillor Sandra Yeung Racco

Whereas, the Vaughan Metropolitan Centre (VMC) is emerging as one of the most desirable financial, innovation and cultural destinations in the Greater Toronto Area; and

Whereas, the VMC is being developed as the new downtown for the City of Vaughan in a phased manner, where partial redevelopment of blocks of lands are underway; and

Whereas, there is an opportunity to activate these partially developed blocks which will provide the Citizens of Vaughan with unique cultural experiences; and

Whereas, SmartCentres is currently providing SmartVMC Artwalk, an approved temporary active event space, including a food market, night market, drive-in movie theatre and art mural within the former Walmart parking lot as well as Transit Square, through to September 30; and

Whereas, the City of Vaughan's Economic and Cultural Development Department also participates in an annual Culture Days program with promotion on a local, regional and national level; and

Whereas, the launch of a Vaughan International Music Festival would fit the mandate and objective of both the SmartVMC Artwalk program and the City's Culture Days program, showcasing multicultural performances and music genres through partnerships with both community organizations and international performers; and

Whereas, a Vaughan International Music Festival would help promote the VMC as a tourism destination, attracting visitors from York Region, the Greater Toronto Area and other Regions to Vaughan; and

Whereas, a Vaughan International Music Festival would conform to the City's mandate to deliver culturally diverse events in a safe, inclusive and accessible manner.

It is therefore recommended:

1. That the City of Vaughan approve the launch of the Vaughan International Music Festival as an annual charitable event for the next two years; and

2. That a soft launch of the event be held on September 24, 2021 and the event showcase be held during Fall of 2022, with a date to be determined; and

3. That both events be held in the VMC Transit Square Artwalk area; and

4. That both events be held in coordination with SmartVMC Artwalk as part of their activation and programming; and

5. That both events be held in partnership with the City's Economic and Cultural Development Department as part of the annual Culture Days program; and

6. That a special event permit be applied for and obtained for both events through the SmartVMC Artwalk Special Event umbrella, subject to any other approvals granted by City Council and any and all conditions prescribed in the corresponding permits; and

7. That services-in-kind in the form of mobile outdoor stage, chairs, tables, waste receptacles, audio visual equipment (if required), set up and clean up be provided at no cost for both events; and

8. That the Corporate and Strategic Communications department and Access Vaughan be directed to assist with public information efforts for the Vaughan International Music Festival utilizing corporate communications channels.

Attachments
None

MEMBER'S RESOLUTION

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021

TITLE: PLANNING APPLICATIONS BY JOSEPH AND WOLF LEBOVIC JEWISH COMMUNITY CAMPUS FOR WOOD VALLEY PARK LANDS

FROM:
Councillor Sandra Yeung Racco

***Whereas*,** the Joseph and Wolf Lebovic Jewish Community Campus (JWLJCC) is contemplating the development and construction of a two pad hockey arena project on the western portion of its Campus lands located at 9600 Bathurst Street; and

Whereas, the Campus is located adjacent to the Wood Valley Park and its recreational amenities, including a soccer field and baseball diamond, all of which are located on lands owned by the City of Vaughan; and

***Whereas*,** the JWLJCC and the City of Vaughan currently have a Shared Use Agreement which provides for mutual amenity sharing on both properties; and

Whereas, the redevelopment and reorganization of the Wood Valley Park land and its amenities may help facilitate the overall development of the Arena project on the Campus lands and enhance the overall use of both parcels of land.

It is therefore recommended:

1. That the City of Vaughan authorize and consent to the JWLJCC submitting applicable planning applications to propose the redevelopment of the adjacent City-owned lands as part of JWLJCC's Campus site plan application for the Arena project for the City's consideration; and

2. That the submitted planning applications proceed through the regulatory Planning process for any and all approvals.

Attachments
None

MEMBER'S RESOLUTION

Committee of the Whole (1) Report

DATE: Tuesday, September 14, 2021

TITLE: ENDORSING NATIONAL TEEN DRIVER SAFETY WEEK AND REQUESTING THE MINISTRY OF TRANSPORTATION TO REVIEW MEASURES IMPACTING NEWLY LICENSED DRIVERS

FROM:
Councillor Sandra Yeung Racco
Regional Councillor Gino Rosati

***Whereas*,** City of Vaughan Council is concerned about the continued occurrence of serious motor vehicle collisions involving newly licensed drivers and drivers under the age of 18; and

***Whereas*,** a shocking and tragic collision involving a 16-year old driver occurred on May 16, 2021 on Athabasca Avenue in the City of Vaughan, resulting in the fatality of two young children; and

***Whereas*,** City of Vaughan Council deferred the Resolution titled "Raising the Legal Age for a Licensed Driver from 16 to 18" on June 1, 2021 to a September Committee of the Whole meeting for further review and research; and

Whereas, the Province of Ontario has legislative authority over driver licensing, highways, automobile insurance, and the enforcement and prosecution of the federal criminal law; and

***Whereas*,** the Ontario Ministry of Transportation administers the *Highway Traffic Act*, R.S.O. 1990, c. H.8; and

***Whereas*,** the Ontario Ministry of Transportation published the "Ontario Road Safety Annual Report 2018", being the most recent report issued, containing statistics that

demonstrate that the percentage of young, licensed drivers, aged 17 to 20, that were involved in vehicle collisions is higher than any other age group; and

***Whereas*,** York Region published "2020 Traveller Safety Report" which provided that, based on collision data from the York Regional Police motor vehicle accident reports, drivers below the age of 25 have a higher at-fault collision rate and higher fatality rate in collisions than any other age group; and

***Whereas*,** the Canadian Council of Motor Transport Administrators published "Canada's Road Safety Strategy 2025" and identifies drivers that are either under the age of 25 or have less than two years of driving experience as a 'risk group' based on several contributing factors, some including distracted driving, impaired driving, speeding, passive safety, and road infrastructure; and

***Whereas*,** City of Vaughan Council wishes to see change effected to Ontario's driving laws under the *Highway Traffic Act*, R.S.O. 1990, c. H.8, with respect to newly licensed drivers; and

***Whereas*,** Parachute, a Canadian charity, has launched a national awareness campaign to help educate Canadians on road safety and increase awareness on preventing serious and fatal injuries caused by motor vehicle accidents; and

***Whereas*,** National Teen Driver Safety Week, hosted by Parachute and supported by many other Canadian jurisdictions, is a week dedicated to educating the youth about road safety and raising awareness of risks associated with driving to help prevent youth fatalities on the road across Canada.

It is therefore recommended:

1. That City of Vaughan Council request the Ministry of Transportation of Ontario to undertake a review of the *Highway Traffic Act*, R.S.O. 1990, c. H.8 with respect to measures impacting newly licensed drivers, such as implementing additional training and penalty provisions, to achieve greater education, and awareness of road safety and increased accountability and responsibility of new and young drivers through the legislative framework; and
2. That City of Vaughan Council unanimously endorse National Teen Driver Safety Week, to be held October 17 to 23, 2021; and
3. That the City Clerk forward a copy of this resolution to the Premier, the Minister of Transportation, the Minister of Municipal Affairs and Housing, all municipalities in Ontario, York Regional Police, Ontario Safety League, Ontario Association of Chiefs of Police, and Parachute.

Attachments

1. Ontario Road Safety Annual Report 2018, page 34
2. York Region's 2020 Traveller Safety Report, page 21
3. Canada's Road Safety Strategy 2025 by Canadian Council of Motor Transport Administrators, page 7-8
4. National Teen Driver Safety Week by Parachute

ATTACHMENT 1

Ontario Road Safety Annual Report 2018

Ministry of Transportation

Ontario

Ontario Road Safety Annual Report 2018

This document is available online at: ontario.ca/orsar.

If you are seeking information on driving and road safety in Ontario, visit the Ministry of Transportation website at ontario.ca/transportation.

The Official Ministry of Transportation (MTO) Driver's Handbook is available online. You can also purchase copies at DriveTest centres, select ServiceOntario centres, online at Publications Ontario (ontario.ca/publications), or from a retail store near you.

For more information on the data in this publication, please contact the **Research and Evaluation Office** Safety Program Development Branch at 416-235-3585.

Produced by:

Research and Evaluation Office
Safety Program Development Branch
Ministry of Transportation
87 Sir William Hearst Avenue, Room 212
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Foreword

Foreword

Ontario's roads continue to be among the safest in North America. In 2018, Ontario ranked number one in road safety.

Ontario's fatality rate of 0.58 per 10,000 licensed drivers was the lowest in all of North America. For 22 years in a row, our province has ranked in the top five for road safety among all North American jurisdictions.

The number of traffic fatalities on Ontario roads was 602.

What is the Ontario Road Safety Annual Report (ORSAR)?

Road safety is a priority for the Ontario government. As technology, vehicles, and people's attitudes evolve over time, so do transportation needs and demands. With shifting economic and demographic factors, new road safety challenges can arise.

ORSAR allows the Ontario government to monitor its progress in improving road safety year-by-year. The report provides valuable data and helps guide the government in making decisions related to road safety priorities.

ORSAR is used by the Ministry of Transportation (MTO) for policy and program analysis and development, road safety research, public education and performance measurement. ORSAR data is also used by road safety and injury prevention organizations, transportation associations, research institutions, police services and other ministries and governments.

To help the government address and meet new challenges, ORSAR provides valuable insights about long-term and emerging trends in Ontario and across other jurisdictions in North America.

To produce ORSAR, MTO collects data from several different sources, including police services, other ministries, and the Office of the Chief Coroner.

Although Ontario's roads consistently rank among the safest in North America, on average one person is killed on Ontario's roads every 15 hours. By continuing to work with our road safety partners and monitoring trends captured in ORSAR, Ontario will continue to develop new and innovative road safety strategies that will help save lives and keep our roads among the safest in the world.

Key Road Safety Findings for Ontario in 2018

For more than two decades, Ontario has measured road safety by calculating the number of collision-related fatalities for every 10,000 licensed drivers.

In Ontario, the fatality rate per 10,000 licensed drivers in 2018 was 0.58. The actual number of fatalities was 602.

The fatality rate places Ontario first in all of North America in 2018.

The number of serious injuries on Ontario's roads was 1,701, a decrease of 35% over the past decade.

Road Safety in Ontario: 2017 vs. 2018

Category	2017	2018
Number of Fatalities	617	602
Fatality Rate per 10,000 Licensed Drivers	0.61	0.58

Top Priority Road Safety Issues

Road safety is a challenge that requires commitment to build on our efforts year after year. We can take pride in milestone achievements, but keep in mind that they are milestones—the challenge is always to do more, to save more lives.

In recent years, the Ontario government has led the way by working with many road safety partners, including police, public health and safety organizations in the public, corporate and not-for-profit sectors. With support from these partners, Ontario has developed and introduced numerous pieces of legislation aimed at making our roads safer each year by reducing collisions, injuries, and fatalities.

Recent legislation, regulations and new measures include:

- Legislative and regulatory framework for school bus stop arm camera evidence
- Increasing penalties for pedestrian-related offences
- Establishing higher fines and increased penalties for distracted driving
- Extending the Reduced Suspension with Ignition Interlock program to repeat offenders
- New rules for drug-impaired driving that mirror existing sanctions for alcohol-impaired driving
- Extending zero-tolerance rules for drugs and alcohol to commercial drivers
- Increased penalties for various infractions
- Entry-Level Training for Class A drivers
- Laws to enhance the administration of justice by creating new sanctions for fine defaulters
- Reclassification of vehicles designed to travel on the highway from roadbuilding machine to commercial motor vehicle
- Regulation of tow trucks through the provincial commercial vehicle safety regime

ORSAR 2018 indicates that our legislative initiatives, combined with strong enforcement and education, are achieving results, while at the same time demonstrating that there is also room for improvement.

Pedestrians

Pedestrians fatally injured increased from 114 in 2017 to 134 in 2018, up 18%. Over the last decade, there has been a gradual increase in pedestrian fatalities as a proportion of all fatalities; in 2009, pedestrians represented 20% of all road users killed and in 2018, they represented 22%.

Large Truck Fatalities

There were 95 fatalities in collisions involving large trucks in 2018, down from 141 in 2017, a decrease of 33%. In addition, 5% of the examined large trucks involved in fatal crashes had an apparent defect that may have contributed to the crash.

Inattentive Driving

The number of people killed in Ontario in collisions involving an inattentive driver decreased from 107 in 2017 to 86 in 2018, down 20%. Inattentive driving was a factor in 14% of all fatalities on Ontario roads in 2018.

Drinking and Driving

Compared to the previous year, the number of drinking and driving fatalities decreased from 133 in 2017 to 130 in 2018, down 2%. Ontario's drinking and driving fatality rate was 0.12 per 10,000 licensed drivers, a reduction of 83% from 0.72 in 1988.

Drugs and Driving

The number of fatalities attributed to drugs other than alcohol increased from 75 in 2017 to 89 in 2018, up 19%.

Speeding/Street Racing

The number of people killed in Ontario in speed-related collisions decreased from 114 in 2017 to 109 in 2018, down by 4%.

Senior Driver Fatalities

Fatalities among senior drivers age 80 and over increased by 12% from 25 in 2017 to 28 in 2018. The number of licensed senior drivers (80+) has increased two-fold over the past 20 years, from approximately 137,000 in 1999 to more than 330,000 in 2018.

Young Driver Fatalities

Fatalities among young drivers ages 16–19 decreased from 21 in 2017 to 15 in 2018, down 29%.

Occupant Protection (Seat Belts)

Although a Transport Canada survey shows Ontario has a 96% seatbelt usage rate—about 1 in every 5 vehicle occupants killed on our roads were unbelted. In 2018, 90 vehicle occupants were killed while not wearing seat belts, up from 87 in 2017, which is a 3% increase.

Motorcyclists and Cyclists

Motorcycle rider fatalities decreased from 69 in 2017 to 66 in 2018, down by 4%. Bicycling fatalities increased from 14 in 2017 to 23 in 2018, up 64%.

Looking Ahead: Next Steps

Ontario has achieved reductions in fatalities and serious injuries, despite annual increases in the number of licensed drivers.

Road safety is a challenge that evolves with growing populations, new technologies and urban and rural development. The future brings new priorities that we are committed to address. These include:

- drug-impaired driving as an emerging issue
- speeding and aggressive driving
- sharing the road with vulnerable road users, such as pedestrians and cyclists
- senior drivers and driver fitness given an aging population and health issues
- all-terrain vehicle safety
- automated vehicle safety
- new and emerging vehicle safety

Social marketing has been an important means to educate the public and help save lives. It aims to change behaviours and attitudes, to promote safety awareness and make our streets safer.

Ontario aims to be among many jurisdictions that emphasize proactive, preventative measures, particularly education and awareness initiatives that reduce risky driving behaviour.

At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Pedestrians	134	22%
Drinking and Driving	130	22%
Speed-Related	109	18%
Large Trucks	95	16%
Unbelted Occupants	90	15%
Drug-Involved	89	15%
Inattentive Driving	86	14%
Motorcyclists	66	11%
Senior Drivers	28	5%
Cyclists	23	4%
Young Drivers	15	2%

* Many fatal crashes involve more than one of the factors listed. These percentages do not total 100.

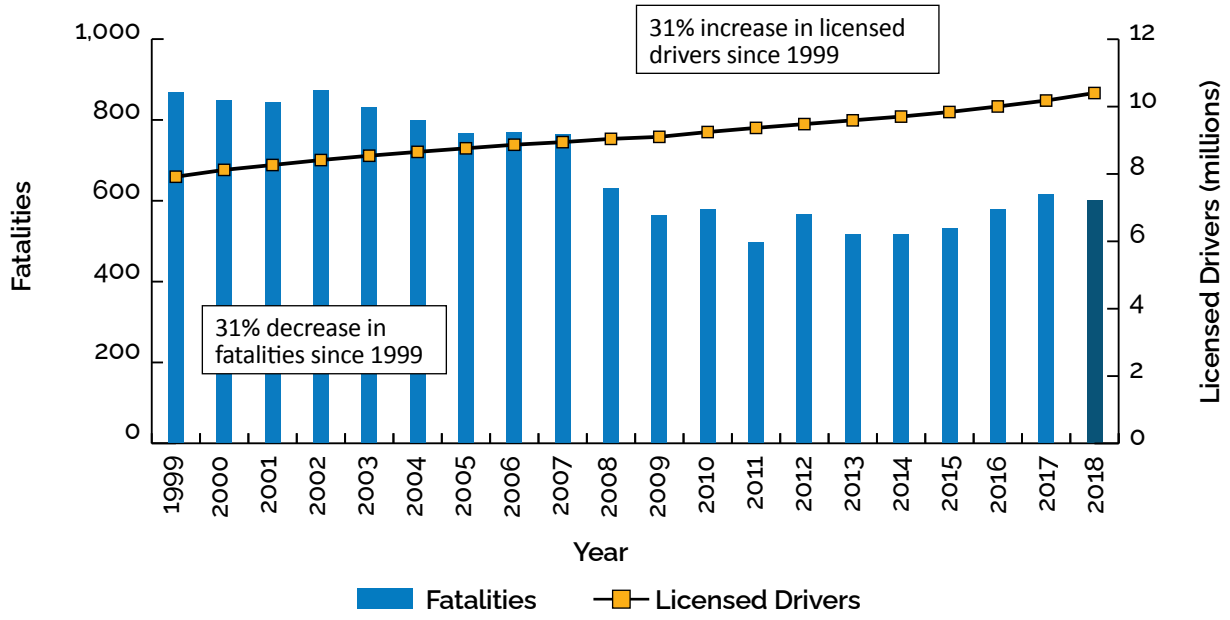
Conclusion

ORSAR 2018 confirms that Ontario continues to be a leader in road safety.

We continue to work closely with our road safety partners and support police in their efforts to crack down on unsafe drivers and driving practices. As we review the findings of this year's report, we will strive to achieve better results and more milestones and make Ontario's roads the safest in the world.

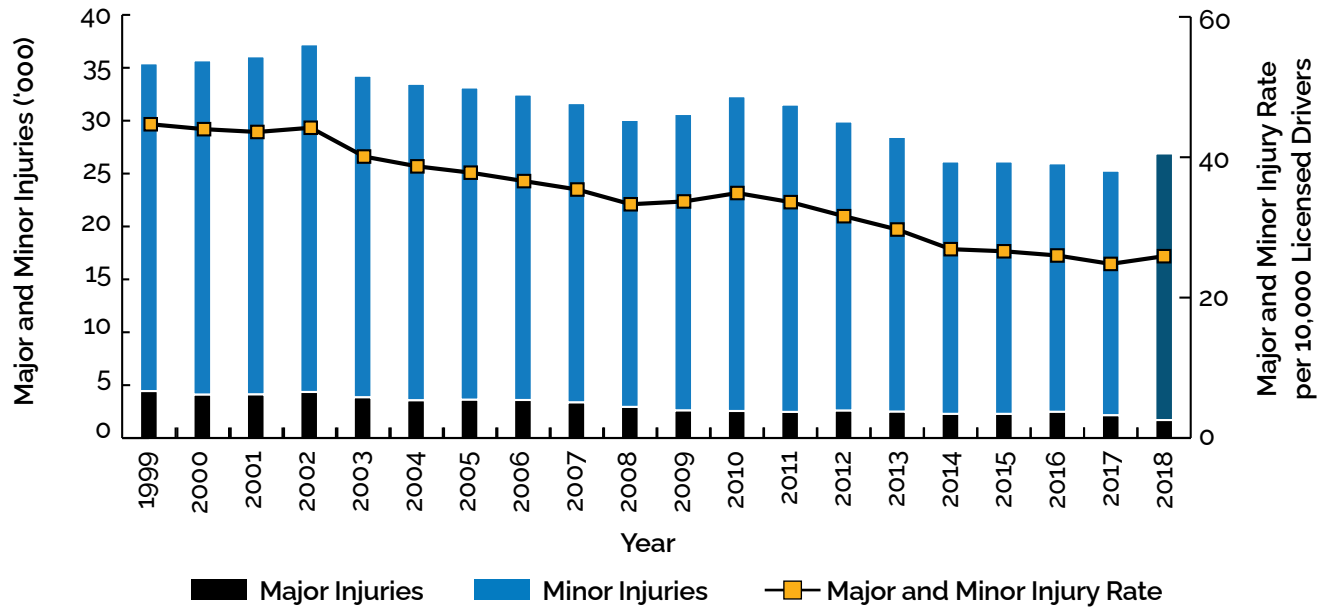
Key Road Safety Statistical Trends

Number of Fatalities and Licensed Drivers, 1999–2018



Between 1999 and 2018, the number of licensed drivers increased by 31%. In contrast, the number of fatalities decreased by 31% over this 20-year period.

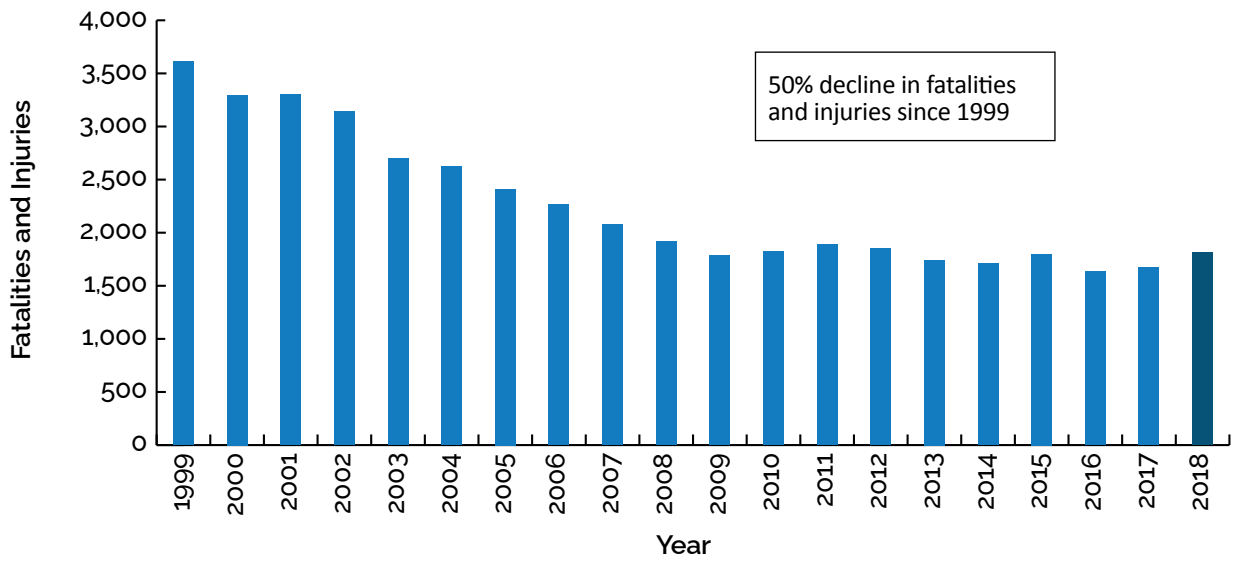
Number and Rate of Major and Minor Injuries, 1999–2018



In 2018, 50,973 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 33,089 fewer than in 1999.

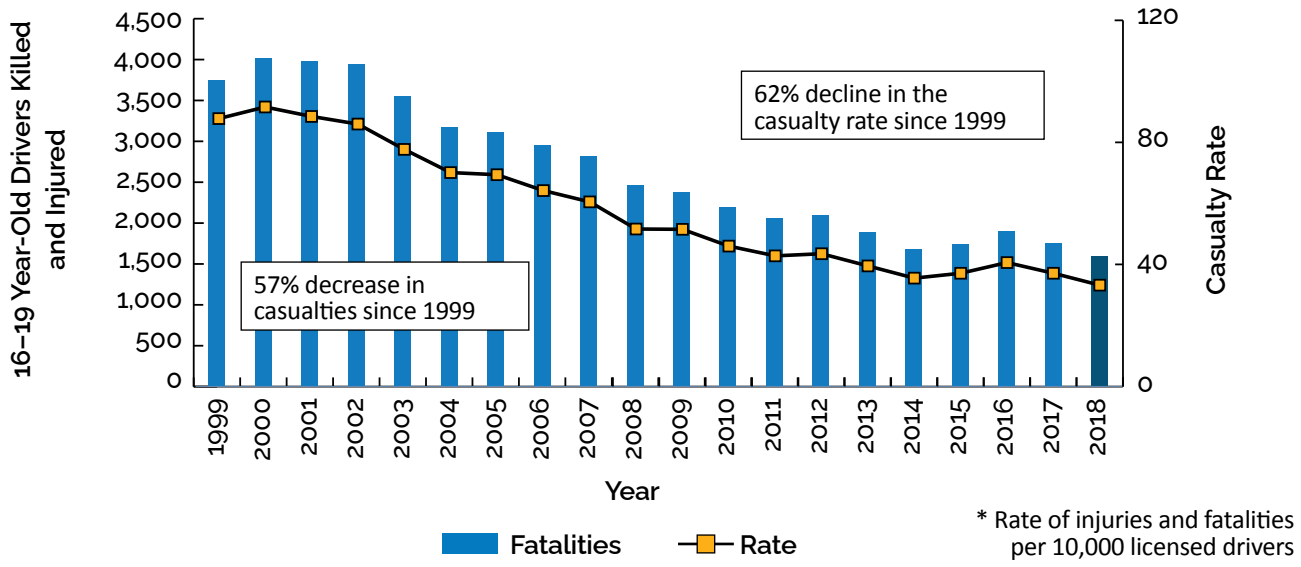
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 1999–2018



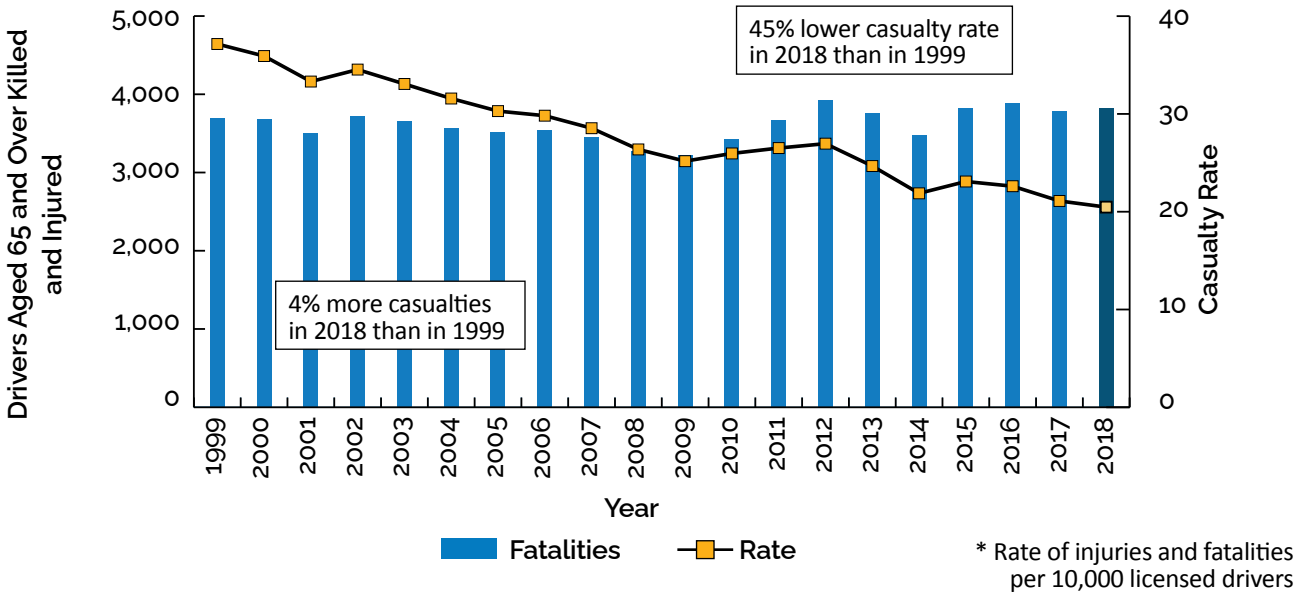
Between 1999 and 2018, the number of traffic fatalities and injuries among children aged 0–9 has dropped steadily, leading to an overall decline of 50%.

Number and Rate* of Drivers 16–19 Years Old Killed and Injured, 1999–2018



From 1999–2018, the number of 16–19 year old driver casualties (deaths or injuries) declined, with a 57% decrease in the number killed/injured and a 62% decrease in the casualty rate. Over the same time period, the number of licensed drivers aged 16–19 increased by 13%, from 426,643 to 480,401.

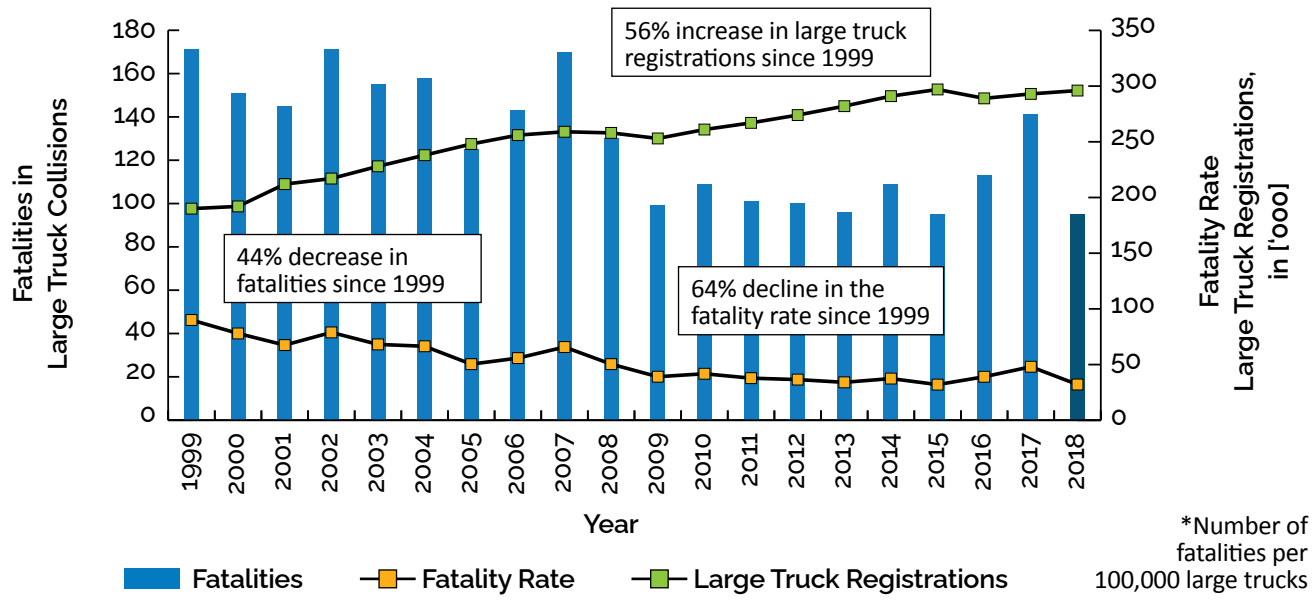
Number and Rate* of Drivers Aged 65 and Over Killed and Injured, 1999–2018



The number of drivers aged 65 and over killed and injured increased by 4% between 1999 and 2018. However, the population of drivers age 65 and over has been increasing more rapidly, therefore, the casualty rate per 10,000 licensed drivers has decreased by 45%.

Large Trucks

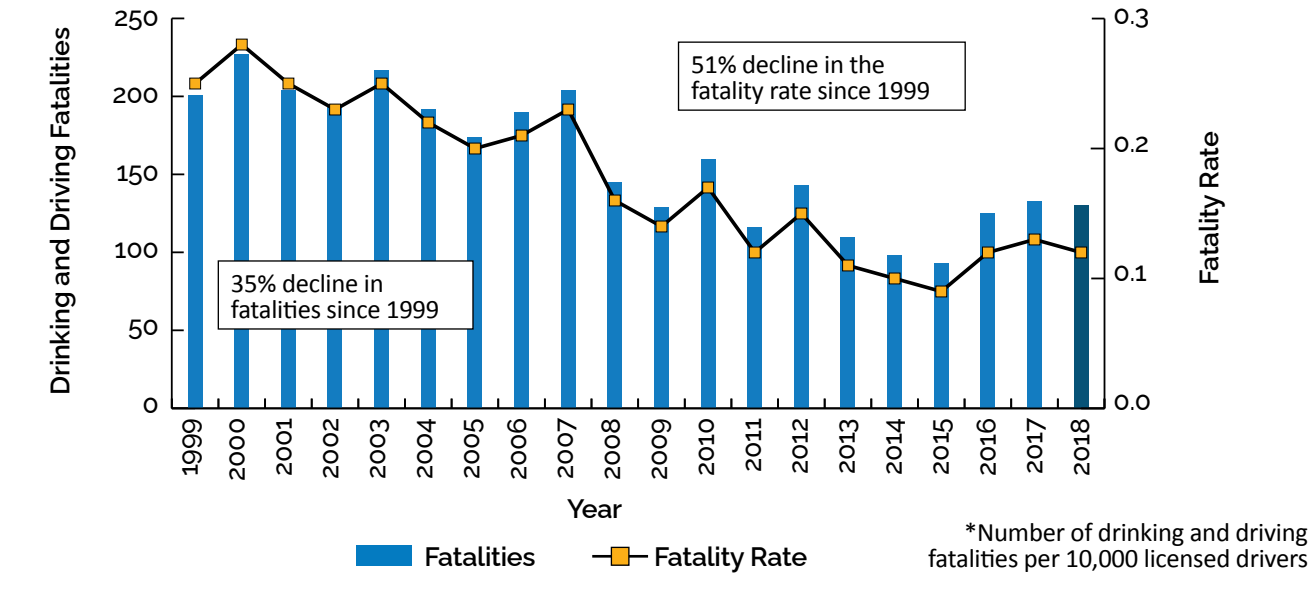
Number and Rate* of Fatalities in Large Truck Collisions; Large Truck Registrations, 1999–2018



Between 1999 and 2018, the number of large trucks registered in Ontario increased by 56%. The number of large truck fatalities decreased by 44% from 171 in 1999 to 95 in 2018.

Drinking and Driving

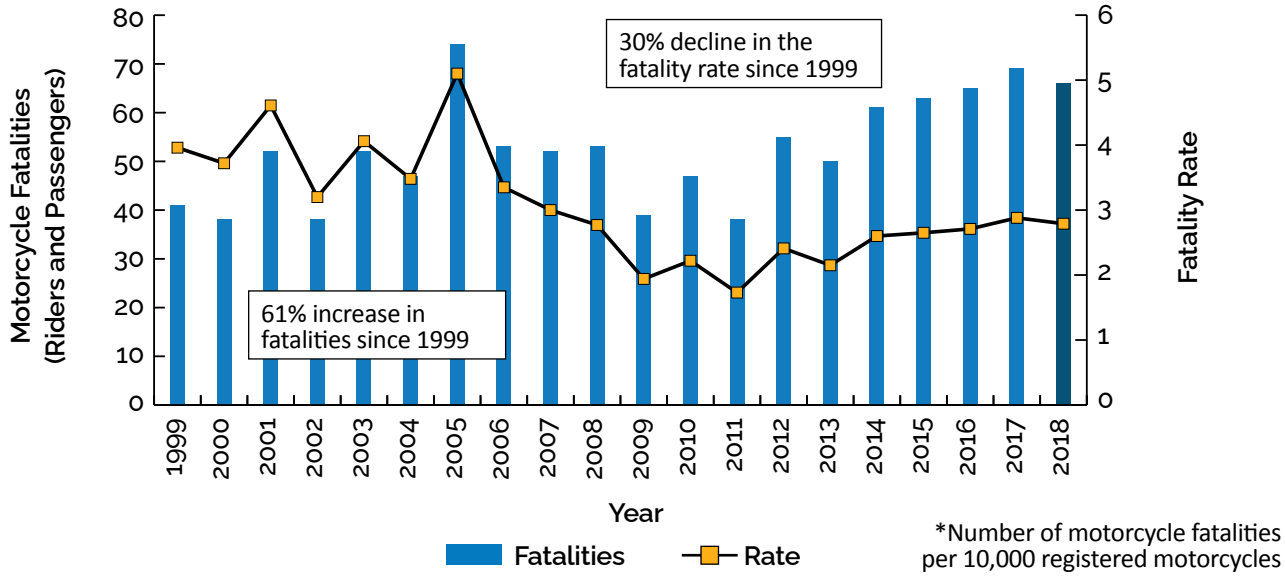
Number and Rate* of Drinking and Driving Fatalities, 1999–2018



Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have declined dramatically from 1999, by 35% and 51% respectively.

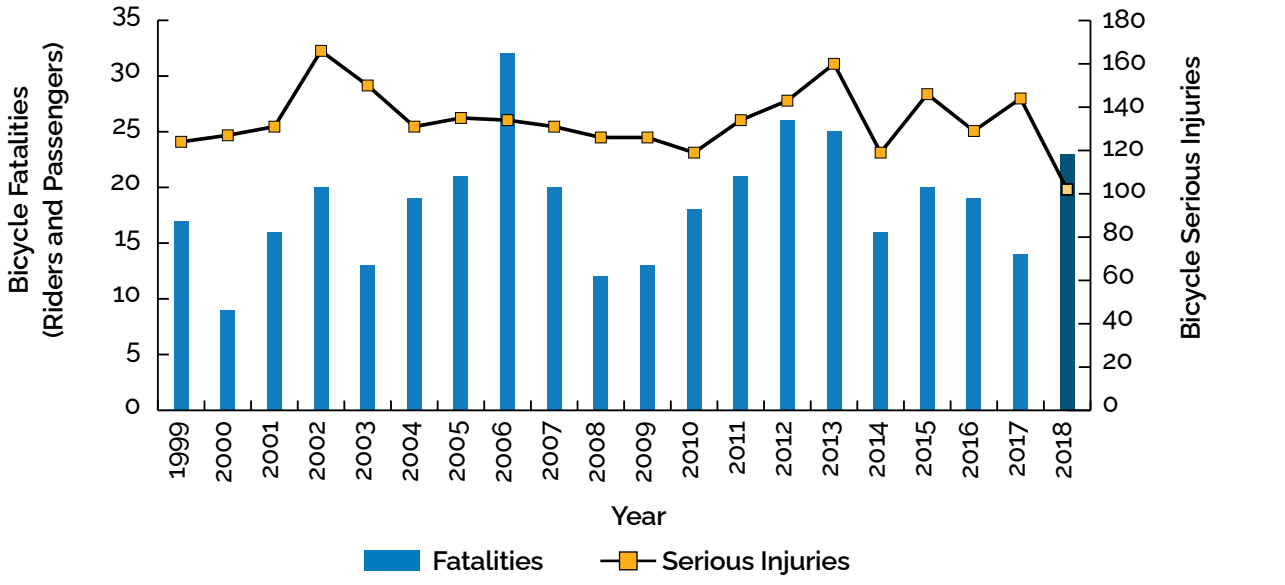
Vulnerable Road Users

Number and Rate* of Motorcycle Fatalities, 1999–2018



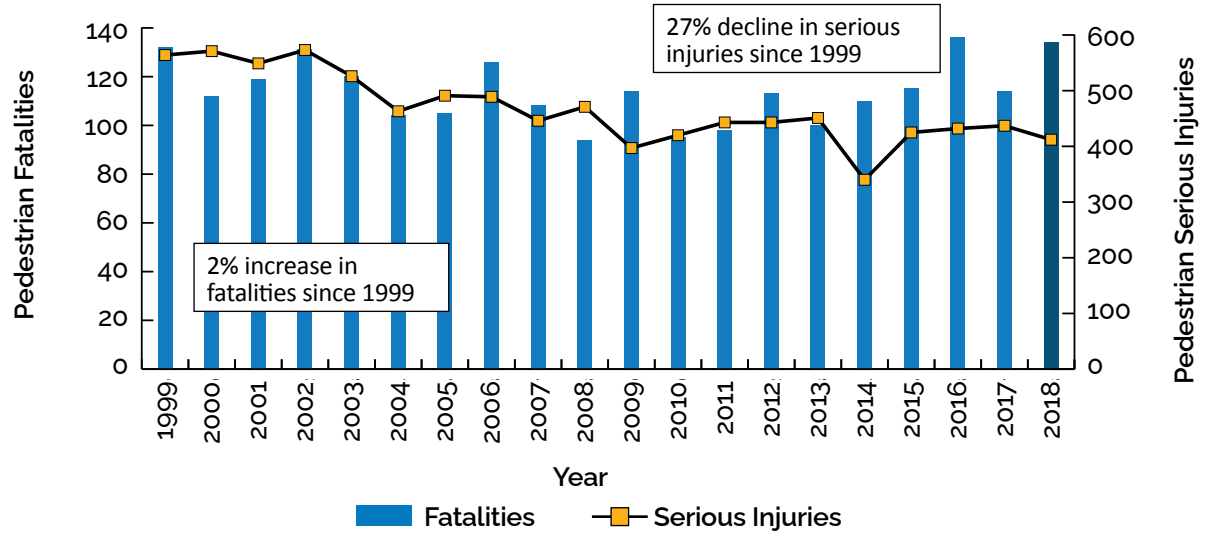
Motorcycle registrations decreased 1.4% from 239,983 in 2017 to 236,602 in 2018. In the same time period, motorcycle rider fatalities decreased from 69 in 2017 to 66 in 2018. Over the long term, between 1999 and 2018, there has been a 30% decline in the fatality rate per 10,000 motorcycle registrations.

Number of Bicycle Fatalities and Serious Injuries, 1999–2018



Between 1999 and 2018, the number of bicycle rider fatalities fluctuated between a high of 32 in 2006 and a low of 9 in 2000. There were 23 bicycle rider fatalities in 2018.

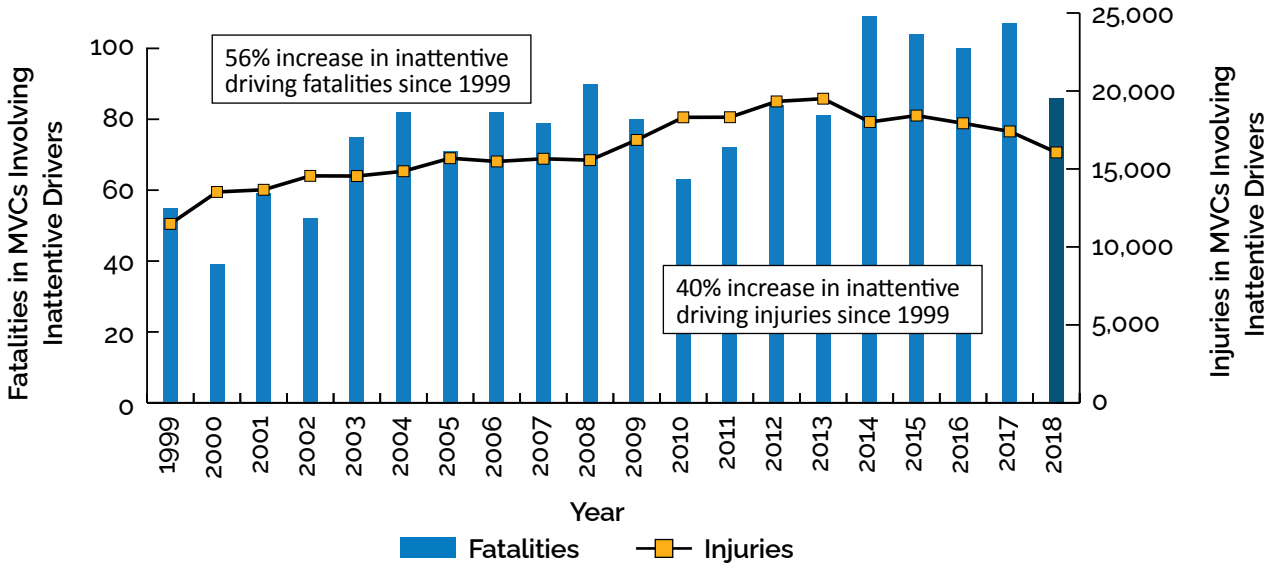
Number of Pedestrian Fatalities and Serious Injuries, 1999–2018



Between 1999 and 2018, the number of pedestrian fatalities was highest in 2016 with 136, and reached its lowest level in two decades in 2008 with 94. The number of pedestrian fatalities increased from 114 in 2017 to 134 in 2018, up by 18%. The number of pedestrian serious injuries decreased by 6% in 2018 compared with 2017.

Inattentive Driving*

Number of Inattentive Driving Fatalities and Injuries, 1999–2018



The number of fatalities in collisions involving an inattentive driver increased from 55 in 1999 to 86 in 2018; this represents an increase of 56%. During the same time period, the number of injuries in collisions involving an inattentive driver increased from 11,478 in 1999 to 16,059 in 2018, an increase of 40%.

* *An inattentive driver is defined as a driver operating a motor vehicle without due care and attention or placing less concentration on driving. Other examples of inattentive driving could include: changing radio stations, consuming food, reading, and talking on a phone.*

1. Overview

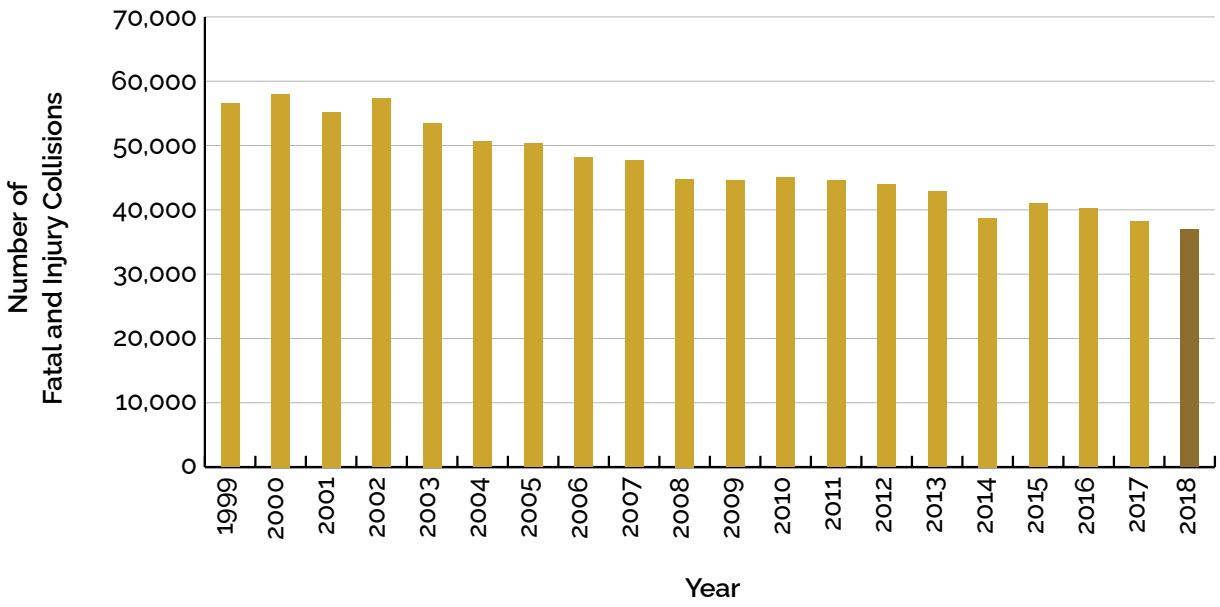
1. Overview

This section provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers and registered vehicles.

The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers. In 2018, Ontario's fatality rate of 0.58 per 10,000 licensed drivers continues to position Ontario as a road safety leader in Canada and in North America.

The information on hospitalizations and other statistics in this section is a stark reminder of the human and economic cost of motor vehicle collisions, both in terms of lives lost, pain and suffering, and the impact on Ontario's health care system, which affects everyone in Ontario.

FIGURE 1 **Total Number of Fatal and Injury Collisions in Ontario, 1999–2018**



1A Synopsis

Selected Statistics: 2018	
Total Reportable Collisions	214,852
Total Drivers Involved in Collisions	391,036
Total Vehicles Involved in Collisions	403,984
Fatal Collisions	556
Personal Injury Collisions	36,331
Property-Damage Collisions	177,965
Persons Killed	602
Drivers Killed (excludes All-Terrain Vehicle and Snow Vehicle Drivers)	358
Drivers Killed (Impaired or Had Been Drinking)	98
Passengers Killed	104
Pedestrians Killed	134
Other Road Users Killed	6
Persons Injured	50,973
Estimated Ontario Population (2018)	14,318,545
Licensed Drivers	10,402,985
Registered Motor Vehicles	9,824,804
Estimated Vehicle Kilometres Travelled (in millions)	147,521
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	4.20
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.41
Collision Rate per 100 Million Kilometres Travelled	145.64
Fatal Collision Rate per 100 Million Kilometres Travelled	0.38
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.58

1B Health Perspective

TABLE 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2018/2019

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	109	571
Fracture of neck and trunk	1,028	9,822
Fracture of upper limb	377	2,080
Fracture of lower limb	1,127	11,988
Fractures involving multiple body regions	5	174
Dislocation, sprains and strains	80	450
Dislocations, sprains, and strains involving multiple body regions	2	2
Intracranial injury	736	11,672
Internal injury of chest, abdomen, and pelvis	455	4,292
Open wound of head, neck, or trunk	46	158
Open wound of upper limb	8	61
Open wound of lower limb	45	756
Open wounds involving multiple body regions	2	4
Other diagnosis	1,111	15,123
Total Admissions and Days	5,131	**57,153**

Source: Ministry of Health, Health Solutions Delivery Branch, Health Data Decision Support Unit.

TABLE 1.2: Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2018/2019

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	84	3,448
Spinal cord, spinal canal, and meninges	10	83
Nose, mouth, and pharynx	18	122
Chest wall, pleura, mediastinum, and diaphragm	0	0
Bone marrow and spleen	128	1,801
Kidney	6	83
Facial bones and joints	47	437
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	1,606	19,218
Repair joint structures (excluding head or facial bones)	3	7
Skin and subcutaneous tissue	57	529
Other diagnostic and therapeutic interventions	3,172	31,425
Sub-total of surgical admissions and days	**5,131**	**57,153**
No interventions performed—surgical procedures	**N/A**	**N/A**

Source: Ministry of Health, Health Solutions Delivery Branch, Health Data Decision Support Unit.

N/A: Data not available

If only everything about home ownership could be this fast.
Front St W

2. The People

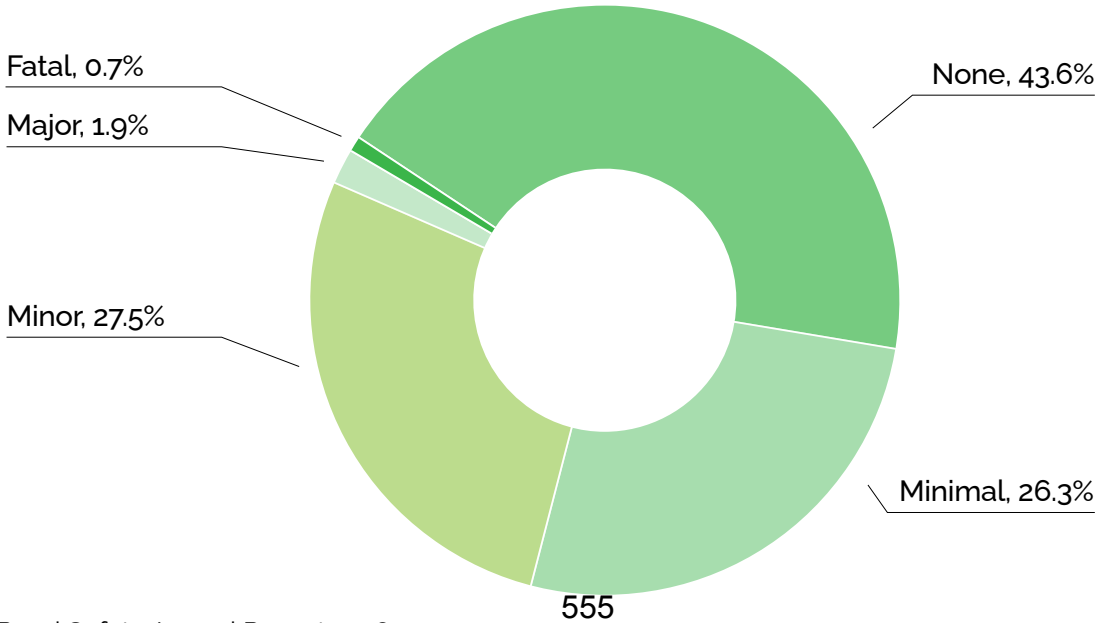
2. The People

This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. A few examples of road user characteristics identified in this chapter include: driver action and condition at the time of collision, pedestrian action and condition, and seat belt usage. Key historical road safety data—covering a period of more than 80 years—is also provided to assist in analyzing long-term safety trends in Ontario.

There was a decrease in the number of traffic fatalities from 617 in 2017 to 602 in 2018; the number of serious injuries decreased from 2,152 in 2017 to 1,701 in 2018. During the same time period, the number of licensed drivers increased by 222,961, from 10,180,024 in 2017 to 10,402,985 in 2018.

Out of 928 drivers involved in fatal collision, 124 were drinking drivers, 80 drivers' ability was impaired by drugs, 82 drivers were coded as inattentive, and 105 were speeding (e.g., above speed limit or driving too fast for conditions). Despite the fact that about 96% of Ontario drivers use seat belts, 90 vehicle occupants who were fatally injured were not using seat belts at the time of the collision.

FIGURE 2 **Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2018**



2A People in Collisions

TABLE 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2018

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	27,193	14,906	14,812	636	271	**57,818**
Passenger*	12,214	6,304	6,249	333	104	**25,204**
Pedestrian	89	1,742	2,199	412	134	**4,576**
Bicyclist	25	692	899	102	23	**1,741**
Bicycle Passenger	3	3	7	3	0	**16**
All-Terrain Vehicle Driver **	1	3	14	6	2	**26**
All-Terrain Vehicle Passenger **	0	1	3	0	0	**4**
Snow Vehicle Driver	1	4	4	1	0	**10**
Snow Vehicle Passenger	0	0	1	0	0	**1**
Motorcycle Driver	42	259	770	182	64	**1,317**
Motorcycle Passenger	1	10	62	15	2	**90**
Moped Driver	1	5	17	1	0	**24**
Moped Passenger	0	0	1	0	0	**1**
Hanger On	5	13	21	4	2	**45**
Other	330	129	142	6	0	**607**
Total	**39,905**	**24,071**	**25,201**	**1,701**	**602**	**91,480**

* Includes bus passengers

** In this table, all-terrain vehicles include two-wheel, three-wheel, and four-wheel vehicles. HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

Fatal: Person killed immediately or within 30 days of the motor vehicle collision.

Major: Person admitted to hospital. Also, includes person admitted for observation.

Minor: Person went to hospital and was treated in the emergency room but was not admitted.

Minimal: Person did not go to hospital when leaving the scene of the collision. Includes minor abrasions, bruises and complaint of pain.

None: Uninjured person.

TABLE 2.2: Category of Persons Killed by Age Groups, 2018

Category of Person	Age Groups																Total
	0–4	5–9	10–15	16	17	18	19	20	21–24	25–34	35–44	45–54	55–64	65–74	75+	UK	
Driver	0	0	0	1	1	6	7	5	25	37	45	40	41	24	38	1	**271**
Passenger*	3	4	5	3	3	1	2	2	9	19	10	8	12	8	15	2	**106**
Pedestrian	1	1	1	0	0	1	4	1	8	10	12	9	25	23	37	1	**134**
Bicyclist	0	0	0	0	1	1	0	1	1	1	4	4	2	4	4	0	**23**
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
All-Terrain Vehicle Driver	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	**2**
All-Terrain Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Motorcycle Driver	0	0	0	0	0	0	0	1	6	17	8	16	12	2	2	0	**64**
Motorcycle Passenger	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	**2**
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**4**	**5**	**6**	**5**	**5**	**9**	**13**	**10**	**50**	**84**	**79**	**78**	**92**	**61**	**97**	**4**	**602**

* Includes hangers on

UK = Unknown

HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

TABLE 2.3: Category of Persons Injured by Age Groups, 2018

Category of Person	Age Groups																Total
	0–4	5–9	10–15	16	17	18	19	20	21–24	25–34	35–44	45–54	55–64	65–74	75+	UK	
Driver	0	0	6	88	451	523	518	634	2,916	6,521	5,278	5,304	4,328	2,310	1,452	25	**30,354**
Passenger*	894	725	1,023	272	359	312	326	304	1,096	1,866	1,205	1,280	1,231	853	708	521	**12,975**
Pedestrian	79	79	299	82	80	89	108	119	420	745	435	526	488	340	285	179	**4,353**
Bicyclist	2	17	161	47	49	33	29	27	175	334	223	212	190	94	43	57	**1,693**
Bicycle Passenger	0	1	2	1	0	0	0	0	5	5	4	7	4	0	0	27	**56**
All-Terrain Vehicle Driver	0	0	3	3	1	1	0	0	3	5	4	0	0	3	0	0	**23**
All-Terrain Vehicle Passenger	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	**4**
Snow Vehicle Driver	0	0	3	1	0	0	0	1	3	1	0	0	0	0	0	0	**9**
Snow Vehicle Passenger	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Motorcycle Driver	0	0	1	15	8	14	17	30	85	283	200	259	196	86	15	2	**1,211**
Motorcycle Passenger	2	0	3	1	3	2	2	1	8	11	11	17	18	3	0	8	**90**
Moped Driver	0	0	0	1	0	1	1	0	2	7	2	5	4	0	0	0	**23**
Moped Passenger	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
Other	2	0	1	2	1	1	5	4	4	19	25	30	36	19	23	8	**180**
Total	**979**	**822**	**1,505**	**513**	**952**	**976**	**1,006**	**1,120**	**4,717**	**9,800**	**7,387**	**7,640**	**6,495**	**3,708**	**2,526**	**827**	**50,973**

* Includes hangers on

UK = Unknown

HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

TABLE 2.4: Sex of Driver by Class of Collision 2018

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	732	40,581	188,720	**230,033**
Female	184	25,518	108,940	**134,642**
Unknown*	12	1,905	24,444	**26,361**
Total	**928**	**68,004**	**322,104**	**391,036**

* This includes situations where the enforcement officer is unable to make a determination, e.g., hit and run.

Fatal Collision: A motor vehicle collision in which at least one person sustains bodily injury resulting in death within 30 days of the collision.

Personal Injury Collision: A motor vehicle collision in which at least one person involved sustains bodily injury not resulting in death.

Property Damage: A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to motor vehicle or its load.

The minimum reportable level for property-damage-only collision rose from $1000 to $2000 on September 1, 2015.

See Appendix for further explanation of Collision Self-Reporting.

TABLE 2.5: Driver Condition by Class of Collision, 2018

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	512	50,497	257,041	**308,050**
Had Been Drinking	31	407	1,105	**1,543**
Ability Impaired—Alcohol over 0.08	83	526	1,320	**1,929**
Ability Impaired—Alcohol	10	297	655	**962**
Ability Impaired—Drugs*	80	156	307	**543**
Fatigue	10	592	1,327	**1,929**
Medical/Physical Disability	22	575	601	**1,198**
Inattentive	82	11,352	28,851	**40,285**
Other**	62	1,060	3,222	**4,344**
Unknown***	36	2,542	27,675	**30,253**
Total	**928**	**68,004**	**322,104**	**391,036**

* Beginning in February 2011, all drivers killed in motor vehicle collisions were tested for the presence of drugs. Therefore, data may not be comparable to previous years.

** Driver condition is not defined above.

*** This includes situations where the enforcement officer is unable to make a determination, e.g., hit-and-run.

Had Been Drinking: Driver had consumed alcohol but his/her physical condition was not legally impaired.

Ability Impaired Alcohol over .08: Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of .08 grams of alcohol per 100 millilitres of blood.

Ability Impaired Alcohol: Driver had consumed sufficient alcohol to warrant being charged with a drinking and driving offence.

Inattentive: Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving, e.g., changing radio stations, consuming food, reading, talking on phone or two-way radio, using headphones.

TABLE 2.6: Driver Age by Driver Condition in all Collisions, 2018*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over .08	Ability Impaired Alcohol	Other	Unknown	
Under 16	212	1	0	0	88	10	**311**
16	805	8	2	1	249	20	**1,085**
17	3,803	8	11	3	1,110	90	**5,025**
18	4,676	18	21	10	1,195	79	**5,999**
19	5,506	38	30	12	1,307	88	**6,981**
20	6,214	52	56	13	1,354	120	**7,809**
21-24	28,713	229	314	130	5,275	469	**35,130**
25-34	66,735	491	635	342	10,284	1,171	**79,658**
35-44	56,182	268	354	192	7,700	939	**65,635**
45-54	56,433	202	257	129	7,213	869	**65,103**
55-64	44,673	141	177	92	5,884	719	**51,686**
65-74	22,274	58	57	28	3,712	359	**26,488**
75 & over	11,037	23	14	8	2,721	232	**14,035**
Unknown	787	6	1	2	1,216	24,079	**26,091**
Total	**308,050**	**1,543**	**1,929**	**962**	**49,308**	**29,244**	**391,036**

* Includes bicyclists, drivers of all-terrain vehicles, etc.

TABLE 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2018*

Recorded Occurrence	Number of Drivers	%
Normal	84	23.3
Had Been Drinking	24	6.7
Ability Impaired—Alcohol over 0.08	73	20.3
Ability Impaired—Alcohol	1	0.3
Ability Impaired—Drugs**	77	21.4
Fatigue	5	1.4
Medical/Physical Disability	19	5.3
Inattentive	27	7.5
Other	36	10.0
Unknown	14	3.9
Total	**360**	**100.0**

* Total includes drivers of all vehicle types killed in HTA reportable collisions.

** Beginning in February 2011, all drivers killed in motor vehicle collisions were tested for the presence of drugs. Therefore, data may not be comparable to previous years.

TABLE 2.8: Apparent Driver Action by Class of Collision, 2018

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	422	33,371	188,482	**222,275**
Following Too Close	10	6,123	28,023	**34,156**
Speed Too Fast	55	600	1,024	**1,679**
Speed Too Fast for Conditions	50	2,708	11,162	**13,920**
Speed Too Slow	1	33	101	**135**
Improper Turn	26	3,505	9,665	**13,196**
Disobey Traffic Control	40	3,099	4,635	**7,774**
Fail to Yield Right of Way	55	7,284	14,291	**21,630**
Improper Passing	12	466	2,081	**2,559**
Lost Control	133	4,965	14,723	**19,821**
Wrong Way on One Way Road	3	52	123	**178**
Improper Lane Change	16	1,282	9,553	**10,851**
Other*	94	2,852	12,640	**15,586**
Unknown	11	1,664	25,601	**27,276**
Total	**928**	**68,004**	**322,104**	**391,036**

* Includes actions such as hit-and-run, driving on the wrong side of the road, improper parking and illegally parked.

The tables on the next two pages include only seat belt usage in collisions in which there were fatalities and personal injuries. Property-damage-only collisions are excluded.

TABLE 2.9: Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2018

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	164	457	13,142	13,307	24,597	**51,667**
Other Equipment*	27	97	1,122	1,090	1,563	**3,899**
Equipment Not Used	70	55	193	52	32	**402**
No Safety Equipment	0	1	13	10	29	**53**
Use Unknown	10	26	342	447	972	**1,797**
Total	**271**	**636**	**14,812**	**14,906**	**27,193**	**57,818**

* Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

TABLE 2.10: Seat Belt Usage by Severity of Passenger* Injury in Fatal and Personal Injury Collisions, 2018

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	64	191	4,958	5,051	9,395	**19,659**
Child Safety Seat Used Incorrectly	2	2	18	14	51	**87**
Child Safety Seat Used Correctly	3	7	264	344	1,304	**1,922**
Other Equipment**	8	59	436	425	704	**1,632**
Equipment Not Used	20	41	181	58	33	**333**
No Safety Equipment	7	11	236	202	398	**854**
Use Unknown	2	27	193	243	397	**862**
Total	**106**	**338**	**6,286**	**6,337**	**12,282**	**25,349**

* Includes hangers on and excludes passengers in parked vehicles.

** Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

TABLE 2.11: Restraint Use for Children (0–4 Years) Killed in Collisions, 2014–2018

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2014	0	1	0	0	0	0	**1**
2015	6	0	0	0	1	1	**8**
2016	1	0	0	0	0	0	**1**
2017	4	0	0	0	0	2	**6**
2018	1	2	0	0	0	0	**3**

TABLE 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2018

	Injury Level		
Restraint Used	**Major / Fatal %**	**Minimal/Minor %**	**No Injuries %**
Child Restraint Used Correctly	26.1	47.8	58.2
Child Restraint Used Incorrectly	17.4	2.7	2.0
Lap/Lap-Shoulder Belt	8.7	42.0	31.6
Not Available	0.0	1.0	2.6
Available/Not Used	8.7	0.5	0.2
Other	21.7	4.1	3.6
Unknown	17.4	1.8	1.9
Total	**100**	**100**	**100**

TABLE 2.13: Pedestrian Condition by Severity of Injury, 2018

Condition of Pedestrian	Killed	Injured
Normal	60	3,356
Had Been Drinking	6	151
Ability-Impaired Alcohol over .08	14	9
Ability-Impaired Alcohol	0	33
Ability-Impaired Drugs	10	21
Fatigue	0	4
Medical or Physical Defect	5	67
Inattentive	28	604
Other	11	108
Unknown	0	0
Total	**134**	**4,353**

TABLE 2.14: Apparent Pedestrian Action by Severity of Injury, 2018

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	26	2,272
Crossing Intersection Without Right of Way	27	574
Crossing Intersection No Traffic Control	25	242
Crossing Pedestrian Crossover	2	166
Crossing Marked Crosswalk Without Right of Way	4	119
Walking on Roadway With Traffic	12	91
Walking on Roadway Against Traffic	3	49
On Sidewalk or Shoulder	10	232
Playing or Working on Highway	2	40
Coming from Behind Parked Vehicle or Object	1	54
Running onto Roadway	2	183
Getting On/Off School Bus*	0	6
Getting On/Off Vehicle	0	43
Pushing/Working on Vehicle	0	15
Other	20	267
Total	**134**	**4,353**

* Calendar Year

TABLE 2.15: Category of Persons Killed and Injured, 1990–2018

Year	Ontario Population (Est.)**	Driver		Passenger*		Pedestrian		All Others		Persons Killed In All Classes		Persons Injured In All Classes	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Number	Rate Per 100,000	Number	Rate Per 100,000
1990	9,743,300	540	55,073	321	33,606	154	5,839	105	7,057	1,120	11.5	120,652	1,238.3
1991	10,084,900	542	48,021	298	30,230	157	5,352	105	6,916	1,102	10.9	101,575	1,007.2
1992	10,098,600	548	49,259	317	30,567	140	5,177	85	6,022	1,090	10.8	90,519	896.4
1993	10,813,200	595	49,628	296	30,584	146	5,181	98	5,756	1,135	10.5	91,025	841.8
1994	10,927,800	508	49,632	273	29,570	127	5,344	91	5,484	999	9.1	91,149	834.1
1995	11,100,000	527	49,916	276	29,440	126	5,261	70	4,955	999	9.0	90,030	811.1
1996	11,320,456	459	49,614	270	28,997	144	5,336	55	4,458	928	8.2	89,572	791.2
1997	11,500,329	474	47,861	224	27,915	133	5,154	68	4,597	899	7.8	88,405	768.7
1998	11,675,497	437	47,088	222	26,422	121	4,978	74	4,704	854	7.3	85,527	732.5
1999	11,513,700	452	47,943	221	26,774	132	4,894	63	4,451	868	7.5	83,192	722.5
2000	11,695,110	437	48,068	243	27,206	112	5,190	57	4,544	849	7.3	84,062	718.8
2001	11,966,960	430	45,758	224	26,510	119	5,063	72	4,451	845	7.1	85,009	710.4
2002	12,027,900	450	47,909	227	26,742	131	4,990	65	4,551	873	7.3	81,782	679.9
2003	12,293,700	425	44,212	216	24,563	120	4,758	70	10,659	831	6.8	84,192	684.8
2004	12,407,300	433	41,608	191	22,396	104	4,505	71	9,370	799	6.4	77,879	627.7
2005	12,558,669	377	41,199	183	21,268	105	4,709	101	4,674	766	6.1	73,008	581.3
2006	12,705,328	383	39,633	169	20,005	126	4,729	91	4,426	769	6.1	68,793	541.5
2007	12,803,861	396	38,913	186	19,112	108	4,636	75	4,505	765	6.0	67,166	524.6
2008	12,932,297	343	36,219	124	17,679	94	4,454	70	4,391	631	4.9	62,743	485.2
2009	13,072,700	277	35,403	113	18,224	114	4,522	60	4,413	564	4.3	62,743	480.0
2010	13,223,800	299	35,959	115	19,152	95	4,621	70	4,782	579	4.4	62,562	473.1
2011	13,263,500	237	35,517	92	16,835	98	4,857	71	4,810	498	3.8	62,019	467.6
2012	13,410,100	236	35,254	127	16,044	113	4,604	92	5,099	568	4.2	61,001	454.9
2013	13,551,000	246	35,163	92	15,575	100	4,290	80	4,542	518	3.8	59,570	439.6
2014	13,685,200	251	32,105	71	13,742	110	4,053	85	4,181	517	3.8	54,081	395.2
2015	13,789,600	237	32,630	91	14,465	115	4,641	88	5,023	531	3.9	56,759	411.6
2016	13,976,320	254	32,044	98	14,287	136	4,694	91	4,468	579	4.1	55,493	397.1
2017	14,072,615	316	31,045	90	13,141	114	4,317	97	3,916	617	4.4	52,419	372.5
2018	14,318,545	271	30,354	104	12,886	134	4,353	93	3,380	602	4.2	50,973	356.0

* Excludes motorcycle passengers, who are included with "All Others".

** Source: StatCan

TABLE 2.16: Sex of Driver Population by Age Groups 2018

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
Male	253,208	460,534	953,429	874,205	927,804	919,721	974,118	**5,363,019**
Female	227,193	398,627	894,994	870,625	893,324	861,175	894,028	**5,039,966**
Total	**480,401**	**859,161**	**1,848,423**	**1,744,830**	**1,821,128**	**1,780,896**	**1,868,146**	**10,402,985**

TABLE 2.17: Driver Population by Age Groups, 1990–2018

Year	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
1990	322,542	629,478	1,666,474	1,467,699	964,925	728,380	669,385	**6,448,883**
1991	319,584	627,931	1,673,502	1,501,765	1,018,365	736,652	696,432	**6,574,231**
1992	314,685	623,707	1,665,433	1,528,726	1,082,883	745,759	727,568	**6,688,761**
1993	326,389	621,934	1,655,573	1,566,083	1,136,365	758,840	758,244	**6,823,428**
1994	358,817	622,704	1,645,962	1,611,972	1,190,442	770,882	783,181	**6,983,960**
1995	360,847	614,094	1,621,989	1,659,749	1,240,072	782,871	806,396	**7,086,018**
1996	361,571	612,060	1,608,567	1,717,050	1,297,289	805,486	856,144	**7,258,167**
1997	394,512	624,532	1,611,708	1,789,110	1,360,555	837,606	919,584	**7,537,607**
1998	412,589	634,053	1,593,744	1,845,474	1,415,258	872,426	954,212	**7,727,756**
1999	426,643	642,808	1,576,673	1,895,323	1,475,588	907,235	994,044	**7,918,314**
2000	438,170	659,331	1,582,207	1,935,150	1,540,499	939,838	1,026,179	**8,121,374**
2001	449,853	671,424	1,580,758	1,946,713	1,577,920	990,745	1,049,203	**8,266,616**
2002	458,627	686,561	1,580,837	1,945,944	1,612,219	1,053,877	1,075,439	**8,413,504**
2003	457,049	704,720	1,575,345	1,940,896	1,653,604	1,105,726	1,104,215	**8,541,555**
2004	453,157	719,861	1,567,346	1,929,418	1,698,350	1,157,824	1,129,641	**8,655,597**
2005	447,954	727,529	1,557,476	1,912,898	1,748,335	1,206,374	1,161,644	**8,762,210**
2006	461,058	736,575	1,550,313	1,888,582	1,793,515	1,252,613	1,185,309	**8,867,965**
2007	466,979	739,555	1,547,980	1,851,780	1,835,315	1,296,295	1,207,493	**8,945,397**
2008	478,950	744,491	1,553,552	1,808,597	1,875,742	1,339,948	1,241,006	**9,042,286**
2009	462,718	746,486	1,554,266	1,763,704	1,906,532	1,388,094	1,280,138	**9,101,938**
2010	478,342	765,075	1,572,436	1,740,128	1,927,499	1,441,906	1,319,881	**9,245,267**
2011	482,743	777,981	1,591,669	1,722,950	1,931,679	1,477,896	1,382,691	**9,367,609**
2012	481,601	790,157	1,610,128	1,710,796	1,924,202	1,509,382	1,454,653	**9,480,919**
2013	478,625	797,813	1,631,668	1,697,225	1,916,064	1,549,142	1,521,952	**9,592,489**
2014	473,531	803,311	1,656,912	1,686,188	1,903,892	1,591,871	1,588,339	**9,704,044**
2015	470,988	810,225	1,691,690	1,681,667	1,889,058	1,641,338	1,654,505	**9,839,471**
2016	468,061	821,656	1,737,393	1,691,167	1,875,312	1,688,950	1,721,205	**10,003,744**
2017	474,413	834,220	1,784,989	1,709,735	1,849,234	1,734,881	1,792,552	**10,180,024**
2018	480,401	859,161	1,848,423	1,744,830	1,821,128	1,780,896	1,868,146	**10,402,985**

TABLE 2.18: Driver Licence Class by Sex, 2018

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	114,644	2.14	2,424	0.05	**117,068**	1.13
AB	4,853	0.09	727	0.01	**5,580**	0.05
ABM	2,355	0.04	186	0.00	**2,541**	0.02
ABM1	8	0.00	3	0.00	**11**	0.00
ABM2	152	0.00	30	0.00	**182**	0.00
AC	33,555	0.63	1,115	0.02	**34,670**	0.33
ACM	11,808	0.22	239	0.00	**12,047**	0.12
ACM1	153	0.00	4	0.00	**157**	0.00
ACM2	1,525	0.03	58	0.00	**1,583**	0.02
AM	25,770	0.48	223	0.00	**25,993**	0.25
AM1	315	0.01	1	0.00	**316**	0.00
AM2	3,120	0.06	53	0.00	**3,173**	0.03
B	18,208	0.34	16,829	0.33	**35,037**	0.34
BM	4,691	0.09	996	0.02	**5,687**	0.05
BM1	20	0.00	18	0.00	**38**	0.00
BM2	316	0.01	192	0.00	**508**	0.00
C	11,475	0.21	1,866	0.04	**13,341**	0.13
CM	2,149	0.04	102	0.00	**2,251**	0.02
CM1	32	0.00	1	0.00	**33**	0.00
CM2	353	0.01	39	0.00	**392**	0.00
D	121,665	2.27	11,200	0.22	**132,865**	1.28
DE	88	0.00	14	0.00	**102**	0.00
DEM	22	0.00	2	0.00	**24**	0.00
DEM1	0	0.00	0	0.00	**0**	0.00
DEM2	2	0.00	0	0.00	**2**	0.00
DF	3,652	0.07	386	0.01	**4,038**	0.04
DFM	992	0.02	60	0.00	**1,052**	0.01
DFM1	21	0.00	1	0.00	**22**	0.00
DFM2	182	0.00	4	0.00	**186**	0.00
DM	39,195	0.73	1,173	0.02	**40,368**	0.39
DM1	250	0.00	11	0.00	**261**	0.00
DM2	3,295	0.06	175	0.00	**3,470**	0.03
E	1,186	0.02	1,621	0.03	**2,807**	0.03
EM	131	0.00	29	0.00	**160**	0.00
EM1	2	0.00	0	0.00	**2**	0.00
EM2	9	0.00	2	0.00	**11**	0.00
F	8,160	0.15	6,001	0.12	**14,161**	0.14

TABLE 2.18: Driver Licence Class by Sex, 2018 (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
FM	1,255	0.02	282	0.01	**1,537**	0.01
FM1	21	0.00	4	0.00	**25**	0.00
FM2	285	0.01	102	0.00	**387**	0.00
G	3,803,648	70.92	4,142,565	82.19	**7,946,213**	76.38
G1	297,366	5.54	386,095	7.66	**683,461**	6.57
G1M	101	0.00	23	0.00	**124**	0.00
G1M1	488	0.01	80	0.00	**568**	0.01
G1M2	1,258	0.02	301	0.01	**1,559**	0.01
G2	386,796	7.21	380,888	7.56	**767,684**	7.38
G2M	301	0.01	63	0.00	**364**	0.00
G2M1	526	0.01	65	0.00	**591**	0.01
G2M2	3,449	0.06	464	0.01	**3,913**	0.04
GM	398,090	7.42	68,799	1.37	**466,889**	4.49
GM1	4,077	0.08	957	0.02	**5,034**	0.05
GM2	49,476	0.92	13,173	0.26	**62,649**	0.60
M	707	0.01	150	0.00	**857**	0.01
M1	102	0.00	16	0.00	**118**	0.00
M2	719	0.01	154	0.00	**873**	0.01
Other	0	0.00	0	0.00	**0**	0.00
Total	**5,363,019**	**100.00**	**5,039,966**	**100.00**	**10,402,985**	**100.00**

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2018

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1935	707,457	**10,648**	560	9,839
1936	755,765	**11,388**	546	10,251
1937	802,765	**13,906**	766	12,092
1938	866,729	**13,715**	640	11,683
1939	899,572	**13,710**	652	11,638
1940	937,551	**16,921**	716	13,715
1941	986,773	**18,167**	801	14,275
1942	961,883	**13,490**	567	10,205
1943	919,457	**11,025**	549	8,628
1944	905,650	**11,004**	498	8,373
1945	971,852	**13,458**	598	9,804
1946	1,087,445	**17,356**	688	12,228
1947	1,144,291	**22,293**	734	13,056
1948	1,209,408	**27,406**	740	14,970
1949	1,278,584	**34,472**	830	17,469
1950	1,366,388	**43,681**	791	19,940
1951	1,461,538	**54,920**	949	22,557
1952	1,556,559	**58,515**	1,010	23,643
1953	1,656,259	**65,866**	1,082	24,353
1954	1,747,567	**62,509**	1,045	24,607
1955	1,856,845	**63,219**	1,111	26,246
1956	1,967,789	**71,399**	1,180	28,626
1957	2,088,551	**76,302**	1,279	30,414
1958	2,176,417	**76,884**	1,112	30,106
1959	2,270,246	**81,518**	1,187	31,602
1960	2,355,567	**87,186**	1,166	34,436
1961	2,414,615	**85,577**	1,268	37,146
1962	2,469,425	**94,231**	1,383	41,766
1963	2,555,015	**104,919**	1,421	47,801
1964	2,694,023	**111,232**	1,424	54,560
1965	2,739,138	**128,462**	1,611	60,917
1966	2,821,648	**139,781**	1,596	65,210
1967	3,004,654	**145,008**	1,719	67,280
1968	3,128,509	**155,127**	1,586	71,520
1969	3,247,979	**169,395**	1,683	74,902
1970	3,422,892	**141,609**	1,535	75,126
1971	3,563,197	**158,831**	1,769	84,650
1972	3,688,541	**189,494**	1,934	95,181
1973	3,841,628	**193,021**	1,959	97,790

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2018 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1974	3,972,980	**204,271**	1,748	98,673
1975	4,160,623	**213,689**	1,800	97,034
1976	4,315,925	**211,865**	1,511	83,736
1977	4,562,903	**218,567**	1,420	95,664
1978	4,725,546	**186,363**	1,450	94,979
1979	4,858,351	**197,196**	1,560	101,321
1980	4,993,531	**196,501**	1,508	101,367
1981	5,123,177	**198,372**	1,445	100,321
1982	5,247,198	**187,943**	1,138	92,815
1983	5,380,259	**181,999**	1,204	91,706
1984	5,513,911	**194,782**	1,132	97,230
1985	5,660,422	**189,750**	1,191	109,169
1986	5,817,799	**187,286**	1,102	108,839
1987	5,978,105	**203,431**	1,229	121,089
1988	6,118,112	**228,398**	1,237	118,158
1989	6,290,424	**247,038**	1,286	120,652
1990	6,448,883	**220,188**	1,120	101,575
1991	6,574,231	**213,669**	1,102	90,519
1992	6,688,761	**224,249**	1,090	91,025
1993	6,823,428	**228,834**	1,135	91,149
1994	6,983,960	**226,996**	999	90,030
1995	7,086,018	**219,085**	999	89,572
1996	7,258,167	**215,024**	929	88,445
1997	7,537,607	**221,500**	899	85,527
1998	7,727,756	**213,356**	854	83,192
1999	7,918,314	**221,962**	868	84,062
2000	8,121,374	**240,630**	849	85,009
2001	8,266,616	**234,004**	845	81,782
2002	8,413,504	**244,642**	873	84,192
2003	8,541,555	**246,463**	831	77,879
2004	8,655,597	**231,548**	799	73,008
2005	8,762,210	**230,258**	766	71,850
2006	8,867,965	**216,247**	769	68,793
2007	8,945,397	**233,487**	765	67,175
2008	9,042,286	**229,196**	631	62,743
2009	9,101,938	**216,315**	564	62,562
2010	9,245,267	**215,533**	579	64,514

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2018 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
2011	9,367,609	**177,039**	498	62,019
2012	9,480,919	**172,868**	568	61,001
2013	9,592,489	**188,999**	518	59,570
2014	9,704,044	**217,557**	517	54,081
2015	9,839,471	**221,411**	531	56,759
2016	10,003,744	**208,404**	579	55,493
2017	10,180,024	**209,085**	617	52,419
2018	10,402,985	**214,852**	602	50,973

TABLE 2.20: Driver Age Groups—Number Licensed, Collision Involvement and Percent Involved in Collisions, 2018

Driver's Age	Drivers Licensed			Drivers Involved in Collisions*			% of Drivers of Each Age Involved in Collisions		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 16	0	0	**0**	45	8	**53**	N/A	N/A	**N/A**
16	45,331	42,818	**88,149**	591	415	**1,006**	1.30	0.97	**1.14**
17	59,944	55,481	**115,425**	2,909	2,038	**4,947**	4.85	3.67	**4.29**
18	68,635	60,900	**129,535**	3,672	2,268	**5,940**	5.35	3.72	**4.59**
19	79,298	67,994	**147,292**	4,430	2,499	**6,929**	5.59	3.68	**4.70**
20	86,322	73,249	**159,571**	5,023	2,726	**7,749**	5.82	3.72	**4.86**
21–24	374,212	325,378	**699,590**	21,746	13,083	**34,829**	5.81	4.02	**4.98**
25–34	953,429	894,994	**1,848,423**	49,449	29,490	**78,939**	5.19	3.29	**4.27**
35–44	874,205	870,625	**1,744,830**	39,390	25,677	**65,067**	4.51	2.95	**3.73**
45–54	927,804	893,324	**1,821,128**	40,684	23,840	**64,524**	4.38	2.67	**3.54**
55–64	919,721	861,175	**1,780,896**	33,721	17,468	**51,189**	3.67	2.03	**2.87**
65–74	615,858	577,617	**1,193,475**	16,793	9,448	**26,241**	2.73	1.64	**2.20**
75 & over	358,260	316,411	**674,671**	8,830	5,101	**13,931**	2.46	1.61	**2.06**
Unknown*	0	0	**0**	38,903	0	**38,903**	N/A	N/A	**N/A**
Total	**5,363,019**	**5,039,966**	**10,402,985**	**266,186**	**134,061**	**400,247**	**4.96**	**2.66**	**3.85**

* This table includes people in the driver's position of parked vehicles and excludes drivers of some vehicles such as bicycles, snow and off-road vehicles, etc.

3. The Collision

3. The Collision

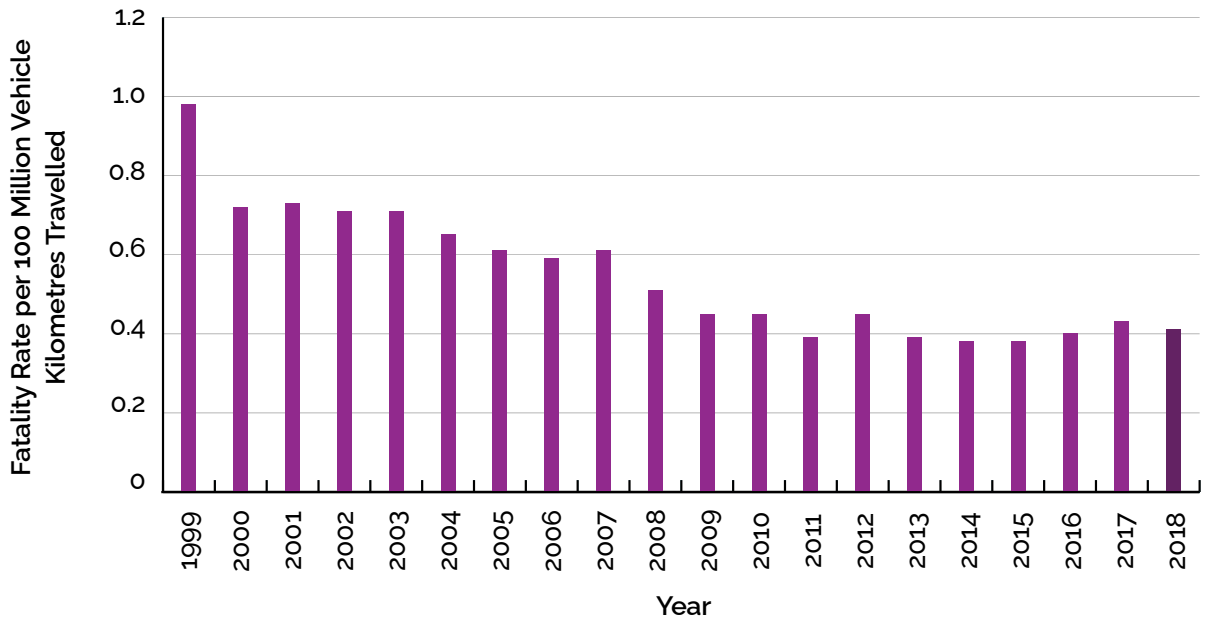
This section profiles the types of collisions that occur on Ontario's roads. To prevent motor vehicle collisions, we need to understand the context in which they occur, including hour of occurrence, day, month, collision type, location, and environmental factors. Identifying these contributing factors is an important step toward reducing collisions on Ontario's roads.

The number of fatal collisions decreased from 566 in 2017 to 556 in 2018, down by 10. The number of injury collisions decreased from 37,677 in 2017 to 36,331 in 2018, down by 1,346. The number of property damage collisions for 2018 was 177,965.

As of September 2015, the collision reporting threshold for property-damage-only collisions has increased from $1,000 to $2,000.

The fatality rate per 100 million kilometres travelled in Ontario decreased from 0.43 in 2017 to 0.41 in 2018.

FIGURE 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 1999–2018



3A Types of Collisions

TABLE 3.1: Class of Collision 1988–2018

Year	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
1988	1,076	76,724	150,598	**228,398**
1989	1,106	77,852	168,080	**247,038**
1990	959	65,912	153,317	**220,188**
1991	956	59,242	153,471	**213,669**
1992	942	58,889	164,418	**224,249**
1993	987	58,932	168,915	**228,834**
1994	875	58,525	167,596	**226,996**
1995	860	58,273	159,952	**219,085**
1996	816	57,791	156,417	**215,024**
1997	807	56,121	164,572	**221,500**
1998	768	55,441	157,147	**213,356**
1999	763	55,764	165,435	**221,962**
2000	737	57,279	182,614	**240,630**
2001	733	54,479	178,792	**234,004**
2002	770	56,516	187,356	**244,642**
2003	754	52,757	192,952	**246,463**
2004	718	49,948	180,882	**231,548**
2005	684	49,584	179,990	**230,258**
2006	692	47,411	168,144	**216,247**
2007	683	47,014	185,790	**233,487**
2008	574	44,219	184,403	**229,196**
2009	516	44,054	171,745	**216,315**
2010	534	44,430	170,569	**215,533**
2011	466	44,076	132,497	**177,039**
2012	505	43,484	128,879	**172,868**
2013	470	42,408	146,121	**188,999**
2014	484	38,240	178,833	**217,557**
2015	479	40,508	180,424	**221,411**
2016	527	39,685	168,192	**208,404**
2017	566	37,677	170,842	**209,085**
2018	556	36,331	177,965	**214,852**

TABLE 3.2: Collision Rate per One Million Kilometres Travelled, 1988–2018

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
1988	3.2	1999	2.5	2010	1.66*
1989	3.2	2000	2.0	2011	1.39**
1990	3.0	2001	2.0*	2012	1.36**
1991	2.9	2002	2.0*	2013	1.43**
1992	3.1	2003	2.1*	2014	1.61**
1993	3.0	2004	1.9*	2015	1.59**
1994	2.9	2005	1.8*	2016	1.48**
1995	2.8	2006	1.66*	2017	1.45*
1996	2.7	2007	1.87*	2018	1.46*
1997	2.7	2008	1.84*		
1998	2.5	2009	1.72*		

* Based on Statistics Canada estimates of Vehicle Kilometres Travelled.

** Based on Westbay Research Inc. estimates for CCMTA.

TABLE 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2018

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Moveable Objects:				
Other Motor Vehicles	586	54,786	278,914	**334,286**
Unattended Vehicles	12	500	12,502	**13,014**
Pedestrian	126	4,011	178	**4,315**
Cyclist	24	1,709	434	**2,167**
Railway Train	1	6	15	**22**
Street Car	0	17	21	**38**
Farm Tractor	1	26	92	**119**
Domestic Animal	0	22	611	**633**
Wild Animal	4	329	11,721	**12,054**
Other Moveable Objects	6	436	740	**1,182**
Sub-total	**760**	**61,842**	**305,228**	**367,830**
Fixed Objects:				
Cable Guide Rail	4	51	408	**463**
Concrete Guide Rail	6	358	1,682	**2,046**
Steel Guide Rail	6	215	1,002	**1,223**
Pole (Utility Tower)	7	408	1,750	**2,165**
Pole (Sign/Parking Meter)	3	128	1,203	**1,334**
Fence/Noise Barrier	0	29	269	**298**
Culvert	1	31	57	**89**
Bridge Support	2	18	94	**114**
Rock Face	2	29	71	**102**

TABLE 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2018 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Snow Bank or Drift	0	37	287	**324**
Ditch	10	478	1,592	**2,080**
Curb	3	268	1,098	**1,369**
Crash Cushion	0	42	47	**89**
Building or Wall	1	32	171	**204**
Water Course	0	1	5	**6**
Construction Marker	0	5	65	**70**
Tree, Shrub, or Stump	5	195	654	**854**
Other Fixed Object	4	84	818	**906**
Sub-total	**54**	**2,409**	**11,273**	**13,736**
Other Events:				
Ran Off Road	70	1,642	4,846	**6,558**
Skidding/Sliding	46	1,930	8,580	**10,556**
Jack-knifing	0	17	142	**159**
Load Spill	0	4	72	**76**
Fire/Explosion	0	1	86	**87**
Submersion	1	2	3	**6**
Rollover	4	183	343	**530**
Debris on Road	0	99	1,193	**1,292**
Debris off Vehicle	0	103	1,218	**1,321**
Other Non-Collision Event	13	506	1,314	**1,833**
Sub-total	**134**	**4,487**	**17,797**	**22,418**
Total	**948**	**68,738**	**334,298**	**403,984**

TABLE 3.4: Initial Impact Type by Class of Collision, 2018

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	104	958	1,649	**2,711**
Angle	58	4,426	11,388	**15,872**
Rear End	40	9,645	53,166	**62,851**
Sideswipe	20	2,047	25,506	**27,573**
Turning Movement	54	8,279	33,363	**41,696**
With Unattended Motor Vehicle	8	352	10,512	**10,872**
Single Motor Vehicle	272	10,442	37,734	**48,448**
Other	0	182	4,647	**4,829**
Unknown	0	0	0	**0**
Total	**556**	**36,331**	**177,965**	**214,852**

3B Time and Environment

TABLE 3.5: Month of Occurrence by Class of Collision, 2018

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	48	8.6	3,064	8.4	18,140	10.2	**21,252**	**9.9**
February	33	5.9	2,478	6.8	14,336	8.1	**16,847**	**7.8**
March	31	5.6	2,401	6.6	12,246	6.9	**14,678**	**6.8**
April	32	5.8	2,507	6.9	13,304	7.5	**15,843**	**7.4**
May	46	8.3	3,026	8.3	13,687	7.7	**16,759**	**7.8**
June	50	9.0	3,262	9.0	13,972	7.9	**17,284**	**8.0**
July	47	8.5	3,347	9.2	13,602	7.6	**16,996**	**7.9**
August	59	10.6	3,184	8.8	13,191	7.4	**16,434**	**7.6**
September	54	9.7	3,313	9.1	13,707	7.7	**17,074**	**7.9**
October	58	10.4	3,376	9.3	16,077	9.0	**19,511**	**9.1**
November	62	11.2	3,533	9.7	19,600	11.0	**23,195**	**10.8**
December	36	6.5	2,840	7.8	16,103	9.0	**18,979**	**8.8**
Total	**556**	**100.0**	**36,331**	**100.0**	**177,965**	**100.0**	**214,852**	**100.0**

TABLE 3.6: Day of Week by Class of Collision, 2018

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	82	14.7	5,096	14.0	24,933	14.0	**30,111**	**14.0**
Tuesday	89	16.0	5,446	15.0	27,537	15.5	**33,072**	**15.4**
Wednesday	74	13.3	5,458	15.0	27,084	15.2	**32,616**	**15.2**
Thursday	75	13.5	5,719	15.7	28,649	16.1	**34,443**	**16.0**
Friday	92	16.5	6,117	16.8	30,704	17.3	**36,913**	**17.2**
Saturday	83	14.9	4,632	12.7	21,803	12.3	**26,518**	**12.3**
Sunday	61	11.0	3,863	10.6	17,255	9.7	**21,179**	**9.9**
Total	**556**	**100.0**	**36,331**	**100.0**	**177,965**	**100.0**	**214,852**	**100.0**

TABLE 3.7: Hour of Occurrence by Class of Collision, 2018

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	19	3.4	554	1.5	2,709	1.5	**3,282**	**1.5**
1 to 2 a.m.	15	2.7	400	1.1	1,897	1.1	**2,312**	**1.1**
2 to 3 a.m.	14	2.5	316	0.9	1,693	1.0	**2,023**	**0.9**
3 to 4 a.m.	13	2.3	275	0.8	1,465	0.8	**1,753**	**0.8**
4 to 5 a.m.	9	1.6	248	0.7	1,270	0.7	**1,527**	**0.7**
5 to 6 a.m.	18	3.2	435	1.2	2,372	1.3	**2,825**	**1.3**
Sub-total	**88**	**15.8**	**2,228**	**6.1**	**11,406**	**6.4**	**13,722**	**6.4**
6 to 7 a.m.	32	5.8	977	2.7	5,215	2.9	**6,224**	**2.9**
7 to 8 a.m.	17	3.1	1,563	4.3	7,620	4.3	**9,200**	**4.3**
8 to 9 a.m.	22	4.0	1,984	5.5	10,889	6.1	**12,895**	**6.0**
9 to 10 a.m.	20	3.6	1,696	4.7	8,828	5.0	**10,544**	**4.9**
10 to 11 a.m.	19	3.4	1,673	4.6	8,028	4.5	**9,720**	**4.5**
11 to 12 noon	24	4.3	1,949	5.4	8,998	5.1	**10,971**	**5.1**
Sub-total	**134**	**24.1**	**9,842**	**27.1**	**49,578**	**27.9**	**59,554**	**27.7**
Hour of Occurrence P.M.								
12 to 1 p.m.	27	4.9	2,150	5.9	10,240	5.8	**12,417**	**5.8**
1 to 2 p.m.	27	4.9	2,157	5.9	9,977	5.6	**12,161**	**5.7**
2 to 3 p.m.	24	4.3	2,403	6.6	11,475	6.4	**13,902**	**6.5**
3 to 4 p.m.	28	5.0	2,898	8.0	13,989	7.9	**16,915**	**7.9**
4 to 5 p.m.	27	4.9	2,906	8.0	15,149	8.5	**18,082**	**8.4**
5 to 6 p.m.	32	5.8	3,069	8.4	15,898	8.9	**18,999**	**8.8**
Sub-total	**165**	**29.7**	**15,583**	**42.9**	**76,728**	**43.1**	**92,476**	**43.0**
6 to 7 p.m.	37	6.7	2,410	6.6	11,862	6.7	**14,309**	**6.7**
7 to 8 p.m.	30	5.4	1,898	5.2	8,246	4.6	**10,174**	**4.7**
8 to 9 p.m.	26	4.7	1,386	3.8	6,438	3.6	**7,850**	**3.7**
9 to 10 p.m.	30	5.4	1,298	3.6	5,583	3.1	**6,911**	**3.2**
10 to 11 p.m.	24	4.3	949	2.6	4,542	2.6	**5,515**	**2.6**
11 to 12 midnight	22	4.0	737	2.0	3,582	2.0	**4,341**	**2.0**
Sub-total	**169**	**30.4**	**8,678**	**23.9**	**40,253**	**22.6**	**49,100**	**22.9**
Unknown	0	0.0	0	0.0	0	0.0	**0**	**0.0**
Total	**556**	**100.0**	**36,331**	**100.0**	**177,965**	**100.0**	**214,852**	**100.0**

TABLE 3.8: Statutory Holidays, Holiday Weekends—Persons Killed and Injured in Fatal Collisions, 2018

Statutory Holiday*	Number of Fatal Collisions	Drivers		Passengers		Others		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	3	2	5	2	4	0	0	**4**	**9**
Victoria Day	1	1	0	0	1	0	0	**1**	**1**
Canada Day	9	7	2	2	8	0	0	**9**	**10**
Civic Holiday	10	6	7	4	6	2	0	**12**	**13**
Labour Day	7	5	2	1	0	1	0	**7**	**2**
Thanksgiving Day	8	7	2	4	1	1	0	**12**	**3**
Christmas/ Boxing Day	4	2	1	2	2	1	0	**5**	**3**

* Actual length may vary depending on the calendar year. For certain holidays, it might include the whole weekend.

TABLE 3.9: Light Condition by Class of Collision, 2018

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	287	51.6	25,901	71.3	127,174	71.5	**153,362**	**71.4**
Dawn	16	2.9	600	1.7	3,398	1.9	**4,014**	**1.9**
Dusk	15	2.7	1,132	3.1	5,479	3.1	**6,626**	**3.1**
Darkness	237	42.6	8,688	23.9	41,757	23.5	**50,682**	**23.6**
Other	1	0.2	10	0.0	157	0.1	**168**	**0.1**
Total	**556**	**100.0**	**36,331**	**100.0**	**177,965**	**100.0**	**214,852**	**100.0**

TABLE 3.10: Visibility by Class of Collision, 2018

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	457	82.2	29,337	80.7	141,653	79.6	**171,447**	**79.8**
Rain	50	9.0	3,831	10.5	15,653	8.8	**19,534**	**9.1**
Snow	34	6.1	2,217	6.1	15,563	8.7	**17,814**	**8.3**
Freezing Rain	1	0.2	378	1.0	2,294	1.3	**2,673**	**1.2**
Drifting Snow	2	0.4	167	0.5	777	0.4	**946**	**0.4**
Strong Wind	2	0.4	91	0.3	525	0.3	**618**	**0.3**
Fog, Mist, Smoke, or Dust	6	1.1	221	0.6	1,033	0.6	**1,260**	**0.6**
Other	4	0.7	89	0.2	467	0.3	**560**	**0.3**
Total	**556**	**100.0**	**36,331**	**100.0**	**177,965**	**100.0**	**214,852**	**100.0**

3C The Collision Location

TABLE 3.11: Road Jurisdiction by Class of Collision, 2018

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	227	21,455	101,648	**123,330**
Provincial Highway	140	6,238	35,535	**41,913**
Township	40	1,199	6,117	**7,356**
County or District	74	1,545	7,441	**9,060**
Regional Municipality	72	5,802	26,836	**32,710**
Federal	3	83	332	**418**
Other	0	9	56	**65**
Total	**556**	**36,331**	**177,965**	**214,852**

TABLE 3.12: Road Jurisdiction for All Collisions, 2009–2018

Road Jurisdiction*	Year									
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Municipal	137,616	137,548	100,183	97,951	106,385	129,316	134,198	123,544	121,796	123,330
Provincial	35,800	33,816	36,857	34,411	39,500	39,978	38,872	38,174	39,781	41,913
Township	7,295	6,665	6,358	6,296	6,442	6,128	6,182	6,788	6,933	7,356
County or District	11,444	11,638	11,852	11,178	11,524	12,066	9,918	9,447	9,171	9,060
Regional Municipality	23,622	25,360	21,318	22,562	24,677	29,470	31,600	29,926	30,892	32,710
Federal	426	415	385	393	395	490	530	447	415	418
Other	112	91	86	77	76	109	111	78	97	65
Total	**216,315**	**215,533**	**177,039**	**172,868**	**188,999**	**217,557**	**221,411**	**208,404**	**209,085**	**214,852**

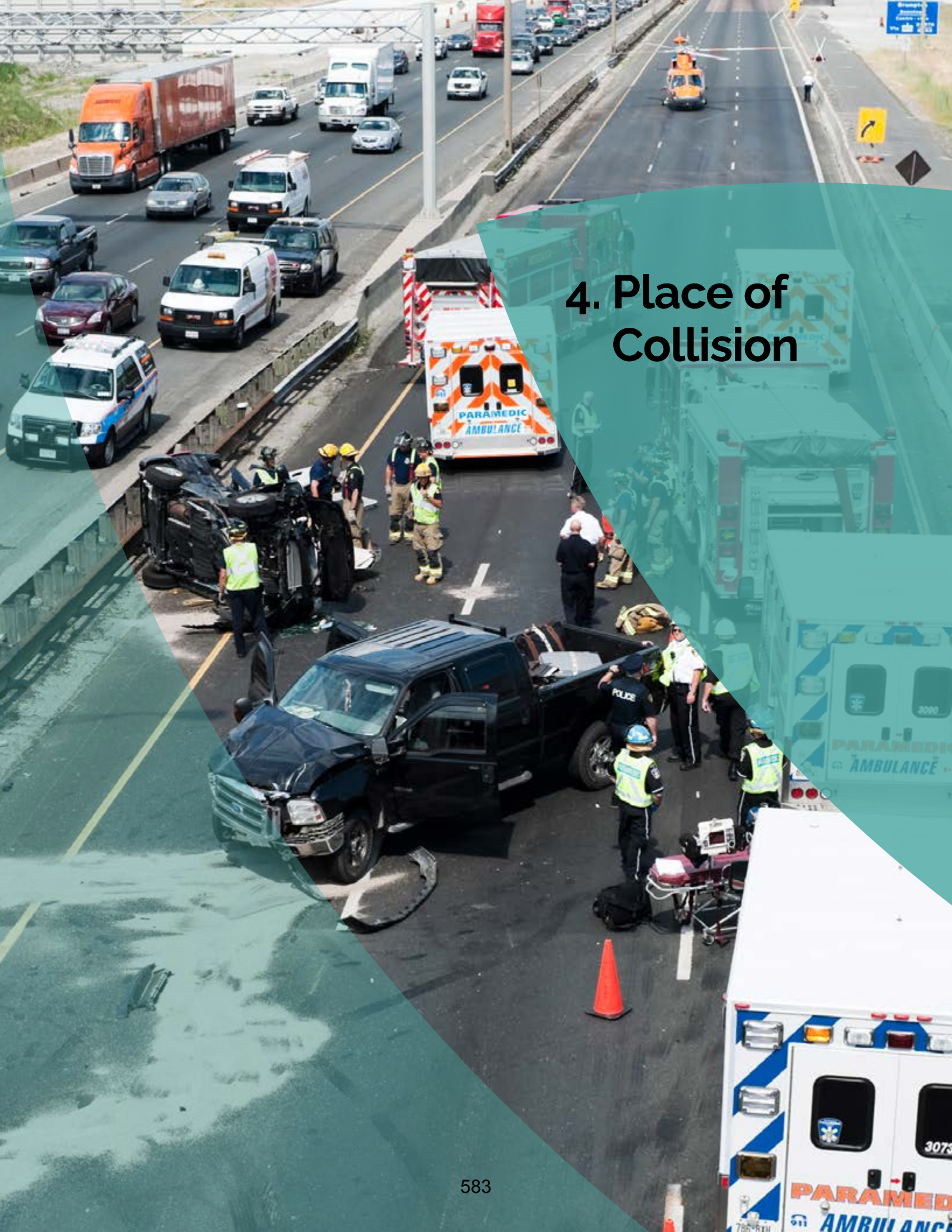
* Collisions may not be comparable across the different years due to transfer of highways between jurisdictions.

TABLE 3.13: Collision Location by Class of Collision, 2018

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	351	63.1	14,492	39.9	93,195	52.4	**108,038**	**50.3**
Intersection-Related	74	13.3	8,310	22.9	37,108	20.9	**45,492**	**21.2**
At Intersection	99	17.8	10,869	29.9	32,073	18.0	**43,041**	**20.0**
At/Near Private Drive	25	4.5	2,465	6.8	14,508	8.2	**16,998**	**7.9**
At Railway	1	0.2	35	0.1	218	0.1	**254**	**0.1**
Underpass or Tunnel	1	0.2	19	0.1	68	0.0	**88**	**0.0**
Overpass or Bridge	3	0.5	74	0.2	341	0.2	**418**	**0.2**
Other	2	0.4	67	0.2	454	0.3	**523**	**0.2**
Total	**556**	**100.0**	**36,331**	**100.0**	**177,965**	**100.0**	**214,852**	**100.0**

TABLE 3.14: Road Surface Condition by Class of Collision, 2018

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	410	73.7	26,184	72.1	125,101	70.3	**151,695**	**70.6**
Wet	98	17.6	6,715	18.5	28,601	16.1	**35,414**	**16.5**
Loose Snow	16	2.9	1,112	3.1	8,214	4.6	**9,342**	**4.3**
Slush	5	0.9	591	1.6	3,945	2.2	**4,541**	**2.1**
Packed Snow	9	1.6	526	1.4	4,425	2.5	**4,960**	**2.3**
Ice	14	2.5	1,036	2.9	6,924	3.9	**7,974**	**3.7**
Mud	0	0.0	2	0.0	29	0.0	**31**	**0.0**
Loose Sand or Gravel	1	0.2	91	0.3	267	0.2	**359**	**0.2**
Spilled Liquid	0	0.0	11	0.0	12	0.0	**23**	**0.0**
Other	3	0.5	63	0.2	447	0.3	**513**	**0.2**
Total	**556**	**100.0**	**36,331**	**100.0**	**177,965**	**100.0**	**214,852**	**100.0**



4. Place of Collision

4. Place of Collision

This section identifies the location of collisions in Ontario and provides a breakdown of the various classes of collision, the number of persons killed or injured and the number of motor vehicle registrations by municipality and county. The location of collisions provides vital information to MTO and local road authorities about the safety of Ontario's roads and highways.

Comparing the number of collisions and injuries within specific municipalities over the years may help to highlight trends in road safety over time. This information helps MTO and local authorities to prioritize their infrastructure projects, enforcement activities, and education campaigns.

Changes to the names and boundaries of municipalities due to amalgamation or annexation may mean that the statistics found in Table 4.1 may not be comparable from year to year. Information about population numbers by Ontario's municipalities can be found at the Statistics Canada website at statcan.gc.ca. These figures can be used to determine per capita fatality or injury rates by municipality for comparison purpose.

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
ONTARIO TOTAL	**214,847**	**556**	**36,331**	**177,960**	**602**	**50,973**	**10,060,109***
Algoma							
Blind River T	19	0	7	12	0	11	
Elliot Lake C	57	1	5	51	1	6	
Huron Shores M	6	0	0	6	0	0	
Macdonald, Meredith & Aberdeen Addl TP	6	0	0	6	0	0	
Sault Ste. Marie C	982	4	178	800	4	280	
Provincial Highway	310	4	43	263	7	79	
Other Areas	85	1	10	74	1	10	
Algoma Total	**1,465**	**10**	**243**	**1,212**	**13**	**386**	**124,723**
Brant							
Brantford C	1,624	3	257	1,364	3	338	
Provincial Highway	242	2	48	192	2	70	
Other Areas	557	8	108	441	8	162	
Brant Total	**2,423**	**13**	**413**	**1,997**	**13**	**570**	**112,444**
Bruce							
Arran-Elderslie M	80	1	6	73	1	11	
Brockton M	214	1	35	178	1	54	
Huron-Kinloss TP	60	0	7	53	0	14	
Kincardine M	127	0	18	109	0	22	
Saugeen Shores T	195	1	25	169	1	32	
South Bruce Peninsula T	83	0	13	70	0	30	
Provincial Highway	229	0	39	190	0	75	
Other Areas	154	0	19	135	0	23	
Bruce Total	**1,142**	**3**	**162**	**977**	**3**	**261**	**79,095**
Chatham-Kent							
Provincial Highway	177	2	41	134	2	55	
Other Areas	1,382	3	262	1,117	3	377	
Chatham-Kent Total	**1,559**	**5**	**303**	**1,251**	**5**	**432**	**95,921**
Cochrane							
Black River-Matheson TP	11	0	0	11	0	0	
Cochrane T	40	0	3	37	0	3	
Hearst T	42	0	3	39	0	4	
Iroquois Falls T	20	0	4	16	0	4	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kapuskasing T	79	0	10	69	0	11	
Timmins C	571	0	97	474	0	135	
Provincial Highway	203	2	36	165	2	55	
Other Areas	6	0	2	4	0	2	
Cochrane Total	**972**	**2**	**155**	**815**	**2**	**214**	**94,548**
Dufferin							
Amaranth TP	89	0	20	69	0	31	
East Garafraxa TP	92	0	17	75	0	22	
East Luther Grand Valley TP	31	0	8	23	0	10	
Melancthon TP	87	0	19	68	0	26	
Mono T	138	1	34	103	1	49	
Mulmur TP	115	0	20	95	0	28	
Orangeville T	306	0	39	267	0	57	
Shelburne T	75	0	9	66	0	11	
Provincial Highway	211	1	50	160	2	77	
Other Areas	0	0	0	0	0	0	
Dufferin Total	**1,144**	**2**	**216**	**926**	**3**	**311**	**60,560**
Durham							
Ajax T	1,088	2	298	788	2	421	
Brock TP	135	3	21	111	3	38	
Clarington M	669	2	166	501	2	235	
Oshawa C	2,116	5	485	1,626	5	680	
Pickering C	880	3	237	640	4	339	
Scugog TP	240	2	60	178	3	88	
Uxbridge TP	237	4	51	182	4	73	
Whitby T	1,329	0	285	1,044	0	389	
Provincial Highway	2,267	6	359	1,902	11	554	
Other Areas	0	0	0	0	0	0	
Durham Total	**8,961**	**27**	**1,962**	**6,972**	**34**	**2,817**	**504,023**
Elgin							
Aylmer T	88	0	10	78	0	15	
Bayham M	80	0	14	66	0	19	
Central Elgin M	164	2	28	134	2	37	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Dutton-Dunwich M	54	0	10	44	0	14	
Malahide TP	110	1	20	89	1	31	
Southwold TP	74	0	13	61	0	19	
St. Thomas C	324	0	57	267	0	73	
West Elgin M	53	0	4	49	0	5	
Provincial Highway	159	3	26	130	3	39	
Other Areas	0	0	0	0	0	0	
Elgin Total	**1,106**	**6**	**182**	**918**	**6**	**252**	**87,703**
Essex							
Amherstburg T	212	1	31	180	1	45	
Essex T	147	0	27	120	0	38	
Kingsville T	193	1	24	168	1	36	
Lakeshore T	369	6	60	303	8	87	
LaSalle T	215	0	40	175	0	54	
Leamington M	277	1	42	234	1	58	
Tecumseh T	232	1	31	200	1	37	
Windsor C	4,252	6	1,479	2,767	6	1,970	
Provincial Highway	357	0	62	295	0	99	
Other Areas	2	0	1	1	0	1	
Essex Total	**6,256**	**16**	**1,797**	**4,443**	**18**	**2,425**	**306,168**
Frontenac							
Central Frontenac TP	95	0	14	81	0	19	
Frontenac Islands TP	15	0	0	15	0	0	
Kingston C	1,764	5	324	1,435	5	428	
North Frontenac TP	23	0	5	18	0	6	
South Frontenac TP	259	0	41	218	0	57	
Provincial Highway	317	3	44	270	4	72	
Other Areas	0	0	0	0	0	0	
Frontenac Total	**2,473**	**8**	**428**	**2,037**	**9**	**582**	**124,810**
Grey							
Chatsworth TP	74	1	9	64	1	12	
Georgian Bluffs TP	125	0	22	103	0	32	
Grey Highlands M	191	0	33	158	0	47	
Hanover T	96	0	13	83	0	15	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Meaford M	120	0	16	104	0	18	
Owen Sound C	319	0	40	279	0	52	
Southgate TP	86	1	18	67	1	24	
The Blue Mountains T	100	0	13	87	0	18	
West Grey M	285	0	35	250	0	49	
Provincial Highway	366	4	72	290	4	125	
Other Areas	0	0	0	0	0	0	
Grey Total	**1,762**	**6**	**271**	**1,485**	**6**	**392**	**88,796**
Haldimand-Norfolk							
Provincial Highway	243	7	64	172	8	125	
Other Areas	1,224	11	211	1,002	12	326	
Haldimand-Norfolk Total	**1,467**	**18**	**275**	**1,174**	**20**	**451**	**114,607**
Haliburton							
Algonquin Highlands TP	10	0	1	9	0	1	
Dysart et al TP	107	1	14	92	1	16	
Highlands East M	49	0	8	41	0	9	
Minden Hills TP	105	0	14	91	0	19	
Provincial Highway	176	0	25	151	0	33	
Other Areas	0	0	0	0	0	0	
Haliburton Total	**447**	**1**	**62**	**384**	**1**	**78**	**26,851**
Halton							
Burlington C	1929	4	288	1637	4	396	
Halton Hills T	633	0	101	532	0	135	
Milton T	1397	4	235	1158	4	328	
Oakville T	1891	4	254	1633	4	324	
Provincial Highway	2937	2	317	2618	2	488	
Other Areas	0	0	0	0	0	0	
Halton Total	**8,787**	**14**	**1,195**	**7,578**	**14**	**1,671**	**424,001**
Hamilton							
Hamilton C	7527	11	1385	6131	11	1943	
Provincial Highway	1349	0	155	1194	0	226	
Other Areas	0	0	0	0	0	0	
Hamilton Total	**8,876**	**11**	**1,540**	**7,325**	**11**	**2,169**	**359,553**

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Hastings							
Bancroft T	41	0	3	38	0	3	
Belleville C	759	1	134	624	1	185	
Centre Hastings M	24	0	2	22	0	2	
Deseronto T	8	0	2	6	0	3	
Faraday TP	20	0	1	19	0	1	
Hastings Highlands M	53	0	8	45	0	12	
Madoc TP	10	0	0	10	0	0	
Marmora and Lake M	34	1	2	31	1	3	
Stirling-Rawdon TP	44	0	7	37	0	8	
Tweed M	68	0	4	64	0	4	
Tyendinaga TP	118	1	23	94	1	41	
Provincial Highway	559	4	72	483	4	113	
Other Areas	544	4	74	466	4	98	
Hastings Total	**2,282**	**11**	**332**	**1,939**	**11**	**473**	**138,345**
Huron							
Ashfield-Colborne-Wawanosh TP	78	0	8	70	0	13	
Bluewater M	60	0	12	48	0	17	
Central Huron M	105	1	15	89	2	19	
Goderich T	72	0	10	62	0	12	
Howick TP	62	0	2	60	0	2	
Huron East M	90	1	11	78	1	15	
Morris-Turnberry M	73	1	7	65	1	13	
North Huron TP	58	0	2	56	0	4	
South Huron M	71	2	16	53	2	23	
Provincial Highway	154	1	18	135	1	30	
Other Areas	0	0	0	0	0	0	
Huron Total	**823**	**6**	**101**	**716**	**7**	**148**	**59,241**
Kawartha Lakes							
Kawartha Lakes C	972	3	193	776	3	280	
Provincial Highway	261	2	46	213	2	81	
Other Areas	0	0	0	0	0	0	
Kawartha Lakes Total	**1,233**	**5**	**239**	**989**	**5**	**361**	**81,225**

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kenora							
Dryden C	113	0	11	102	0	11	
Kenora C	216	0	11	205	0	12	
Red Lake M	20	0	1	19	0	1	
Sioux Lookout M	34	0	4	30	0	5	
Provincial Highway	430	5	41	384	7	66	
Other Areas	69	0	10	59	0	11	
Kenora Total	**882**	**5**	**78**	**799**	**7**	**106**	**59,803**
Lambton							
Brooke-Alvinston TP	53	0	5	48	0	5	
Dawn-Euphemia TP	41	0	1	40	0	1	
Enniskillen TP	53	0	4	49	0	7	
Petrolia T	35	0	6	29	0	6	
Plympton-Wyoming T	67	1	17	49	1	30	
Point Edward V	28	0	2	26	0	2	
Sarnia C	869	1	127	741	1	179	
St. Clair TP	134	3	13	118	4	16	
Warwick TP	43	1	6	36	1	6	
Provincial Highway	185	0	21	164	0	25	
Other Areas	77	2	16	59	2	25	
Lambton Total	**1,585**	**8**	**218**	**1,359**	**9**	**302**	**108,307**
Lanark							
Beckwith TP	57	0	10	47	0	15	
Carleton Place T	86	0	20	66	0	26	
Lanark Highlands TP	105	1	11	93	1	13	
Mississippi Mills T	150	0	21	129	0	27	
Montague TP	41	0	4	37	0	4	
Perth T	87	0	14	73	0	17	
Smiths Falls ST	158	0	16	142	0	24	
Tay Valley TP	62	1	8	53	1	12	
Provincial Highway	173	1	37	135	1	58	
Other Areas	77	0	13	64	0	19	
Lanark Total	**996**	**3**	**154**	**839**	**3**	**215**	**70,738**

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Leeds & Grenville							
Athens TP	31	0	4	27	0	5	
Augusta TP	85	0	12	73	0	18	
Brockville C	302	0	47	255	0	61	
Edwardsburgh/ Cardinal TP	72	1	14	57	1	20	
Elizabethtown-Kitley TP	110	0	18	92	0	24	
Front of Yonge TP	19	0	1	18	0	1	
Gananoque ST	71	0	6	65	0	8	
Leeds and the Thousand Islands TP	89	0	20	69	0	23	
Merrickville-Wolford V	42	0	6	36	0	7	
North Grenville M	184	0	27	157	0	42	
Prescott ST	39	0	6	33	0	7	
Rideau Lakes TP	136	1	17	118	1	27	
Provincial Highway	453	4	57	392	6	127	
Other Areas	9	0	0	9	0	0	
Leeds & Grenville Total	**1,642**	**6**	**235**	**1,401**	**8**	**370**	**100,501**
Lennox & Addington							
Addington Highlands TP	12	0	1	11	0	1	
Greater Napanee T	196	0	42	154	0	52	
Loyalist TP	143	2	27	114	3	38	
Stone Mills TP	97	0	6	91	0	6	
Provincial Highway	246	4	35	207	4	55	
Other Areas	0	0	0	0	0	0	
Lennox & Addington Total	**694**	**6**	**111**	**577**	**7**	**152**	**40,057**
Manitoulin							
Central Manitoulin M	10	0	1	9	0	1	
Provincial Highway	186	0	19	167	0	26	
Other Areas	99	1	14	84	1	18	
Manitoulin Total	**295**	**1**	**34**	**260**	**1**	**45**	**17,528**
Middlesex							
Adelaide-Metcalfe TP	125	0	22	103	0	33	
London C	7,416	10	784	6,622	10	1,119	
Lucan Biddulph TP	45	1	15	29	1	23	
Middlesex Centre M	339	3	46	290	3	93	
North Middlesex M	124	1	21	102	1	30	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Southwest Middlesex M	132	1	22	109	1	34	
Strathroy-Caradoc TP	278	1	46	231	1	64	
Provincial Highway	537	0	65	472	0	85	
Other Areas	261	1	54	206	1	67	
Middlesex Total	**9,257**	**18**	**1,075**	**8,164**	**18**	**1,548**	**338,370**
Muskoka							
Bracebridge T	156	0	14	142	0	16	
Georgian Bay TP	12	0	1	11	0	1	
Gravenhurst T	87	0	9	78	0	11	
Huntsville T	228	1	22	205	1	29	
Lake Of Bays TP	27	0	5	22	0	5	
Muskoka Lakes TP	139	0	16	123	0	20	
Provincial Highway	383	3	29	351	4	40	
Other Areas	5	0	1	4	0	1	
Muskoka Total	**1,037**	**4**	**97**	**936**	**5**	**123**	**74,490**
Niagara							
Fort Erie T	263	1	33	229	1	45	
Grimsby T	160	1	22	137	1	32	
Lincoln T	193	0	19	174	0	25	
Niagara Falls C	1,194	1	149	1,044	1	187	
Niagara-On-The-Lake T	227	1	38	188	1	55	
Pelham T	151	0	27	124	0	36	
Port Colborne C	146	0	25	121	0	30	
St. Catharines C	1,500	5	167	1,328	5	224	
Thorold C	235	1	21	213	1	32	
Wainfleet TP	33	0	6	27	0	8	
Welland C	581	2	53	526	2	66	
West Lincoln TP	142	0	31	111	0	48	
Provincial Highway	1,425	5	163	1,257	5	247	
Other Areas	0	0	0	0	0	0	
Niagara Total	**6,250**	**17**	**754**	**5,479**	**17**	**1,035**	**372,475**
Nipissing							
Bonfield TP	3	0	0	3	0	0	
East Ferris TP	30	0	3	27	0	11	
Mattawa T	8	0	1	7	0	1	
North Bay C	689	2	116	571	2	151	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
West Nipissing M	75	0	10	65	0	11	
Provincial Highway	567	5	81	481	8	118	
Other Areas	43	0	2	41	0	2	
Nipissing Total	**1,415**	**7**	**213**	**1,195**	**10**	**294**	**93,557**
Northumberland							
Alnwick-Haldimand TP	95	0	19	76	0	24	
Brighton M	82	1	15	66	1	19	
Cobourg T	221	0	21	200	0	27	
Cramahe TP	47	1	10	36	1	15	
Hamilton TP	101	0	21	80	0	29	
Port Hope M	159	2	26	131	2	41	
Trent Hills M	157	2	23	132	2	32	
Provincial Highway	347	1	48	298	1	71	
Other Areas	15	1	4	10	1	6	
Northumberland Total	**1,224**	**8**	**187**	**1,029**	**8**	**264**	**89,666**
Ottawa							
Ottawa C	12,217	21	2,396	9,800	22	3,142	
Provincial Highway	1,678	2	205	1,471	2	271	
Other Areas	0	0	0	0	0	0	
Ottawa Total	**13,895**	**23**	**2,601**	**11,271**	**24**	**3,413**	**607,562**
Oxford							
East Zorra-Tavistock TP	96	0	15	81	0	21	
Ingersoll T	100	0	13	87	0	15	
Norwich TP	180	0	26	154	0	42	
Tillsonburg T	140	0	19	121	0	28	
Woodstock C	624	2	96	526	2	136	
Zorra TP	189	3	34	152	3	57	
Provincial Highway	402	0	54	348	0	73	
Other Areas	235	2	40	193	2	63	
Oxford Total	**1,966**	**7**	**297**	**1,662**	**7**	**435**	**106,804**
Parry Sound							
Magnetawan M	8	0	1	7	0	1	
Mcdougall M	28	0	10	18	0	11	
Nipissing TP	5	0	0	5	0	0	
Parry Sound T	115	0	14	101	0	15	
Perry TP	9	0	3	6	0	4	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Powassan M	20	0	1	19	0	1	
Provincial Highway	647	3	91	553	5	121	
Other Areas	162	2	19	141	3	31	
Parry Sound Total	**994**	**5**	**139**	**850**	**8**	**184**	**64,761**
Peel							
Brampton C	7,646	21	1,081	6,544	24	1,474	
Caledon T	1,027	2	184	841	2	282	
Mississauga C	7,544	12	845	6,687	13	1,052	
Provincial Highway	4,749	8	701	4,040	8	1,005	
Other Areas	0	0	0	0	0	0	
Peel Total	**20,966**	**43**	**2,811**	**18,112**	**47**	**3,813**	**903,686**
Perth							
North Perth M	156	0	28	128	0	38	
Perth East TP	211	1	34	176	1	49	
Perth South TP	108	2	17	89	3	33	
St. Marys ST	46	0	9	37	0	9	
Stratford C	454	2	62	390	2	97	
West Perth M	89	3	11	75	3	18	
Provincial Highway	194	4	30	160	4	51	
Other Areas	0	0	0	0	0	0	
Perth Total	**1,258**	**12**	**191**	**1,055**	**13**	**295**	**67,855**
Peterborough							
Asphodel-Norwood TP	42	0	13	29	0	17	
Cavan-Monaghan TP	78	0	15	63	0	22	
Douro-Dummer TP	93	1	11	81	1	12	
Galway-Cavendish-Harvey TP	81	0	9	72	0	9	
Havelock-Belmont-Methuen TP	57	0	2	55	0	2	
North Kawartha TP	27	1	4	22	1	7	
Otonabee-South Monaghan TP	71	0	14	57	0	19	
Peterborough C	1,308	0	221	1,087	0	310	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Smith-Ennismore-Lakefield TP	177	2	28	147	3	50	
Provincial Highway	308	1	56	251	1	89	
Other Areas	2	0	1	1	0	1	
Peterborough Total	**2,244**	**5**	**374**	**1,865**	**6**	**538**	**130,246**
Prescott & Russell							
Alfred and Plantagenet TP	118	0	22	96	0	28	
Casselman V	32	0	3	29	0	3	
Clarence-Rockland C	239	0	32	207	0	39	
East Hawkesbury TP	53	3	12	38	3	21	
Hawkesbury T	153	0	21	132	0	28	
Russell TP	116	1	24	91	1	37	
The Nation M	135	0	29	106	0	43	
Provincial Highway	150	0	26	124	0	66	
Other Areas	75	1	22	52	1	27	
Prescott & Russell Total	**1,071**	**5**	**191**	**875**	**5**	**292**	**100,993**
Prince Edward							
Provincial Highway	47	1	7	39	1	9	
Other Areas	285	1	32	252	1	37	
Prince Edward Total	**332**	**2**	**39**	**291**	**2**	**46**	**26,558**
Rainy River							
Atikokan T	13	0	0	13	0	0	
Fort Frances T	115	0	11	104	0	13	
Provincial Highway	165	0	14	151	0	19	
Other Areas	54	0	2	52	0	3	
Rainy River Total	**347**	**0**	**27**	**320**	**0**	**35**	**25,636**
Renfrew							
Admaston-Bromley TP	30	0	5	25	0	6	
Arnprior T	67	0	6	61	0	8	
Bonnechere Valley TP	36	0	6	30	0	6	
Brudenell, Lyndoch and Raglan TP	28	0	2	26	0	2	
Deep River T	15	0	1	14	0	1	
Greater Madawaska TP	49	0	7	42	0	8	
Horton TP	37	0	5	32	0	9	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Laurentian Hills T	8	0	3	5	0	3	
Laurentian Valley TP	117	0	21	96	0	25	
Madawaska Valley TP	47	1	4	42	1	9	
McNab-Braeside TP	61	0	8	53	0	8	
North Algona Wilberforce TP	43	0	4	39	0	6	
Pembroke C	187	0	31	156	0	37	
Petawawa T	113	0	12	101	0	15	
Renfrew T	50	0	6	44	0	11	
Whitewater Region TP	62	0	8	54	0	8	
Provincial Highway	474	5	76	393	5	130	
Other Areas	47	1	3	43	1	5	
Renfrew Total	**1,471**	**7**	**208**	**1,256**	**7**	**297**	**112,034**
Simcoe							
Adjala-Tosorontio TP	153	1	22	130	1	29	
Barrie C	2,349	6	296	2,047	6	430	
Bradford West Gwillimbury T	465	4	51	410	4	78	
Clearview TP	293	2	35	256	2	65	
Collingwood T	243	0	28	215	0	47	
Essa TP	295	0	59	236	0	84	
Innisfil T	487	2	96	389	2	132	
Midland T	243	0	40	203	0	56	
New Tecumseth T	354	0	63	291	0	93	
Orillia C	439	2	69	368	2	81	
Oro-Medonte TP	163	2	21	140	2	40	
Penetanguishene T	56	0	5	51	0	5	
Ramara TP	87	0	22	65	0	26	
Severn TP	129	1	21	107	1	29	
Tay TP	52	0	11	41	0	14	
Tiny TP	115	1	21	93	1	26	
Wasaga Beach T	234	1	26	207	1	40	
Provincial Highway	1,805	7	283	1,515	8	451	
Other Areas	314	6	54	254	6	86	
Simcoe Total	**8,276**	**35**	**1,223**	**7,018**	**36**	**1,812**	**451,007**

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Stormont, Dundas & Glengarry							
Cornwall C	737	0	106	631	0	136	
North Dundas TP	110	0	20	90	0	27	
North Glengarry TP	151	1	22	128	1	28	
North Stormont TP	69	1	7	61	1	9	
South Dundas TP	85	0	16	69	0	23	
South Glengarry TP	87	1	11	75	1	15	
South Stormont TP	92	0	17	75	0	21	
Provincial Highway	272	2	44	226	2	71	
Other Areas	2	0	1	1	0	1	
Stormont, Dundas & Glengarry Total	**1,605**	**5**	**244**	**1,356**	**5**	**331**	**103,818**
Sudbury							
Chapleau TP	9	0	0	9	0	0	
Espanola T	25	0	4	21	0	6	
French River M	7	0	0	7	0	0	
Greater Sudbury C	2,661	6	442	2,213	6	626	
Markstay-Warren M	4	0	0	4	0	0	
Provincial Highway	565	5	93	467	6	140	
Other Areas	35	1	0	34	1	1	
Sudbury Total	**3,306**	**12**	**539**	**2,755**	**13**	**773**	**202,394**
Thunder Bay							
Greenstone M	17	0	1	16	0	1	
Manitouwadge TP	5	0	1	4	0	1	
Marathon T	11	0	0	11	0	0	
Neebing M	5	0	1	4	0	1	
Nipigon TP	37	0	0	37	0	0	
Oliver Paipoonge M	43	0	8	35	0	11	
Shuniah M	30	0	3	27	0	3	
Terrace Bay TP	5	0	0	5	0	0	
Thunder Bay C	1,852	3	252	1,597	3	348	
Provincial Highway	1,485	11	204	1,270	12	302	
Other Areas	125	0	7	118	0	11	
Thunder Bay Total	**3,615**	**14**	**477**	**3,124**	**15**	**678**	**152,640**

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Timiskaming							
Englehart T	7	0	0	7	0	0	
Kirkland Lake T	87	0	18	69	0	20	
Temiskaming Shores C	90	1	11	78	2	12	
Provincial Highway	218	3	44	171	3	62	
Other Areas	41	0	6	35	0	7	
Timiskaming Total	**443**	**4**	**79**	**360**	**5**	**101**	**41,851**
Toronto							
Toronto C	39,473	65	6,808	32,600	65	9,464	
Provincial Highway	8,404	6	1,484	6,914	7	2,186	
Other Areas	0	0	0	0	0	0	
Toronto Total	**47,877**	**71**	**8,292**	**39,514**	**72**	**11,650**	**1,307,215**
Waterloo							
Cambridge C	2,017	1	473	1,543	1	632	
Kitchener C	3,621	2	773	2,846	2	1,048	
North Dumfries TP	207	1	56	150	1	85	
Waterloo C	1,729	2	356	1,371	2	489	
Wellesley TP	89	1	22	66	1	27	
Wilmot TP	217	0	60	157	0	96	
Woolwich TP	424	1	103	320	1	149	
Provincial Highway	1,581	1	253	1,327	1	361	
Other Areas	0	0	0	0	0	0	
Waterloo Total	**9,885**	**9**	**2,096**	**7,780**	**9**	**2,887**	**405,889**
Wellington							
Centre Wellington TP	350	2	52	296	2	78	
Erin T	118	0	20	98	0	28	
Guelph C	1,723	2	286	1,435	2	398	
Guelph/Eramosa TP	259	4	45	210	6	72	
Mapleton TP	135	4	20	111	4	40	
Minto T	87	1	14	72	1	29	
Puslinch TP	180	0	28	152	0	33	
Wellington North TP	136	0	18	118	0	34	
Provincial Highway	701	2	107	592	2	158	
Other Areas	0	0	0	0	0	0	
Wellington Total	**3,689**	**15**	**590**	**3,084**	**17**	**870**	**185,932**

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2018 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
York							
Aurora T	449	0	92	357	0	135	
East Gwillimbury T	330	1	85	244	1	128	
Georgina T	296	0	61	235	0	82	
King TP	426	4	89	333	5	150	
Markham T	2,685	6	685	1,994	6	935	
Newmarket T	620	2	133	485	2	169	
Richmond Hill T	1,644	4	462	1,178	4	643	
Vaughan C	3,756	7	842	2,907	7	1,162	
Whitchurch Stouffville T	326	3	79	244	3	119	
Provincial Highway	2,619	8	353	2,258	9	553	
Other Areas	1	0	0	1	0	0	
York Total	**13,152**	**35**	**2,881**	**10,236**	**37**	**4,076**	**815,122**

* This number does not match the vehicle population in Table 5.5; it does not include 11,859 vehicles that are not associated with a county or region in Ontario.

Legend:

C = City

T = Town

TP = Township

M = Municipality

ST = Separated Town

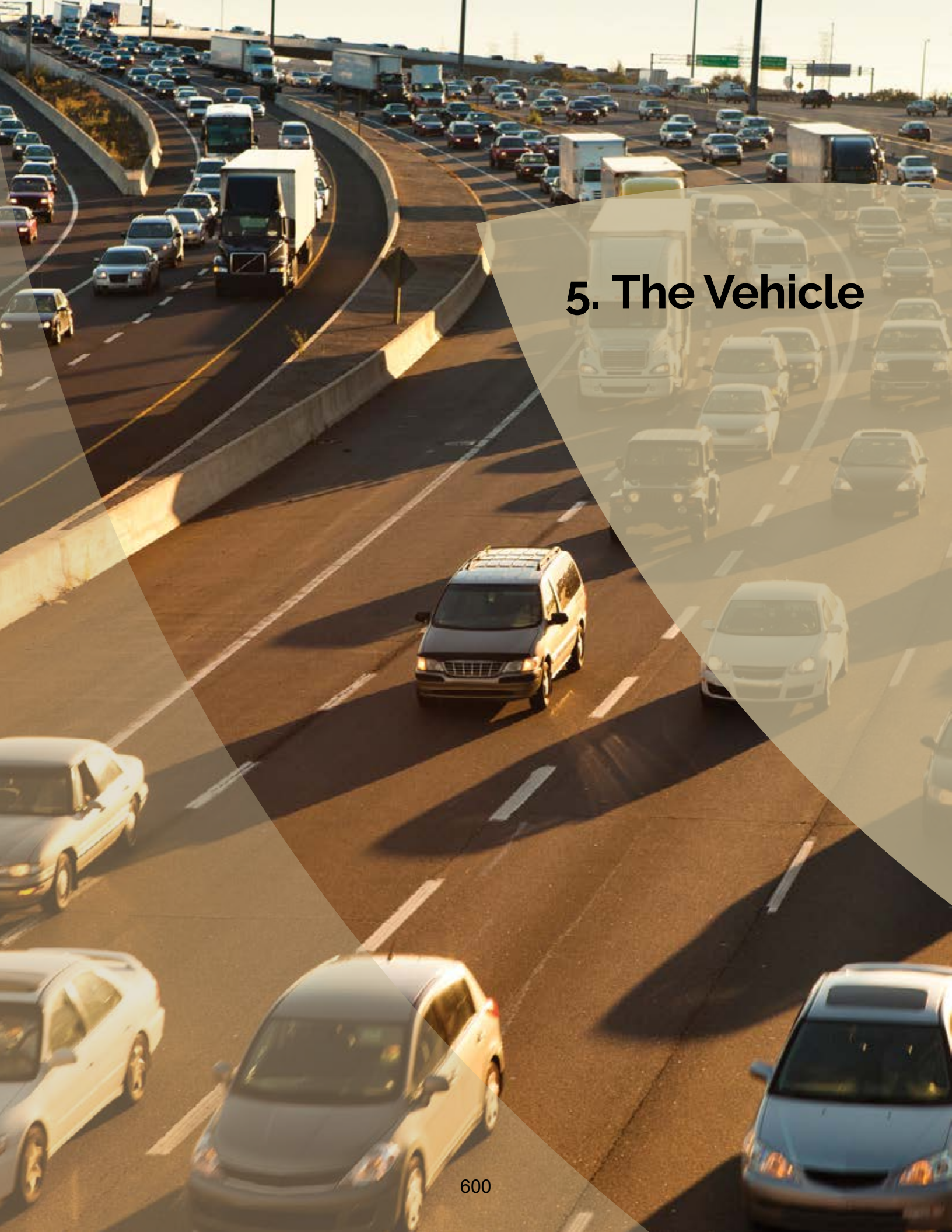
V = Village

Other Areas:

Includes jurisdictions with less than 1,500 population and/or experienced amalgamations/annexation, or name change after 1992.

Table 4.1 is not comparable to previous years.

The figures above do not include 5 property-damage only collisions whose locations were unknown.



5. The Vehicle

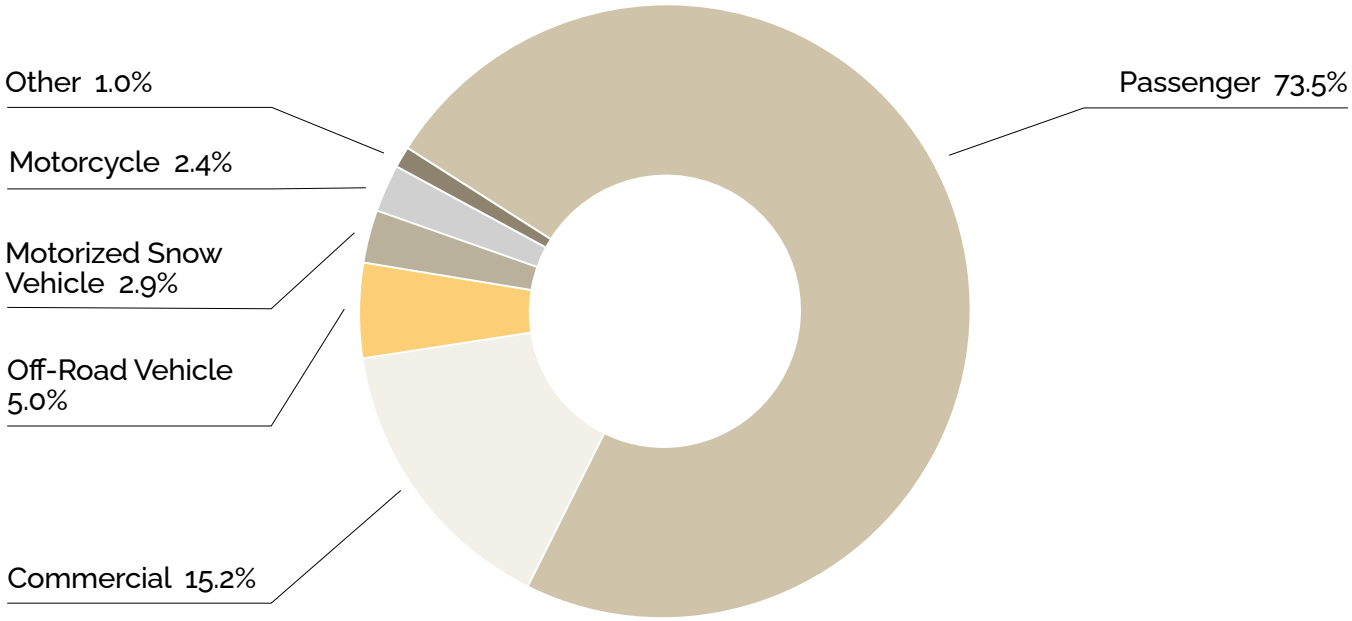
5. The Vehicle

This section examines the types of vehicles involved in motor vehicle collisions in Ontario.

In 2018, passenger vehicles made up about 74% of the vehicle population in Ontario; they also represented 78% of all vehicles involved in collisions.

Only about 1% of all motor vehicles involved in collisions had apparent mechanical defects.

FIGURE 5 **Vehicle Population by Vehicle Class in Ontario, 2018**



5A Vehicles in Collisions

TABLE 5.1: Vehicles Involved in Collisions, 2018

Type of Vehicle	Number of Vehicles Involved in Collisions			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	549	51,709	248,551	**300,809**
Passenger Van	40	2,988	12,110	**15,138**
Motorcycle & Moped	69	1,312	612	**1,993**
Pick-up Truck	114	6,063	32,583	**38,760**
Delivery Van	16	778	4,254	**5,048**
Tow Truck	1	126	565	**692**
Truck	107	2,166	12,944	**15,217**
Bus	9	649	2,522	**3,180**
School Vehicle	6	176	1,036	**1,218**
Off-Road Vehicle	2	26	39	**67**
Snowmobile	0	10	18	**28**
Snow Plow	0	40	363	**403**
Emergency Vehicle	3	213	1,269	**1,485**
Farm Vehicle	1	51	172	**224**
Construction Equipment	0	26	170	**196**
Motor Home	1	8	68	**77**
Railway Train	1	7	18	**26**
Street Car	2	71	47	**120**
Bicycle	24	1,819	489	**2,332**
Other	1	54	160	**215**
Other Non-Motor Vehicle	0	133	1,139	**1,272**
Unknown	2	313	15,169	**15,484**
Total	**948**	**68,738**	**334,298**	**403,984**

TABLE 5.2: Condition of Vehicle by Class of Collision, 2018

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	873	65,467	303,328	**369,668**
Service Brakes Defective	1	61	208	**270**
Steering Defective	0	15	63	**78**
Tire Puncture or Blow Out	2	46	208	**256**
Tire Tread Insufficient	4	54	129	**187**
Headlamps Defective	1	19	93	**113**
Other Lamps or Reflectors Defective	0	6	43	**49**
Engine Controls Defective	1	10	70	**81**
Wheels or Suspension Defective	0	33	197	**230**
Vision Obscured	0	11	38	**49**
Trailer Hitch Defective	0	2	22	**24**
Other Defects	8	237	1,660	**1,905**
Unknown	58	2,777	28,239	**31,074**
Total	**948**	**68,738**	**334,298**	**403,984**

TABLE 5.3: Model Year of Vehicle by Class of Collision, 2018

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2019	2	299	1,736	**2,037**
2018	48	3,793	21,190	**25,031**
2017	80	5,672	31,968	**37,720**
2016	58	5,158	28,063	**33,279**
2015	59	4,968	24,383	**29,410**
2014	47	4,384	21,892	**26,323**
2013	59	4,457	21,590	**26,106**
2012	43	4,164	19,416	**23,623**
2011	33	3,599	17,787	**21,419**
2010	41	3,850	18,917	**22,808**
2009 and earlier	449	25,222	108,505	**134,176**
Unknown	29	3,172	18,851	**22,052**
Total	**948**	**68,738**	**334,298**	**403,984**

TABLE 5.4: Insurance Status of Vehicle by Class of Collision, 2018

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	897	66,470	312,231	**379,598**
Not Insured	29	681	1,674	**2,384**
Unknown	22	1,587	20,393	**22,002**
Total	**948**	**68,738**	**334,298**	**403,984**

5B Putting the Vehicle in Context

TABLE 5.5: Vehicle Population by Type of Vehicle, 2018

Vehicle Class	Vehicle Population
Passenger	7,397,114
Motorcycle	236,602
Moped	517
Commercial*	1,537,352
Bus	22,637
School Bus	12,033
Motorized Snow Vehicle	294,836
Off-Road Vehicle	507,718
Road Building Machinery	0
Permanent Apparatus	2,757
Farm Trucks	60,402
Total	**10,071,968**

* Excludes vehicles registered under the PRORATE-P program (78,872 vehicles).

TABLE 5.6: Selected Types of Vehicles by Model Year, 2019 and earlier

Vehicle Class	Model Year											Total
	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009 and earlier	
Passenger	113,630	601,589	631,340	563,730	561,388	500,814	506,066	455,705	409,909	459,142	2,593,801	**7,397,114**
Motorcycle	460	7,166	9,076	9,186	9,813	9,749	9,683	8,912	8,191	7,724	156,642	**236,602**
Moped	0	2	0	2	1	1	4	4	0	8	495	**517**
Commercial*	27,313	154,886	152,219	130,102	99,460	89,324	75,751	74,164	86,684	80,925	629,683	**1,600,511**
Bus	1,491	2,448	2,892	2,460	2,066	2,184	2,734	2,451	2,113	2,266	11,565	**34,670**
Motorized Snow Vehicle	4,209	7,889	8,070	9,748	7,722	5,624	4,994	5,237	5,269	5,526	230,548	**294,836**
Off-Road Vehicle	2,215	18,520	20,537	19,661	15,400	18,378	16,747	15,730	15,281	10,245	355,004	**507,718**
Total	**149,318**	**792,500**	**824,134**	**734,889**	**695,850**	**626,074**	**615,979**	**562,203**	**527,447**	**565,836**	**3,977,738**	**10,071,968**

* Excludes vehicles registered under the PRORATE-P program (78,872 vehicles).

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TABLE 5.7: Vehicle Damage Level by Class of Collision, 2018

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	60	5,469	12,497	**18,026**
Light	93	16,383	131,040	**147,516**
Moderate	137	20,125	120,180	**140,442**
Severe	169	15,955	32,076	**48,200**
Demolished	459	7,441	6,992	**14,892**
Unknown	30	3,365	31,513	**34,908**
Total	**948**	**68,738**	**334,298**	**403,984**

Vehicle Damage

None: No visible damage.

Light: Slight or superficial damage. Includes scratches, small dents, minor cracks in glass that do not affect safety or performance of vehicle.

Moderate: Unsafe conditions result from damage. Vehicle must be repaired to make its condition meet requirements of law. Vehicle can be driven off-road or limited distance but doing so would be unsafe.

Severe: Vehicle cannot be driven. Requires towing. Would normally be repaired.

Demolished: Vehicle damaged to the extent that repairs would not be feasible.

6. Special Vehicles

6. Special Vehicles

This section examines vehicles of special interest, including motorcycles, school buses, large trucks, snowmobiles, off-road vehicles and bicycles.

The ministry is continuously monitoring the safety of special vehicle types as many fatalities and injuries result from collisions that occur off road and involve off-road vehicles and snowmobiles. The safety of other vehicle types such as bicycles, motorcycles, school buses or large trucks is always in the centre of public scrutiny.

6A Motorcycles

TABLE 6.1: Motorcyclists* Killed and Injured, 2009–2018

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2009	38	1,236	1	425
2010	45	1,230	2	462
2011	36	1,326	2	478
2012	54	1,338	1	478
2013	47	1,250	3	431
2014	56	1,177	5	313
2015	57	1,583	6	159
2016	60	1,498	5	156
2017	65	1,372	4	141
2018	64	1,211	2	89

* Excludes hangers-on, moped drivers and passengers.

TABLE 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2018

Factors (not mutually exclusive)	%
Unlicensed Motorcycle Drivers	6.9
Under 25 Years Old	10.6
Alcohol Used	
Ability Impaired Alcohol > .08	19.0
Had Been Drinking	12.7
Unknown	5.0
Helmet Not Worn (Fatalities)	8.0
Motorcycle Driver Error	
Speed Too Fast/Lost Control	28.8
Other Error	36.4
Single Vehicle Collisions	40.3
Day/Night	61.2/ 34.3
Weekend	37.3

6B School Vehicles

TABLE 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions—School Years 2013/2014–2017/2018

School Year	Pupils Transported Daily	Total Number of School Vehicles in Collisions
2013/2014	834,228	**1,445**
2014/2015	837,173	**1,293**
2015/2016	828,508	**1,037**
2016/2017	836,032	**1,064**
2017/2018	850,747	**1,075**

TABLE 6.4: Collisions Involving School Vehicles by Type and Nature of Collision, 2017/2018

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five-Year Total (2013/2014–2017/2018)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	3	40	90	866	**999**	**5,513**
School Van	0	0	0	16	**16**	**89**
Other School Vehicles	0	3	7	40	**50**	**274**
Total	**3**	**43**	**97**	**922**	**1,065**	**5,876**

TABLE 6.5: Pupil Injury by Collision Event and Vehicle Type, 2017/2018 (Number of Persons)

School Vehicle Type	Collision Event						Total		Five-Year Total (2013/2014–2017/2018)	
	Crossing Road		Within School Vehicle		Other					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	60	0	1	**0**	**61**	**0**	**363**
School Van	0	0	0	4	0	0	**0**	**4**	**0**	**15**
Other School Vehicles	0	0	0	0	0	0	**0**	**0**	**0**	**7**
Total	**0**	**0**	**0**	**64**	**0**	**1**	**0**	**65**	**0**	**385**

6C Large Trucks

TABLE 6.6: Number of Persons Killed in Collisions Involving Trucks, 2014–2018

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2014	36	33.0	109	**21.1**
2015	31	32.6	95	**17.9**
2016	37	32.7	113	**19.5**
2017	46	32.6	141	**22.9**
2018	35	36.8	95	**15.8**
Total	**185**	**33.5**	**553**	**19.4**

TABLE 6.7: Number of Trucks in All Classes of Collisions, 2018

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	37	922	5,687	**6,646**
Straight Truck & Trailer	8	115	581	**704**
Tractor Only	2	163	1,582	**1,747**
Tractor & Semi-Trailer	49	820	4,195	**5,064**
"A-C" Train Double	5	15	110	**130**
"B" Train Double	2	23	148	**173**
Other/Unknown	5	234	1,206	**1,445**
Total	**108**	**2,292**	**13,509**	**15,909**

TABLE 6.8: Registered Trucks, 2018

Driver Licence Required	Registered Trucks
G	1,383,503
D	45,026
A*	250,854**
Total	**1,679,383**

* Tractor/trailer combination only.

** Includes vehicles registered under the PRORATE-P program (78,872 vehicles).

TABLE 6.9: Selected Factors Relevant to Fatal Truck Collisions, 2018

Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	0
Driving Properly	65
Collisions	
Single Vehicle	21
Weather Condition—Clear	86
Daylight	72
Vehicles	
Vehicle Defect Present*	5

* Excludes unknown category.

6D Off-Road Vehicles

TABLE 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location*, 2014–2018

Location	Killed					Injured				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
On-Highway	8	10	15	8	9	106	86	91	117	127
Off-Highway	3	8	15	13	6	106	123	125	116	147
Total	**11**	**18**	**30**	**21**	**15**	**212**	**209**	**216**	**233**	**274**

* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.11A: Passengers of Off-Road Vehicles Killed and Injured, by Collision Location*, 2014–2018

Location	Killed					Injured				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
On-Highway	0	0	0	1	2	63	63	47	42	44
Off-Highway	0	1	1	1	2	51	83	72	54	49
Total	**0**	**1**	**1**	**2**	**4**	**114**	**146**	**119**	**96**	**93**

* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.11B: Pedestrians Killed and Injured by Off-Road Vehicles, by Collision Location*, 2014–2018

Location	Killed					Injured				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
On-Highway	0	0	0	0	0	0	5	9	3	0
Off-Highway	0	0	0	0	0	2	4	4	1	3
Total	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**13**	**4**	**3**

* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.12: Registered Off-Road Vehicles, 2014–2018

Year	Vehicles Registered
2014	423,822
2015	442,499
2016	462,636
2017	485,596
2018	507,718

TABLE 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2018

Factors	%
Drivers Under 25 Years of Age	38
Alcohol Used	22
Speeding	22
Helmet Not Worn	36
Daytime	76
Two-Wheeled	16
Three-Wheeled	1
Four-Wheeled	82

6E Motorized Snow Vehicles

TABLE 6.14: Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location—Riding Seasons 2013/2014–2017/2018

	Killed					Injured				
Location	13/14	14/15	15/16	16/17	17/18	13/14	14/15	15/16	16/17	17/18
On-Highway	9	3	1	7	2	61	26	19	31	34
Off-Highway	10	14	10	19	16	122	107	90	112	117
Total	**19**	**17**	**11**	**26**	**18**	**183**	**133**	**109**	**143**	**151**

* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (MSV) statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.15A: Passengers of Motorized Snow Vehicles* Killed and Injured by Collision Location—Riding Seasons 2013/2014–2017/2018

Location	Killed					Injured				
	13/14	14/15	15/16	16/17	17/18	13/14	14/15	15/16	16/17	17/18
On-Highway	1	0	0	0	0	27	5	2	10	3
Off-Highway	1	1	1	2	0	71	16	12	14	12
Total	**2**	**1**	**1**	**2**	**0**	**98**	**21**	**14**	**24**	**15**

* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (MSV) statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.15B: Pedestrians Killed and Injured by Motorized Snow Vehicles* by Collision Location—Riding Seasons 2013/2014–2017/2018

Location	Killed					Injured				
	13/14	14/15	15/16	16/17	17/18	13/14	14/15	15/16	16/17	17/18
On-Highway	1	0	0	0	0	2	4	0	3	0
Off-Highway	1	0	1	0	0	4	4	2	3	2
Total	**2**	**0**	**1**	**0**	**0**	**6**	**8**	**2**	**6**	**2**

* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (MSV) statistics include casualties of all "on-highway" and "off-highway" collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.16: Registered Motorized Snow Vehicles, 2014–2018

Year	Registered Motorized Snow Vehicles
2014	308,578
2015	306,509
2016	304,590
2017	309,199
2018	294,836

TABLE 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions—Riding Season 2017/2018

Factors	%
Unlicensed Operators	7
Rider Error; Speed too Fast	20
Alcohol Used	12
Surface Condition; Icy or Packed Snow	51

6F Bicycles

Note: The following three tables consider bicycles involved in HTA-reportable* collisions only.

TABLE 6.18: Bicyclists* Killed and Injured, 2014–2018

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2014	16	1,785	0	288
2015	20	2,295	0	138
2016	19	2,302	0	99
2017	14	1,932	0	61
2018	23	1,693	0	56

* Includes hangers-on.

TABLE 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2018

Light Condition	Age Groups						Total
	0–5	6–15	16–30	31–60	61+	Unknown	
Daylight	3	206	553	710	219	175	**1,866**
Dawn	0	1	11	16	3	2	**33**
Dusk	0	13	24	22	6	8	**73**
Dark	0	13	136	153	15	32	**349**
Other	0	1	0	0	0	0	**1**
Unknown	0	0	0	0	0	0	**0**
Total	**3**	**234**	**724**	**901**	**243**	**217**	**2,322**

TABLE 6.20: Selected Factors Relevant to All Bicycle Collisions, 2018

Factors	%
Driving Properly (Bicyclist)	55
Driving Properly (Motor Vehicle Driver)	45
Intersection Related	67
Going Ahead (Bicyclist)	86
Alcohol Related (Bicyclist)	2
No Apparent Vehicle Defect (Bicycle)	90
Clear Visibility	92
Weekend	19

7. Conviction, Offence and Suspension Data

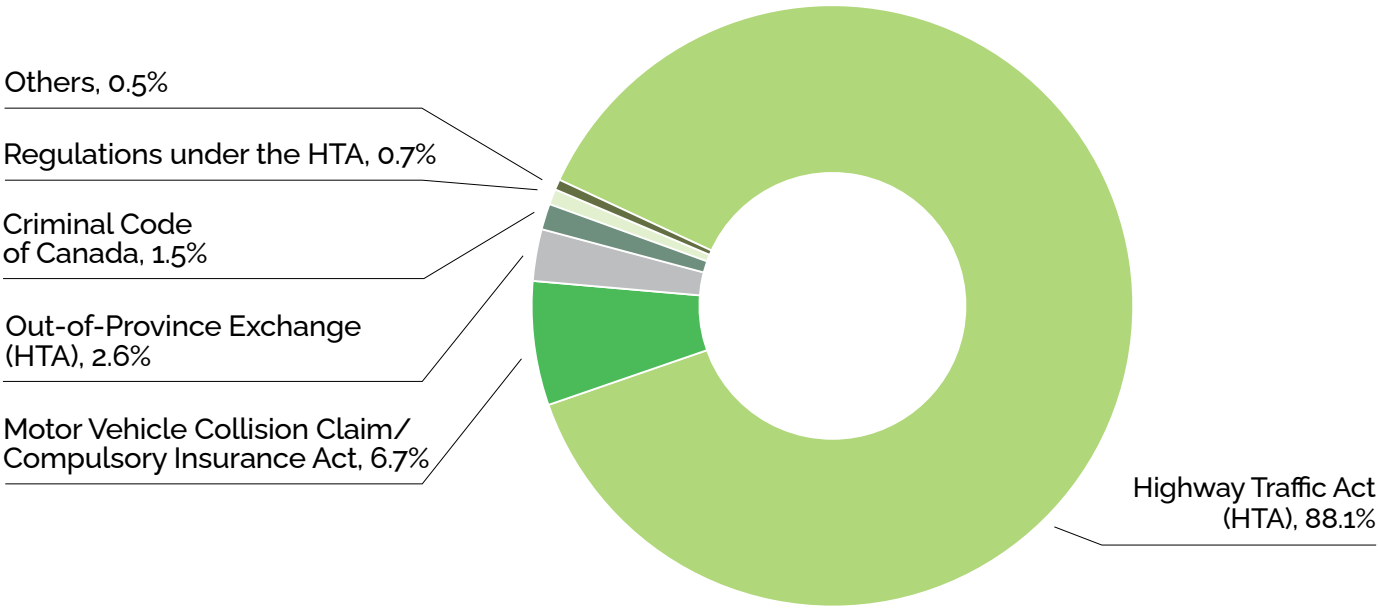
7. Conviction, Offence and Suspension Data

This section presents conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and conviction type.

In 2018, nearly 90% of motor vehicle convictions were related to *Highway Traffic Act* (HTA) offences and 2% were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, fail to remain).

In the last decade, the number of Administrative Driver's Licence Suspensions (ADLS) for drinking and driving has dropped from approximately 17,000 to approximately 12,500 occurrences annually.

FIGURE 7 **Motor Vehicle Convictions in Ontario by Type, 2018**



7A Conviction Data

TABLE 7.1: Summary of Motor Vehicle-Related Convictions, 2018

Convictions*	Number
Highway Traffic Act (HTA)	872,114
Regulations under the HTA	6,456
Criminal Code of Canada**	14,858
Municipal By-Law***	3
Motor Vehicle Collision Claim/Compulsory Insurance Act	66,080
Motorized Snow Vehicles Act	1,560
Off-Road Vehicles Act	1,229
Out-of-Province Exchange (HTA)	26,126
Others****	2,045
Total	**990,471**

* Includes manually recorded convictions.

** This figure does not include 230 convictions for young offenders under the Criminal Code.

*** In previous years a large portion of convictions under HTA Regulations were allocated to convictions under Municipal By-Law.

****Others may include acts not listed above, such as Motor Vehicle Safety Act, Government Traffic Act, etc.

TABLE 7.2: Motor Vehicle Convictions Related to the Highway Traffic Act, 2018

Convictions	Number
Equipment	47,458
Administrative*	172,979
Seat Belt (Driver & Passenger)**	14683
Other Non-Pointable Convictions ***	56,104
Speeding	431,986
Other Pointable Convictions (2–4 pts)	128,370
Other Pointable Convictions (5–7 pts)	8,299
Driving While Suspended	12,235
Total	**872,114**

* Non-moving, weight, vehicle registration, licence renewal, etc.

** Failure to wear seat belt convictions registered against passengers over 16 are no longer included.

*** Now includes some out-of-province convictions.

TABLE 7.3: Motor Vehicle Convictions Related to the Criminal Code, 2018*

Convictions	Number
Alcohol Related**	11,745
Criminal Negligence	16
Fail to Remain at Collision	341
Fail to Stop for Police Officer	483
Driving While Disqualified	1,801
Dangerous Driving	1,202
Motor Manslaughter	0
Total	**15,588**

* Does not include 230 convictions for young offenders.

** Includes some out-of-province convictions.

7B Offence Data

TABLE 7.4: Number of Driver* Convictions for Criminal Code of Canada Offences** 2010–2018

Conviction Type	2010	2011	2012	2013	2014	2015	2016	2017	2018
Criminal Negligence	9	4	2	1	0	0	0	0	0
Fail to Remain	420	353	185	222	164	144	144	151	144
Dangerous Driving	967	856	566	513	453	464	479	540	557
Impaired Driving	6,540	5,710	4,222	3,892	3,413	3,422	3,387	3359	3229
Blood/Alcohol over .08	6,070	6,117	4,942	4,367	4,382	4,171	3,955	3905	3893
Fail to Provide Breath Sample	1,138	934	598	530	472	426	423	419	380
Driving While Disqualified	2,163	2,138	1,291	1,222	1,085	1,043	1,053	980	996
Motor Manslaughter	1	0	0	2	0	0	0	0	0
Undefined	417	341	283	248	232	245	230	295	0
Total	**17,725**	**16,453**	**12,089**	**10,997**	**10,201**	**9,915**	**9,671**	**9,649**	**9,199**

* The same driver may be represented in this table more than once.

** Includes offences and registered convictions that occurred in the same year.

TABLE 7.5: Administrative Driver's Licence Suspensions*, Monthly Suspensions Issued, 2009–2018

Suspensions	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
January	1,368	1,298	1,154	1,071	994	911	996	1,017	990	912
February	1,401	1,140	1,219	1,230	1,028	895	1,039	1,009	1,009	965
March	1,502	1,252	1,332	1,236	1,339	1,104	1,199	1,060	1,076	1,062
April	1,391	1,363	1,304	1,284	1,117	1,078	1,124	1,130	1,152	979
May	1,533	1,486	1,342	1,212	1,233	1,244	1,221	1,212	989	1,072
June	1,373	1,296	1,360	1,265	1,273	1,149	1,146	1,150	1,044	1,109
July	1,489	1,454	1,475	1,338	1,175	1,156	1,319	1,181	1,219	1,139
August	1,482	1,400	1,281	1,393	1,235	1,354	1,190	1,171	1,129	1,072
September	1,458	1,360	1,303	1,359	1,179	1,061	1,073	1,034	1,059	1,044
October	1,412	1,416	1,354	1,285	1,173	1,154	1,201	1,144	1,043	1,002
November	1,656	1,344	1,313	1,314	1,155	1,237	1,199	1,104	1,056	1,017
December	1,374	1,411	1,467	1,523	1,174	1,302	1,227	1,240	1,271	1,239
Total	**17,439**	**16,220**	**15,904**	**15,510**	**14,075**	**13,645**	**13,934**	**13,452**	**13,037**	**12,612**

* See Appendix for a more detailed explanation of Administrative Driver's Licence Suspensions.

7C Suspension Data

TABLE 7.6: Demerit Point Suspensions by Driver Age, 2018

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	0	0	0	0
18	4	1	0	0
19	16	5	2	0
20–24	84	25	90	4
25–34	79	21	224	10
35–44	35	8	110	7
45–54	20	6	64	0
55–64	11	3	25	2
65–74	1	0	7	1
75 +	0	0	3	0
Total	**250**	**69**	**525**	**24**

8. Appendix

8A Glossary

Ability-Impaired Alcohol:
Driver had consumed a sufficient amount of alcohol to warrant being charged with a drinking and driving offence.

Ability-Impaired—Alcohol over 0.08:
Ability-Impaired, Alcohol: Driver had consumed alcohol and upon testing was found to have a blood-alcohol level in excess of 80 milligrams per 100 millilitres of blood.

Administrative Driver's Licence Suspension (ADLS):
This program, designed to reduce drinking and driving, started November 29, 1996. Under this program, provincial law permits the immediate suspension of a driver's licence for 90 days upon evidence gathered by a police officer that the driver (a) was shown to have a concentration of alcohol in excess of 80 milligrams per 100 millilitres of blood, or (b) the driver failed or refused to provide a breath or blood sample.

Alcohol Involved:
This category includes drivers reported as "Had Been Drinking", with "BAC > 80 mg/100mL" or with "Ability-Impaired by Alcohol".

Class G1 Driver's Licence:
A holder of a Class G1 driver's licence:

- must have a zero blood-alcohol concentration while driving;
- must have an accompanying driver who is a fully licensed driver (Class A, B, C, D, E, F or G) with at least four years' driving experience and has a blood-alcohol concentration less than 0.05;
- must have the accompanying driver as the only passenger in the front seat with the G1 driver;
- unless accompanied by a licensed driving instructor, must not drive on Ontario's "400-series" highways or on high-speed expressways such as the Queen Elizabeth Way, the Don Valley Parkway, E.C. Row Expressway and the Conestoga Parkway;
- must ensure the number of passengers in the vehicle is limited to the number of working seat belts;
- must not drive between the hours of midnight and 5 a.m.;
- may drive a Class G vehicle only.

The G1 licence period lasts at minimum 12 months. It can be reduced to eight months by successfully completing an approved driver education course. For information about approved courses, call ServiceOntario at 1-800-268-4686. At the end of the G1 licence period, drivers must pass a road test before proceeding to the G2 licence period.

Class G2 Driver's Licence:
A holder of a Class G2 driver's licence:

- must have a zero blood-alcohol concentration while driving;
- is allowed to drive any motor vehicle that requires a Class G driver's licence on the road;
- must ensure the number of passengers in the vehicle is limited to the number of working seat belts;
- for the first six months, G2 drivers aged 19 and under cannot carry more than one passenger aged 19 and under between midnight and 5 a.m.

- after the first six months, G2 drivers aged 19 and under cannot carry more than three passengers aged 19 and under between midnight and 5 a.m.*

The G2 licence period lasts a minimum 12 months. After completing, drivers are eligible to take a comprehensive test to qualify for full licence privileges.

* These passenger restrictions do not apply if the G2 driver is accompanied by a full "G" licensed driver (with at least four years of driving experience) in the front seat, or if the passengers are immediate family members.

Class M1 Motorcycle Driver's Licence:

A holder of a Class M1 motorcycle driver's licence:

- may operate a motorcycle, limited-speed motorcycle (motor scooter) or motor-assisted bicycle (moped) for the purposes of training;
- must have a zero blood-alcohol content while driving;
- is only allowed to drive during daylight hours (one-half hour before sunrise to one-half hour after sunset);
- must not ride on highways with speed limits of more than 80 km/h except highways 11, 17, 61, 69, 71, 101, 102, 144, 655;
- must not carry passengers.

The M1 licence period lasts at least 60 days, and the licence is valid for 90 days. M1 drivers must pass the M1 road test before proceeding to the M2 licence period. Alternatively, during the M1 period, they may take an approved motorcycle or motor scooter safety course that includes a road test, instead of the ministry road test.

Class M2 Motorcycle Driver's Licence:
A holder of a Class M2 motorcycle driver's licence:

- must have a zero blood-alcohol concentration while driving.

After completing the M2 licence period, drivers will be eligible to take a comprehensive test to qualify for full licence privileges. Drivers may take an approved M2 Exit motorcycle safety course that includes a road test, instead of the ministry road test.

Class M2/M with L Condition:
A Class M2 or M with L Condition is a motorcycle licence that restricts the licence holder to operating mopeds or limited-speed motorcycles.

Conviction:
Registered when a person pleads guilty to, or is found guilty of, an offence related to a motor vehicle under any Act of the Ontario Legislature or its accompanying regulations, under the Parliament of Canada or any accompanying order, or under any municipal by-law.

Driver:
Unless specified otherwise, any person, whether licensed or not, considered to be in care and control of a vehicle at the time of a collision.

Fatal Collision:
A motor vehicle collision in which at least one person sustains bodily injuries resulting in death. Prior to January 1, 1982, fatal collision statistics included deaths attributed to injuries sustained in the collision, for up to one year after the collision. Since that date, only deaths occurring within 30 days of the collision have been included.

Had Been Drinking:
Driving after having consumed an amount of alcohol not considered sufficient to be legally impaired or with a measured blood-alcohol count of greater than zero but less than 80 milligrams per 100 millilitres of blood. As of May 1, 2009, a blood-alcohol concentration from 0.05 to 0.08 results in a 3-day, 7-day, or 30-day roadside driver's licence suspension for first, second, or third-time occurrences, respectively. Immediately prior to that date, a blood-alcohol concentration from 0.05 to 0.08 resulted in a 12-hour suspension.

Hangers-on:
Hangers-on are persons hanging onto a moving motor vehicle's fenders, bumpers, doors or other parts of the vehicle and not located inside; for example riding in back of a pick-up.

Highway:
A common and public highway, street, avenue, etc., any part of which is intended for public use or used by the general public for the passage of vehicles, and including the area between the property lines.

Inattentive:
Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving, e.g., changing radio stations, consuming food, reading, talking on the phone or two-way radio, using headphones.

Kilometres Travelled:
Prior to 2000, vehicle fleet mileage was estimated on the basis of taxed gasoline and motor fuel sales. Starting in 2000, vehicle kilometres travelled are based on estimates provided by Statistics Canada and Transport Canada.

Limited-Speed Motorcycle (Motor Scooter):
A limited-speed motorcycle is also known as a "motor scooter."

Motor scooters can be either electric or gas powered with a "step-through" design and have a maximum speed of 70 km/h. Most motor scooters have automatic transmissions, with a maximum engine displacement of 50 cubic centimeters.

Major Injury:
A non-fatal injury severe enough to require that the injured person be admitted to hospital, even if for observation only.

Minimal Injury:
A non-fatal injury, including minor abrasions and bruises, which does not necessitate the injured person going to a hospital.

Minor Injury:
A non-fatal injury requiring medical treatment at a hospital emergency room, but not requiring hospitalization of the involved person.

Motor-Assisted Bicycle (Moped):
A motor-assisted bicycle is also known as a "moped". Mopeds have pedals that can be operated at all times. Mopeds can be either electric or piston powered and have a maximum speed of 50 km/h.

Mopeds have a piston displacement of not more that 50 cubic centimetres.

Motor Vehicle Collision:
Any incident in which bodily injury or damage to property is sustained as a result of the movement of a motor vehicle, or of its load while a motor vehicle is in motion.

Off-Highway Collisions:
A collision that occurs off a public highway. It can include collisions located on or adjacent to trails and paths, on the surface of a frozen lake or river, or in a private parking lot.

On-Highway Collisions:
A motor vehicle collision that occurs on the highway between the property lines.

Pedestrian:
Any person not riding in or on a vehicle involved in a motor vehicle collision.

Personal Injury Collision:
A motor vehicle collision in which at least one person involved sustains bodily injuries not resulting in death.

Property-Damage Collision:
A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property** including damage to the motor vehicle or its load.

Reportable Collision:
Any collision involving injury or damage to private property in excess of a monetary value prescribed by regulation.**

Self-Reporting of a Collision:
Under the *Highway Traffic Act* [s.199 (1.1)], when one is in a collision in which there is only property damage (no injury or death, and, among other conditions, no criminal activities such as impaired driving) the involved person(s) may report the collision immediately by proceeding with one's vehicle to a Collision Reporting Centre. Self-Reporting of a collision was introduced on January 1, 1997.

Suspension:
Withdrawal of a driver's privilege to operate a motor vehicle for a prescribed period of time.

** The minimum reportable level for property-damage-only collisions is $2,000 as of September 1 2015. Prior to that date, the minimum reportable level for PDO collisions was $1,000 from January 1, 1998 to August 31, 2015.

8B Acknowledgements

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Data Development Unit

Ministry of Health
Health Solutions Delivery Branch
Health Data Decision Support Unit

Ministry of Education
School Board Business Support Branch
Transportation and Cooperative Services Unit

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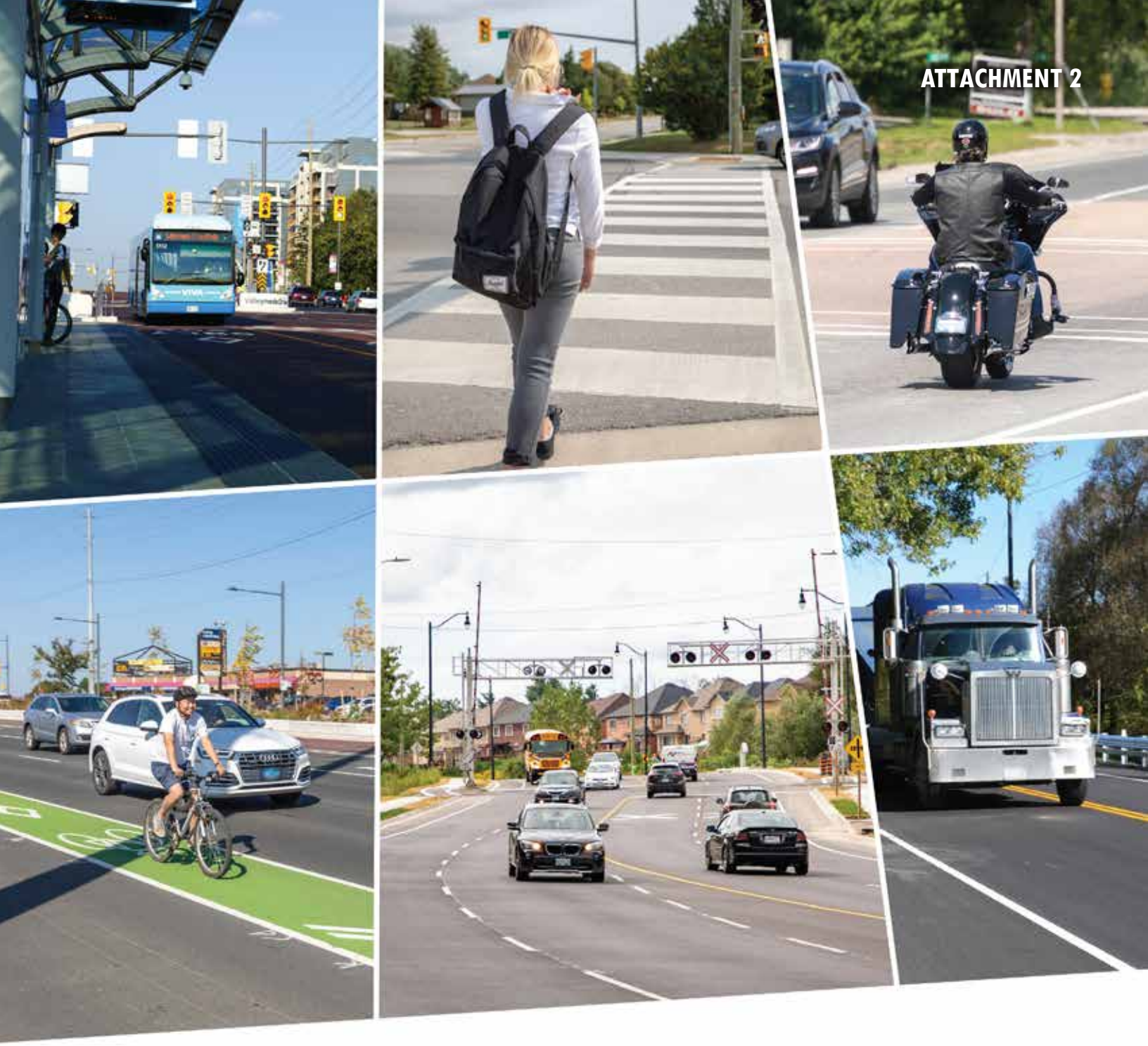
Ontario



ATTACHMENT 2

2020 TRAVELLER SAFETY REPORT

A Focus on Regional Road Collision Statistics Based on 2019 and Preceding Years

Prepared by:
Corridor Control and Safety,
Communications, Community Engagement and Marketing,
Transportation Services

York Region

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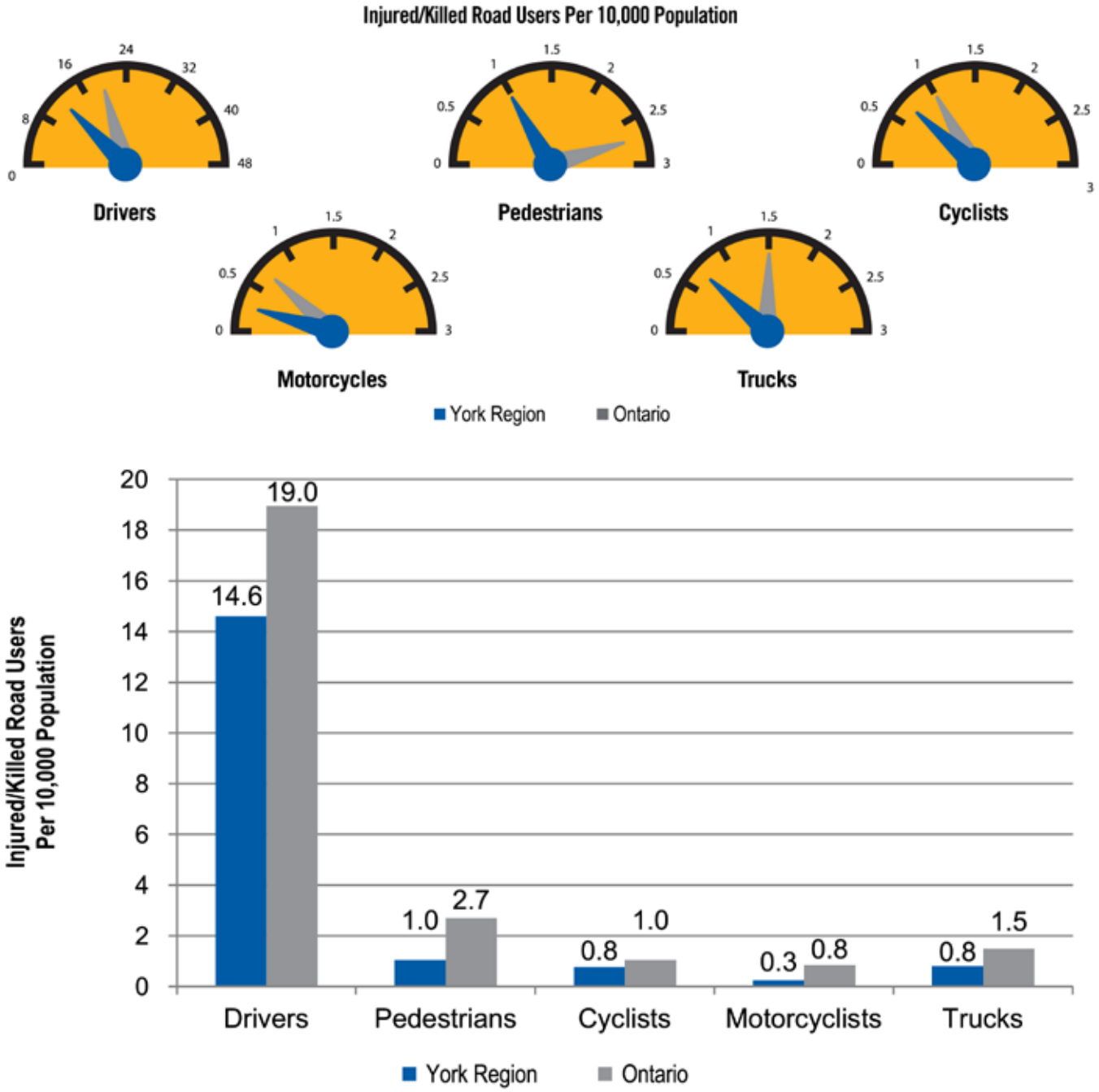
Acronyms and Abbreviations
AADT: Average Annual Daily Traffic
ASE: Automated Speed Enforcement
CAA: Canadian Automobile Association
MTO: Ministry of Transportation Ontario
MVA: Motor Vehicle Accident
PCS: Permanent Counting Station
PDO: Property Damage Only
PXO: Pedestrian Crossover
SMV: Single Motor Vehicle
TTS: Transportation Tomorrow Survey
YR: York Region
YRP: York Regional Police

2019 YORK REGION VS ONTARIO INJURY/FATALITY RATES



*York Region collisions on Regional roads reported by York Regional Police (YRP)
*Population data is based on census data from Statistics Canada
*Ontario collision data is from Ministry of Transportation Ontario (MTO) Ontario Road Safety Annual Reports

York Region roads are planned, designed, constructed and operated to Ontario provincial guidelines. Compared to provincial average level, in 2019, York Region roads had lower injury/fatality rates for all major types of road users including motor vehicle drivers, pedestrians, cyclists, motorcyclists and truck drivers. This may be attributed to improved road engineering and operations, stricter traffic legislation and enforcement and systematic road safety initiatives in the Region.

Motorists ↓ 11% (2018/2019 Collision Rate Compared to 2013-2017)

Travellers are involved in 5% fewer collisions and 3% fewer injuries each year, even with a 2% increase annually in population and trips made by all travellers in the Region. The motor vehicle accident rate (annual number of motor vehicle accidents over annual motor vehicle trips) in 2018 and 2019 was 11% lower than the 2013-2017 average.

After the Region experienced a 10-year low in fatal collisions in 2017, a total of 12 fatalities, the fatal collision numbers rose to 19 in 2019. The fatal collision rate over the past two years (2018 and 2019) was11% higher than the average of the previous five years.

It is well documented higher speeds lead to higher injury severity in collisions. More than half of all fatal collisions in 2018 and 2019 were related to speeding. Enforcement statistics over the past seven years also identify speeding as the top traffic offence in the Region, representing more than 60% of all traffic offences.

Pedestrians ↓ 21%

Cyclists ↓ 28%

While motor vehicles are the most common mode of travel in the Region, the number of people choosing active transportation modes, such as walking and cycling, is increasing at a fast pace. The rates of pedestrian (annual number of pedestrian collisions over annual walk trips) and cyclist collisions (annual number of cyclist collisions over annual bike trips) in 2018 and 2019 were 21% and 28%, respectively lower than the average of 2013-2017. Improving pedestrian and cyclist safety continues to be an area of focus due as the percentage of injuries continues to be above 80%

Motorcyclists ↓ 33%

Another type of vulnerable road user, motorcyclists, has doubled over the last 10 years, while the number of motorcycle collisions is generally very low and steady. The rate of motorcycle collisions (annual number of motorcycle collisions over annual motorcycle trips) in 2018 and 2019 was 33% lower than the 2013-2017 average. Motorcycle collisions are highly seasonal (mostly occurring in the warmer months of the year), distributed evenly among weekdays and weekends, and relatively high in some night hours. Although motorcyclists are usually not at fault in collisions, they have a high risk of losing control that can lead to a single motor vehicle (SMV) collision. Motorcyclists do not have the same level of protection as drivers of other types of vehicles and therefore have a higher injury rate when involved in a collision.

Trucks ↑ 13%

Truck collision rate in 2018 and 2019 was 13% higher than the average of 2013-2017. Fatality rates remain at low levels and injury collision rates remain steady. More than half of truck traffic and collisions occur in the City of Vaughan where trucking distribution centres are predominant. Major trucking corridors like Highway 7, Highway 27, Weston Road and Keele Street provide key connections for goods movement to provincial highways (highways 400, 407 and 427).

Transit ↑ 24%

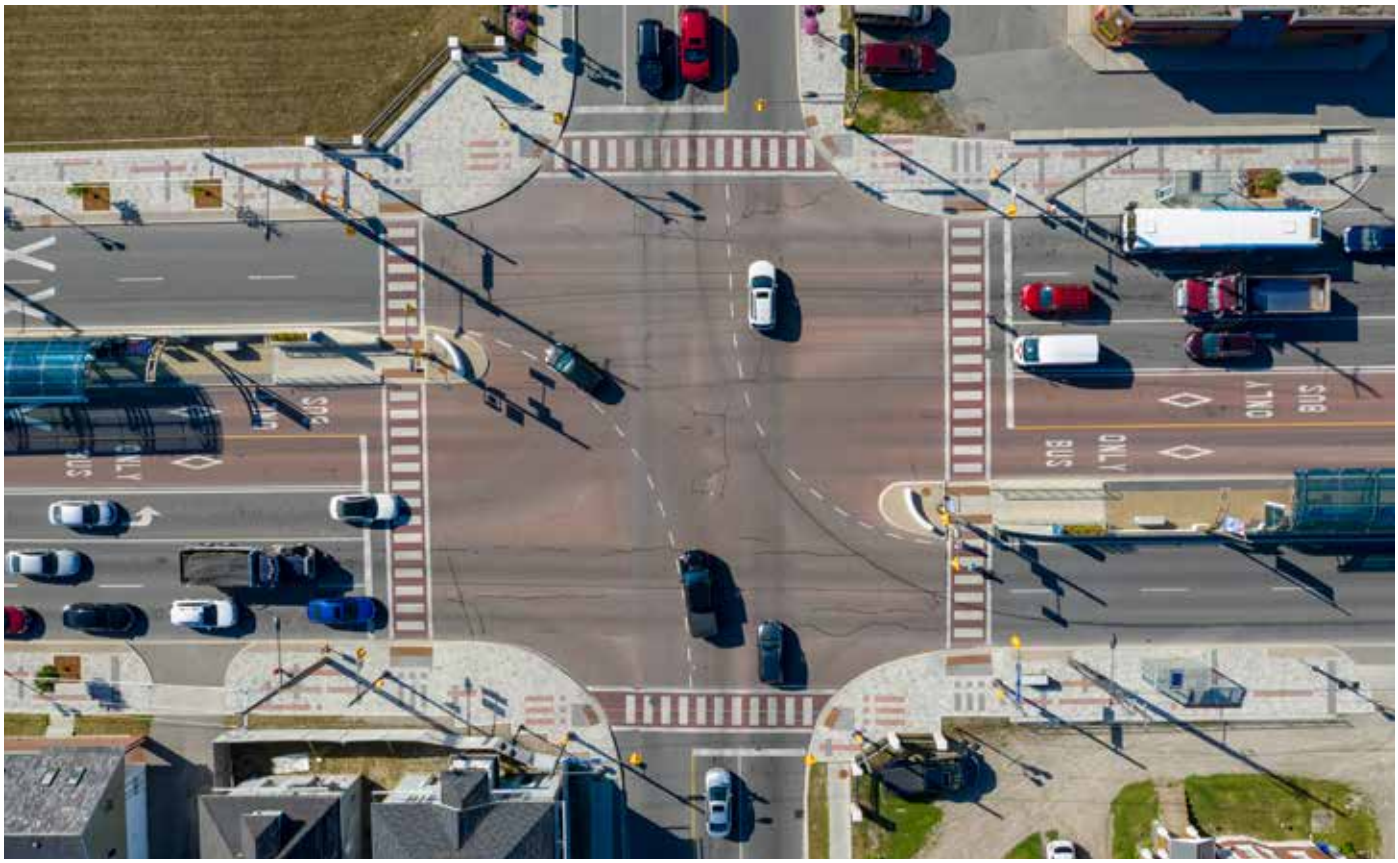
Total collisions involving all public and private transit vehicles combined increased marginally by approximately 3% annually, while transit operations in the Region, including number of service hours and kilometres travelled, has increased over the past decade. The collision rate of exclusively YRT vehicles in 2018 and 2019 was 24% higher than the 2013-2017 average.

Buses are slower, longer and require more space. A pattern of motorists failing to provide buses ample space have led to a spike in the number of sideswipe collisions. Sideswipe collisions involving private and public buses increased from 44 to 98 over the last two years, when compared to the previous five years. The majority of transit collisions (70%) were a result of the other vehicle driver being at fault.

Safety Programs

York Region recognizes that changing driver behaviour is crucial in improving road safety and continues to target top traffic violations with campaigns and programs. Data from YRP suggests the top traffic violation is speeding. The SpeedWATCH program aims to reduce speeding and increase speed limit compliance. Before-after analysis shows that this program has achieved both goals at most study locations. An automated speed enforcement program will also be piloted in select community safety zones approximately 2021-2023.

The red light camera program aims to curb red light running behaviour and improve driver and pedestrian safety. Forty cameras are deployed at select signalized intersections, and Region-wide right angle collisions at signalized intersections have been reduced significantly.



Introduction

York Region is home to nearly 1.2 million people in nine local cities and towns, bounded by Steeles Avenue in the south, Highway 50 in the west, York Durham Line in the east and Lake Simcoe in the north. The Region continues to experience growth and is expected to reach 1.5 million people by 2031.

The Regional road network consists of approximately 4,400 lane-kilometres of urban and rural arterial roads, 2,200 intersections and approximately 890 traffic signals that help residents and visitors get to where they live, work and play. Regional roads carry more than six billion vehicle-kilometres of travel annually and more than 2.6 million vehicle trips daily.

York Region's Corridor Control and Safety division maintains and manages York Region's traffic data system. The database contains information on all motor vehicle accidents that occur on York Regional roads, which result in property damage of $2,000 or greater, as well as any collision that results in a minor or serious injury or fatality. Collision information completed is collected from the provincial Motor Vehicle Accident (MVA) Report Form, by YRP. Completed copies of all MVA reports are provided to the Corridor Control and Safety division for record and to conduct further analyses. At this time, York Region's traffic data system does not include collisions that occur on local municipal roadways and provincial highways as each local municipality and the Province manages their own data.

First published in 2014, the 2020 Traveller Safety Report is the 7th edition containing collision statistics on York Regional roads, based on cause, temporal information, high collision locations, injury severity and modes of travel to identify trends and support decision-making. The 2020 report primarily includes data collected for 2017 to 2019 as well as updated data for comparing with previous iterations. The daily trip volumes of motorists, pedestrians, cyclists and other modes of travel shown throughout the report are sourced and forecasted from the most recent Transportation Tomorrow Survey (TTS), 2016.

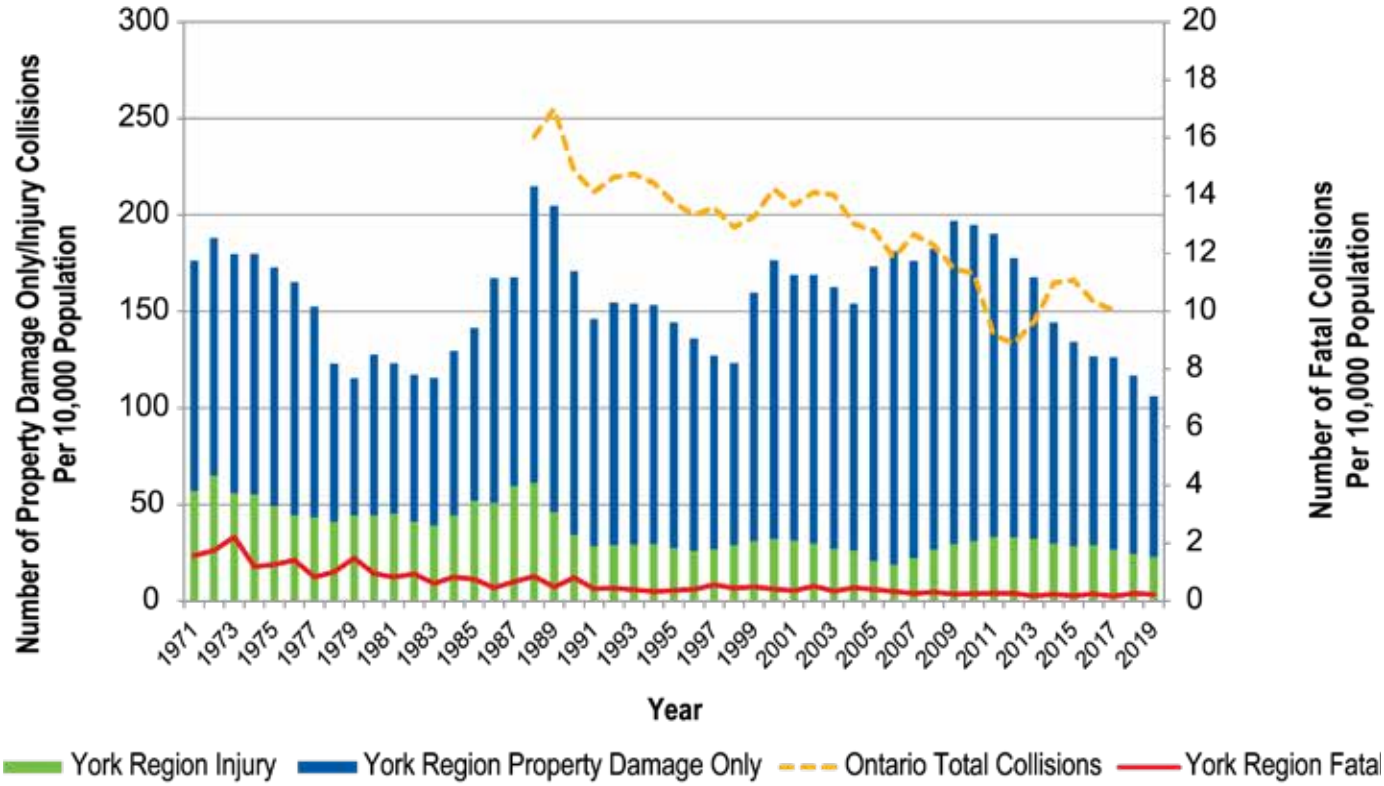
The 2020 Traveller Safety Report provides a detailed breakdown of the traveller experience on Regional roads using collision statistics and other data, such as traffic volume, weather and population. Collision data was analyzed using motor vehicle accident reports from YRP to identify issues for specific locations as well as broader trends. The report also supports law enforcement and helps in the development of programs to improve road safety, including public education and awareness campaigns for all travellers in York Region.

The Traveller Safety Report informs our proactive approach to help make Regional roads safer for all travellers, and now the Region's response to various trends, and associated benefits. The response includes the Region's implemented or upcoming road safety initiatives in road engineering, intersection operations, pavement/signage improvements, bus rapidway constructions, automated enforcement, speed management and initiatives.

Overview

As a result of stricter legislation in technology advancements, and the success of road safety initiatives, injury and fatal collision rates for all road users have decreased significantly over the past 50 years, as shown in the figure below. York Region has lower collision rates than those of Ontario, with the exception of three years. Both injury and fatal collision rates in York Region have long-term decreasing trends, and total collision rates have dropped by 46% from 197 per 10,000 population in 2010 to 107 in 2019.

COLLISION ACROSS YORK REGION, 1971-2019



*York Region collisions on Regional and local municipal roads reported by YRP
*Population data is based on census data from Statistics Canada
*Ontario collision numbers is from MTO Ontario Road Safety Annual Reports

APPROXIMATELY 89% OF COLLISIONS ARE A RESULT OF IMPROPER DRIVING

Overall, collisions are at a 10-year low

Collisions are a result of numerous factors, of10 unique to specific events. A review over the past 10 years shows that motor vehicle accidents are decreasing despite more vehicles travelling on Regional roads than ever before. In 2019, there was a 10-year low in total collisions, with just over 7,000 collisions occurring on Regional roads. Most collisions, 89%, were a direct result of improper driving.

An overview of collision statistics on Regional roads between 2017 and 2019 shows collisions continue to occur most frequently on Fridays during the winter months and the evening peak period (5:00 p.m. to 6:00 p.m.). The most common were rear-end collisions at signalized intersections, as a result of motorists following too close. Consistent with past years, the majority of high collision intersections were situated on high volume roads in urban areas. The table on the next page compares collision data for 2017, 2018 and 2019.

ANNUAL COMPARISON OF COLLISIONS, 2017-2019

Statistics	2017	2018	2019	Change (2018-2019)
Number of Collisions	7,672	7,510	7,038	-6%
Number of Fatal Collisions	12	17	19	12%
Number of Injury Collisions	1,977	1,936	1876	-3%
Number of Collisions Involving Pedestrians	147	159	140	-12%
Percentage of Collisions Involving Pedestrians Resulting in Injuries or Fatalities	93%	96%	94%	-2%
Number of Collisions Involving Cyclists	96	94	110	17%
Percentage of Collisions Involving Cyclists Resulting in Injuries or Fatalities	82%	78%	86%	8%
Collision Rate per 100,000 Population	661	635	571	-10%
Fatal Collision Rate per 100,000 Population	1	1.4	1.5	7%
Day with Highest Number of Collisions	Friday	Friday	Friday	-
Month with Highest Number of Collisions	November	January	November	-
Hour with Highest Number of Collisions	5 to 6 p.m.	5 to 6 p.m.	5 to 6 p.m.	-
Most Common Collision Type	Rear End	Rear End	Rear End	-

ANNUAL COMPARISON OF COLLISIONS, 2017-2019 (CONTINUED)

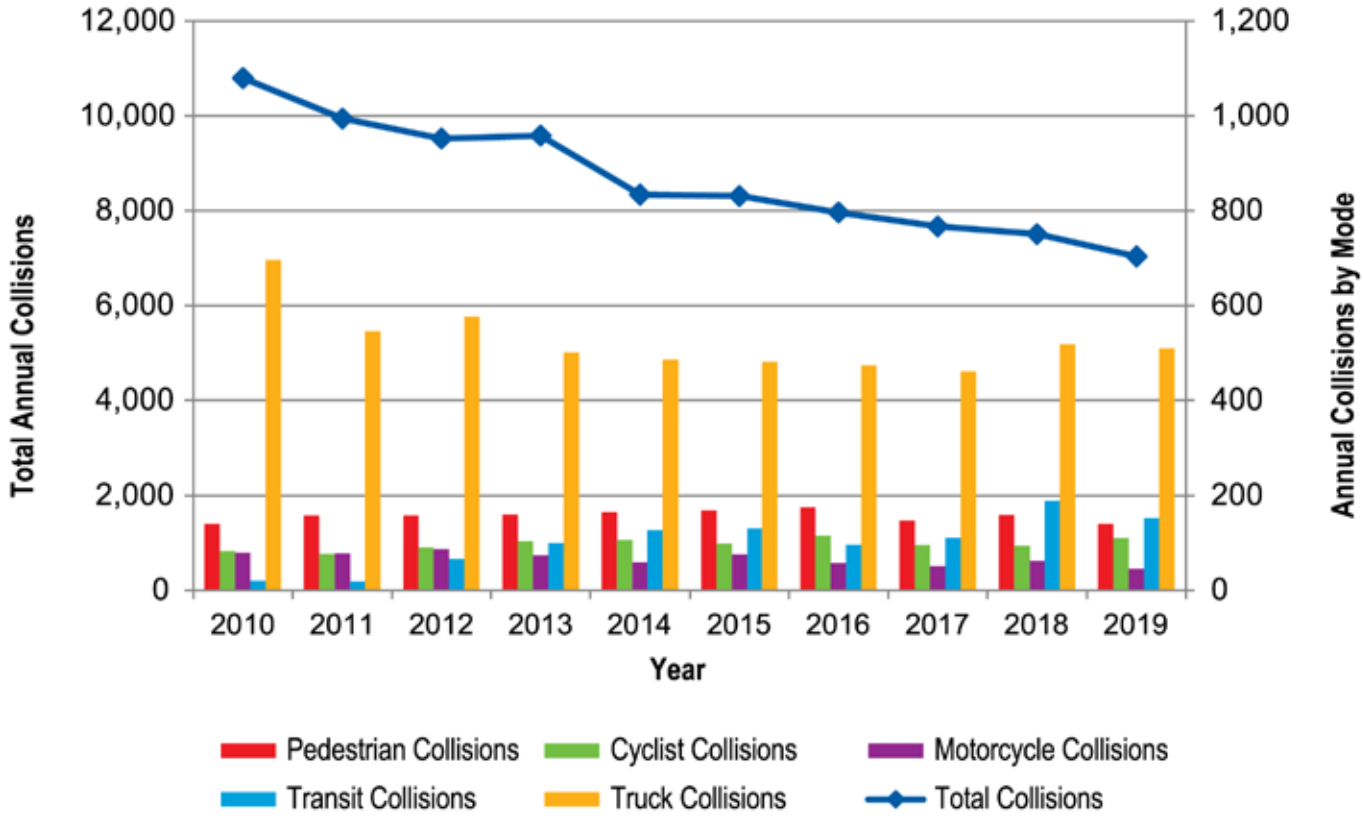
Statistics	2017	2018	2019	Change (2018-2019)
Most Frequently Recorded Improper Driving Action	Following Too Close	Following Too Close	Following Too Close	-
Location with Highest Number of Collisions	Highway 7 and Weston Road	HIghway 7 and Weston Road	HIghway 7 and Weston Road	-
Midblock with Highest Number of Collisions	Highway 7 between Wigwoss Drive/ Helen Street and Pine Valley Drive	Highway 7 between Huntington Road and Highway 427 - Highway 7 Ramp	Highway 7 between Huntington Road and Highway 427 - Highway 7 Ramp	-
Percentage of Collisions Occurring at Intersections	68.80%	69.40%	68.24%	-1%
Percentage of Collisions Occurring During Winter Driving (Snow/Ice Road Surface) Conditions	6.00%	6.80%	9.80%	3%
Number of Daily Vehicle Trips	2554674	2602512	2650351	2%
Number of Daily Walk Trips	97751	99898	102045	2%
Number of Daily Cycle Trips	10948	11359	11770	4%
Injury Collision Rate per 1,000 Vehicle Trips	3	2.89	2.66	-8%
Injury Collision Rate per 1,000 Walk Trips	1.5	1.59	1.37	-14%
Injury Collision Rate per 1,000 Cycle Trips	8.77	8.28	9.35	13%

*York Region collisions on Regional roads reported by YRP
*Population data is based on census data from Statistics Canada
*Number of trips is based on TTS studies

In 2019, there was a 10-year low in the number of collisions on Regional roads

The number of cyclist collisions are increasing as active transportation is becoming more popular in York Region. However, as growth in trips is outpacing growth in collisions, the rate of collisions is actually decreasing. Pedestrians and cyclists were most vulnerable to injuries, with 92% of pedestrians and 80% of cyclists sustaining injuries during collisions. Most collisions occurred when vehicles were making turns at signalized intersections.

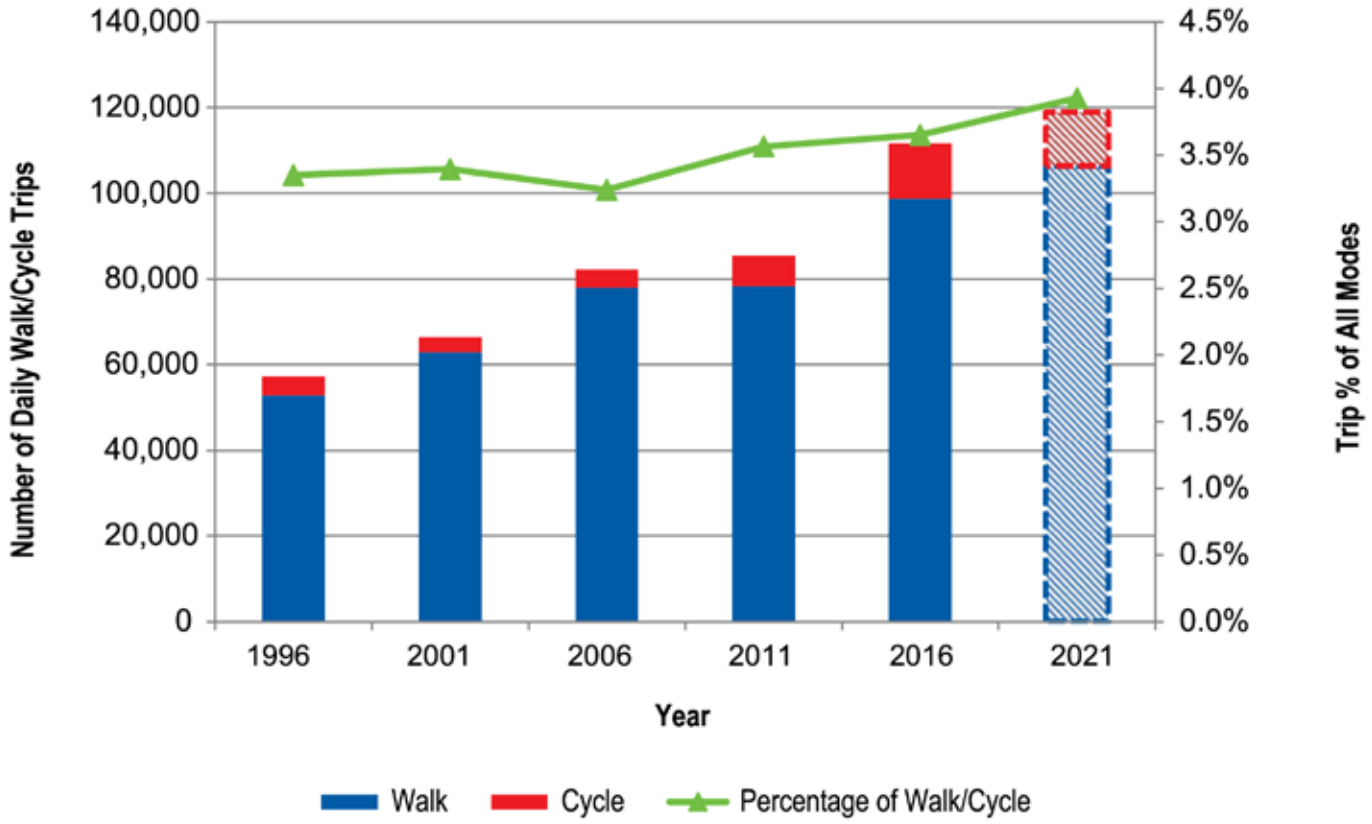
ANNUAL COLLISIONS BY ROAD USER MODES, 2010-2019



*York Region collisions on Regional roads reported by YRP

A review of collision statistics over the last decade shows overall collisions on Regional roads continue to decrease, with a 10-year low in 2019, with just over 7,000 collisions. Collisions involving pedestrians, cyclists and motorcyclists were generally consistent despite increasing trips made by these modes. Collisions involving trucks are in a general decreasing trend. Collisions involving transit vehicles have increased over the last 10 years, while York Region Transit service hours have also increased by 12%, including the introduction of six Viva rapidways into operation. GO Transit has also significantly increased operations in the Region, transitioning from hourly to 15-minute two-way service on several key corridors prior to the COVID-19 pandemic.

YORK REGION DAILY WALK/CYCLE TRIPS, 1996-2021



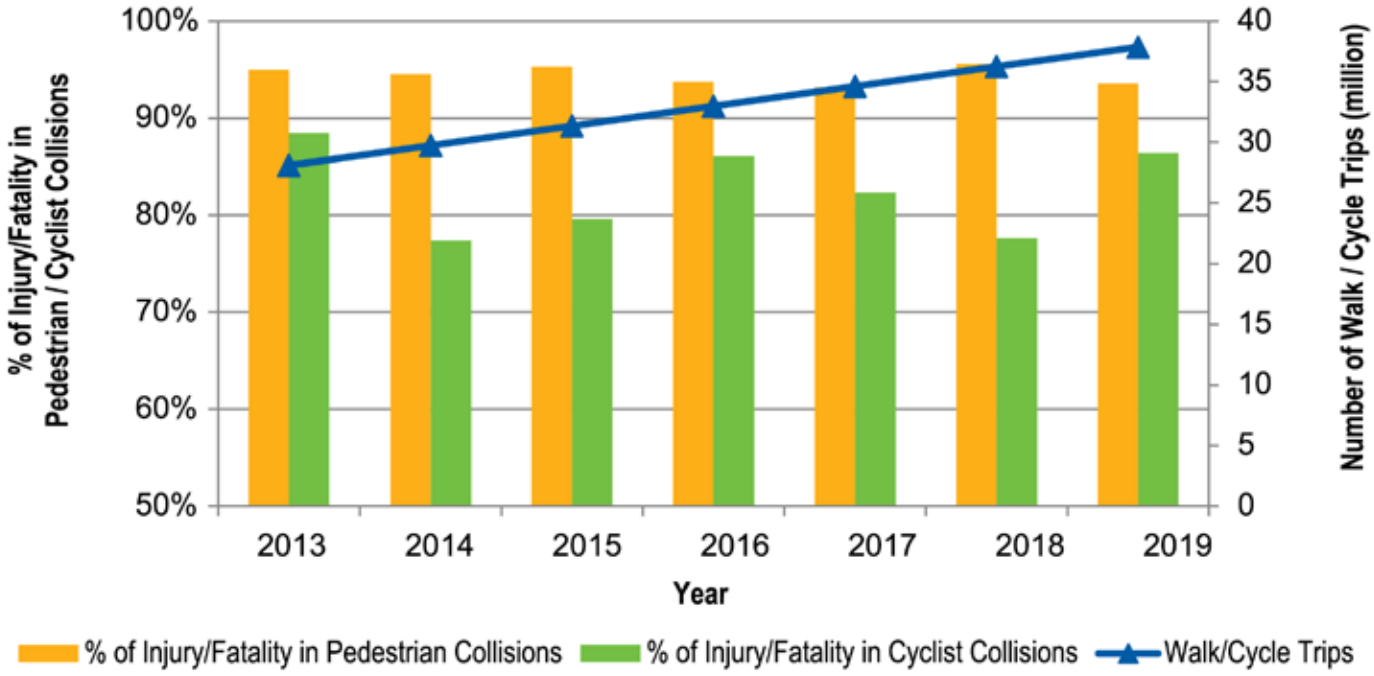
*Number of trips is based on TTS studies

New measures to protect vulnerable road users

Based on TTS studies, more and more people have chosen to walk or bike over the last 20 years. From 1996 to 2016, the total number of daily trips on foot or bicycle has increased 5% annually. In comparison, driving has only been increasing by 2%. It is estimated that daily walk and cycle trips within or crossing York Region boundaries will be close to 120,000 by 2021.

While 24% of vehicle-only collisions resulted in injury or fatality, almost all pedestrian (94%) and cyclist (82%) collisions resulted in injury or death. Pedestrians and cyclists are the most vulnerable travellers on the Regional transportation system and lack protection compared to travellers in enclosed vehicles, as shown in the figure below. The increase in pedestrian and cycling trips across the Region and high rate of injuries sustained make these modes of travel a key area of focus for safety improvements.

PEDESTRIAN AND CYCLIST INJURY/FATALITY RATES



*Number of trips is based on TTS studies

To protect vulnerable road users, York Region has implemented pedestrian and cycling safety measures at select signalized intersections. The Region is measuring success to support future enhancements, while building strong partnerships with road safety partners. In addition to existing safety programs, including red light camera and speedWATCH, York Region will be launching a two-year automated speed enforcement (ASE) pilot with the goal to increase safety in school areas while also changing driver behaviour.

Motorists ↓ 11%

Driving is the most common mode of travel on Regional roads accounting for nearly 87% of total trips. Over 700,000 motor vehicle trips are made annually with over 6,000 annual collisions involving motor vehicles. Addressing motor vehicle safety is priority due to the volume of traffic and occurring frequency of collisions. The motor vehicle accident rate (annual number of motor vehicle accidents over annual motor vehicle trips) in 2018 and 2019 was 11% lower than the 2013-2017 average.

Travellers were involved in 5% fewer collisions and 3% fewer injuries each year, even with a 2% increase annually in population and trips made by all travellers in the Region. This is encouraging and can be attributed to advancements in car technologies (e.g. airbags, anti-lock brakes, electronic stability control), road safety programs and legislation and enforcement.

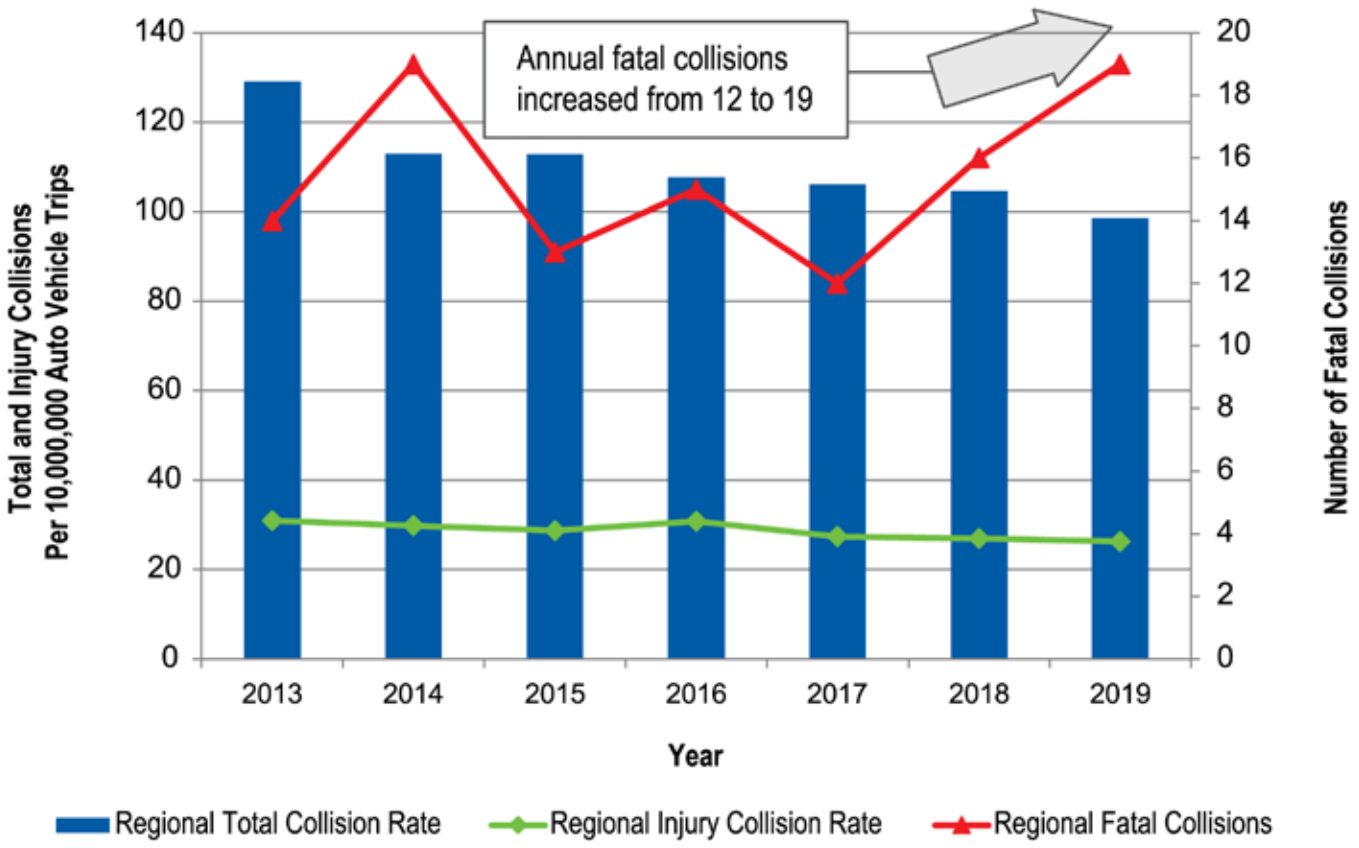
Key trends observed include:

- Travellers were involved in 5% fewer collisions each year
- Fatal collisions increased from 12 to 19 over the past two years
- More than half of fatal collisions were speed related
- Young drivers were more likely to be at fault in collisions that were more likely to be fatal than other age groups
- Snowy and rainy weather increases collision risk
- Majority of collisions occurred at intersections (69%) due to a high occurrence of conflict points with vehicles travelling in different directions and making turns
- Following too close was the top driver action (30%) in the cause of a collision
- Inattentive behaviour while driving was an increasing cause of collisions (19%)
- Top impact types were rear-end (low severity, 35%) followed by angle collisions (high severity, 28%)

The Region continues to put measures in place to address priority traffic safety concerns including:

- Pavement rehabilitation programs, such as microsurfacing (adhesive mixture containing small stones applied to roads), not only extends the life of the road but also improves traction, leading to a reduction in rear-end collisions
- Fully protected left turn implementation that reduces conflicts at high volume urban intersections
- Traffic control upgrades to traffic signals or all-way stop that significantly reduce the frequency of angle collisions

MOTOR VEHICLE ACCIDENT RATES, 2010-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies

After a 10-year low in fatal motor vehicle accidents in 2017 with a total of 12 fatalities, the number of fatalities rose in 2019 to 19. It is well-documented higher speeds lead to higher injury severity in a collision. Fatal collision statistics over the past two years show approximately 55% of all fatal collisions were related to speeding. Enforcement statistics over the past seven years also identify speeding as the top traffic violation in the Region, representing more than 60% of all traffic offences.

Slower rates of speed and appropriate space between vehicles allows more time for motorists to react. Large vehicles like trucks and buses have many blind spots and need extra room to stop and turn. By driving safely, keeping distance and taking extra precautions around large trucks and buses, passenger vehicle drivers can significantly reduce the risk of being involved in a serious collision.

Collisions by Month, Day and Time

A greater understanding of when collisions are occurring

Collision statistics by month indicate a seasonal trend. There are a higher number of collisions occurring during the fall while spring has the least.

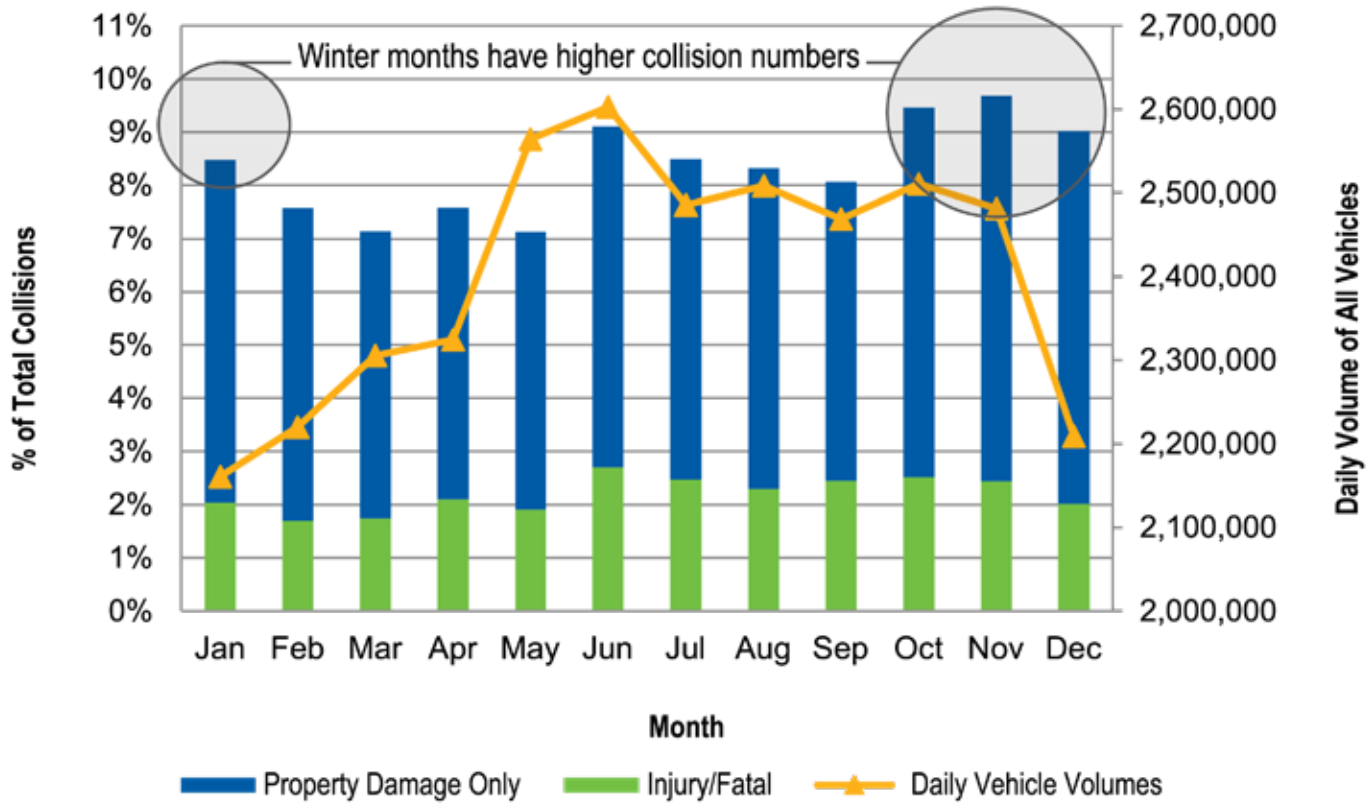
June 2019 had the highest number of injury/fatal collisions and the third highest in collisions overall. Also, June had the highest daily vehicle volumes as weather conditions were favourable and summer vacations had not begun.

November had the highest number of overall collisions and property damage-only collisions. This is likely due to shorter daylight hours when evenings are darker and weather conditions are less favourable for road users.

During the winter months, adverse or snow weather makes driving more dangerous by reducing tire traction and impairing visibility. Drivers typically adjust to road conditions and drive more slowly and carefully in snowy weather, and many people avoid or postpone unnecessary travel. This suggests an increase in less severe collisions (those producing only property damage) during winter, while more severe collisions (those resulting in injuries and fatalities) decrease.

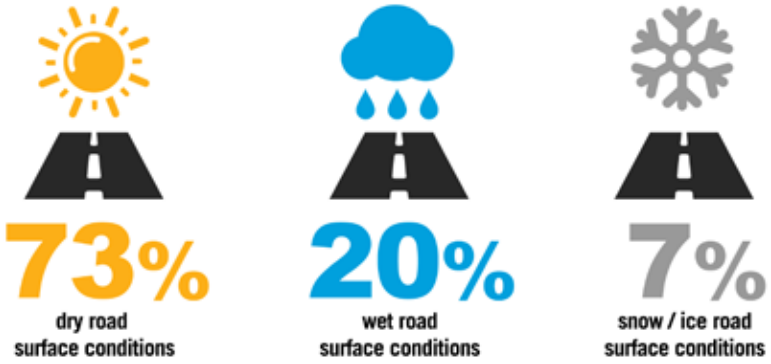
During the spring months, which have the lowest number of collisions, drivers typically continue to drive in winter driving mode even though weather conditions are getting more favourable for road users.

COLLISIONS BY MONTH, THREE-YEAR AVERAGE, 2017-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and Region's Permanent Counting Station (PCS) data

The majority of all collisions, 73%, occurred during dry road surface conditions. Wet road surface conditions accounted for 20% and 7% occurred during snow/ice road surface conditions. Over the course of 2019, the Region experienced rain and snow events on 116 and 43 days, respectively. These observations are consistent with ongoing driver education campaigns about the need to drive according to conditions.



Although the majority of collisions occurred during dry conditions, adverse weather conditions contributed to peak collision days. The top ten high frequency collision days between 2017 and 2019 experienced a winter event, its aftermath or a significant rainfall event. The number of collisions that occurred on the highest days were about triple the York Region average of 21 collisions per day. The top 10 days that experienced the most collisions are highlighted in the table below.

TOP 10 HIGH FREQUENCY COLLISION DAYS, 2017-2019

Date	Day of Week	Number of Collisions	Rain	Snow
2017-04-07	Friday	115		●
2018-02-07	Wednesday	61		●
2019-11-11	Monday	58		●
2017-09-29	Friday	53	●	
2019-02-27	Wednesday	51		●
2019-12-06	Friday	49		●
2017-11-02	Thursday	47	●	
2017-12-13	Wednesday	45		●
2017-12-18	Monday	45	●	●
2019-01-19	Saturday	45		●

*Collision data is from YRP MVA reports
*Weather data is from Environment Canada

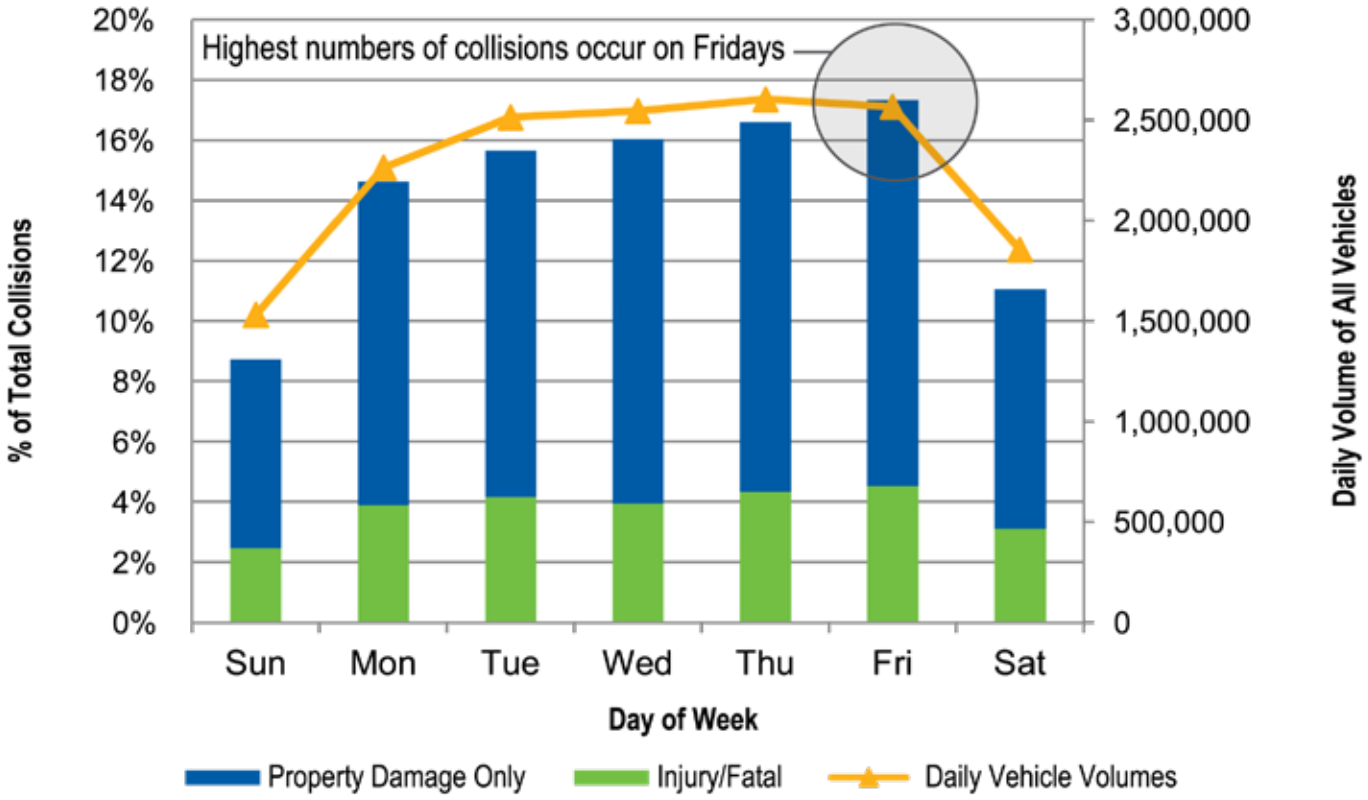
During all winter weather months (November to April), collision rates on snowy days were significantly higher than those with no rain or snow. April had the highest daily collision numbers on snowy days. During the warm months (May to September), without snow events, daily collision rates on rainy days were higher than those days with no rain, except for July.

Repaving increases tire grip and reduces collisions

New pavement can increase vehicle tire grip on the road surface and give drivers better control, resulting in a reduction of rear-end collisions, and collisions related to aged pavement, bad weather and slippery road surfaces. Examples of repaved intersections that have experienced an overall collision reduction are Yonge Street and Green Lane, Green Lane and 2nd Concession Road and Kennedy Road and Helen Avenue/YMCA Boulevard, ranging from 23% to 79%. The reduction in adverse weather events is more significant, ranging from 42% to 89%.

Day-of-week collision patterns correlated closely with typical day-of-week traffic volume patterns, the highest number of collisions occurred on Fridays when people travel more.

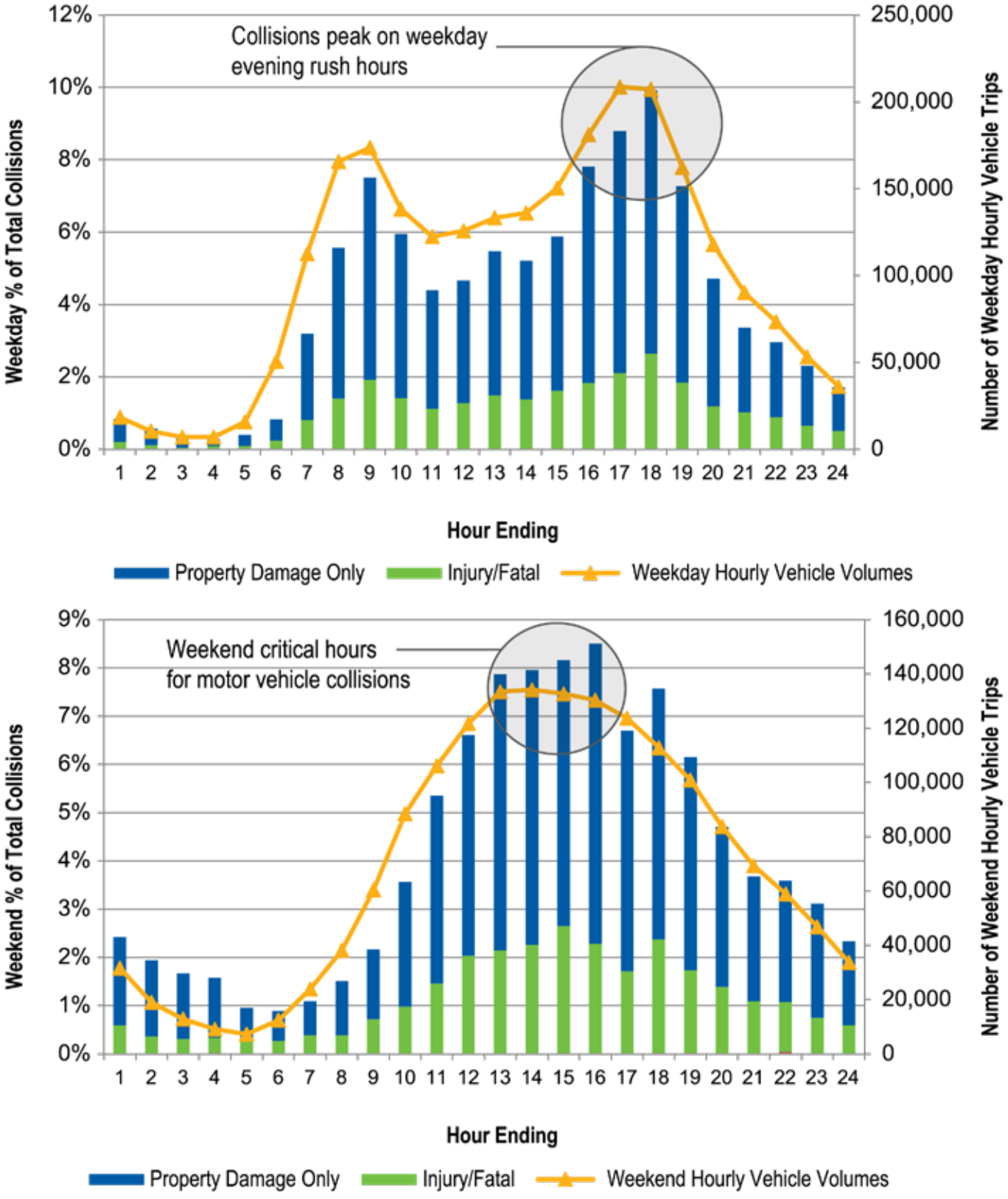
COLLISIONS BY DAY-OF-WEEK, THREE-YEAR AVERAGE, 2017-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Time-of-day collision trend also correlated closely with typical daily traffic volume patterns (i.e. high numbers of collisions occur during highest traffic volume times). The highest number of collisions occurred on weekdays, between 7:00 a.m. and 10:00 a.m. and 3:00 p.m. and 7:00 p.m., accounting for 53% of all collisions. Collisions were higher during the afternoon on weekends, which is consistent with the number of daily vehicle trips on weekends.

COLLISIONS BY TIME-OF-DAY, THREE-YEAR AVERAGE, 2017-2019

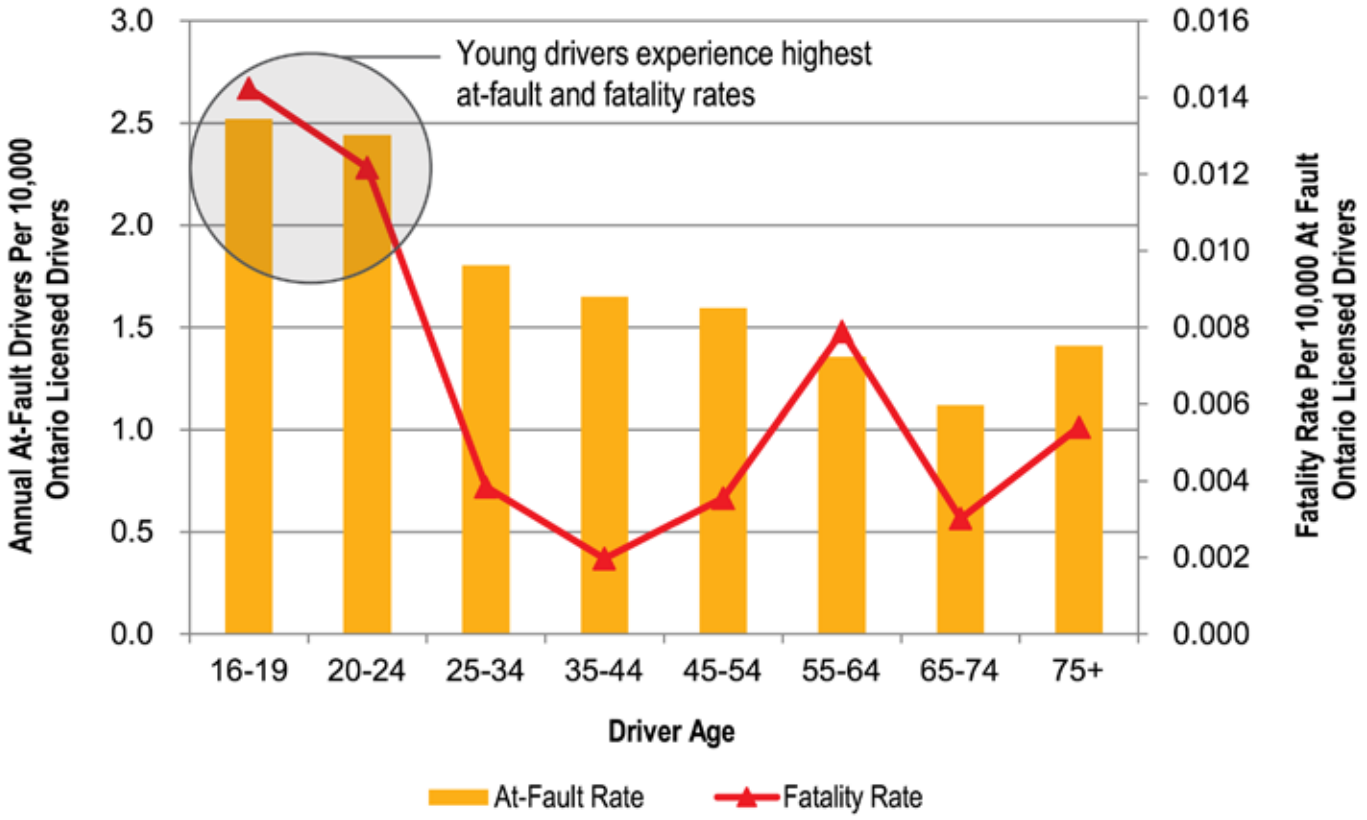


*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data.

Based on the three-year average between 2017 and 2019, the highest number of collisions occurred between 5:00 p.m. and 6:00 p.m. on weekdays and between 3:00 p.m. and 4:00 p.m. on weekends.

Age Profile

AGE AND FATALITY RATE OF AT-FAULT DRIVERS



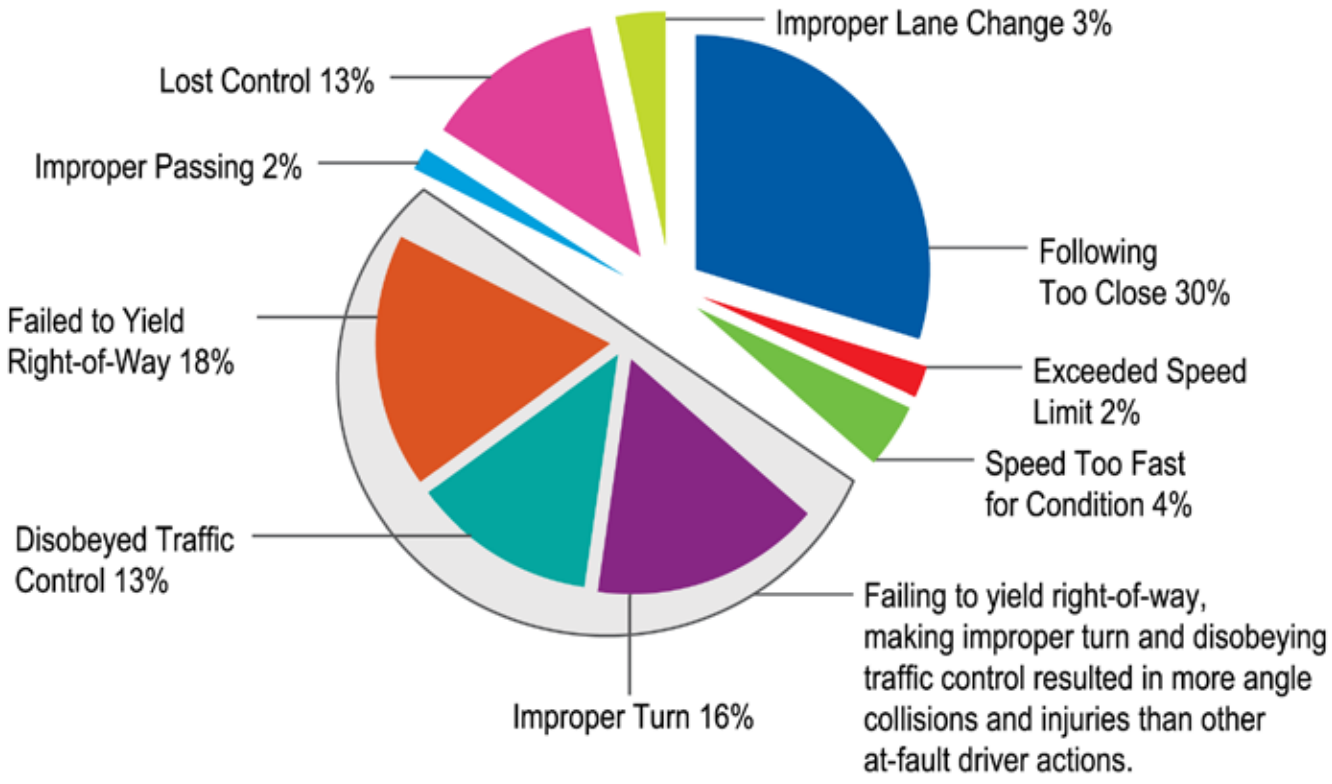
*Collision data is from YRP MVA reports
*Licensed drivers statistics and age distribution is from MTO 2016 Ontario Road Safety Annual Report

Data shows a high need to engage drivers 20 to 29 years of age

The age distribution of at-fault drivers compared to drivers fatally injured is shown in the figure above. Teenagers and young adults below the age of 25 were most likely to be at fault in a collision and also most likely to be fatally injured in a collision. For these drivers, the top at-fault action was following too close (25%), followed by failing to yield right-of-way (21%). These are also the top two at-fault actions of other driver age groups. Based on 2017 hospitalization data from York Region Public Health, drivers had the highest rate of emergency department visits for traffic accident-related injuries with 20 to 29 year olds having the highest rate compared to other age groups. These facts stress the importance of continuing to target this age group with education and enforcement.

Driver Actions and Collision Impact Types

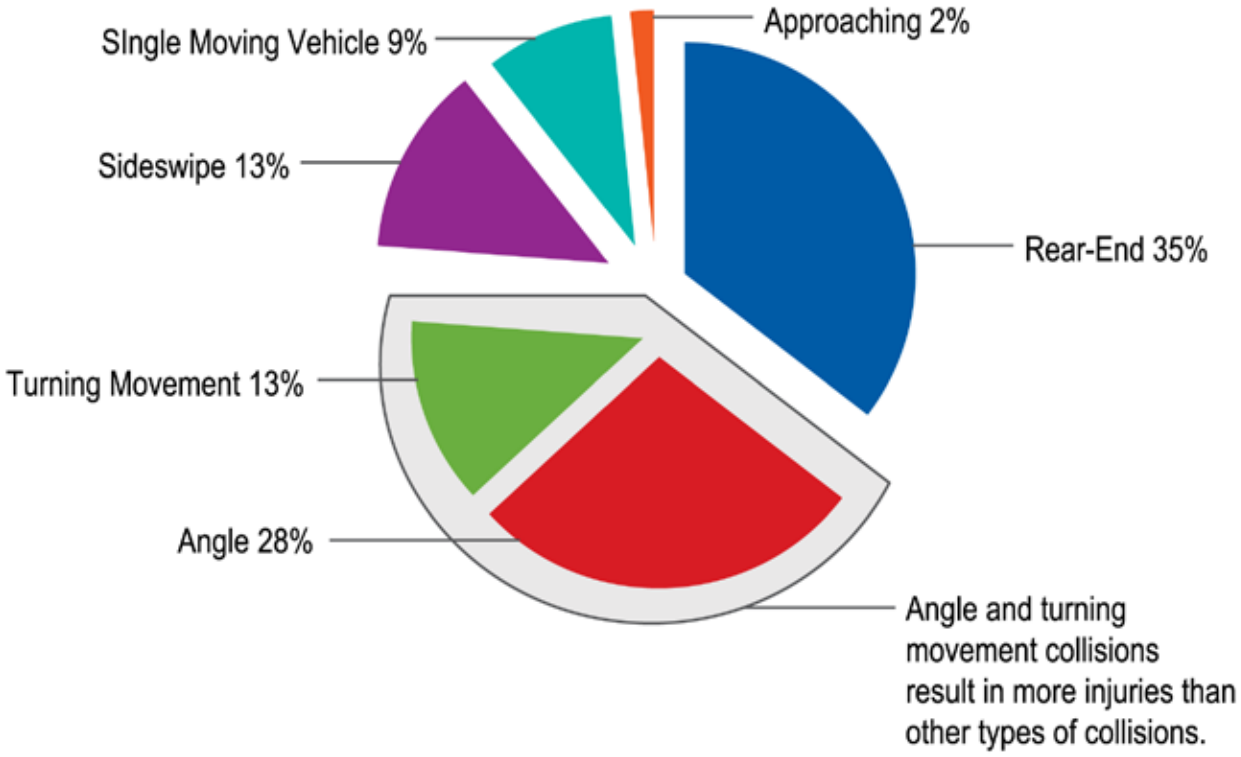
DRIVER ACTIONS IN COLLISIONS, 2017-2019



*Collision data is from YRP MVA reports

One of the most important collision diagnostics is driver behaviour. This refers to the mistake the driver made that caused the collision. The top at-fault action (27%) was following too close; however it is in a decreasing trend in terms of frequency and may soon be overtaken by fail to yield right-of-way. The decreasing frequency of collisions resulting from drivers following too closely could be due to improved vehicle safety technologies, such as brake assist and improvements of roadway safety technologies, such as microsurfacing treatments.

COLLISION IMPACT TYPES, 2017-2019



*Collision data is from YRP MVA reports

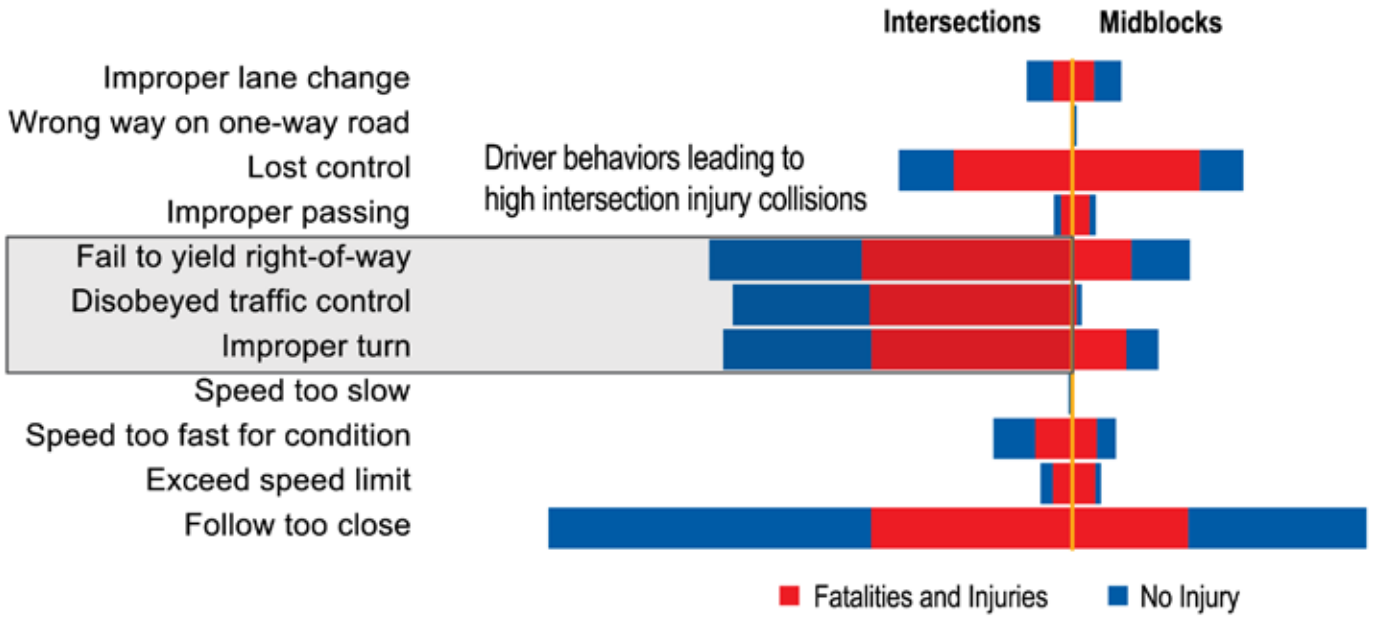
Following too close driver behaviour often leads to rear-end collisions (35%), which was the most common collision impact type. Rear-end collisions are declining and may soon be overtaken by angle collisions as the predominant type. Angle collisions (28%) also experienced a declining trend although not as pronounced.

BEFORE-AFTER ANALYSIS FOUND THAT ALL-WAY STOP IMPLEMENTATION COULD REDUCE ANGLE COLLISIONS BY 60% TO 100%, AND TRAFFIC SIGNAL IMPLEMENTATION COULD REDUCE ANGLE COLLISIONS BY 17% TO 100%.

Reducing angle collisions is a priority for the Region as evidenced by the continued investment in the red light camera program, explained below. York Region also adheres to industry standards in the conversion to intersection controls to all-way stop and traffic signal controls. While roundabouts outperform both, traffic signals and all-way stops have shown significant declines in angle collisions as opposed to a two-way stop control. Before-after analysis found that all-way stop conversions could reduce angle collisions by 60% to 100%, and traffic signal conversions could reduce angle collisions by 17% to 100%.

Driver Actions

DRIVER ACTIONS AND COLLISION LOCATIONS



*Collision data is from YRP MVA reports

FULLY PROTECTED LEFT TURN MOVEMENTS CAN REDUCE VEHICLE TO VEHICLE CONFLICTS BY AS MUCH AS 80%.

A focus on reducing conflict points

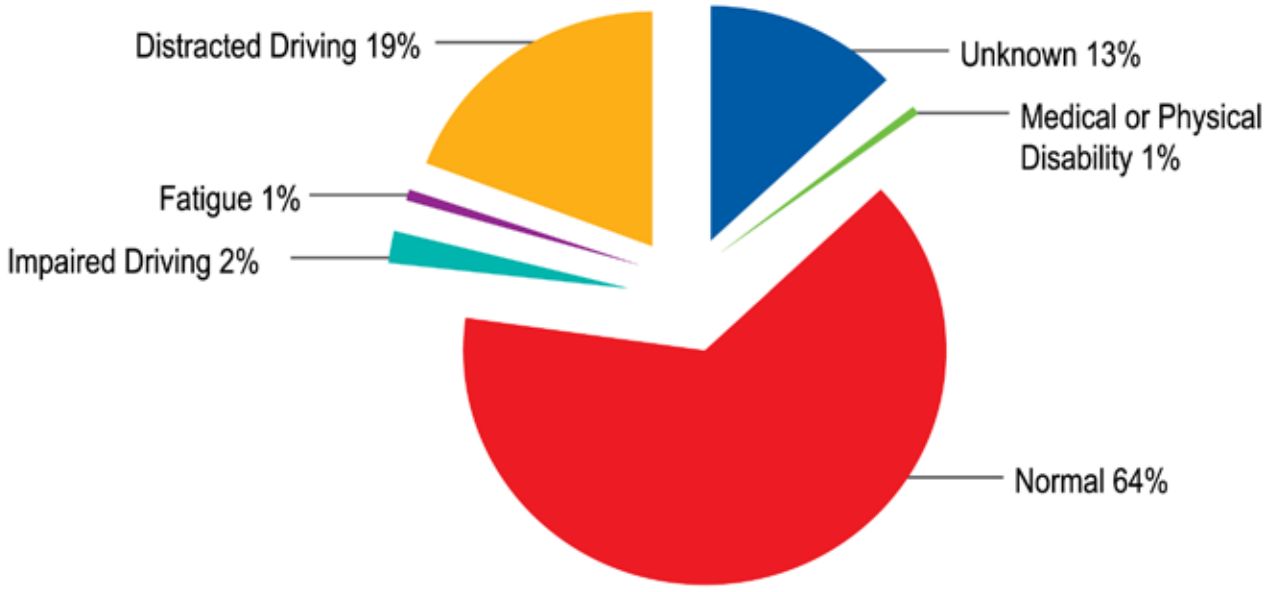
After following too close, fail to yield right-of-way (16%), making an improper turn (14%) and disobeying traffic control (12%) were the other major unsafe driver actions at intersections. 58% of collisions caused by these resulted in injuries or fatalities compared to only 38% of collisions caused by following too close.

The Region has been focusing on reducing conflict points and frequency at intersections. One ongoing initiative is the conversion from protected/permissive left turn phases (advanced green signal before full moves green signal) to fully-protected left turn phases (left turns only allowed on advanced green arrow). This initiative reduces conflicts between left turning vehicles with through moving vehicles in the opposite direction. Preliminary data suggest that protected left turn movements reduce vehicle-to-vehicle conflicts by as much as 80%.

Fully protected left turn phases have been implemented on intersections along the Region's bus rapidways. Along Highway 7 East, between Bayview Avenue and South Town Centre Boulevard, York Region's first bus rapidway, annual average intersection collisions have been reduced by 47% since its completion in 2014. Along Davis Drive, between Yonge Street and just east of Southlake Regional Health Centre, which is the Region's second bus rapidway in operation, annual average intersection collisions have been reduced by 44% since its completion in 2015.

Distracted Driving

COLLISIONS BY AT-FAULT DRIVER CONDITION, 2017-2019



*Collision data is from YRP MVA reports

Distracted driving remains top concern

DISTRACTED DRIVING IS THE TARGET OF YORK REGION'S AWARD WINNING PLEDGE TO IGNORE CAMPAIGN.

Collisions where the condition of the at-fault driver was recorded as "normal" or "unknown" accounted for 77% of all collisions. Of the remaining, most of them were identified as distracted driving.

New distracted driving laws on using hand-held devices while driving came into effect in Ontario on January 1, 2019. Drivers caught talking on their phones, texting, dialing or emailing using a hand-held device (such as a cell phone and other entertainment devices) will be fined up to $1,000 with a three-day licence suspension and three demerit points.

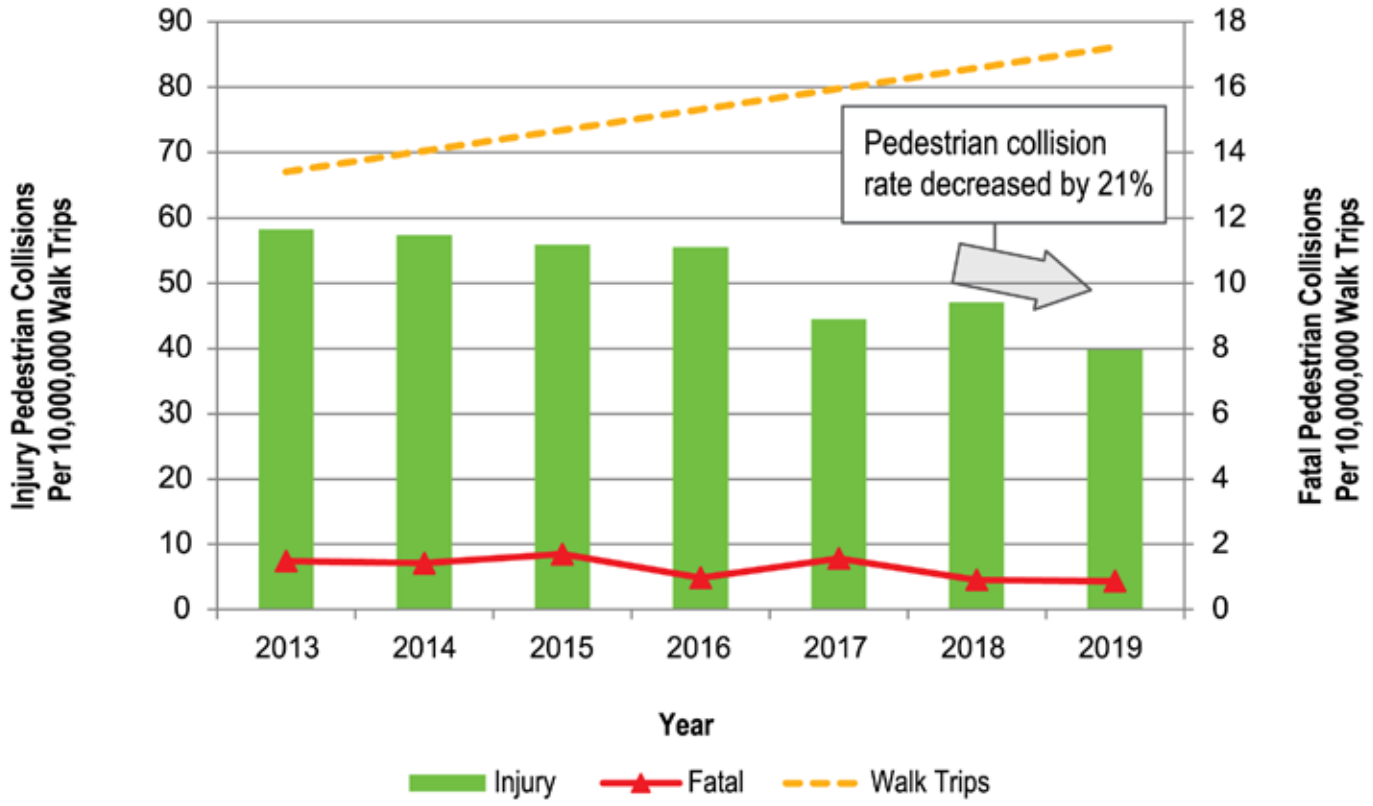
Despite the new law, 19% of at-fault drivers were still driving distracted, based on YRP MVA reports. According to the Canadian Automobile Association (CAA):

- Drivers conversing on mobile devices, either hands-free or hand-held were up to four times as likely to be involved in a crash
- 80% of collisions and 65% of near-crashes had some form of driver inattention as contributing factors
- Distraction was a factor in nearly 6 out of 10 moderate-to-severe teen crashes (AAA Foundation for Traffic Safety, 2015)
- Almost half of all people fatally injured in teen (15-19 years of age) distraction-affected crashes were teens themselves. (National Highway Traffic Safety Administration, 2013).

Distracted driving is the target of York Region's Pledge to Ignore campaign, which has won IABC Award of Excellence and MTO Road Safety Initiative of the Year. The Pledge to Ignore campaign is designed to help save lives and asks travellers to make a commitment not to use a cell phone while driving or walking near traffic. The goal is to obtain as many pledges as possible from citizens across York Region. Each pledge represents one less distracted driver. To date, the campaign has received over 85,000 pledges.

Pedestrians ↓ 21%

PEDESTRIAN COLLISION RATES, 2013-2019



*Collision data is from YRP MVA reports
*Number of trips is a general representation for comparison purposes based on TTS study data

Pedestrians are the most vulnerable road users

The pedestrian collision rate over the past two years was 21% lower than the average of the previous five years, as shown in the figure above. As the number of walk trips being made on Regional roads increased, injury and fatal collision rates were in a decreasing trend. Annual numbers of fatal collisions were stable, but proportionately remained very low (2.5%) among total collisions. While 24% of motor-vehicle-only collisions resulted in injuries or fatalities, almost all pedestrian collisions (94%) resulted in pedestrian injury or death. Pedestrians are the most vulnerable travellers and lack personal protection compared to travellers in enclosed vehicles.

Key trends observed include:

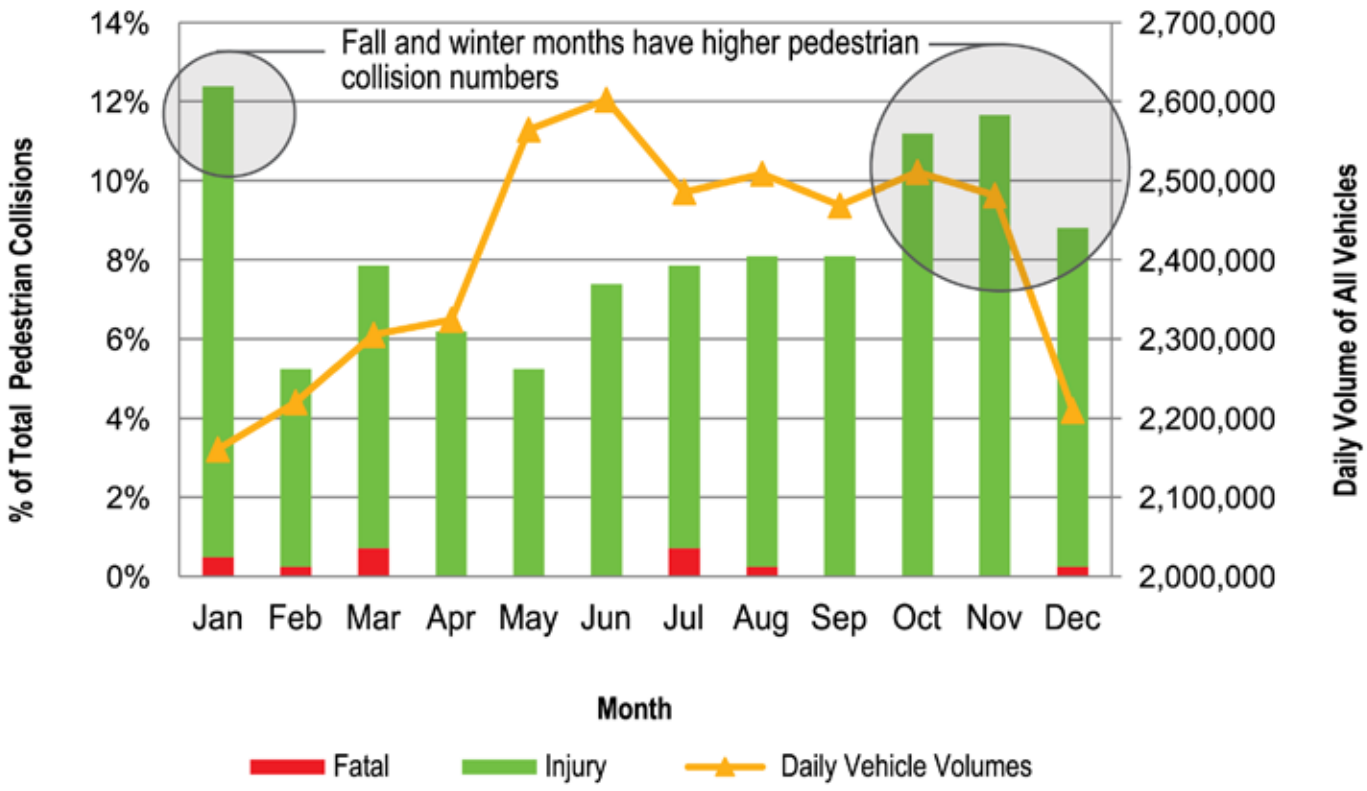
- Almost all pedestrian collisions (94%) resulted in pedestrian injury or death
- Young pedestrians were more likely to get injured in collisions, and senior pedestrians over 75 years old were most likely to be fatally injured than other age groups
- Pedestrian safety is affected by environmental factors like daylight level
- Majority of pedestrian collisions occurred at intersections (88%) as a result of high presence and high occurrence of conflict points between vehicles and pedestrians
- Right-of-way conflicts between pedestrians and motor vehicles and associated errors caused most pedestrian collisions, especially at intersections

The Region continues to put measures in place to address the priority pedestrian safety concerns including:

- Implementing community safety zones in all school locations to encourage compliance in obeying the rules of the road
- Piloting automated speed enforcement in select school zones (2021-2023)
- Piloting leading pedestrian intervals, right turn on red signal restrictions, fully protected left turns and advisory signage at intersections with high conflict rates between pedestrians and motor vehicles
- Installing pedestrian crossing devices in accordance with Provincial criteria
- Education campaigns including the award winning Pledge to Ignore Campaign and the Be visible. Be seen. campaign

Pedestrian Collisions by Month, Day and Time

PEDESTRIAN COLLISIONS BY MONTH, THREE-YEAR AVERAGE, 2017-2019

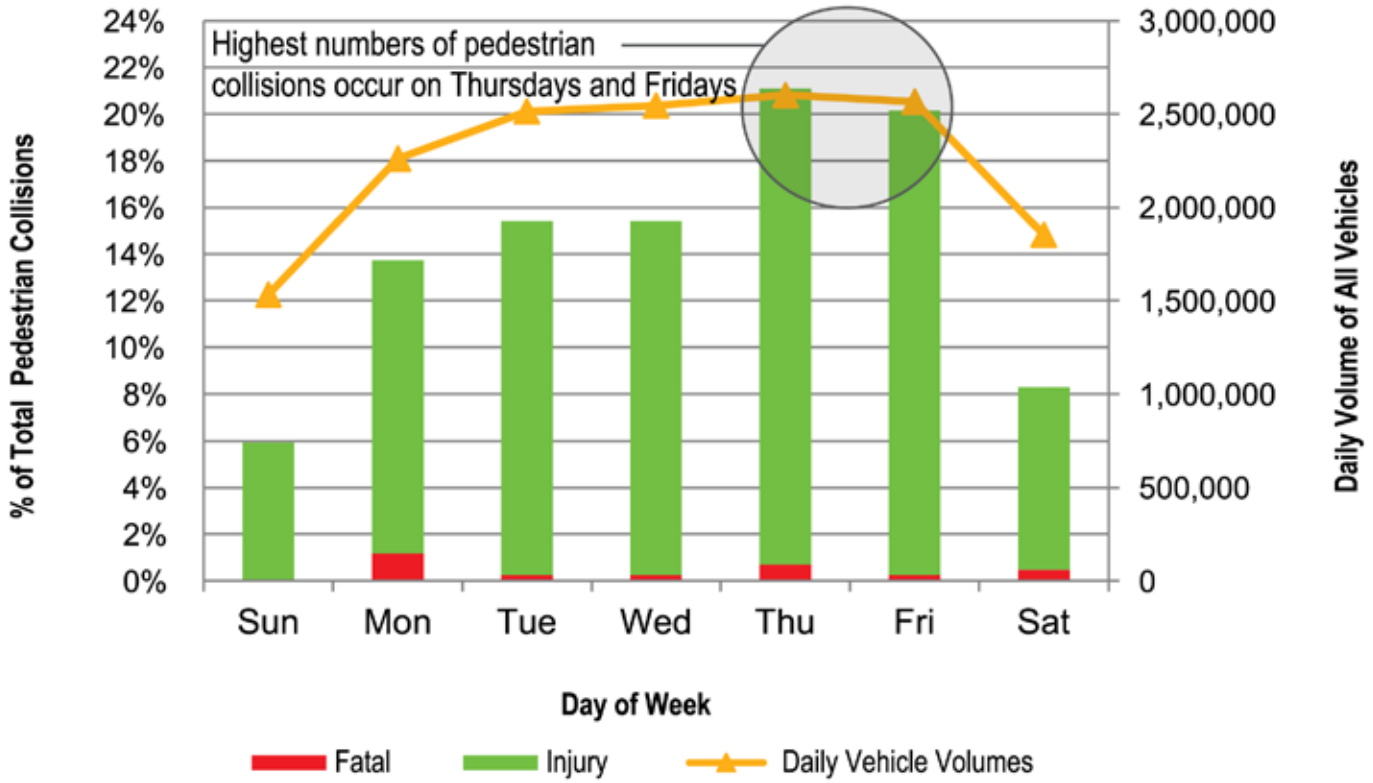


*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Pedestrian collisions occurred throughout the year, the highest number of these occurred in the fall and winter from October to January, despite daily vehicle volumes being the lowest. This is likely the result of daylight becoming shorter and pedestrians are less visible.

THE ANNUAL VISIBILITY CAMPAIGN TARGETS THE INCREASE OF COLLISIONS INVOLVING PEDESTRIANS IN THE FALL MONTHS.

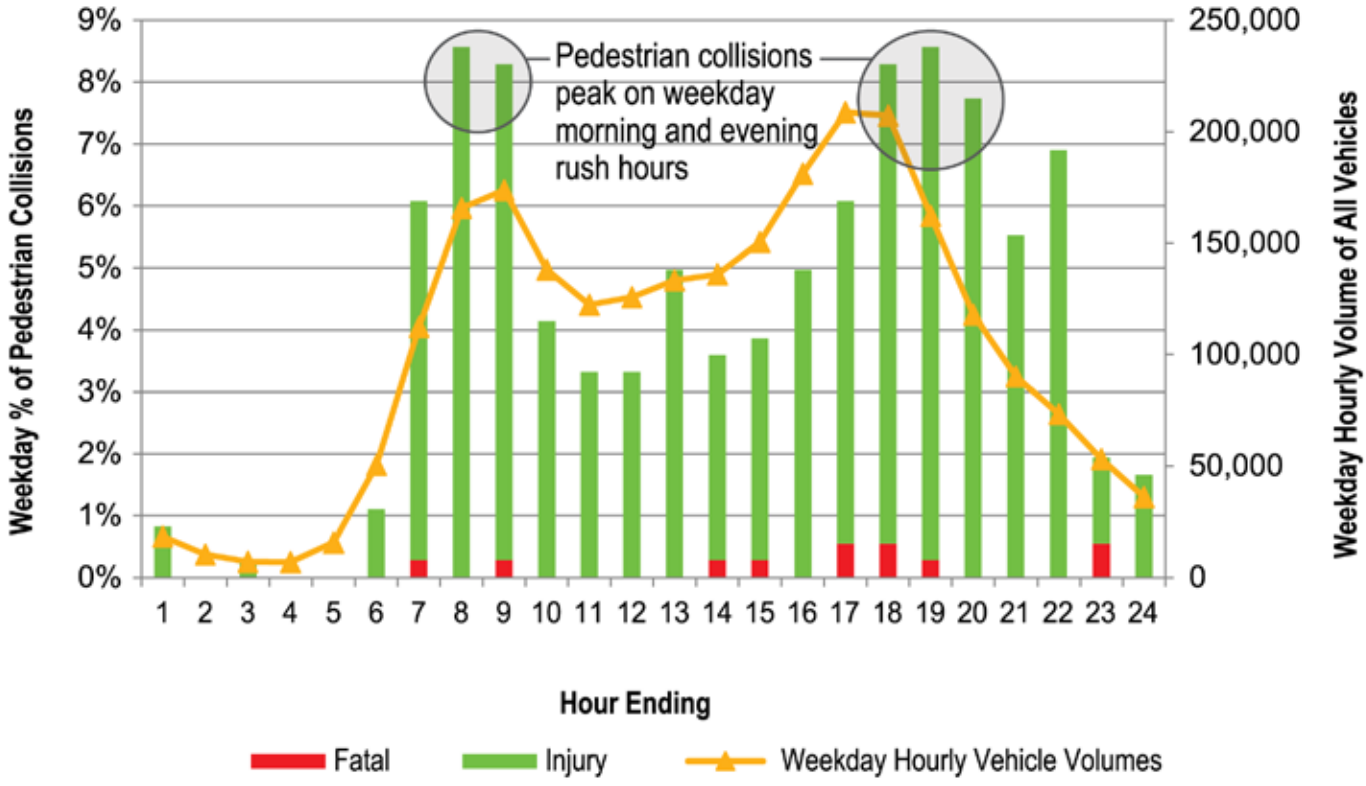
PEDESTRIAN COLLISIONS BY DAY-OF-WEEK, THREE-YEAR AVERAGE, 2017-2019

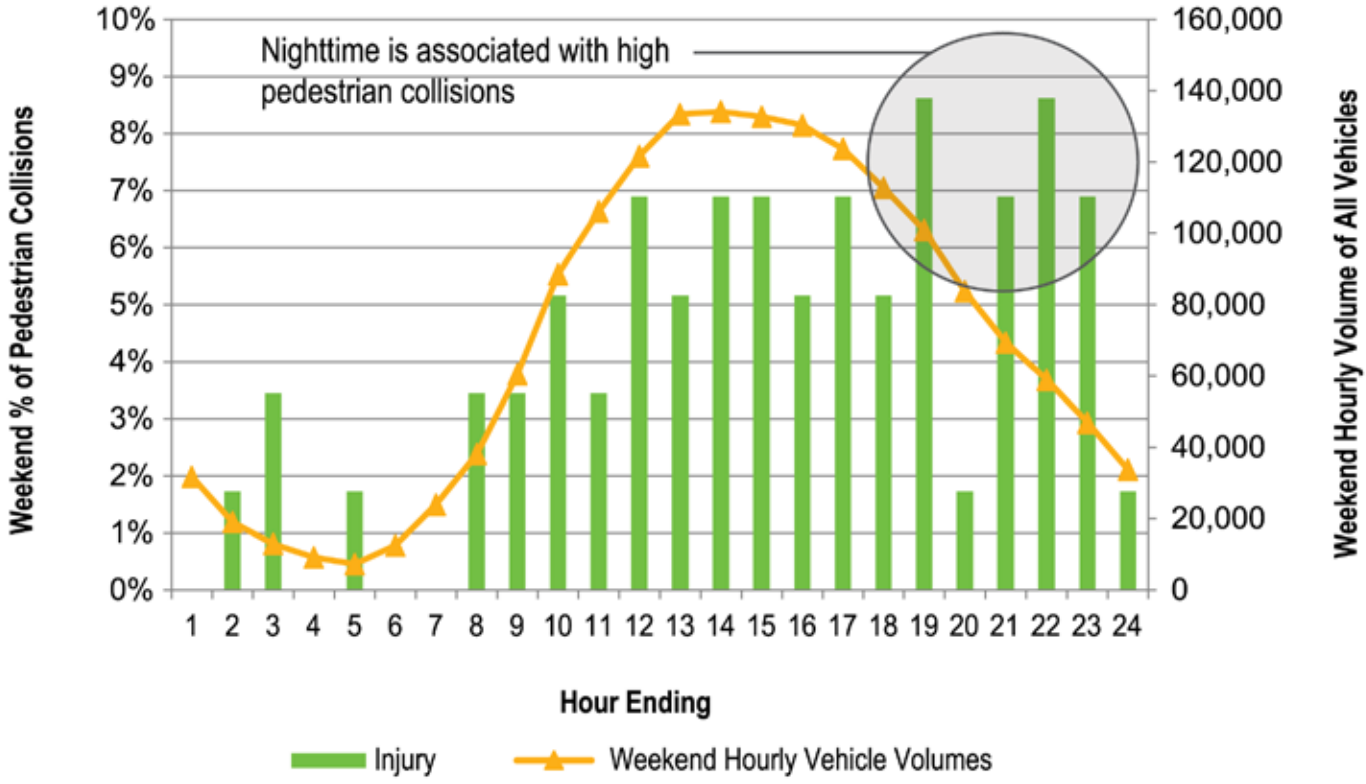


*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Pedestrian collisions were more likely to occur on Thursdays and Fridays, correlating closely with typical weekly traffic patterns.

PEDESTRIAN COLLISIONS BY TIME-OF-DAY, THREE-YEAR AVERAGE, 2017-2019





*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Be Visible. Be Seen.

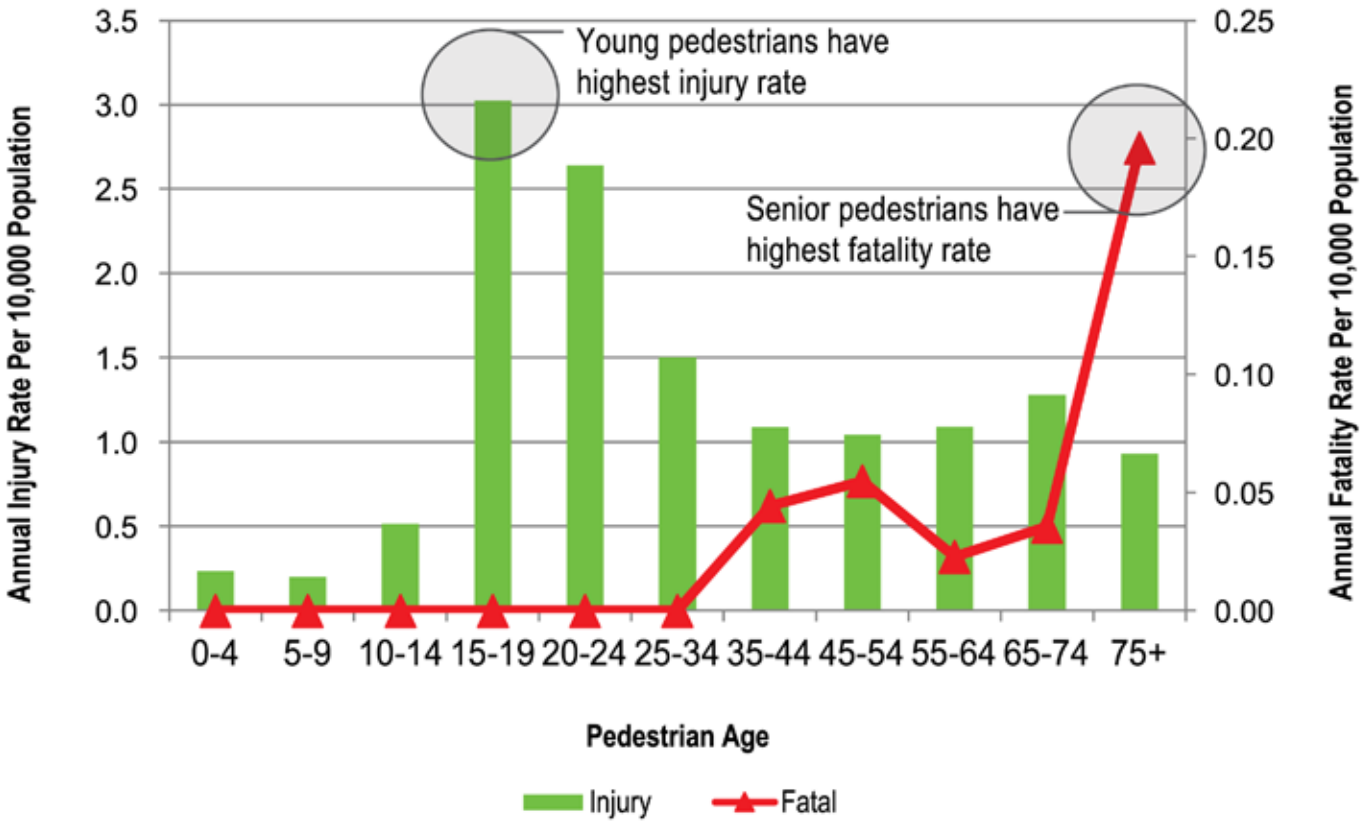
The highest number of pedestrian collisions occurred between 7:00 a.m. and 9:00 a.m., and 5:00 p.m. and 7:00 p.m. on weekdays when traffic and pedestrian volumes are typically highest, with vehicle and walk trips being made to go to work in the morning and home in the evening. Pedestrian collisions were more likely to occur in the evening, between 6:00 p.m. and 7:00 p.m. and 9:00 p.m. and 10:00 p.m. during the weekend when the road environment is getting dark and pedestrians are less visible.

Analysis of this data has resulted in the annual Be visible. Be seen campaign in the fall that recognizes that shorter daylight hours, changing weather and reduced visibility can result in significant safety issues. This campaign aims to raise awareness for all road users with tips on how to stay visible and look out for each other on roads.

Age Profile

Pedestrians, cyclists, and motorcycle riders are all vulnerable road users who are most at risk when a collision occurs because they are unprotected by seat-belts, airbags, and the shell and metal frame of four-wheeled vehicles. Children may put themselves at risk because of inexperience. The elderly and those with mobility issues are especially vulnerable due to decreased ability to take evasive actions.

INJURED OR FATALLY INJURED PEDESTRIANS AGE DISTRIBUTION



*Collision data is from YRP MVA reports
*Population data is from Statistics Canada

Pedestrians 15 to 19 years of age were most likely to get injured in a collision. Senior pedestrians 75 plus years involved in a collision had the highest fatality rate. Based on 2017 hospitalization data from York Region Public Health, 16 to 19 year old pedestrians had the highest rate of emergency department visits due to collisions while those 70 years of age and up had the highest rate of hospitalizations due to collisions.

YORK REGION'S AUTOMATED SPEED ENFORCEMENT PILOT WILL TARGET SCHOOL ZONES.

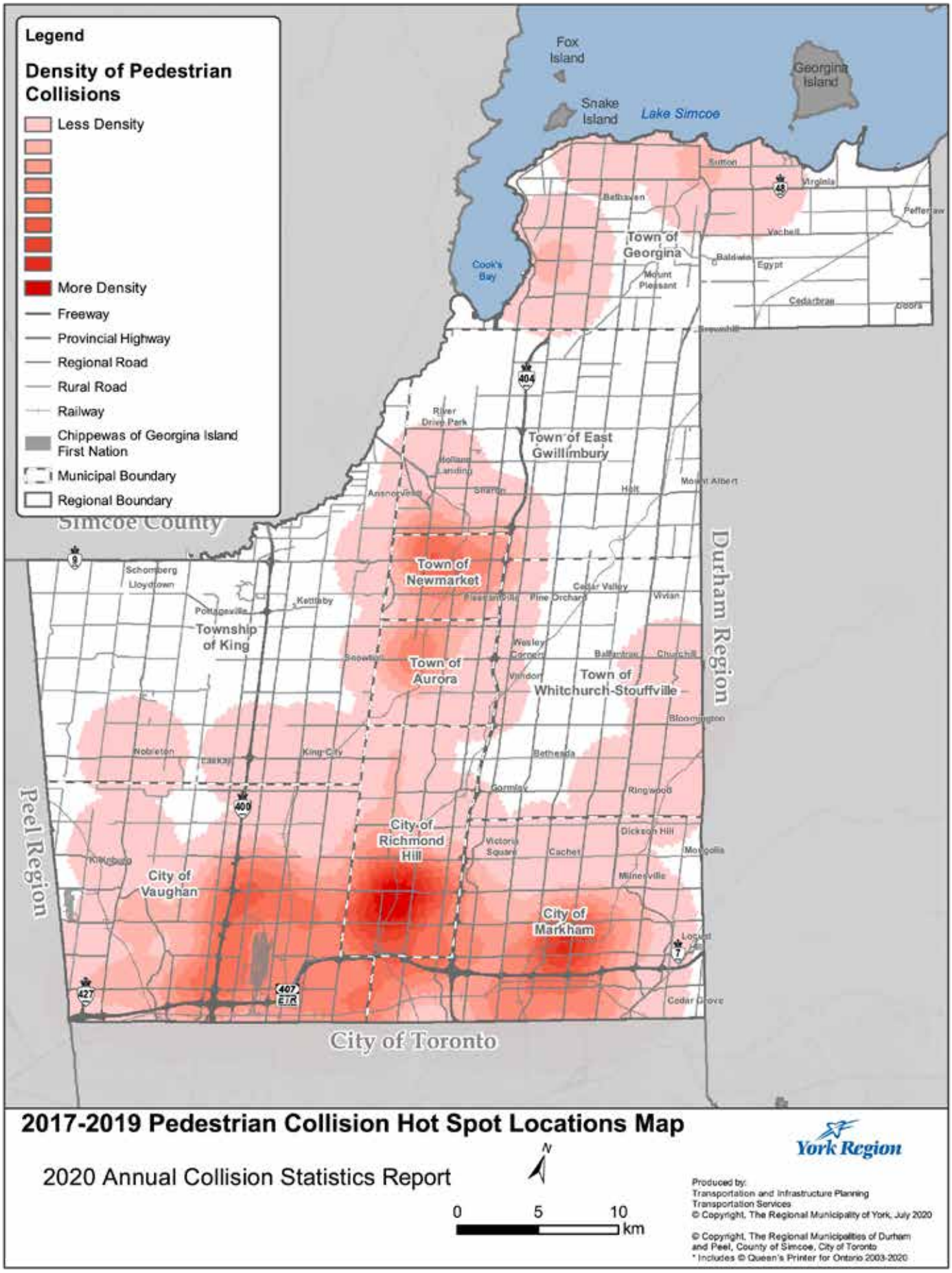
Pedestrian Collision Locations

Most pedestrian collisions occur at intersections with traffic signals

More than 80 percent of pedestrian collisions occurred at signalized intersections, as these locations have the highest pedestrian presence and high occurrence of conflict points between vehicles and pedestrians.

A collision density map showing the location of all reported pedestrian collisions on Regional roads from 2017 to 2019 is shown on the next page. It is followed by a table showing the top 10 pedestrian collision locations, based on a 10-year total.

Pedestrian collisions overwhelmingly occur in urban areas. Many of the intersections in these areas were rebuilt as part of vivaNext rapidway corridors with enhanced pedestrian safety features, such as two-stage pedestrian crossings, protected left turn movements, enhanced crosswalk pavement markings and reduced curb radii to slow down right turning vehicles. Many have also been the location for pedestrian safety outreach events.


Legend
Density of Pedestrian Collisions
Less Density
More Density
Freeway
Provincial Highway
Regional Road
Rural Road
Railway
Chippewas of Georgina Island First Nation
Municipal Boundary
Regional Boundary
Fox Island
Snake Island
Lake Simcoe
Georgina Island
Town of Georgina
Cook's Bay
Town of East Gwillimbury
Simcoe County
Durham Region
Peel Region
Town of Newmarket
Township of King
Town of Aurora
Town of Whitchurch-Stouffville
City of Richmond Hill
City of Vaughan
City of Markham
City of Toronto
2017-2019 Pedestrian Collision Hot Spot Locations Map
2020 Annual Collision Statistics Report
N
0 5 10 km
York Region
Produced by:
Transportation and Infrastructure Planning
Transportation Services
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TOP 10 HIGHEST PEDESTRIAN COLLISION FREQUENCY LOCATIONS, 10-YEAR TOTAL 2010-2019

Location	Municipality	Ten-Year Injury Pedestrian Collisions	Ten-Year Total Pedestrian Collisions
Yonge Street and Carrville Road/16th Avenue	Richmond Hill	16	19
Major Mackenzie Drive West and Jane Street	Vaughan	14	15
Yonge Street and Clark Avenue/Clark Avenue West	Markham	14	15
Yonge Street and Wellington Street East/West	Aurora	13	14
Highway 7 and McCowan Road	Markham	12	14
Centre Street and North Promenade/Disera Drive	Vaughan	12	13
Highway 7 and Weston Road	Vaughan	12	13
Yonge Street and Elgin Mills Road West/Elgin Mills Road East	Richmond Hill	12	12
Highway 7 and Pine Valley Drive	Vaughan	11	12
Yonge Street and Mulock Drive	Newmarket	10	12

*Collision data is from YRP MVA reports

As a further step to predict intersection safety performance, a pedestrian and cyclist safety index was developed to prioritize Regional signalized intersections based on risk exposure. Following the principles of the National Cooperative Highway Research Program approach, the index was constructed as a weighted score taking into consideration variables such as road characteristics, road user volume, crossing distance, speed limit and environment. The sum of the factor scores equates to the total weighted prioritization score (out of 60) for each intersection. With higher scores indicating higher priority for improvement, a ranked list of intersections with scores over 48 (80% of 60) or greater are summarized in the intersection priority index table on the next page.

INTERSECTION PRIORITY INDEX

Signalized Intersection	Variable Scores (all /5)										Factor Scores			Total Weighted Score (/60)
	Safety		Demand				Ex. Conditions							
	Collisions	PSI	Ped. Volume	Transit	Attractors	Pop. Density	Traffic Volume	Turning Volume	Speed	Approach Lanes	Safety (/20)	Demand (/20)	Ex. Conditions (/20)	
*Yonge Street and Carrville Road/ 16th Avenue**	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*4*	*0*	*5*	*20*	*20*	*14*	*54*
*Yonge Street and Mulock Drive**	*5*	*5*	*5*	*5*	*5*	*3*	*4*	*4*	*3*	*5*	*20*	*18*	*16*	*54*
Major Mackenzie Drive East and Bayview Avenue	**5**	**5**	**5**	**3**	**5**	**4**	**4**	**4**	**3**	**4**	**20**	**17**	**15**	**52**
*Highway 7 and Weston Road**	*5*	*5*	*5*	*5*	*3*	*0*	*5*	*5*	*4*	*5*	*20*	*13*	*19*	*52*
*Weston Road and Rutherford Road***	*5*	*5*	*3*	*3*	*3*	*4*	*5*	*5*	*3*	*5*	*20*	*13*	*18*	*51*
*Highway 7 and Leslie Street**	4	5	5	5	5	0	5	4	4	5	*18*	*15*	*18*	*51*
*Yonge Street and Major Mackenzie Drive**	*5*	*5*	*5*	*5*	*5*	*4*	*4*	*3*	*0*	*4*	*20*	*19*	*11*	*50*
*Highway 7 and Pine Valley Drive**	*5*	*5*	*4*	*5*	*2*	*1*	*5*	*5*	*3*	*5*	*20*	*12*	*18*	*50*
*Yonge Street and Elgin Mills Road**	*5*	*5*	*5*	*5*	*4*	*3*	*4*	*4*	*1*	*3*	*20*	*17*	*12*	*49*
Yonge Street and Clark Avenue	**5**	**4**	**5**	**5**	**4**	**5**	**4**	**3**	**0**	**5**	**18**	**19**	**12**	**49**
Bathurst Street and Carrville Road/ Rutherford Road	**5**	**4**	**5**	**3**	**5**	**2**	**5**	**4**	**2**	**5**	**18**	**15**	**16**	**49**
Bathurst Street and Clark Avenue West	**5**	**4**	**5**	**3**	**4**	**4**	**5**	**4**	**1**	**4**	**18**	**16**	**14**	**48**

*Excluded due to recent or imminent construction
** Excluded due to identified traffic operational impacts

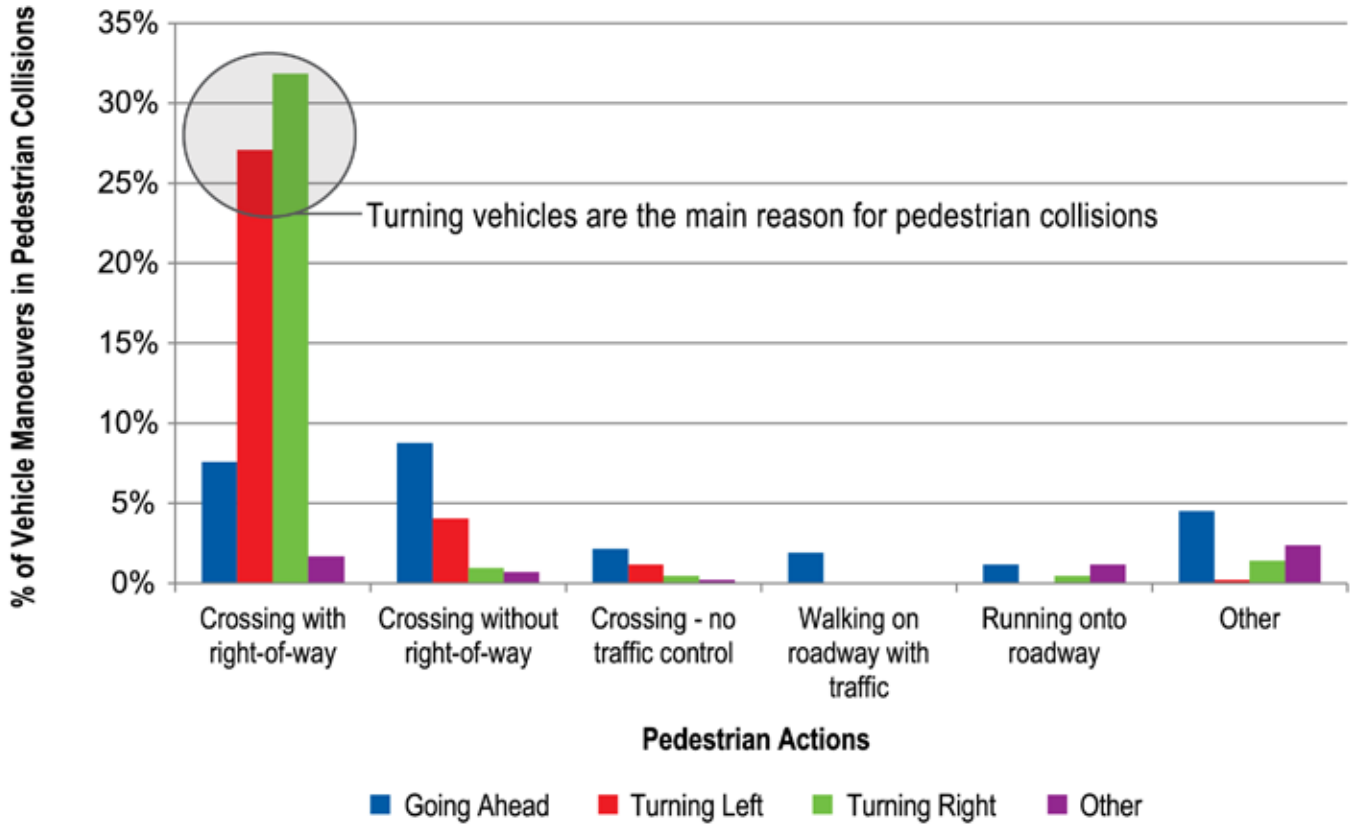
Driver and Pedestrian Actions

Pedestrian collisions were found to be predominantly attributed to improper driver action by motorists. Pedestrians were considered at fault in only 15% of all pedestrian collisions. Of all pedestrian collisions resulting from improper driver action, 77% were a direct cause of drivers failing to yield right-of-way; 8% were a result of drivers making improper turns.

77% OF PEDESTRIAN COLLISIONS ARE A DIRECT CAUSE OF DRIVERS FAILING TO YIELD RIGHT-OF-WAY

Pedestrians crossing without right-of-way, including crossing at midblock without a marked crosswalk or crossing against the flow of traffic at a signalized intersection, accounted for 37% of all pedestrian at-fault collisions.

MOTOR VEHICLE MANOEUVERS IN PEDESTRIAN COLLISIONS



*Collision data is from YRP MVA reports

Overall, 68% of pedestrian collisions involved vehicles making left or right turns. Most occurred when pedestrians are crossing with the right-of-way.

Pedestrian Safety Measures

Pilot programs to change driver behaviour

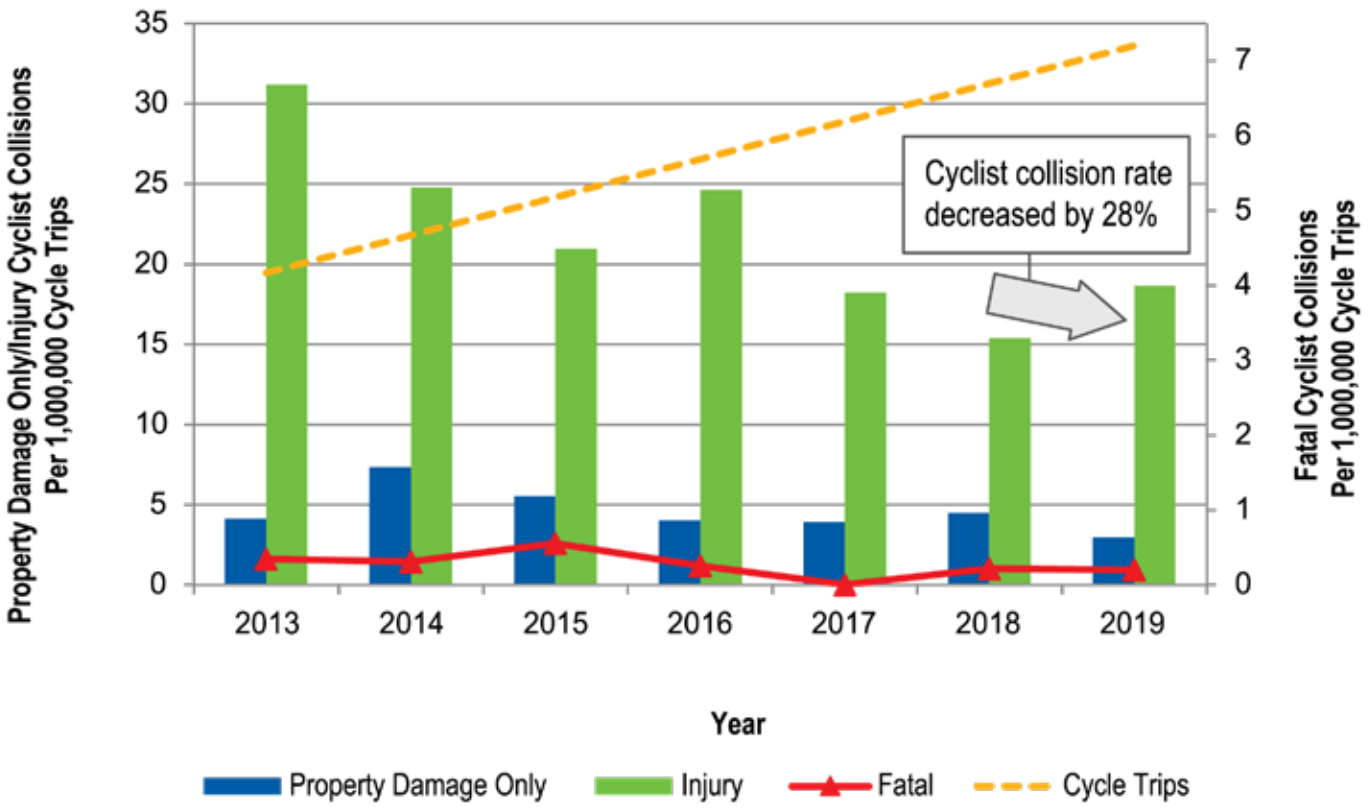
Improving pedestrian safety remains a priority and York Region is currently piloting short-term safety measures, including leading pedestrian intervals (pedestrian gets a head start in crossing the road), right turn on red signal restrictions, fully-protected left turns and advisory signage, to help reduce conflicts between drivers and pedestrians and increase driver awareness of pedestrians. Due to their high risk exposure for pedestrians and cyclists (based on the safety index mentioned above), the following intersections were selected for operational measures on a one year pilot basis:

- Bathurst Street and Carrville Road/Rutherford Road
- Bathurst Street and Clark Avenue
- Major Mackenzie Drive and Bayview Avenue
- Yonge Street and Clark Avenue

The Region is also assessing other medium-term improvements. Examples include installation of a Pedestrian Crossover (PXO), which consists of new signs and pavement markings that serve to enhance the mobility of pedestrians. A PXO is ideal for locations where some pedestrian demand exists but volumes are not enough to warrant traditional traffic or pedestrian signal installations. A PXO can be converted to a pedestrian signal in the future once the warrant criteria for a pedestrian signal has been met. The first PXO on a Regional road in York Region will be on Yonge Street near Holland Landing Community Centre and is to be installed in 2021. Other safety measures also being considered for pilots in 2021 are advanced stop lines to discourage motorists from stopping too close to a crosswalk, and flexible delineators at intersection corners to prevent turning vehicles from encroaching onto the sidewalk or boulevard areas.

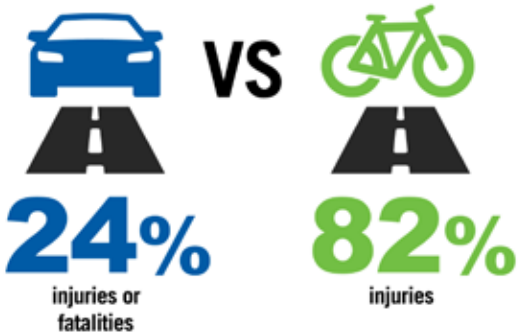
Cyclists ↓ 28%

CYCLIST COLLISION RATES, 2013-2019



*Collision data is from YRP MVA reports
* Cyclist collisions include the collisions involving e-scooters and e-bikes, as both these vehicles are coded as bikes in YRP MVA reports
*Number of trips is a general representation for comparison purposes based on TTS study data

Although the number of cycle trips on Regional roads had been increasing, injury collision rates were on a decreasing trend. However, cyclists sustained injury in over 82% of all cyclist collisions, while 24% of motor-vehicle-only collisions resulted in injury or fatality.



Key trends observed include:

- Majority (82%) of cycling collisions resulted in injury or death
- Young or senior cyclists were more likely to get injured or fatally injured in collisions
- Cyclist collisions were highly seasonal, mostly in summer months when cyclist activity is highest
- Majority of cyclist collisions occurred at intersections (80%) as a result of high cyclist presence and a high occurrence of conflict points between vehicles and cyclists
- Motor vehicles were more likely to be at fault (62%) in cyclist collisions
- Motor vehicles making turns, especially right turns, were mostly likely to get involved in cyclist collisions

Promoting safe cycling

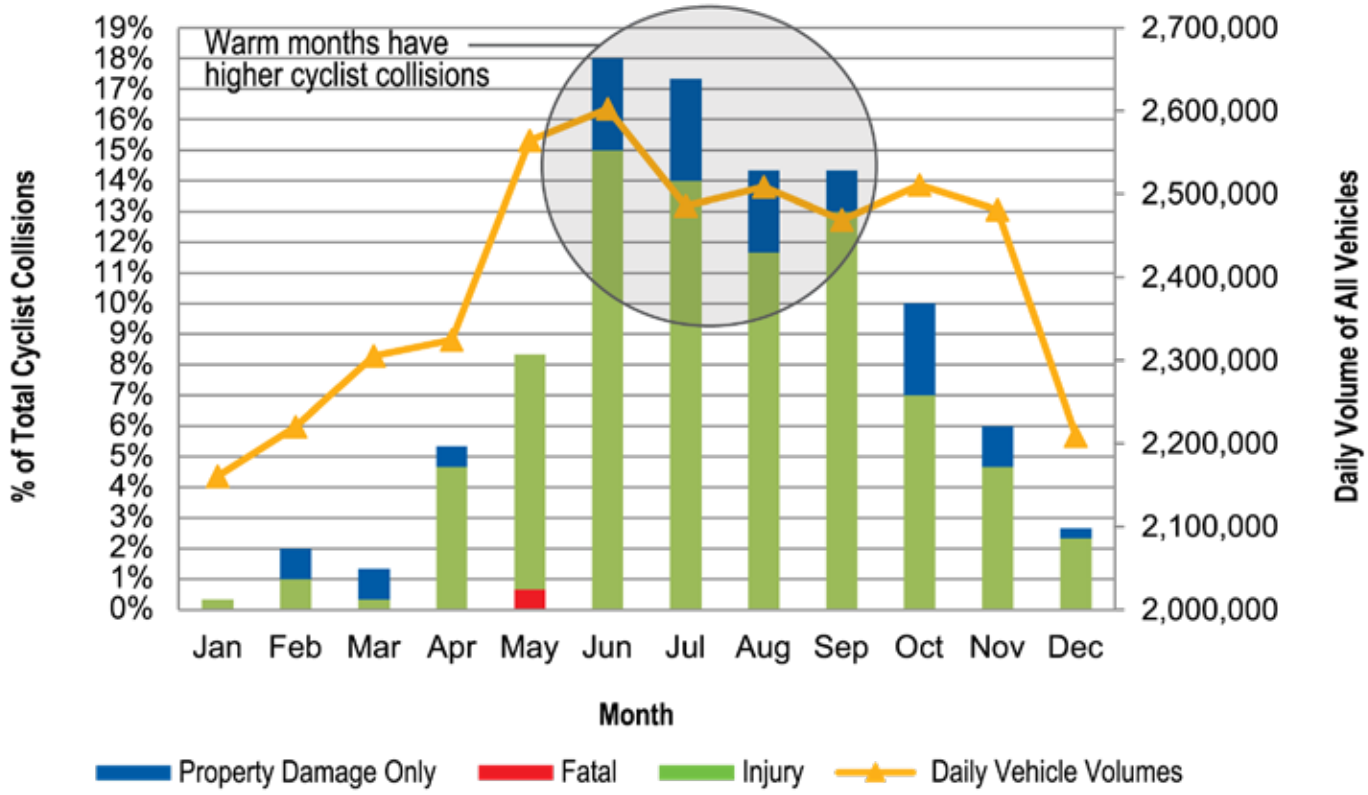
Through the york.ca/cycling web page and various initiatives, the Region continues to provide cycling safety education and promote safe cycling.

Many of the Region's safety measures are jointly aimed at pedestrian and cycling safety, including:

- Piloting leading pedestrian intervals, right turn on red restrictions, fully-protected left turns and advisory signage at intersections with high conflict rates between cyclists and motorists
- Education campaigns, including the award winning Pledge to Ignore campaign and the Be visible. Be seen. campaign
- Implementing community safety zones for all school locations with increased speeding fines and piloting automated speed enforcement in select community safety zones as youth are more likely to be injured or fatally injured than any other age group

Cyclist Collisions by Month, Day and Time

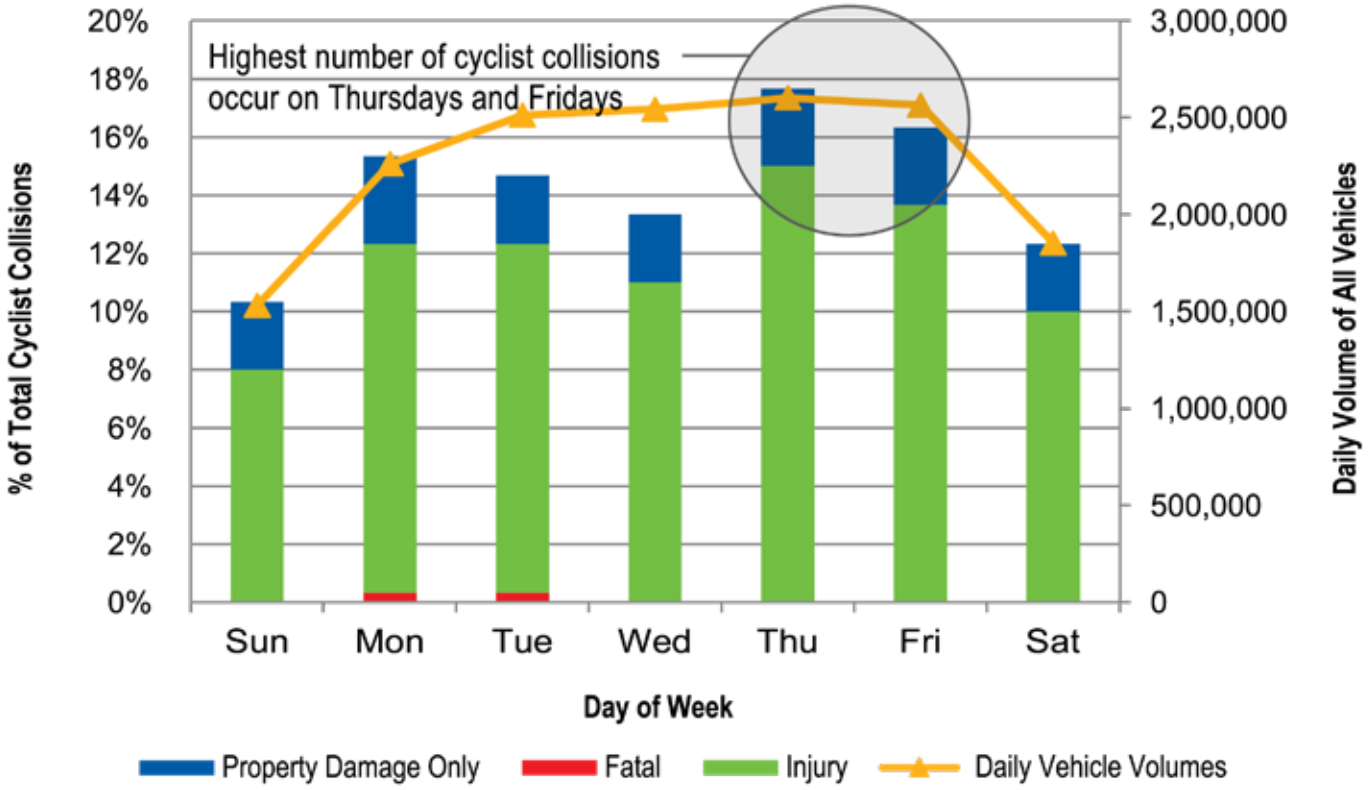
CYCLIST COLLISIONS BY MONTH, THREE-YEAR AVERAGE, 2017-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Cyclist collisions occurred in nearly every month of the year, with the most occurring in the summer months (June through September), accounting for 64%, as more cyclists tend to be on the roads when the weather is favourable. In contrast, less than 4% of cyclist collisions occurred in the winter months (January through March).

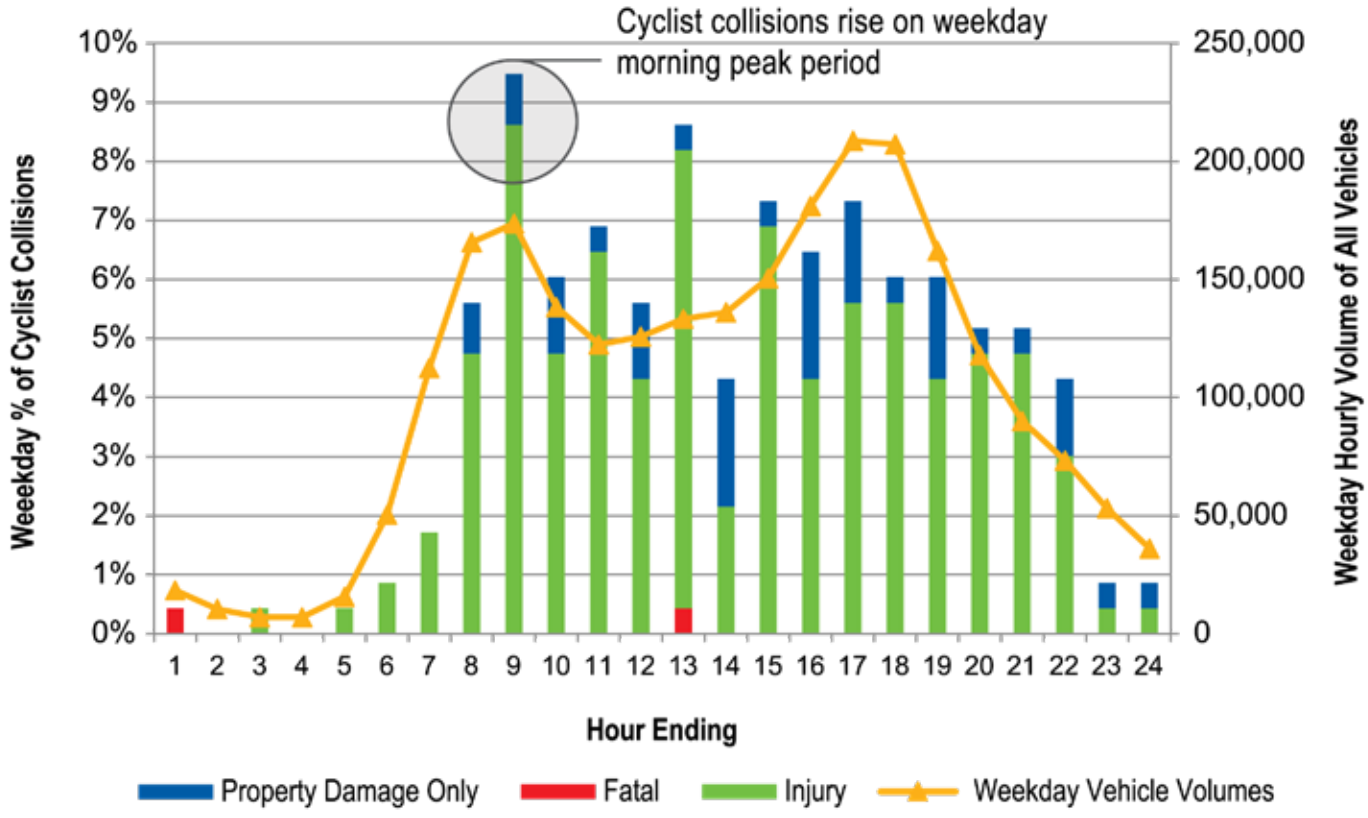
CYCLIST COLLISIONS BY MONTH, THREE-YEAR AVERAGE, 2017-2019

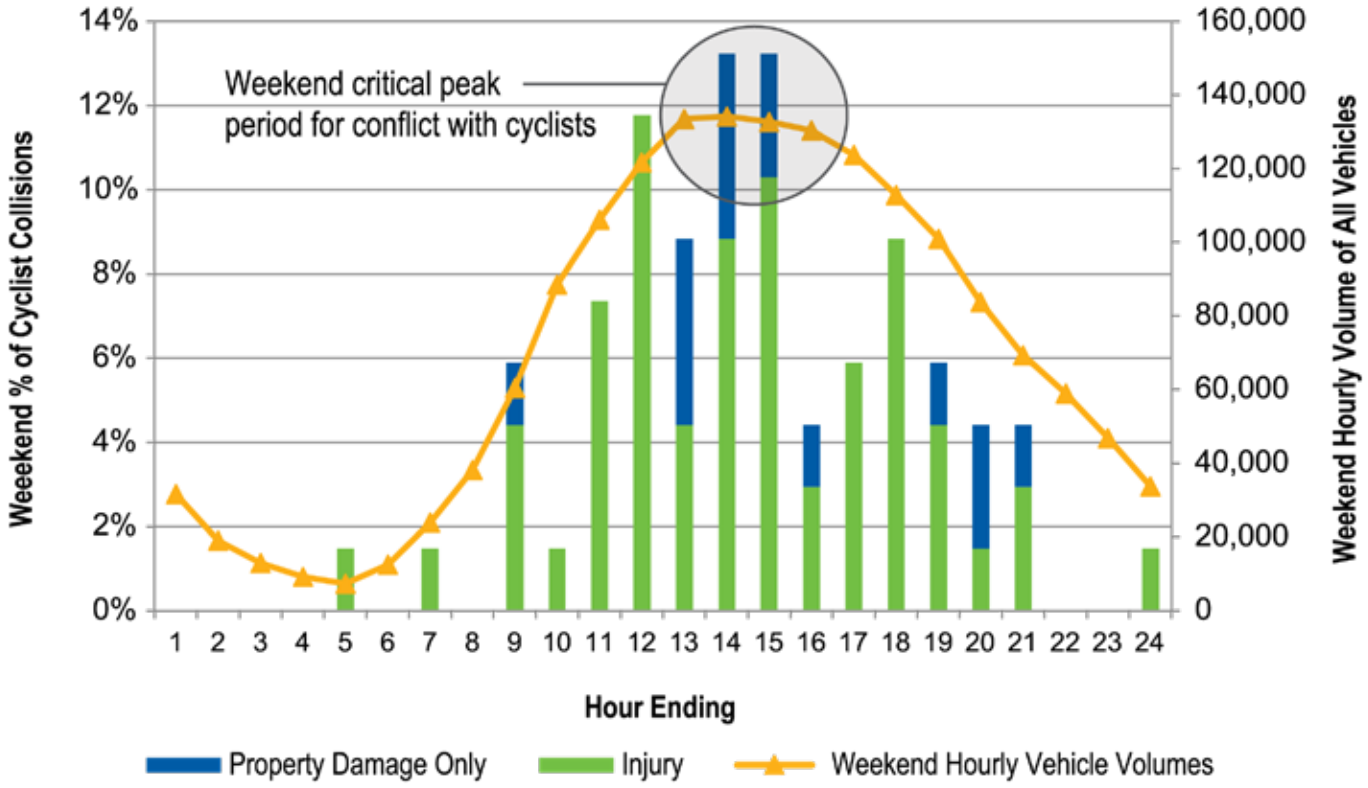


*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Cyclist collisions were more likely to occur on Thursdays and Fridays, correlating closely with typical weekly traffic patterns and patterns seen for pedestrians.

CYCLIST COLLISIONS BY TIME-OF-DAY, THREE-YEAR AVERAGE, 2017-2019



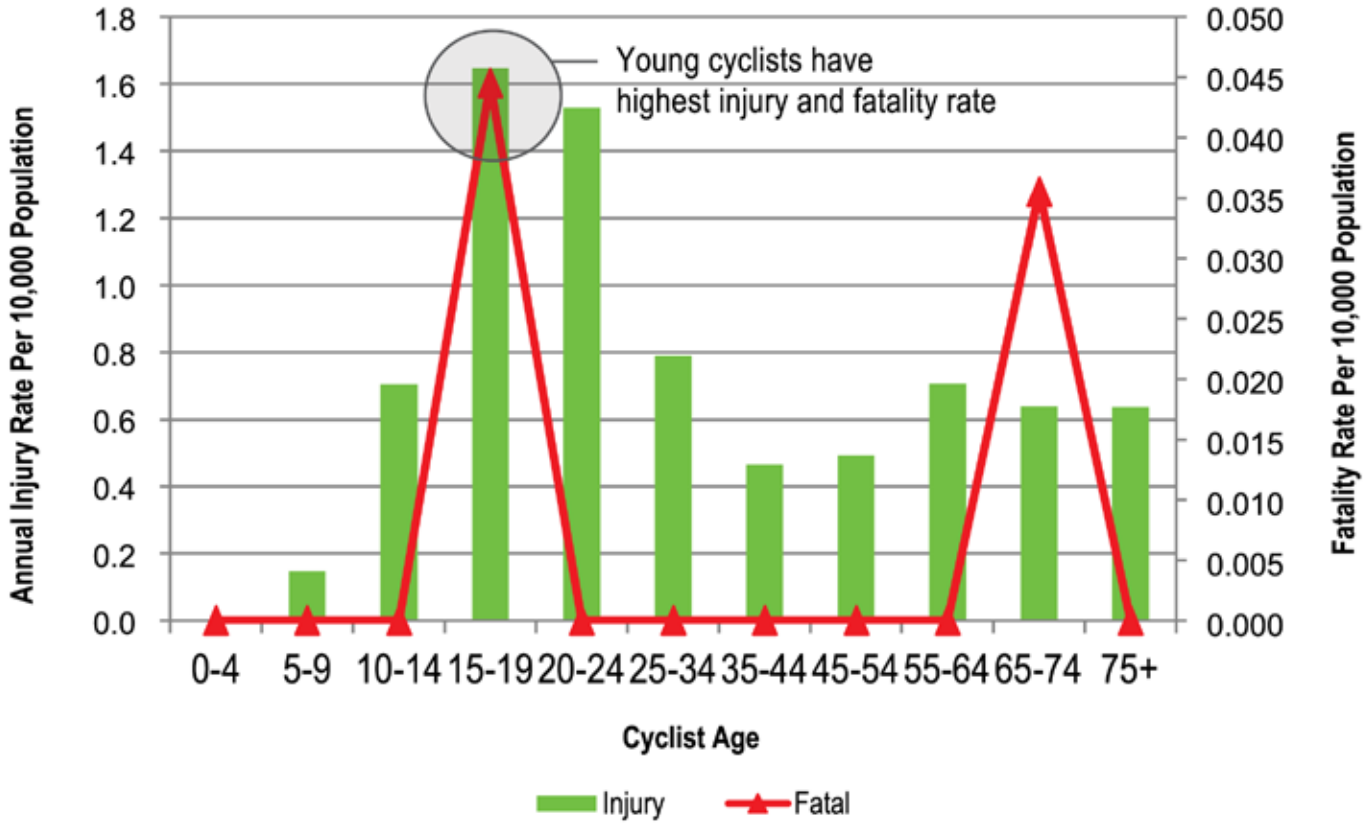


*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Cyclist collisions generally followed traffic volume trends, similar to pedestrians, with peaks in the AM and PM peak period on weekdays and mid-day on weekends.

Age Profile

AGE OF INJURED OR FATALLY INJURED CYCLISTS, 2017-2019



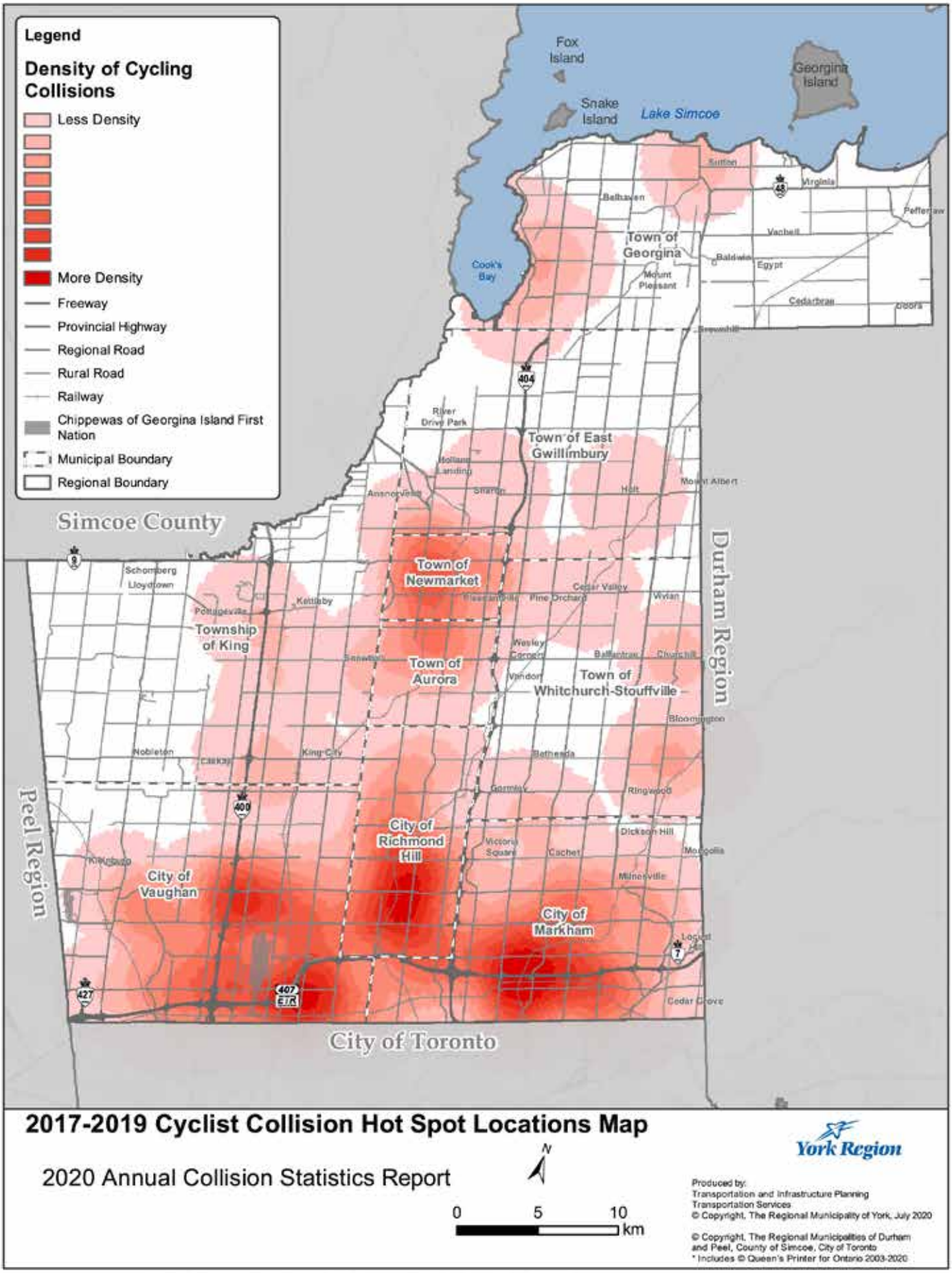
*Collision data is from YRP MVA reports
*Population data is from Statistics Canada

As shown in the figure above, cyclists ages 15 to 19 were most likely to get injured or fatally injured in a collision. Senior cyclists 65 to 74 years of age involved in a collision also had a high fatality rate. These two age groups are similar to the pedestrian age groups associated with high injury risks. In addition, the activity areas of cyclists overlap with those of pedestrians to a large degree. Measures and campaigns benefit pedestrian safety can improve cyclist safety as well.

Cyclist Collision Locations

Most cyclist collisions occur at intersections with traffic signals

Cyclist collisions are more likely to occur at signalized intersections, making up over 60% of all cyclist collisions, as intersection locations have a high cyclist presence and occurrence of conflict points between motor vehicles and cyclists. A collision density map showing the locations of all reported cyclist collisions on Regional roads from 2017 to 2019 is shown on the next page. It is followed by a table showing the top 10 cyclist collision locations, based on 10-year total.


Legend
Density of Cycling Collisions
Less Density
More Density
Freeway
Provincial Highway
Regional Road
Rural Road
Railway
Chippewas of Georgina Island First Nation
Municipal Boundary
Regional Boundary
Fox Island
Georgina Island
Snake Island
Lake Simcoe
Cook's Bay
Town of Georgina
Town of East Gwillimbury
Simcoe County
Durham Region
Peel Region
City of Toronto
Town of Newmarket
Township of King
Town of Aurora
Town of Whitchurch-Stouffville
City of Richmond Hill
City of Vaughan
City of Markham
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2017-2019 Cyclist Collision Hot Spot Locations Map
2020 Annual Collision Statistics Report
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York Region
Produced by:
Transportation and Infrastructure Planning
Transportation Services
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TOP 10 HIGHEST CYCLIST COLLISION FREQUENCY LOCATIONS, 10-YEAR TOTAL, 2010-2019

Location	Municipality	10-Year Injury Cyclist Collisions	10-Year Total Cyclist Collisions
14th Avenue and Markham Road	Markham	8	8
Dufferin Street and Glen Shields Avenue	Vaughan	4	8
Kennedy Road and 14th Avenue	Markham	5	7
Kennedy Road and Clayton Drive	Markham	6	6
Kennedy Road and Denison Street	Markham	4	6
Bathurst Street and Clark Avenue West	Vaughan	4	6
Major Mackenzie Drive West and Hwy 400 northbound Off-Ramp	Vaughan	3	6
Prospect Street and Bayview Avenue/Mulock Drive	Newmarket	5	5
Yonge Street and Mulock Drive	Newmarket	5	5
Kennedy Road and Hwy 407 EB Off-Ramp	Markham	5	5

*Collision data is from YRP MVA reports

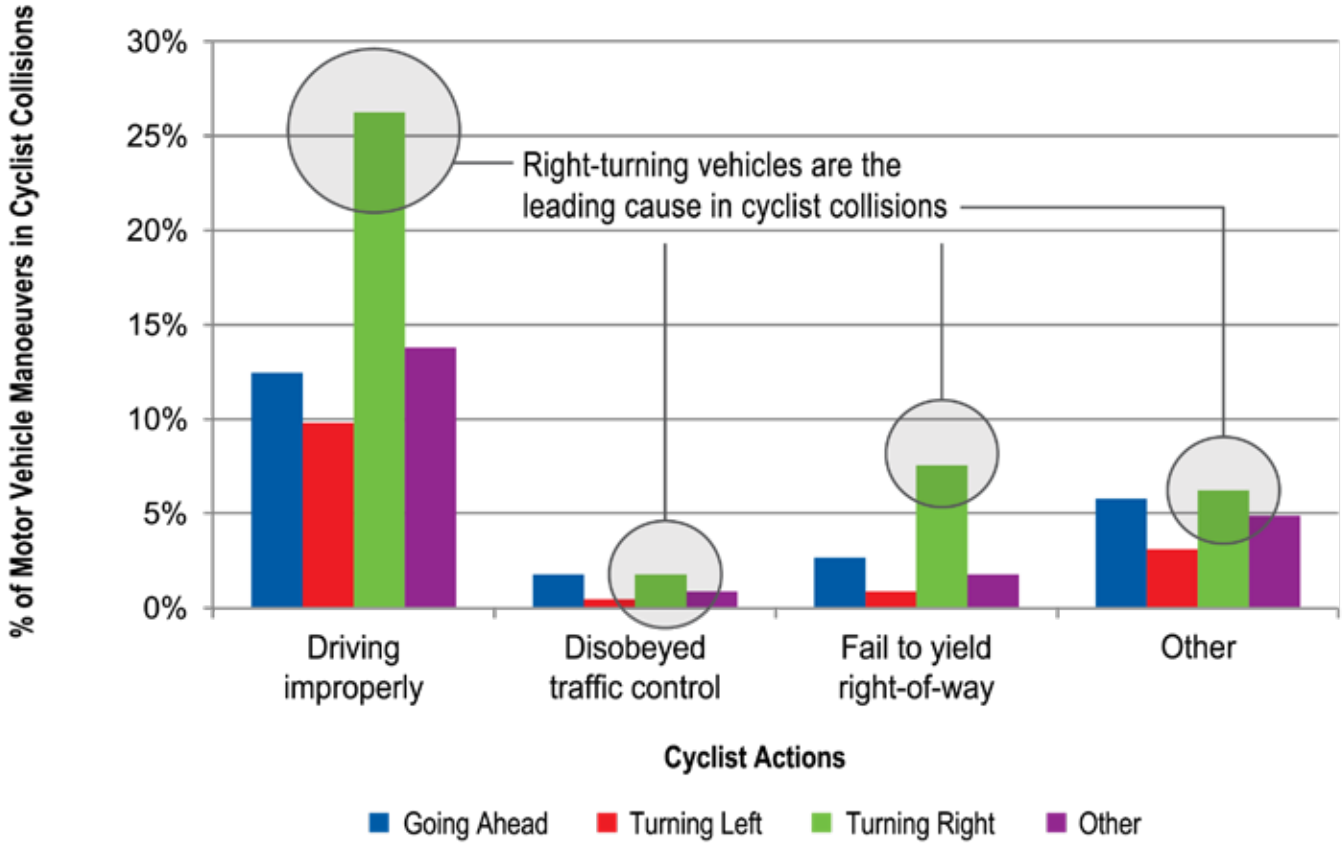
Driver and Cyclist Actions

Improper driver action is the main cause of cyclist collisions

Cyclist collisions were found to be predominantly attributed to improper driver action by motorists. Cyclists were considered at fault in only 38% of all cyclist collisions. Of all cyclist collisions resulting from improper driver action, 75% were a direct cause of drivers failing to yield right-of-way; 15% resulted from drivers making improper turns.

Cyclists failing to yield right-of-way accounted for 33% of all cyclist at-fault collisions.

MOTOR VEHICLE MANOEUVERS IN CYCLIST COLLISIONS



*Collision data is from YRP MVA reports

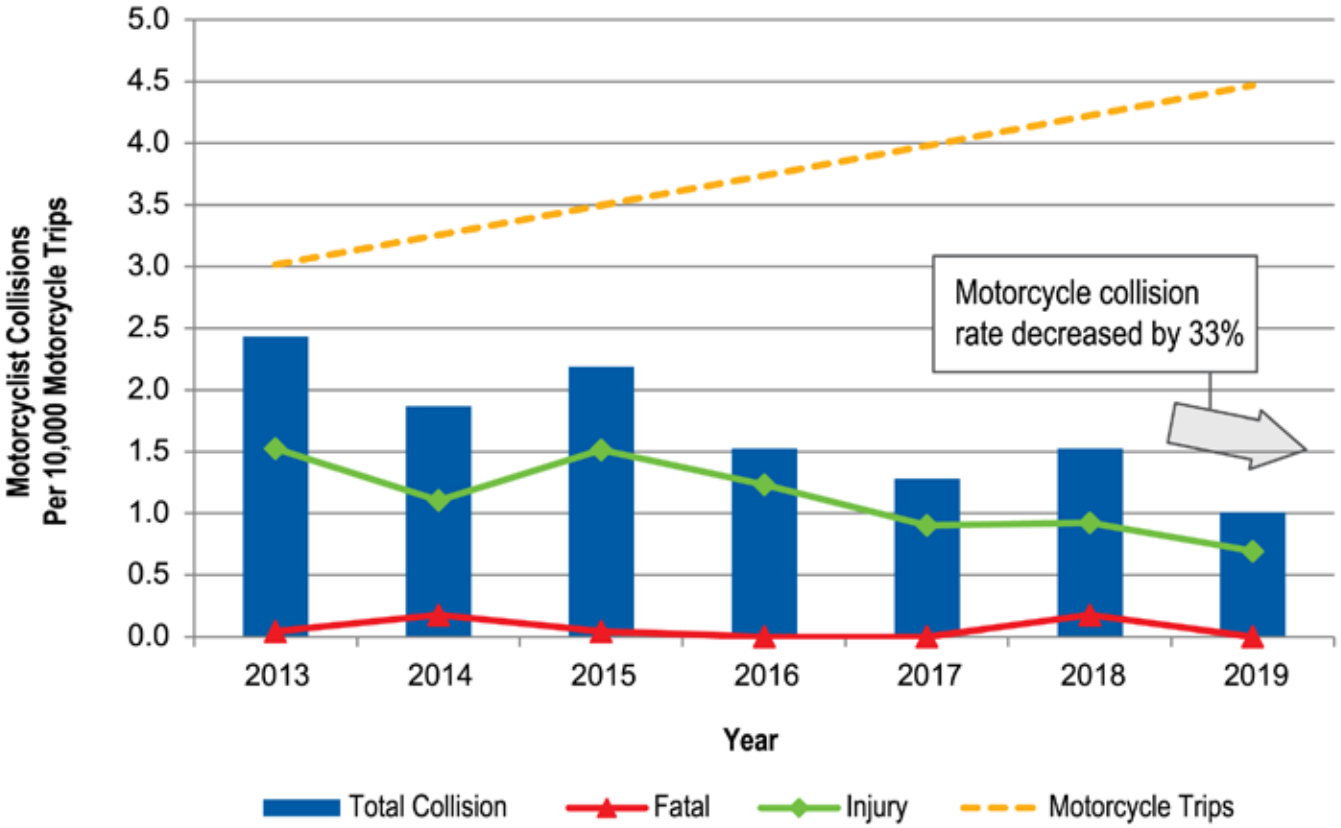
Overall, 42% of cyclist collisions involved vehicles making right turns and only 16% involved left-turning vehicles. Most of these collisions occurred when cyclists were crossing with right-of-way. For the collisions where cyclists are at fault due to disobeying traffic control, fail to yield right-of-way, etc. right-turning-vehicles were also more likely to get involved than going-ahead or left-turning vehicles.

OVERALL, 42% OF CYCLIST COLLISIONS INVOLVE VEHICLES MAKING RIGHT TURNS

PETRO-CANADA
7303

Motorcyclists ↓ 33%

MOTORCYCLE COLLISION RATES, 2013-2019



*Collision data is from YRP MVA reports
*Number of trips is a general representation for comparison purposes based on TTS study data

MOTORCYCLE COLLISION RATES HAVE REDUCED BY NEARLY 33% IN THE LAST 7 YEARS

Travel by motorcycle is growing in popularity

While the number of motorcycle trips being made on Regional roads have almost doubled during the last 10 years, motorcycle collision rates in 2018 and 2019 were 33% lower than the average of 2013-2017.

Fatal collision rates have stayed at a very low level and injury collision rates have reduced by 54%. Similar to pedestrians and cyclists, motorcyclists are vulnerable road users. While 24% of motor-vehicle-only collisions resulted in injuries or fatalities, 71% of motorcycle collisions resulted in injuries or fatalities.

Key trends observed include:

- Most motorcycle collisions occurred in the warmer months of the year; weekdays and weekends had similar levels of daily motorcycle collisions, and late night hours may be associated with increased motorcycle collision risk
- In multi-vehicle collisions involving motorcyclists, the driver of the other vehicles was predominantly at fault (68%)
- Motorcyclists were involved in more single motor vehicle accidents than vehicles, often at fault losing control of their motorcycles

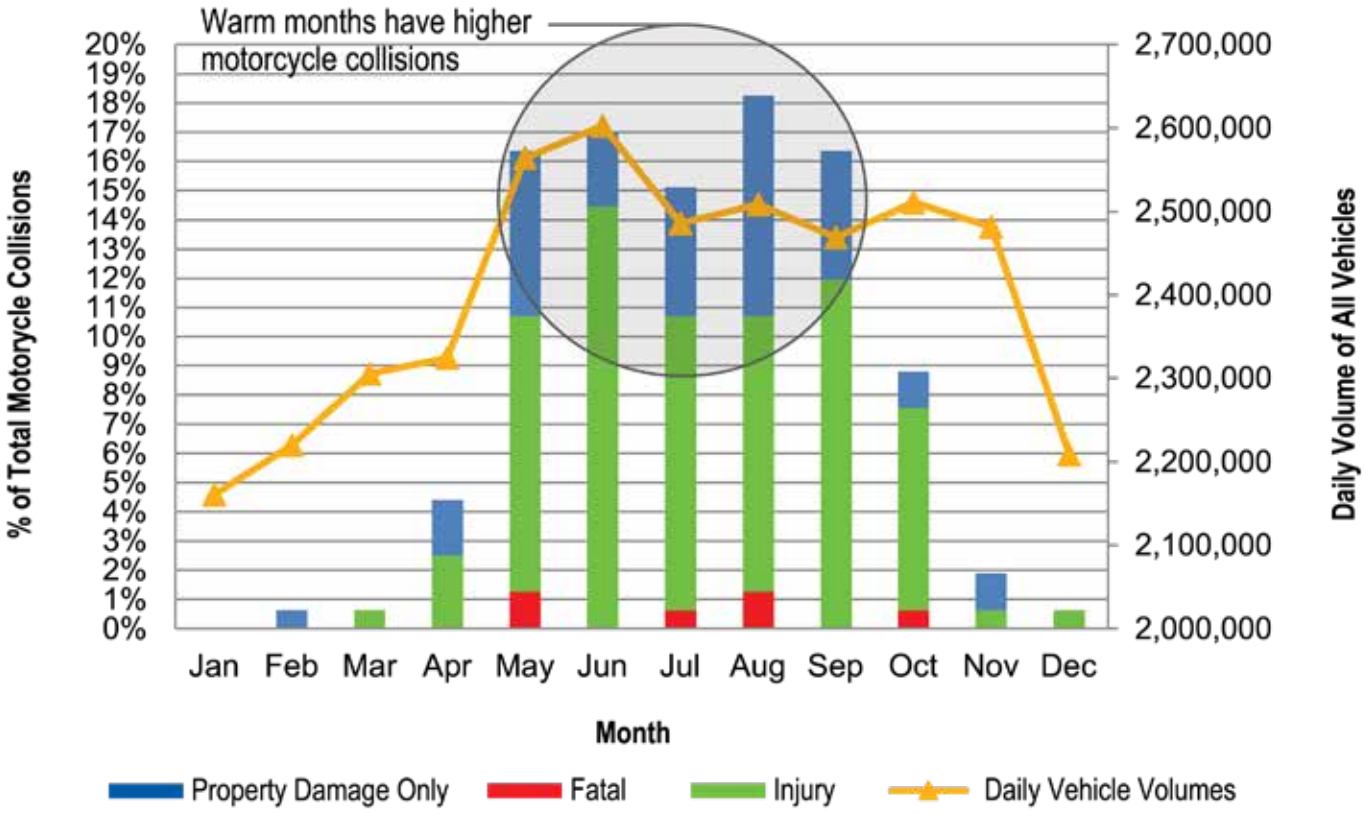
Measures continue to be put in place to address motorcycle safety including:

- YRP emphasizes motorcycle safety and awareness programs in the spring and summer months

Motorcycle Collisions by Month, Day and Time

The majority of motorcycle collisions, 96%, occurred April through October, which are the warmer months of the year and associated with motorcycle activities.

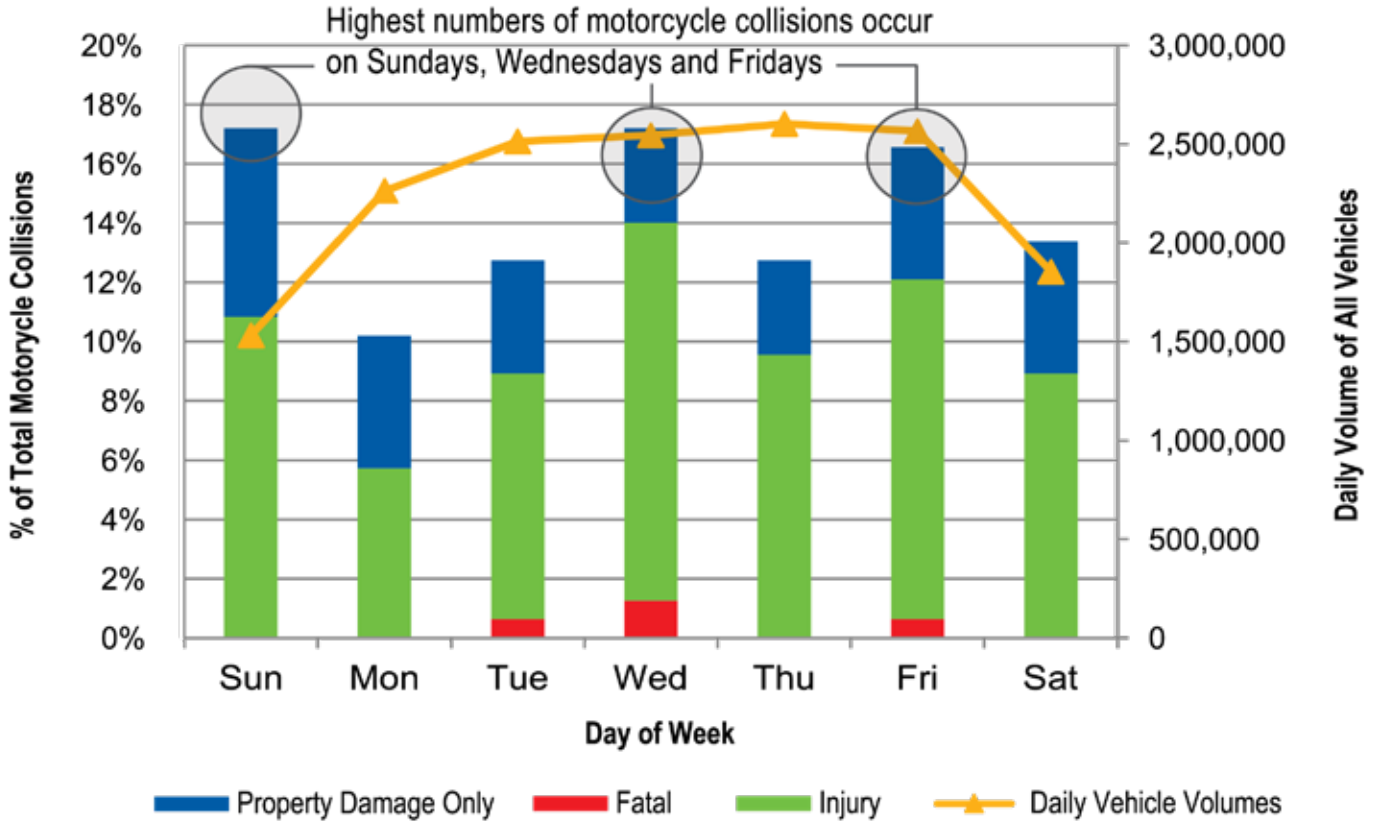
MOTORCYCLE COLLISIONS BY MONTH, THREE-YEAR AVERAGE, 2017-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Motorcycle collisions were more likely to occur on Sundays, Fridays and Wednesdays. On average, Saturdays and Sundays had similar daily collision numbers to weekdays. This implies that motorcycle trips are likely to be evenly distributed among all days of a week, while auto-vehicle volumes are much lower during weekends.

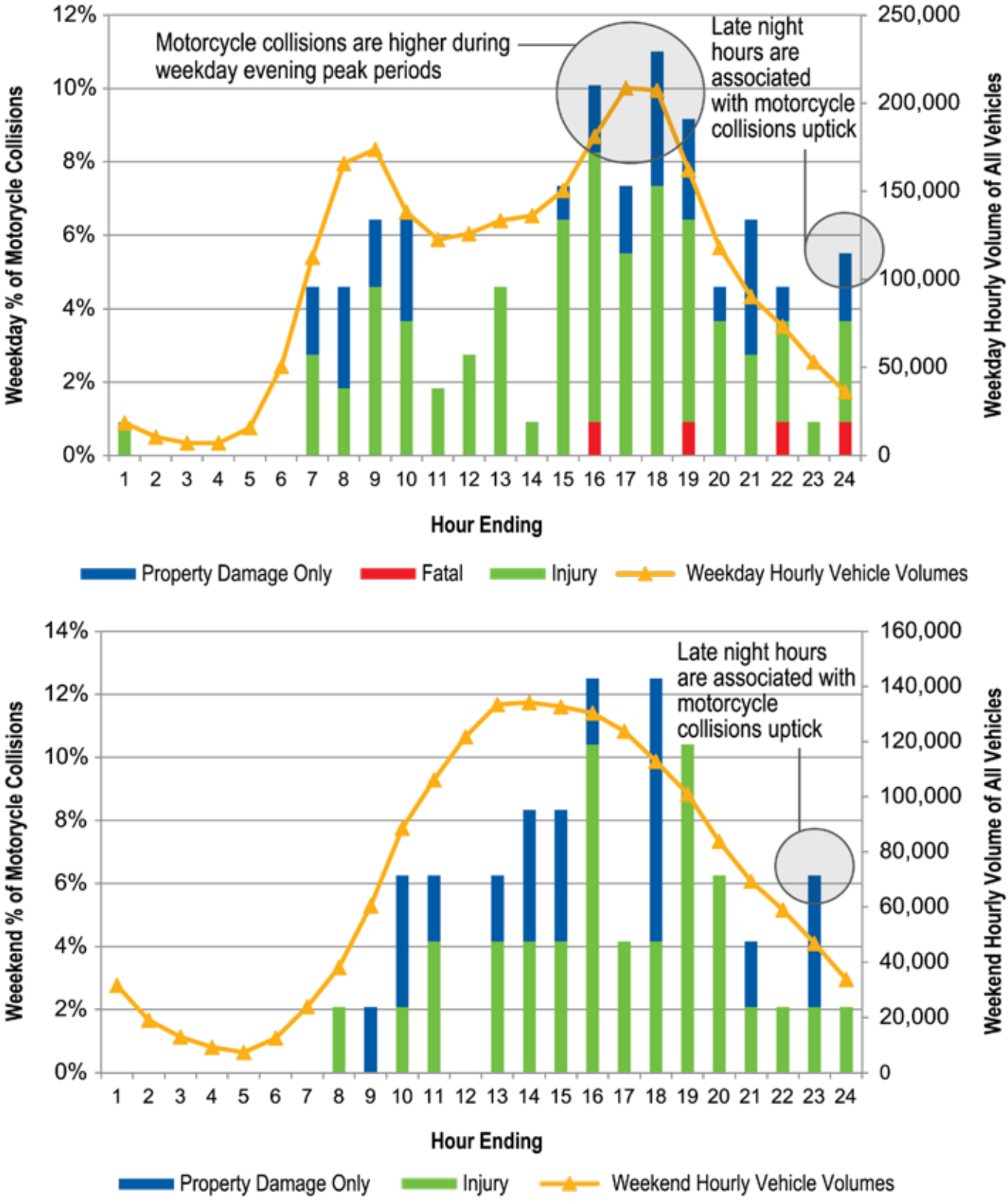
MOTORCYCLE COLLISIONS BY DAY-OF-WEEK, THREE-YEAR AVERAGE, 2017-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Motorcycle collisions generally follow daily traffic volume, with morning and evening peak periods on weekdays and mid-day on weekends. Noteworthy is motorcycle collisions spiked during 11:00 p.m. to 12:00 a.m. on weekdays, and 10:00 p.m. to 11:00 p.m. on weekends, which could be due to late night hours or other behaviour.

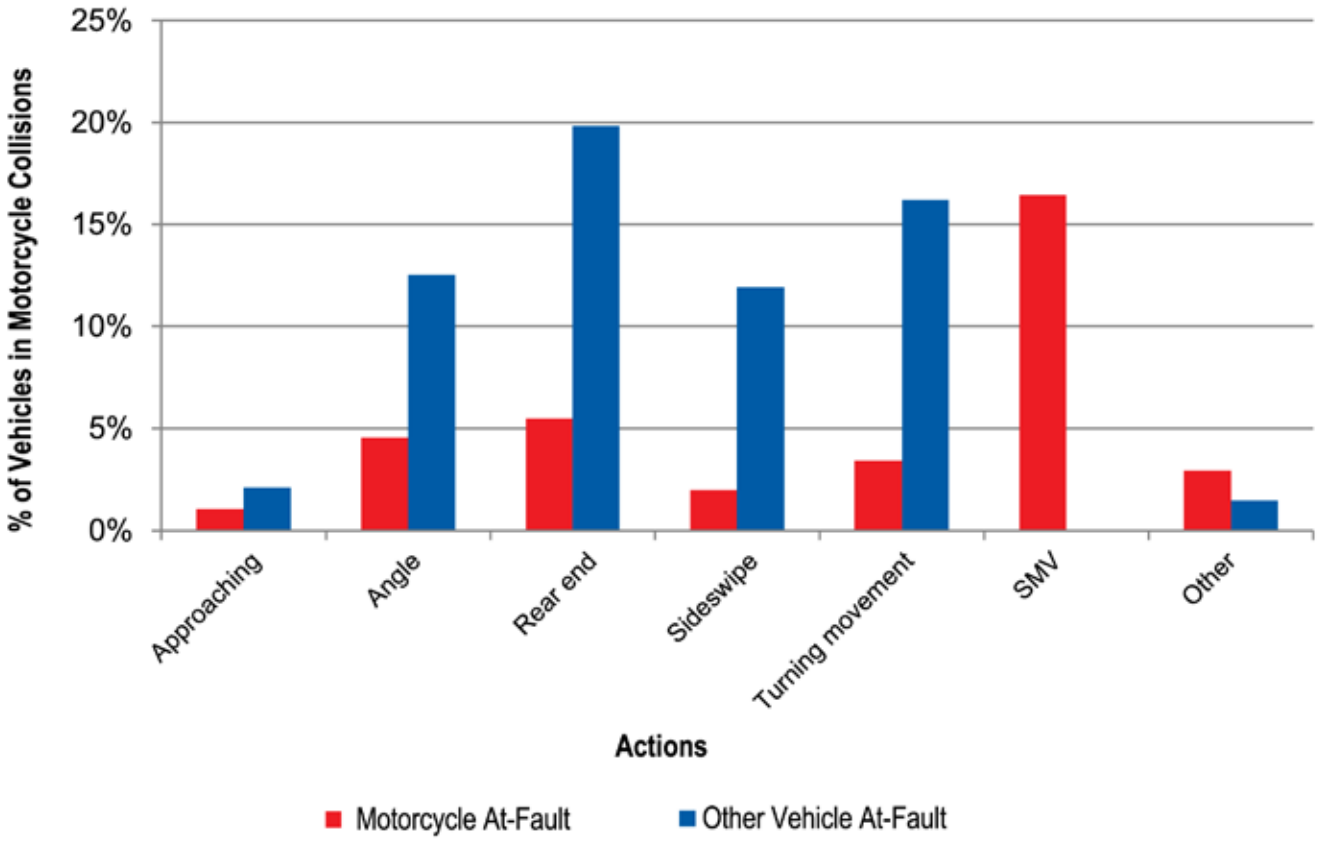
MOTORCYCLE COLLISIONS BY TIME-OF-DAY, THREE-YEAR AVERAGE, 2017-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Driver Actions and Impact Types

MOTORCYCLE COLLISION IMPACT TYPES AND DRIVER ACTIONS

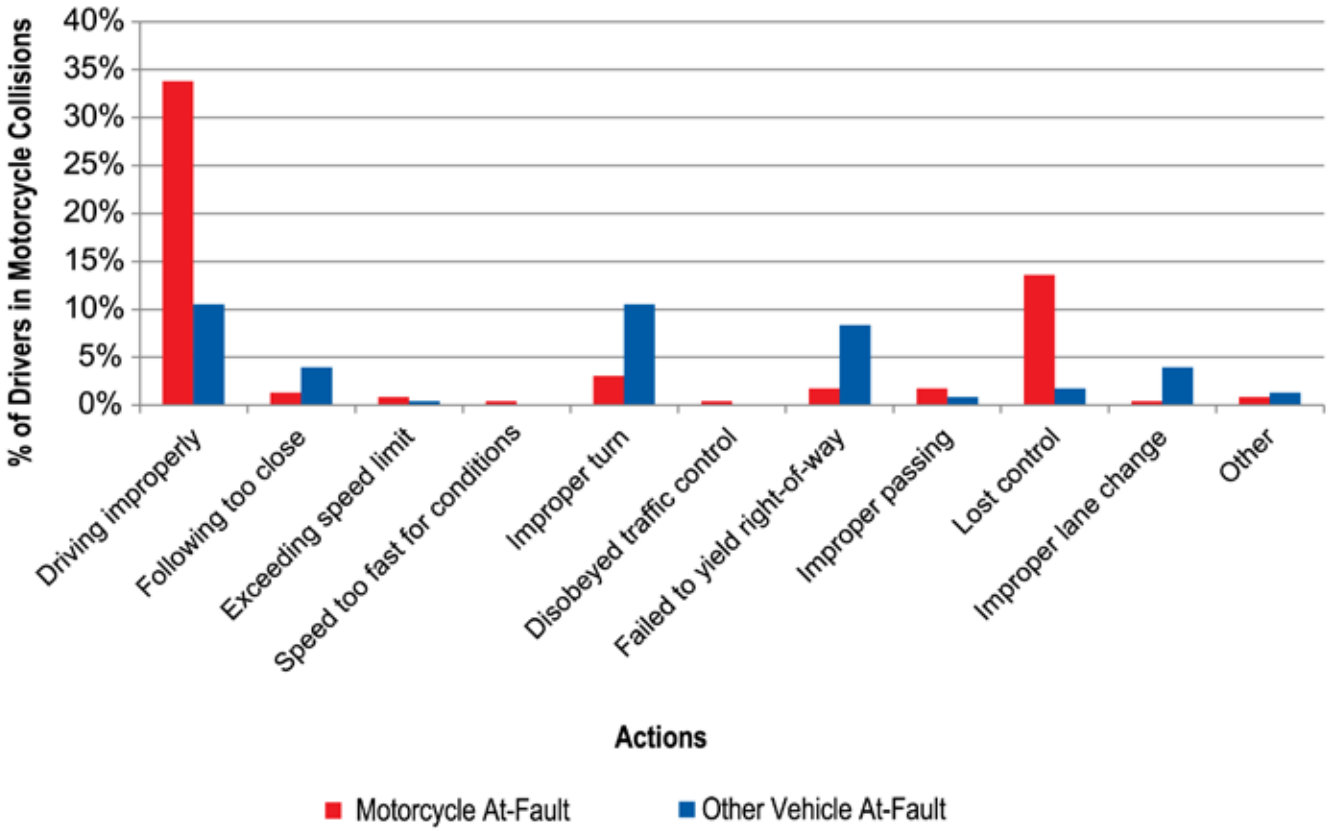


*Collision data is from YRP MVA reports

Motorcycles are relatively small and the rider's view of other vehicles is more easily obstructed. Motorcycle actions are also more difficult to predict than other types of vehicles due to their maneuverability. This explains why other types of vehicles are much more likely (68%) to be at fault in motorcycle collisions. Motorcyclists tend to cause SMV collisions when they lose control of their motorcycle. The most common driver errors made by other vehicles is improper turns, followed by fail to yield right-of-way. When a motorcyclist caused the collision, lost control was the top reason, which typically led to a SMV collision.

MAJORITY OF COLLISIONS INVOLVING MOTORCYCLES ARE CAUSE BY OTHER VEHICLE AT-FAULT ACTIONS.

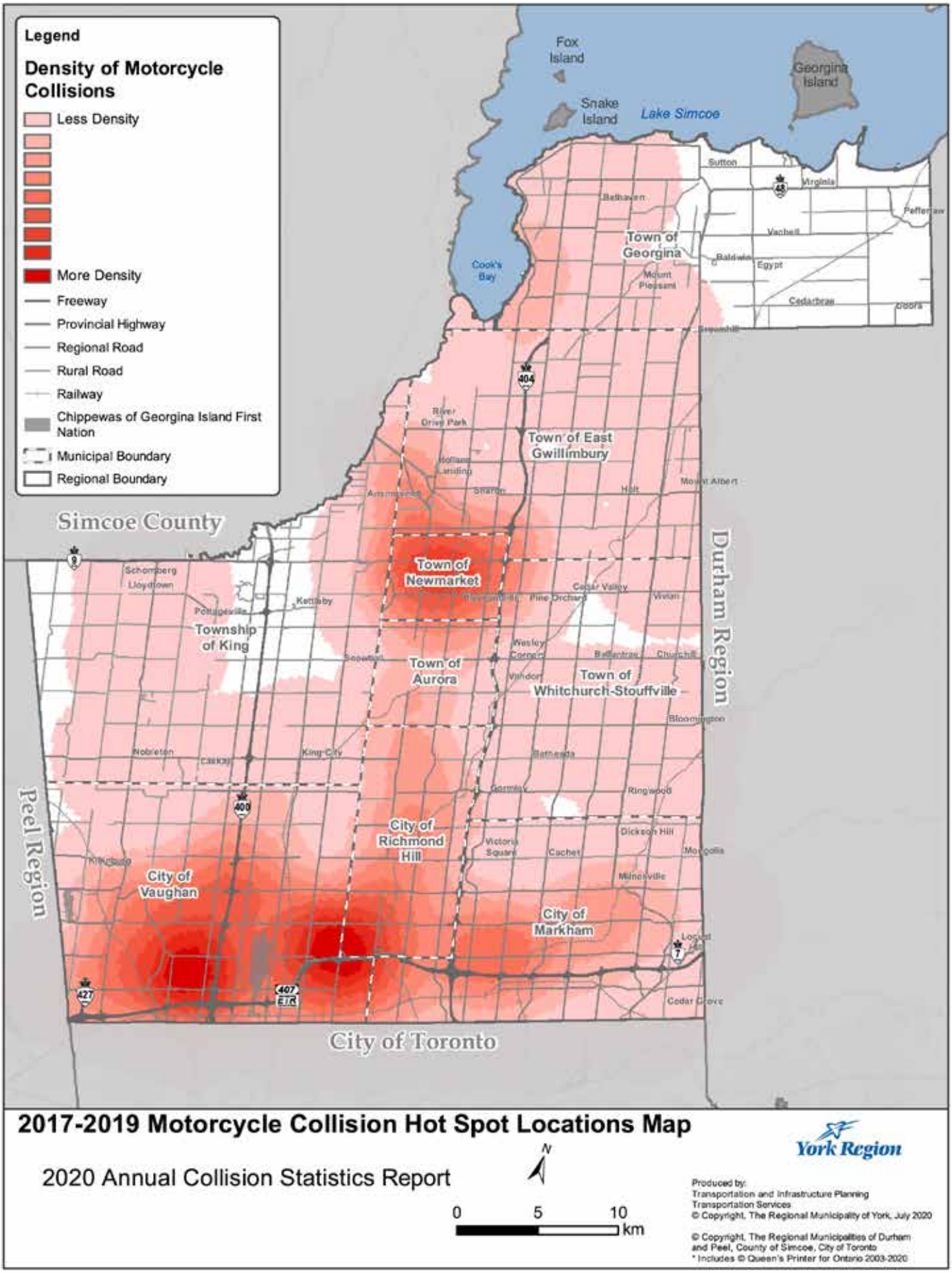
DRIVER ACTIONS IN MOTORCYCLE COLLISIONS



*Collision data is from YRP MVA reports

Motorcycle Activity and Collision Locations

A collision density map showing the locations of all reported motorcycle collisions on Regional roads from 2017 to 2019 is shown on the following page.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York Region
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The Top 10 motorcycle collision locations based on 10-year total are listed in the following table.

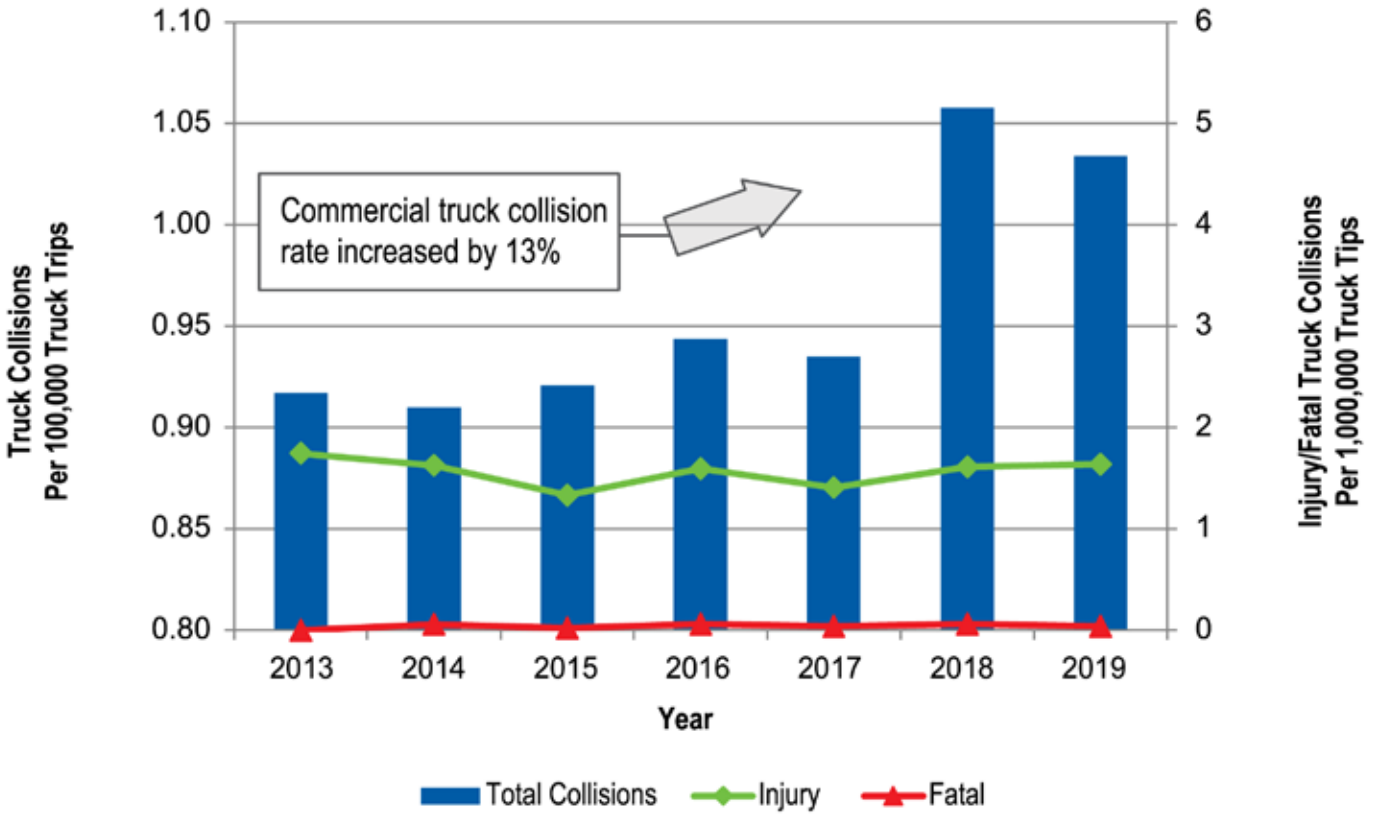
TOP 10 HIGHEST MOTORCYCLE COLLISION FREQUENCY LOCATIONS, 10-YEAR TOTAL, 2010-2019

Location	Municipality	Ten-Year Injury Motorcycle Collisions	Ten-Year Total Motorcycle Collisions
16th Avenue and Main Street Markham North/Highway 48	Markham	6	7
Keele Street and Highway 7	Vaughan	4	6
Highway 7 and Vaughan Valley Boulevard	Vaughan	3	5
Yonge Street and Carrville Road/16th Avenue	Richmond Hill	1	5
Major Mackenzie Drive West and Vellore Woods Boulevard/ Cityview Boulevard	Vaughan	4	4
Highway 7 between Marycroft Avenue/Aberdeen Avenue and Whitmore Road/Ansley Grove Road	Vaughan	4	4
Highway 7 and McCowan Road	Markham	3	4
Highway 27 and Rutherford Road	Vaughan	3	4
Davis Drive West and Bathurst Street	King/ Newmarket	3	4
Islington Avenue and Rutherford Road	Vaughan	3	4

*Collision data is from YRP MVA reports

Trucks ↑ 13%

TRUCK COLLISION RATES AND PROPORTIONS, 2013-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS study data

24% OF MOTOR VEHICLE COLLISIONS RESULTED IN INJURIES OR FATALITIES. 16% OF TRUCK COLLISIONS CAUSED INJURIES OR FATALITIES

The truck collision rate over the past two years was 13% higher than the average of the previous five years, as shown in the figure above. Sideswipe collisions were the most predominant type for trucks at 20%. Truck collision rates over the past two years were 13% higher than the average of the previous five years. Fatality rates remained at low levels and injury collision rates were steady.

The percentage of truck collisions among all collisions increased from 5.9% in 2015 to 7.4 % in 2019, other types of collisions decreased. 24% of motor-vehicle-only collisions resulted in injuries or fatalities, only 16% of truck collisions caused injuries or fatalities.

Provincial highways are major trucking destinations

Over last ten years, fatal truck collision rates stayed at a very low level, with injury truck collision rates stable. Percentage of truck collisions among all collisions increased from 5.9% in 2015 to 7.4% in 2019, other types of collisions decreased. While 24% of motor-vehicle-only collisions resulted in injuries or fatalities, only 16% of truck collisions were injuries or fatalities.

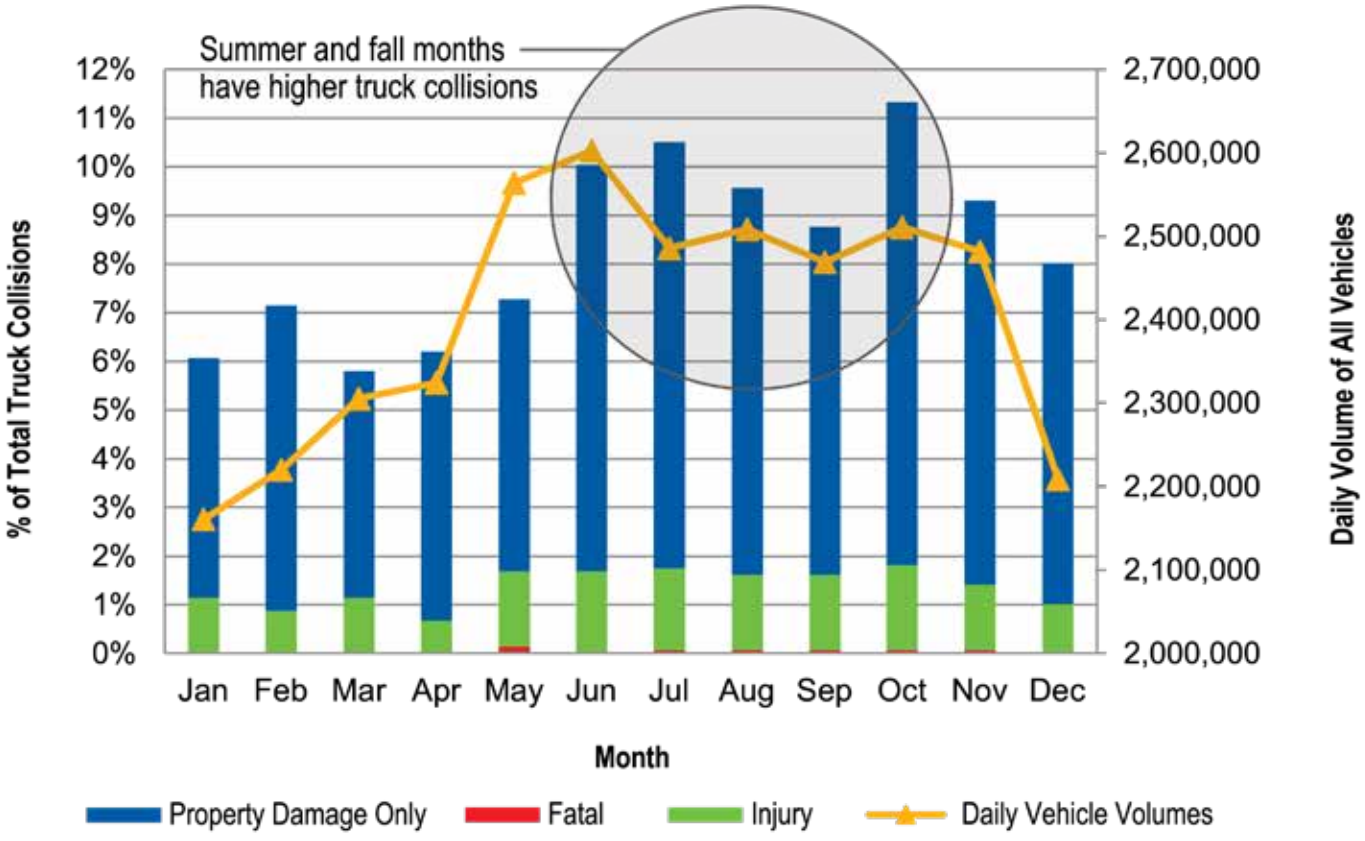
Key trends observed include:

- Truck collision rates over the past two years were13% higher than the average of the previous five years
- There were more truck collisions in summer and fall than in winter and spring, and these predominantly occurred on weekdays
- Weekday truck collisions occurred mostly during daytime without obvious AM or PM peaks, likely that commercial truck trips are distributed more evenly during daytime compared to common commuter trips
- Sideswipe collisions were the most predominant collision type for trucks at 20%
- Trucks were more likely to rear-end other vehicles, while other top at-fault action for other vehicles was sideswiping trucks
- More than half of truck traffic and collisions occurred in the City of Vaughan where trucking distribution centres are predominant
- The road segments connecting Regional major trucking destinations to major Provincial highways (Hwy 400, 401, 404, 407 and 427) were associated with the highest truck volumes and truck collision risks

Truck Collisions by Month, Day and Time

The highest number of truck collisions occurred in October. During June and August, there was also higher a number of truck collisions than other months, due to the high vehicle volumes on roads.

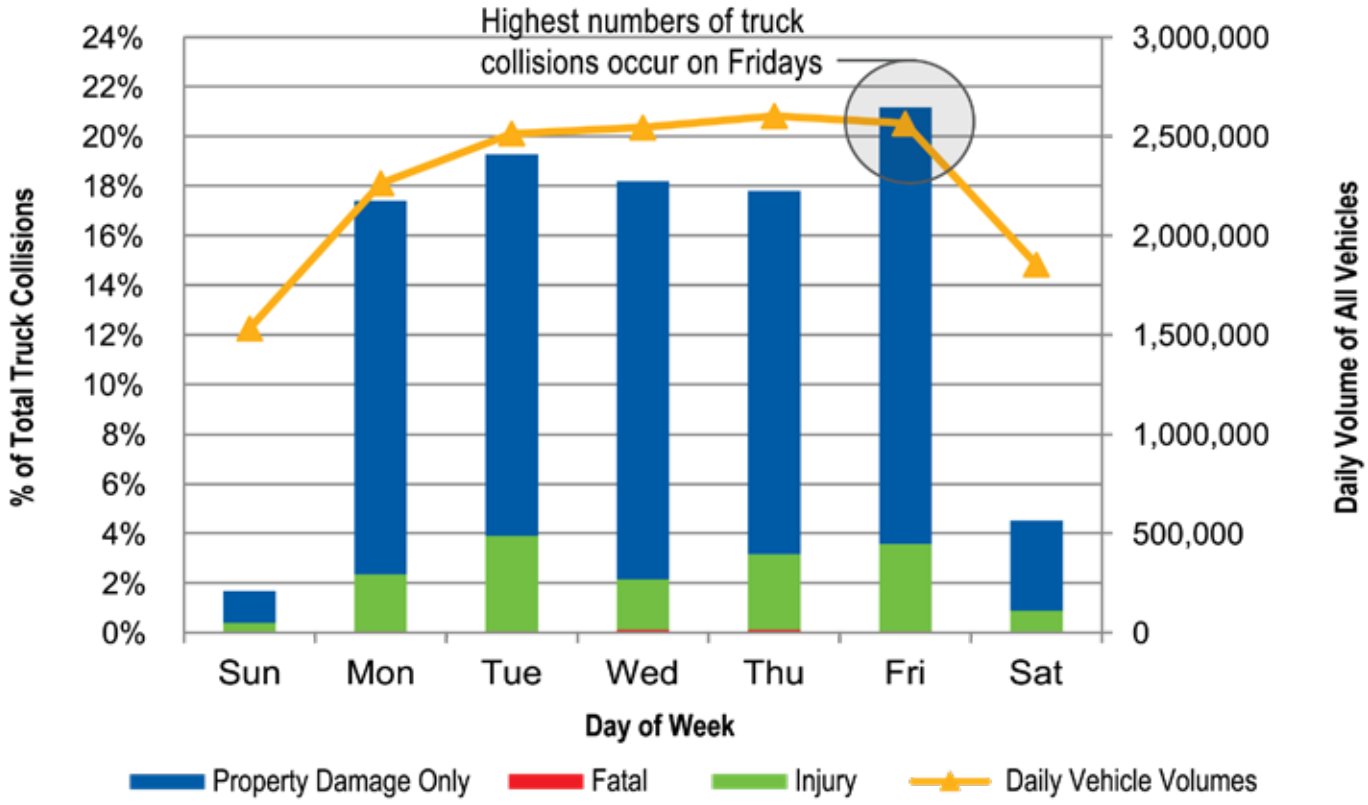
TRUCK COLLISIONS BY MONTH, THREE-YEAR AVERAGE, 2017-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Truck collision numbers peaked on Fridays and 94% of truck collisions occurred on weekdays, which are associated with most commercial trucks' activities.

TRUCK COLLISIONS BY DAY-OF-WEEK, THREE-YEAR AVERAGE, 2017-2019

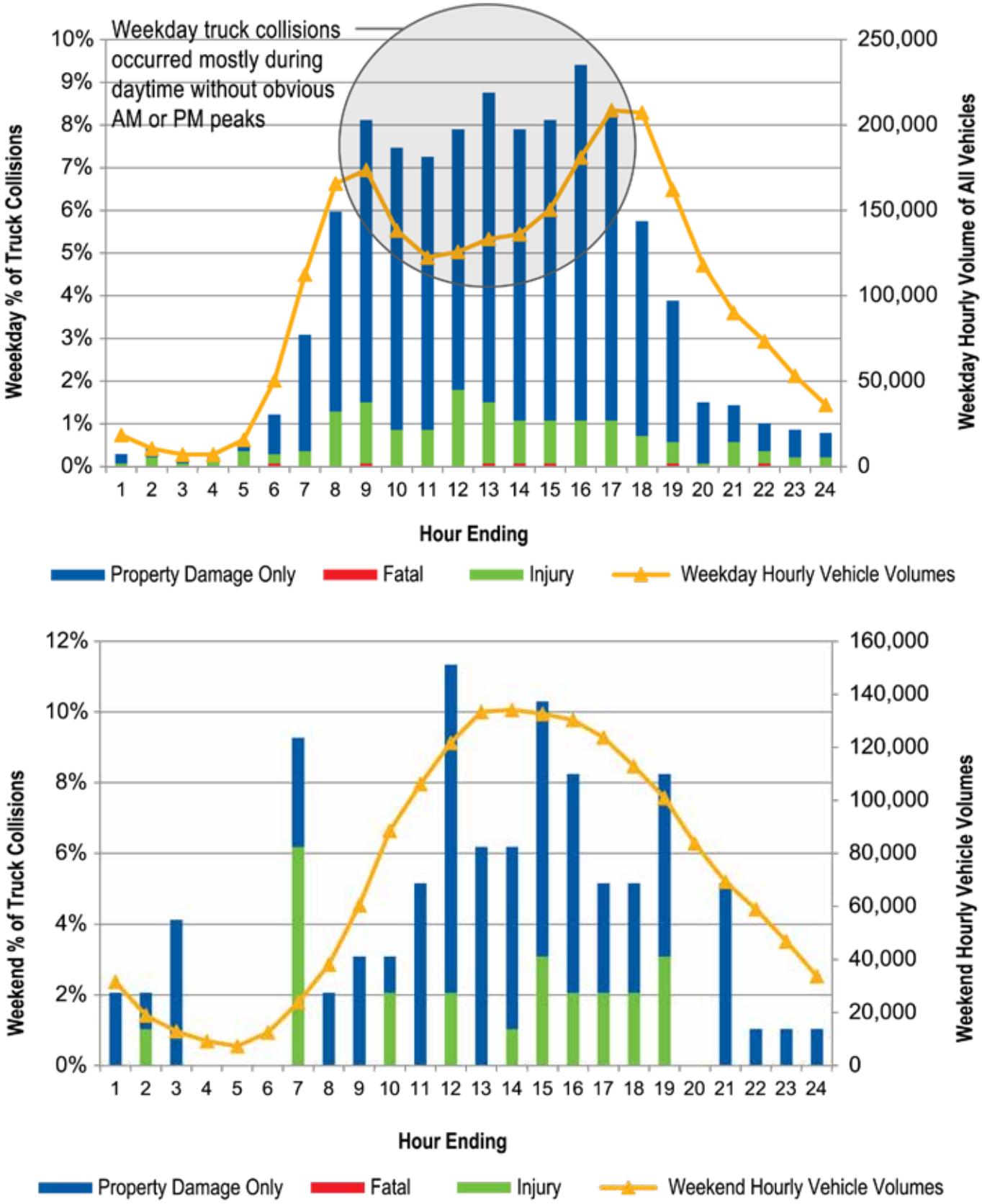


*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

During weekdays, truck collisions mostly occurred during the 7:00 a.m. to 7:00 p.m. period, without obvious AM or PM peaks. This implies commercial truck trips are different from common commuting trips in that they are distributed more evenly during daytime hours.

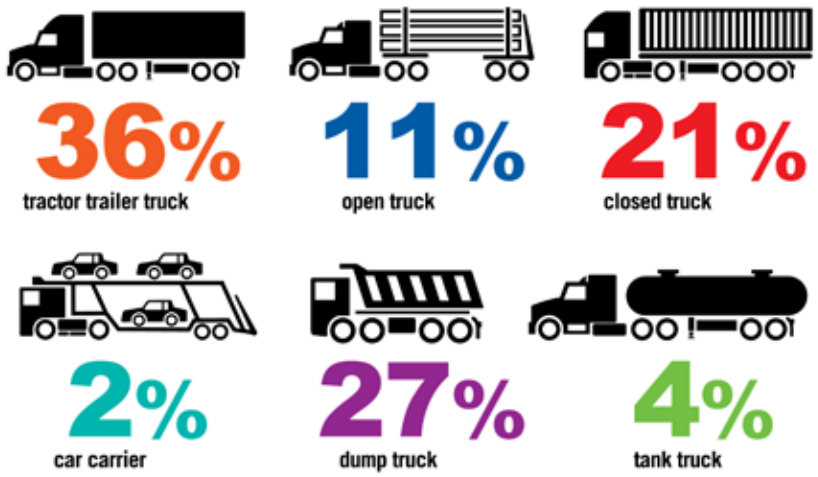
On weekends, truck collision distribution generally followed traffic volumes, with a spike in early morning (6:00 a.m. to 7:00 a.m.).

TRUCK COLLISIONS BY TIME-OF-DAY, THREE-YEAR AVERAGE, 2017-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

TRUCK TYPES INVOLVED IN COLLISIONS



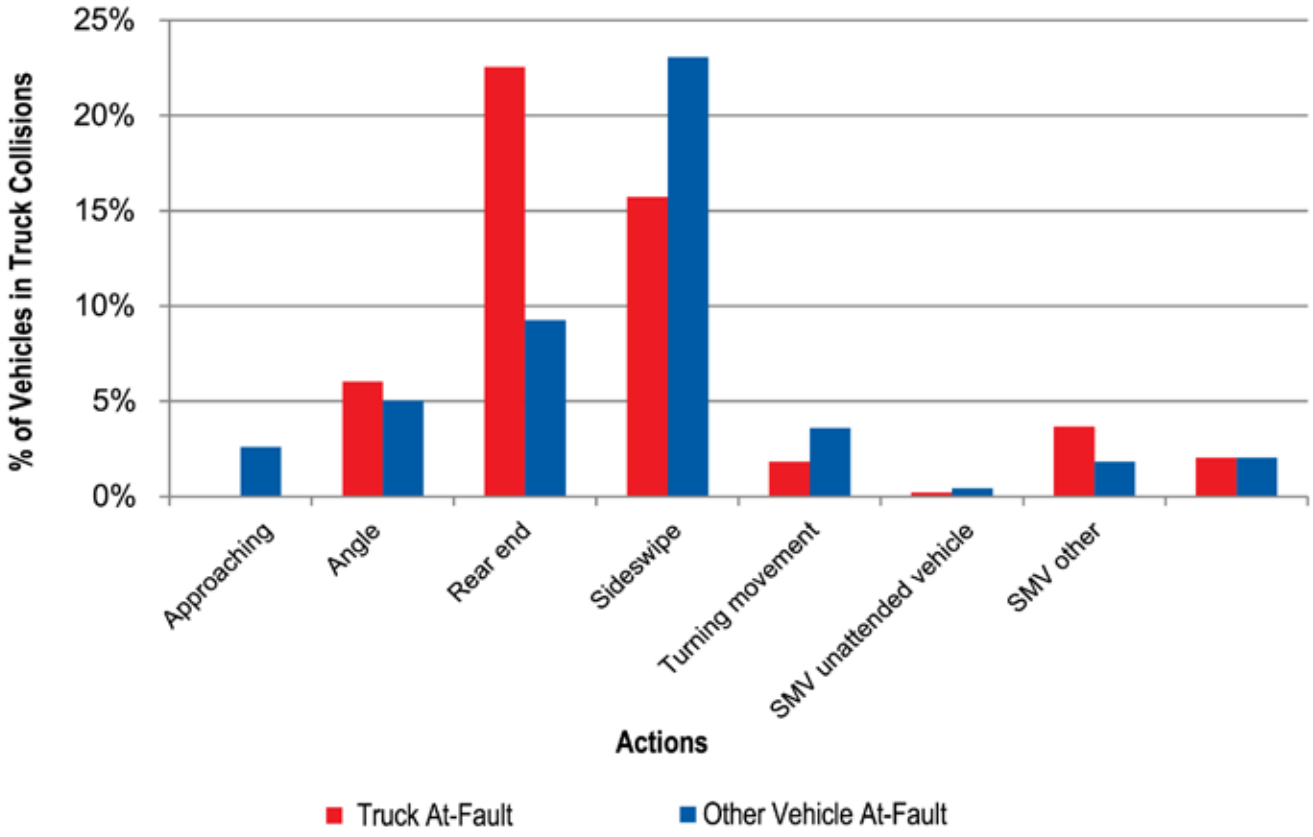
*The collision data is from YRP MVA reports.

Truck Collision Impact Types

Trucks need more space

The most common collision types involving trucks were sideswipe (20%) and rear-end. Trucks are much longer than vehicles, move slower and require more space. Truck drivers also require more reaction time, which is evidenced in the case of rear-end collisions, when a truck driver is more often at fault for following too closely. This is contrary to sideswipe collisions where the motor vehicle driver is more often at fault, indicating a pattern of motorists failing to provide trucks ample space.

TRUCK COLLISION IMPACT TYPES AND DRIVER ACTIONS

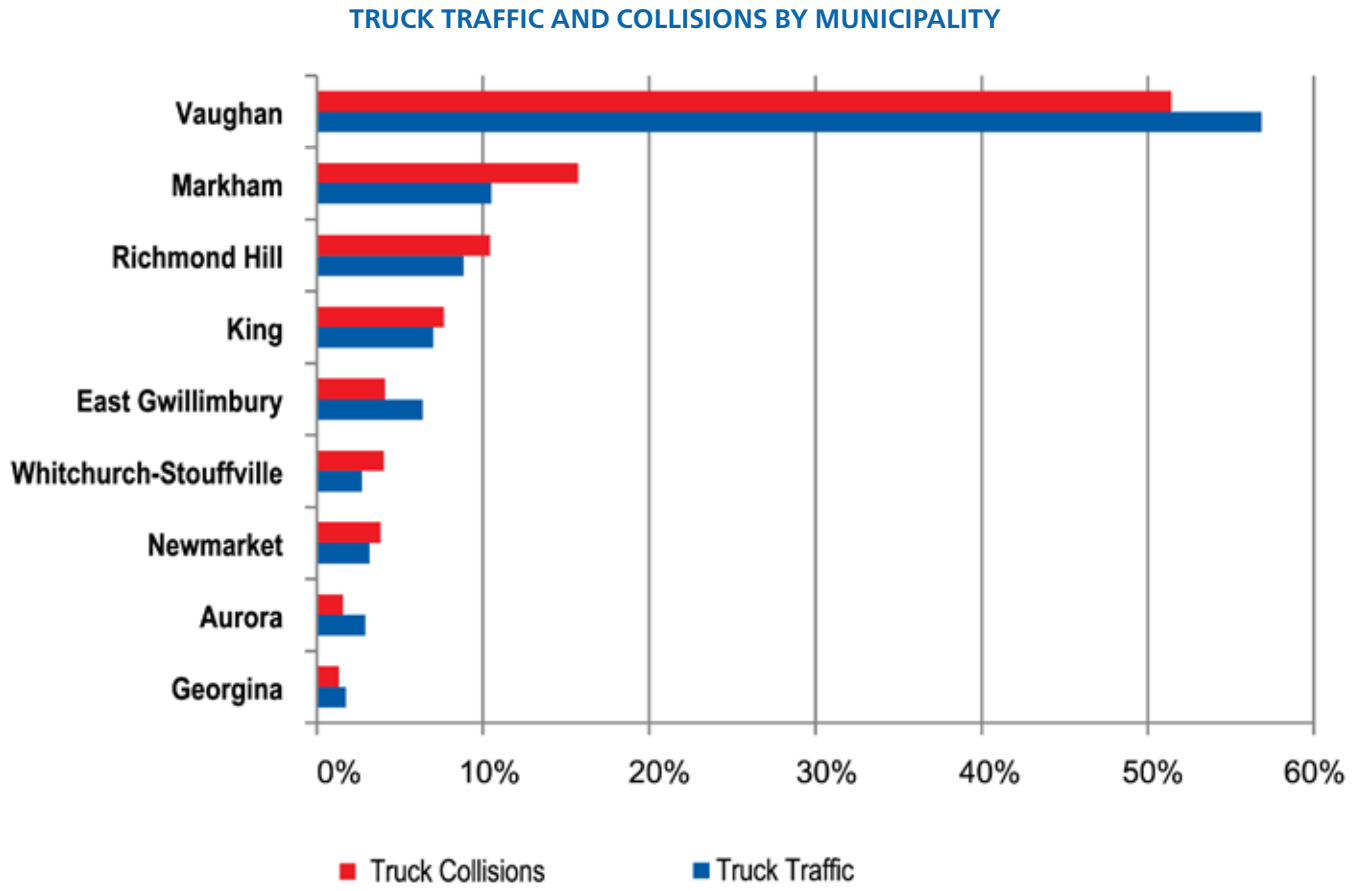


*Collision data is from YRP MVA reports

The numbers of at-fault trucks and other vehicles involved in truck collisions were very close. The top at-fault truck driver action was following too close, which accounted for 40% of total truck driver at-fault actions. The top at-fault action of other vehicles was failing to yield right-of-way, which accounted for 25% of total other vehicle at-fault actions.

TOP AT-FAULT TRUCK DRIVER ACTION IS FOLLOWING TOO CLOSE

Truck Activity and Collision Locations

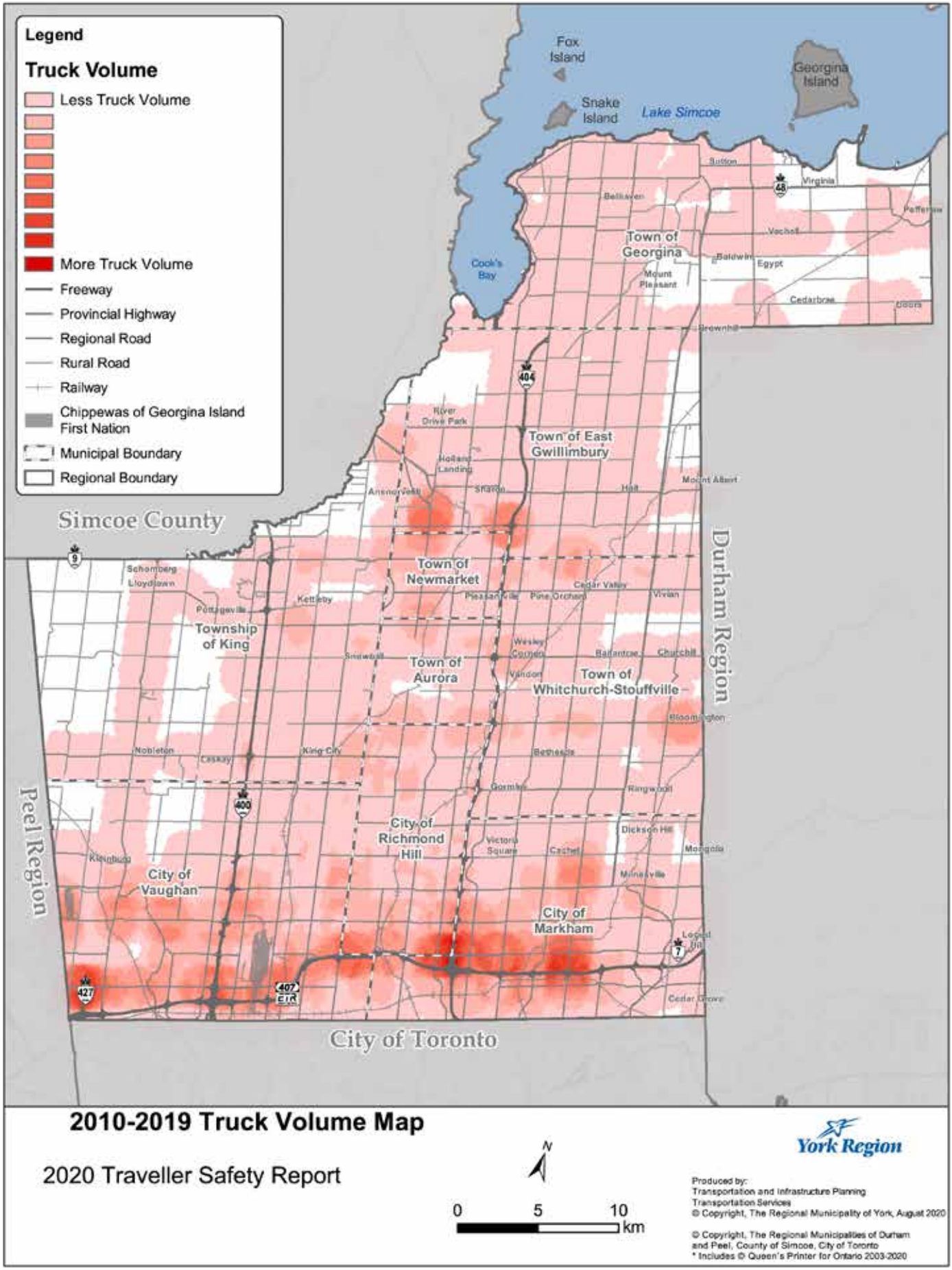


*Truck traffic data is from MTO 2016 Commercial Vehicle Study

The above figure shows that truck activities and number of collisions were proportionally correlated. Among the nine York Region municipalities, more than half of truck traffic was in the City of Vaughan as are truck collisions.

A truck activity density map showing truck traffic volume on Regional roads from 2010 to 2019, and a collision density map showing the locations of all reported truck collisions on Regional roads from 2017 to 2019, are shown on the following two pages.

The Regional road segments with highest truck volumes in the City of Vaughan were Highway 7 between Jane Street and Weston Road, Highway 7 between Highway 427 and Highway 50, and Keele Street between Highway 7 and Steeles Avenue. These sections connect major trucking destinations such as the CN MacMillan Yard at Highway 7 and Keele Street, to major Provincial highways including Highway 400, Highway 427 and Highway 407.


Legend
Truck Volume
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Freeway
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Town of East Gwillimbury
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Town of Newmarket
Township of King
Town of Aurora
Town of Whitchurch-Stouffville
City of Richmond Hill
City of Vaughan
City of Markham
2010-2019 Truck Volume Map
2020 Traveller Safety Report
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York Region
Produced by:
Transportation and Infrastructure Planning
Transportation Services
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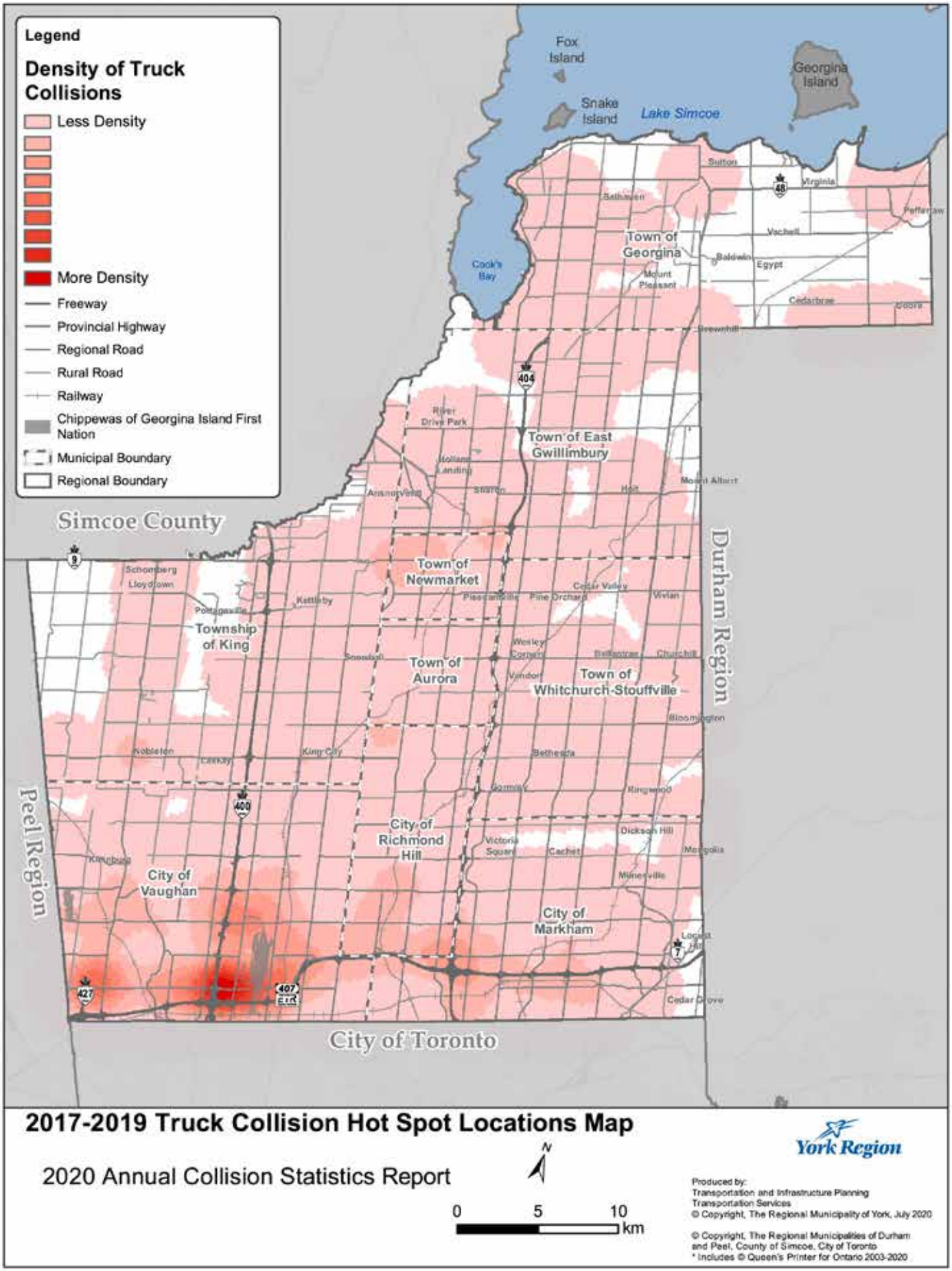
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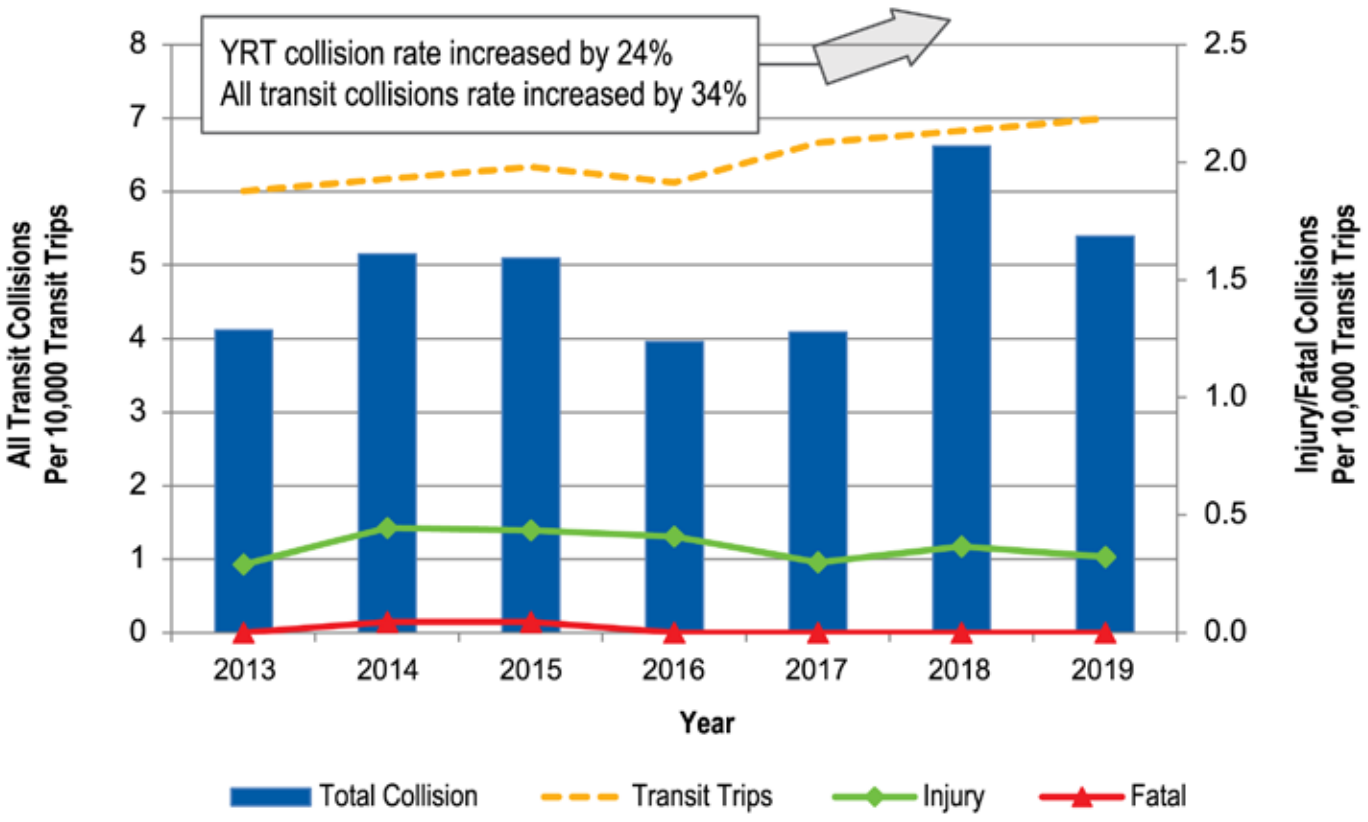
Transit ↑ 24%

TRANSIT (PRIVATE AND PUBLIC) COLLISION RATES, 2013-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies

THERE HAVE BEEN NO FATALITIES RESULTING FROM COLLISIONS INVOLVING TRANSIT VEHICLES IN THE PAST THREE YEARS

Collisions involving all public and private transit vehicles combined increased marginally by approximately 3% annually, while transit operations in the Region, including the number of service hours and kilometres travelled, increased over the past decade.

The collision rate of exclusively YRT vehicles in 2018 and 2019 was 24% higher than the2013-2017 average. Although transit (public and private) collision rates increased, the injury and fatality rates have stayed low.

Sideswipe transit collisions increased from 44 to 98 over the last two years, when compared to the previous five years. The majority of transit collisions (70%) were a result of the other vehicle driver at fault.

Bus rapidways benefit all travellers

To promote sustainable transportation and growth, York Region is advancing its transit systems, in particular building bus rapidways on selected segments of its major transit corridors, such as Highway 7, Davis Drive and Yonge Street. The safety measures associated with bus rapidway operations improved overall traffic safety, reducing collisions by about 50%.

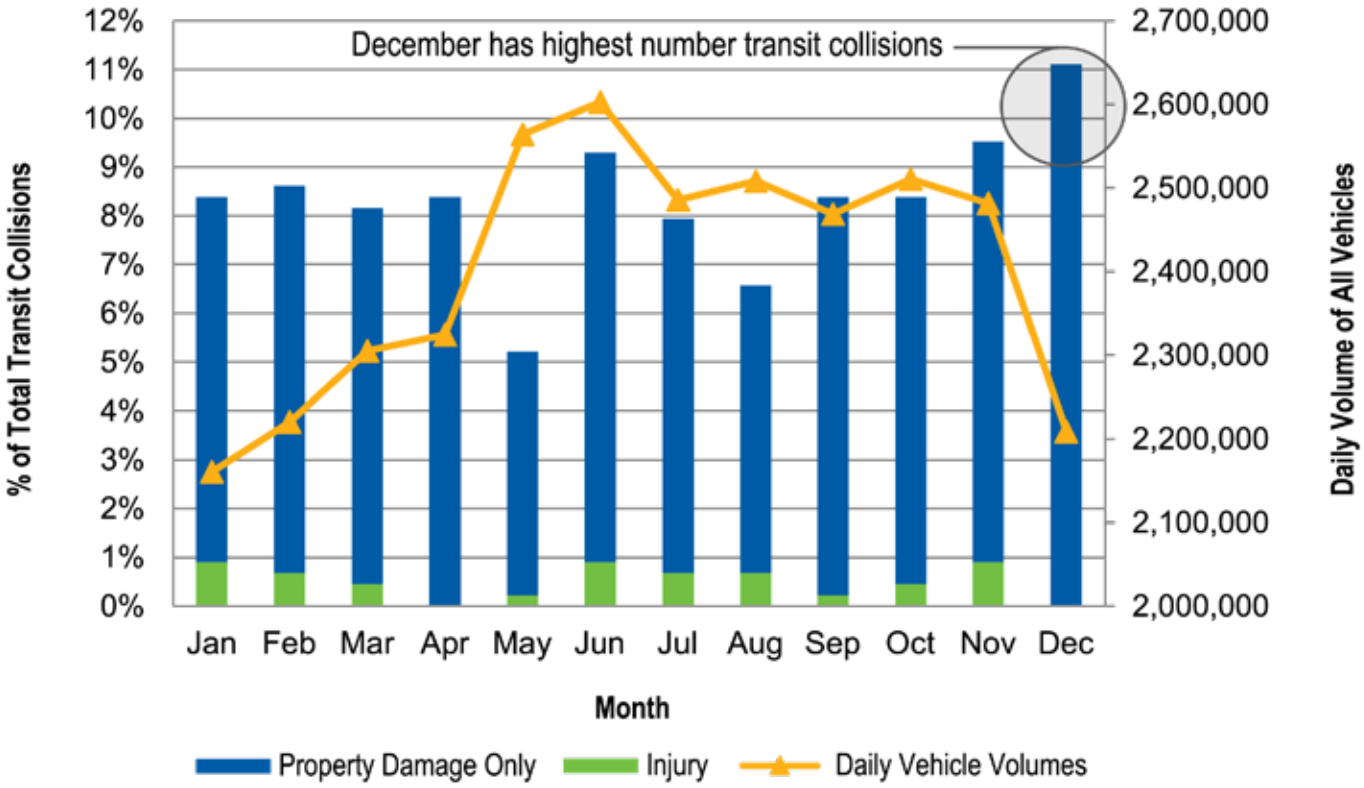
Key trends observed include:

- Over the last seven years, the number of transit collisions leading to fatalities were low (three in total). There have been no fatal transit collisions since 2016
- There were more transit collisions in the winter months than in summer and these predominantly occurred on weekdays
- Sideswipe collisions involving private and public buses increased by 120% over the last two years when compared to the previous five years
- In multi-vehicle collisions involving transit buses, the drivers of the other vehicles were mostly at fault (more than 70%)

Transit Collisions by Month, Day and Time

There was a higher number of transit collisions in the winter, which was attributed to shorter daylight hours and adverse weather.

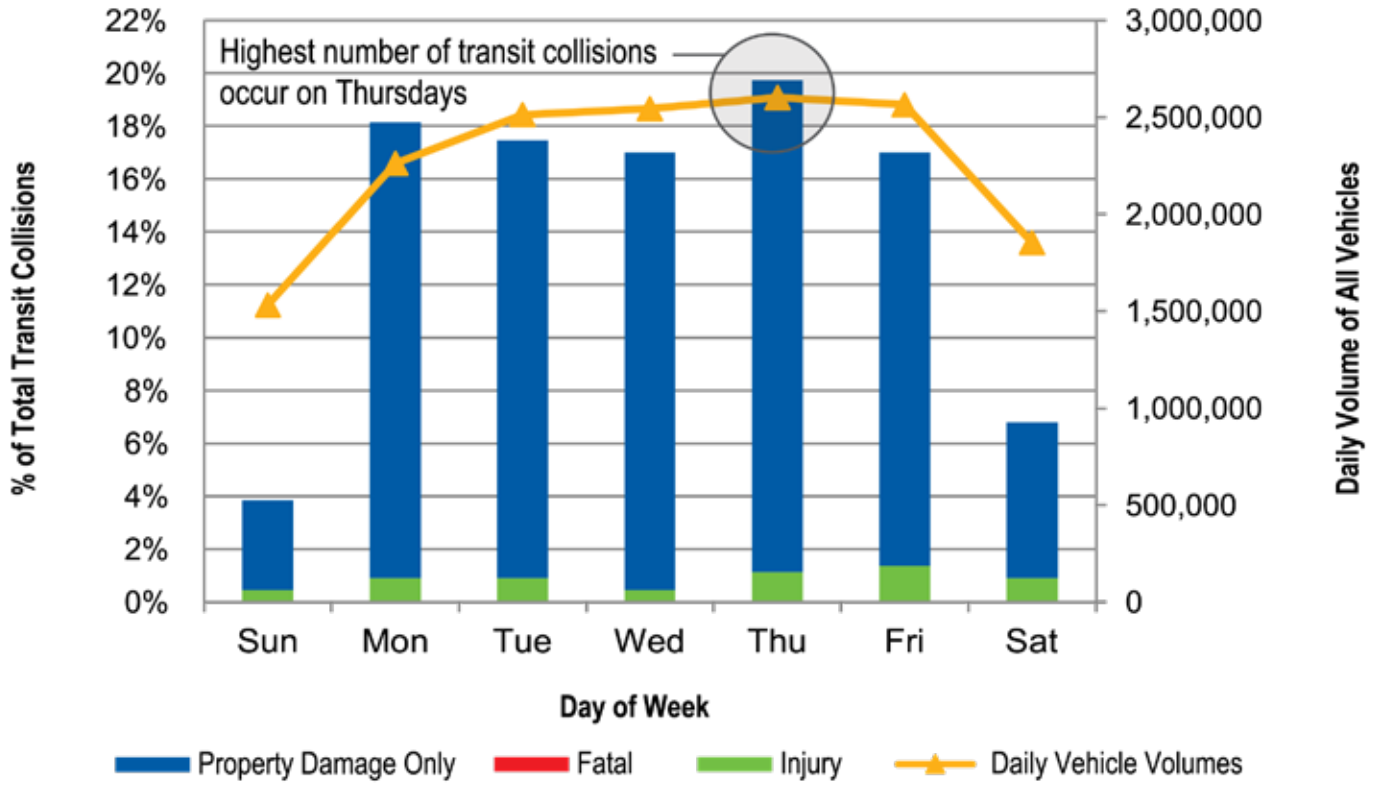
TRANSIT COLLISIONS BY MONTH, THREE-YEAR AVERAGE, 2017-2019



*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

The number of transit collisions peaked on Thursdays, and more than 89% of transit collisions occurred on weekdays, which are associated with busier transit bus schedules and heavier ridership.

TRANSIT COLLISIONS BY DAY-OF-WEEK, THREE-YEAR AVERAGE, 2017-2019

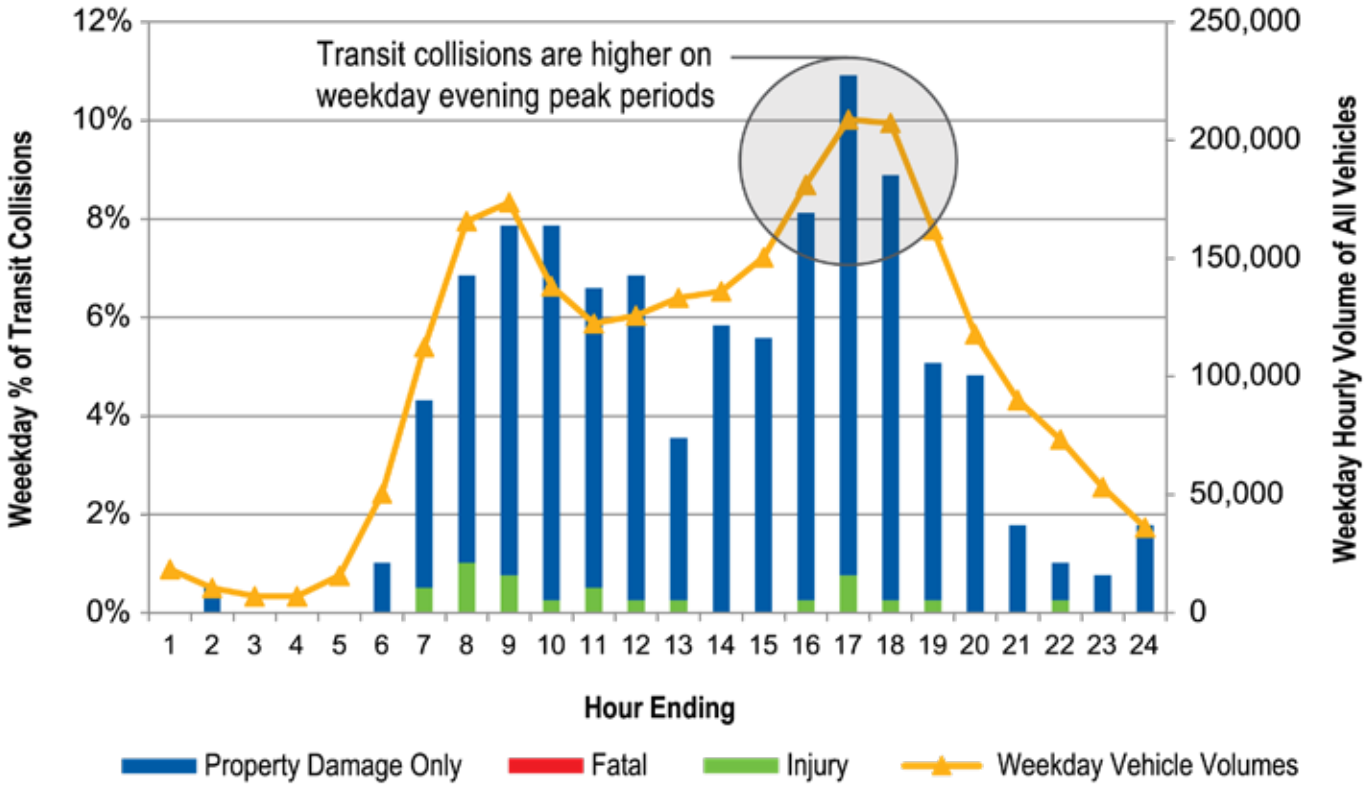


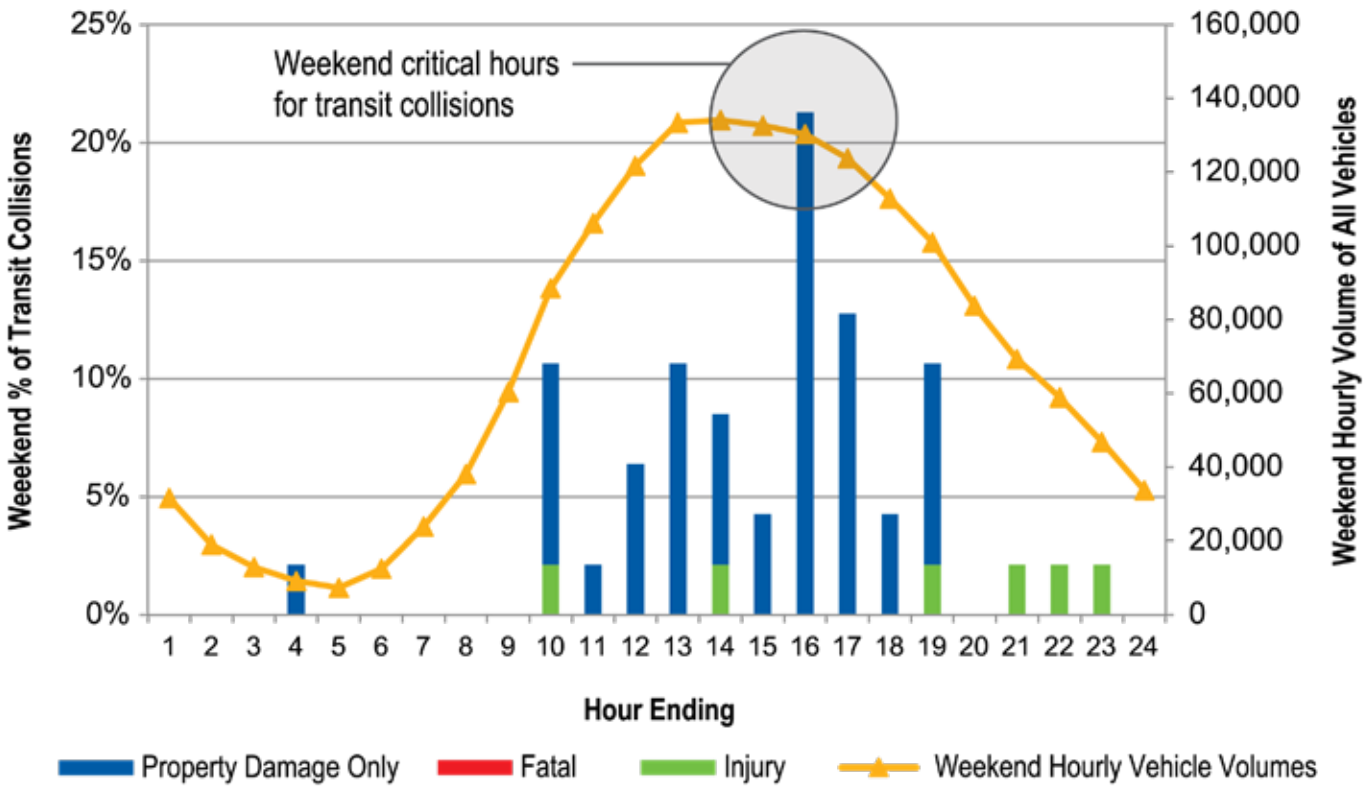
*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

During weekdays, the time of day transit collision trend correlated closely with typical daily traffic volume patterns (i.e. high numbers of collisions occurred during highest traffic volume times). The highest number of collisions occurred on weekdays, between 7:00 a.m. and 10:00 a.m. and 3:00 p.m. and 6:00 p.m., accounting for more than 50% of all collisions. Collisions were higher during the afternoon on weekdays, which is consistent with the number of daily vehicle trip patterns.

On weekends, the highest number of collisions occurred between 4:00 p.m. and 6:00 p.m.

TRANSIT COLLISIONS BY TIME-OF-DAY, THREE-YEAR AVERAGE, 2017-2019





*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

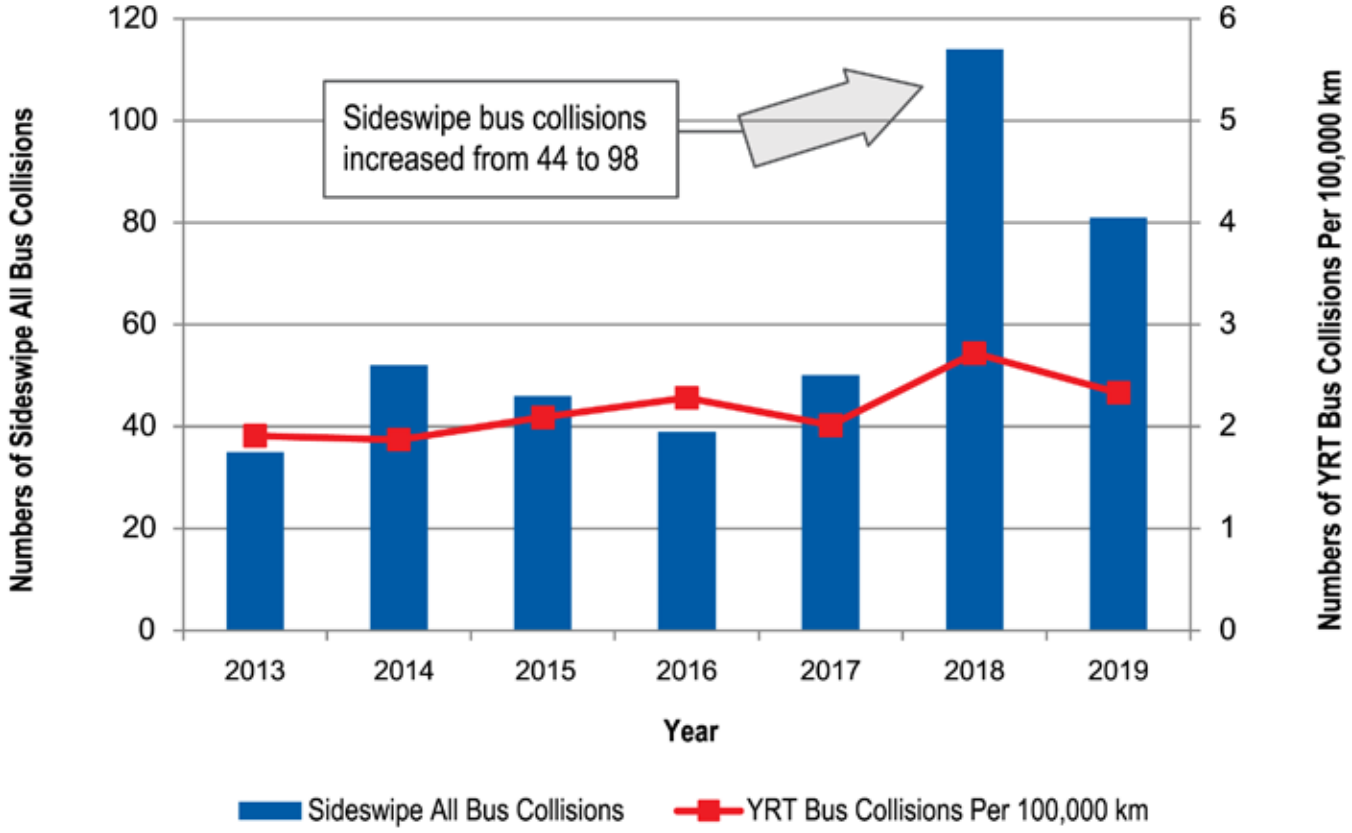
Impact Types and Driver Actions

Overall, other vehicles were at fault more than 70% of the time in collisions involving transit vehicles. More than half of transit collision types were sideswipes, with other vehicles at fault more than 80%.

Sideswipe collisions involving all private and public buses has increased from 44 to 98

Buses are slower, longer and require more space than smaller motor vehicles. Motorists failing to provide buses ample space has led to a spike in the number of sideswipe collisions. Sideswipe collisions involving private and public buses increased from 44 to 98 over the last two years, when compared to the previous five years. The majority of transit collisions (70%) were a result of other vehicle drivers being at fault.

BUS COLLISION IMPACT TYPES



*Collision data is from YRP MVA reports and YRT
*Bus mileage data is from YRT

Bus Rapidways

Bus rapidways continue to show positive safety results

York Region's first bus rapidway was completed in 2014 on Highway 7 East between Bayview Avenue and South Town Centre Boulevard in the City of Markham. This was followed by the completion of the rapidway on Davis Drive between Yonge Street and just east of Southlake Regional Health Centre in 2015. Since then, four additional bus rapidways on Bathurst Street and Centre Street in the City of Richmond Hill, Yonge Street in the Town of Newmarket and Highway 7 in the City of Vaughan have been completed and opened.

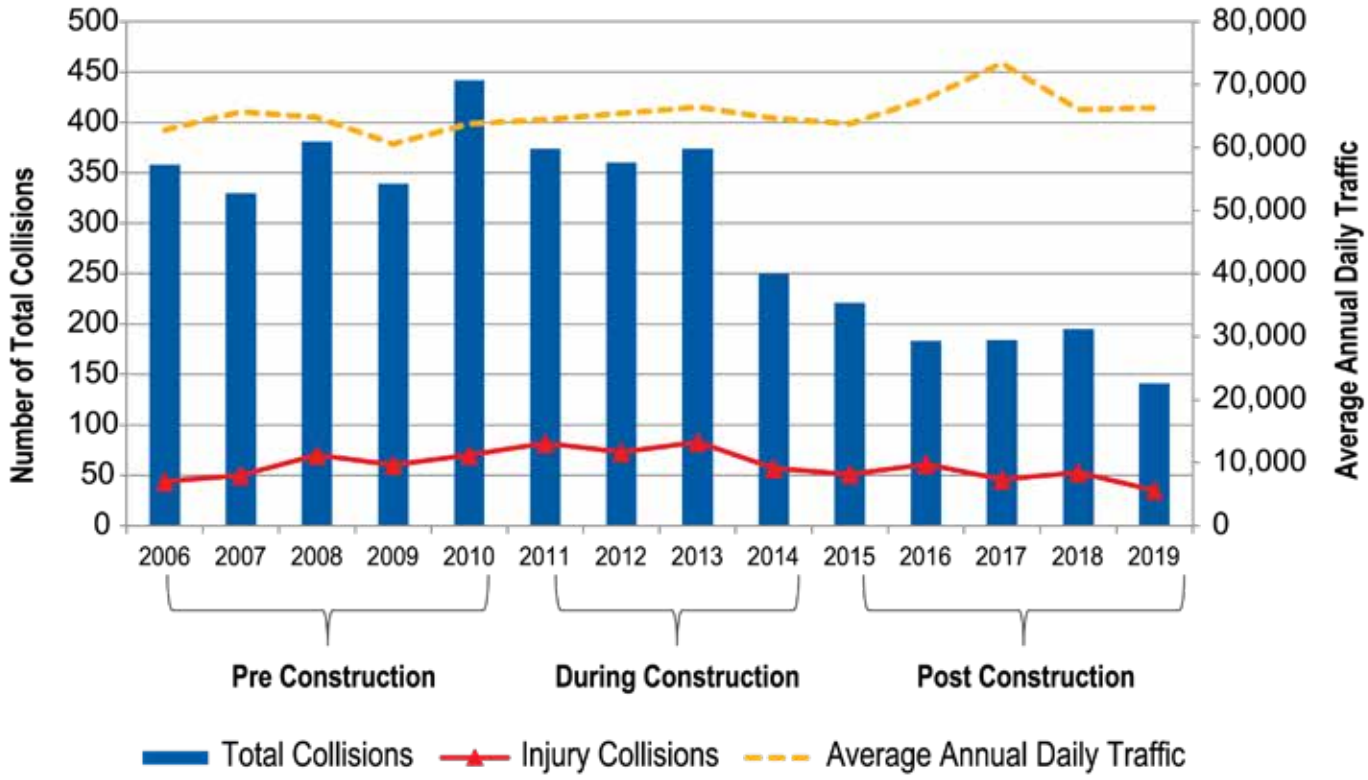
COLLISIONS HAVE REDUCED BY 50% FOLLOWING THE IMPLEMENTATION OF RAPIDWAYS

It has been noted total collisions have decreased by one-half on road segments with bus rapidways, with injury collisions also decreasing significantly. The safety measures associated with bus rapidway operations augment safety for travellers of all modes. These include:

- Restricted access from side streets
- Regulatory speed limit reductions
- Transit signal phasings
- Protected left turn movements
- Reduced curb radii
- Cycle lanes/tracks
- Audible pedestrian signals
- Two-stage pedestrian crossings and enhanced markings and signs

The number of collisions on Highway 7 between Bayview Avenue and South Town Centre Boulevard decreased by 50% since completion of the rapidway. The number of injuries has also reduced by 16%. Conversely, the annual average daily traffic (AADT) of the same road segment increased by 6% post construction.

COLLISIONS ALONG HIGHWAY 7 BUS RAPIDWAY, 2006-2019

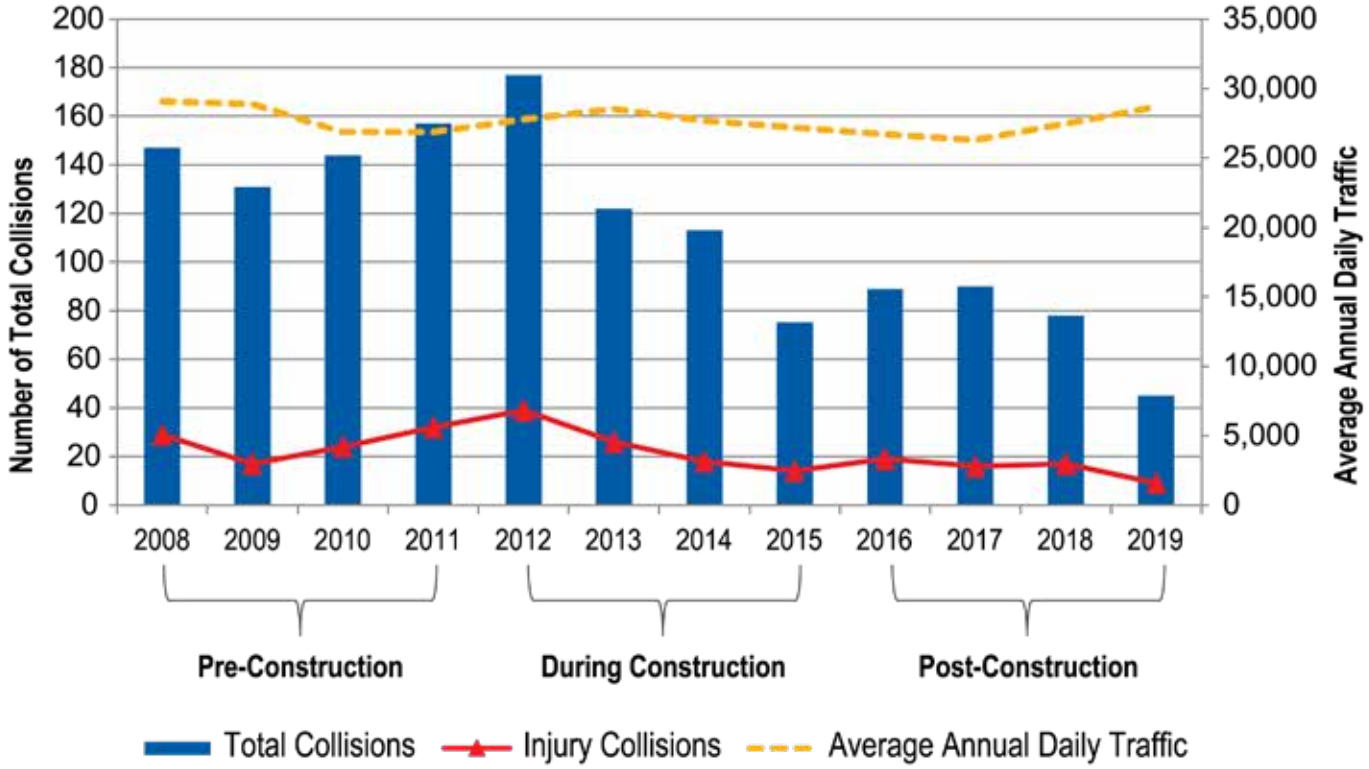


*Collision data is from YRP MVA reports
*Timelines of bus rapidway construction is from YRT website

THE NUMBER OF COLLISIONS HAS DECREASED BY 50% SINCE COMPLETION OF THE RAPIDWAY. THE NUMBER OF INJURIES HAS ALSO REDUCED BY 16%.

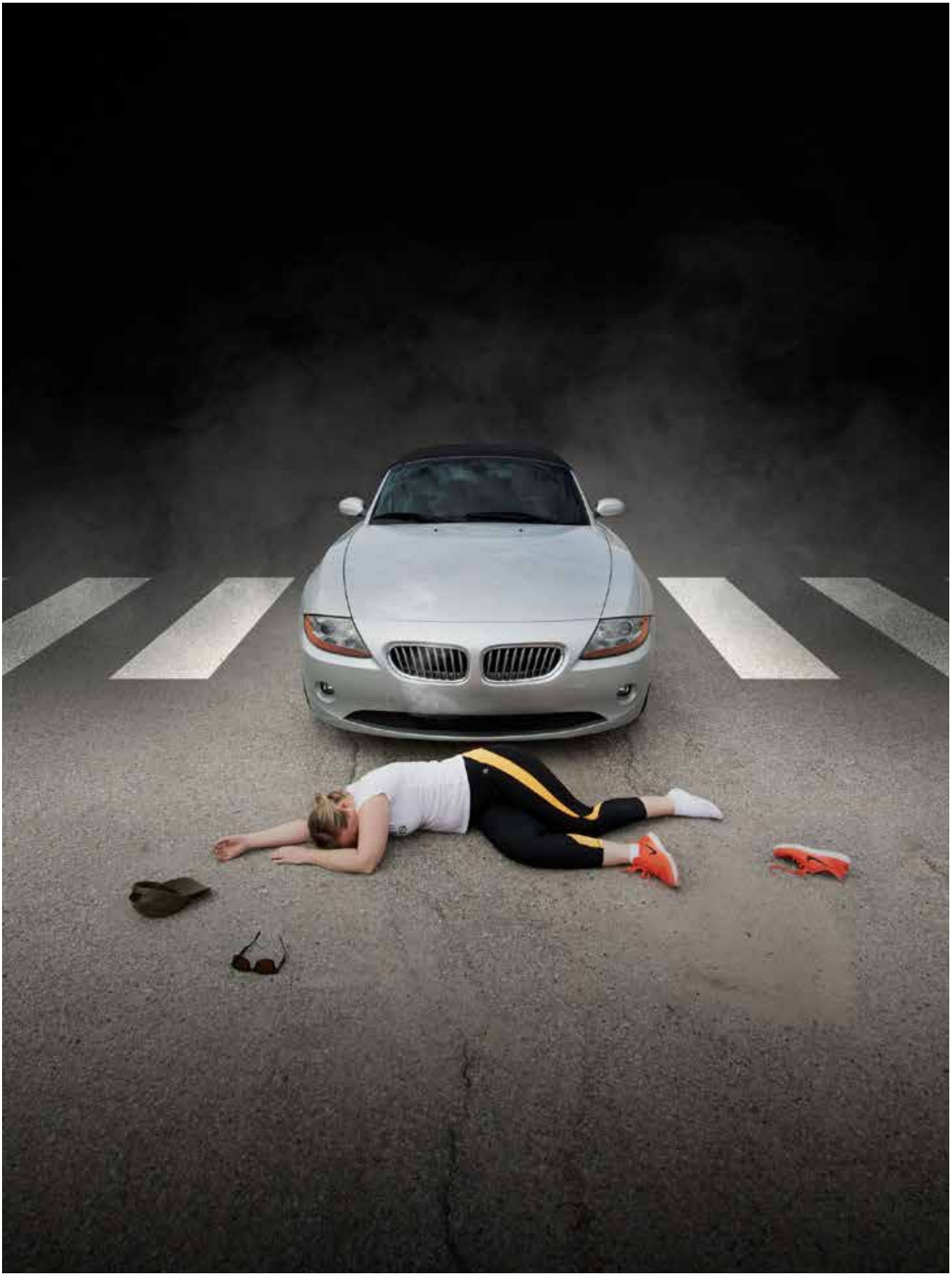
The number of collisions on the segment of Davis Drive featuring the rapidway decreased by 48% since completion of the rapidway. Number of injuries has also reduced by 40%. The average AADT of this corridor varied between 26,279 and 29,065 and there is no significant change between pre-, during and post-construction periods.

COLLISIONS ALONG DAVIS DRIVE BUS RAPIDWAY, 2008-2019



*Collision data is from YRP MVA reports
*Timelines of bus rapidway construction is from YRT website

THE NUMBER OF COLLISIONS HAS DECREASED BY 48% SINCE COMPLETION OF THE RAPIDWAY. THE NUMBER OF INJURIES HAS ALSO REDUCED BY 40%.



Taking steps to change driver behaviour

As more than two-thirds of all collisions occurred at intersections, York Region has taken major steps to improve intersection safety. The main approaches include improving safety at existing signalized intersections with changes to turning movements, upgrading with stop control to traffic signals, converting two-way controlled intersections to all-way stop-controlled and implementing roundabouts.

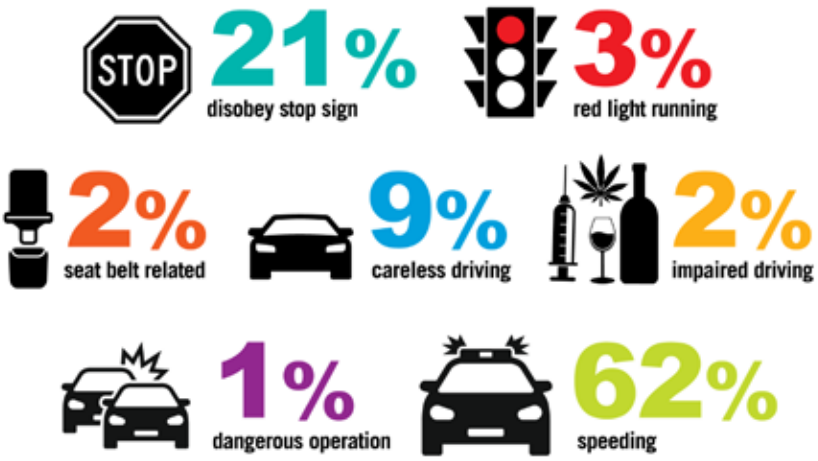
Recognizing that changing driver behaviour is crucial to improving road safety, York Region has been targeting top traffic offences with campaigns and programs. As per York Region Police Annual Statistical Reports from 2017 to 2019, the top traffic offence was speeding, accounting for over 62% of all traffic offences.

It is well known that higher impact speeds leads to higher injury severity levels in collisions. Research found when a car hits a pedestrian at a speed of 50 km/hr, the likelihood of a pedestrian fatal injury is 85%. When the speed is 30 km/hr, the likelihood is 10%. According to 2017 data, 22% of fatal car collisions in Canada involved speeding.

York Region has been actively advancing speed management programs, public education, legislation and enforcement to reduce speed-related collisions. In partnership with YRP, the Region launched the Slow Down Campaign, focused on stunt driving and speeding, with messages to encourage motorists to support one another by obeying the rules of the road and driving according to posted speed limits. Road safety programs, such as SpeedWATCH, have been implemented to help curb speeding. An automated speed enforcement program is planned to be piloted in select community safety zones.

Red light running is another traffic safety priority for the Region, as this violation is a main reason for right-angle collisions that causes more severe injuries than other type of collision. The Region introduced red light camera programs in 2013 to help reduce red light running and improve driver and pedestrian safety.

YORK REGION TRAFFIC OFFENCES, 2017-2019



*Traffic violation data is from YRP Annual Statistical Reports
*Red Light Running in the chart does not include the violations caught by red light cameras

SpeedWATCH

Displaying travel speed encourages compliance

While YRP are in charge of enforcement of speed limits on Regional roads, the Region assists with education and data collection. The SpeedWATCH program, initiated in 2014, is designed for this purpose.

Residents can promote safe driving in their community by requesting a speed board. Speed boards measure the speed of passing vehicles and display the travel speed of vehicles as they pass. This encourages drivers to stay within the speed limit. Speed boards can also be placed along Regional roads to monitor locations for excessive speeding. The speed board collects speed data that helps evaluate the degree of speeding and allocate resources in the priority locations.

Upon receiving a speed board request from residents, staff deploys one speed board to the requested location for three to four months, then is assigned to other locations. This rotation allows maximizing road coverage and distributing the boards equally across the Region.

Data collected before and after the implementation of a speed board has shown that speed boards can reduce average operating speed by 13% and increase speed limit compliance by 31%.

To request a SpeedWATCH board visit the Speed Monitoring Boards page to complete the SpeedWATCH request form.

Automated Speed Enforcement

A new tool to help increase safety in school areas

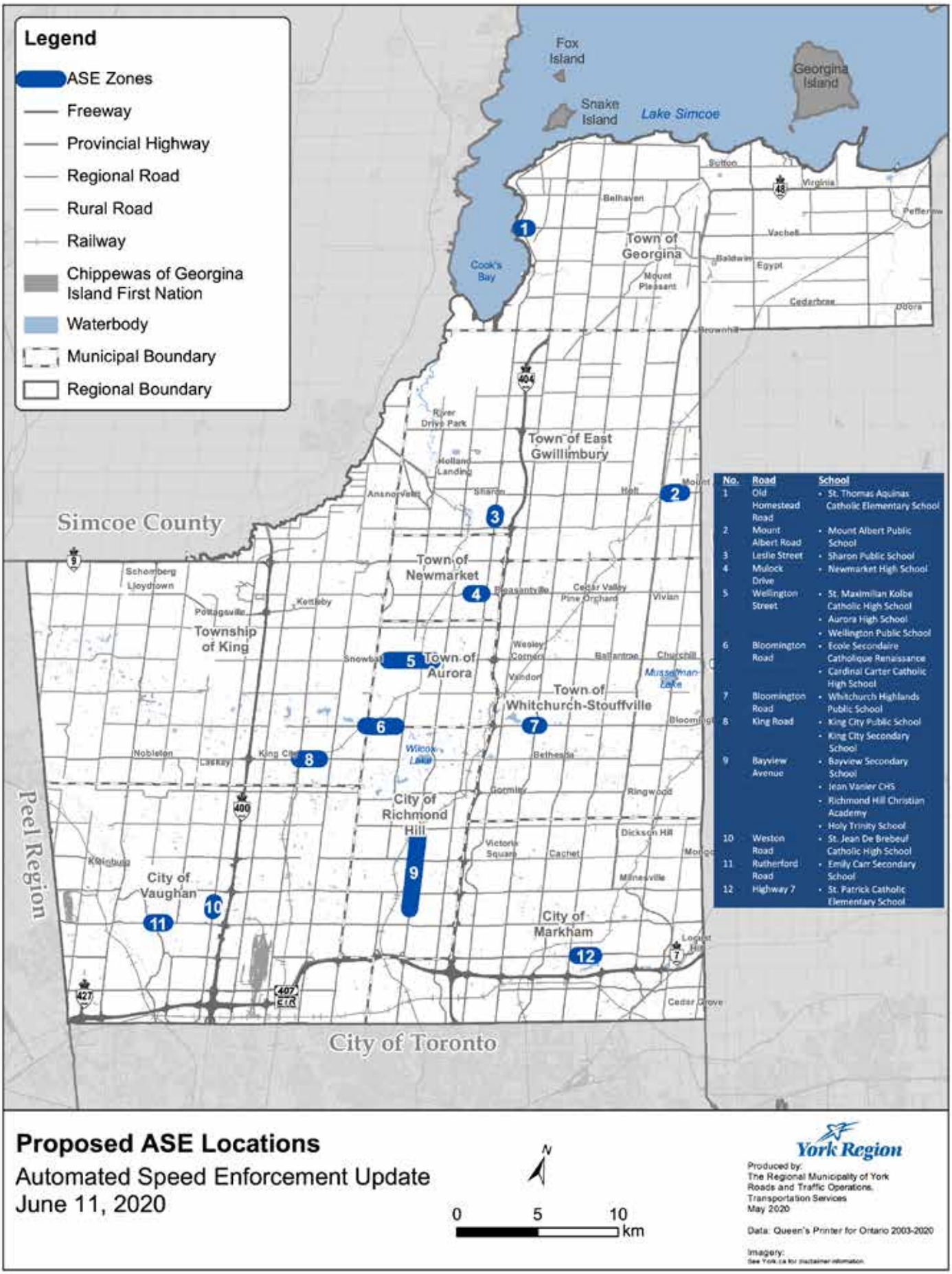
Speeding around schools puts the lives of the most vulnerable at risk. Throughout the year, York Region has implemented various measures to slow motorists down around schools. In 2012, Regional Council designated Community Safety Zones on Regional roads adjacent to all schools. The Community Safety Zone designation helps identify and advise motorists they are within a zone where public safety is of special concern, including school areas. Certain Highway Traffic Act fines (including speeding) are doubled in community safety zones. Community Safety Zone designations are reviewed annually to ensure any new or relocated schools are included.

In December 2019, the Province proclaimed Bill 65, Safer School Zones Act, 2017, which is now in effect. Ontario Regulation 398/19 was also enacted under the Highway Traffic Act, allowing municipalities to operate automated speed enforcement in Community Safety Zones.

Like many peer municipalities in Ontario, York Region is launching a two-year, automated speed enforcement (ASE) pilot, operational from 2021 to 2023 on a limited use basis, to determine the capacity of provincial courts to process the infractions, as well as a trial for the technology being used. The goal of the pilot is to increase safety in school areas while also changing driver behaviour.

Under Highway Traffic Act Regulation 398/19, ASE is only authorized for use in school zones and Community Safety Zones. York Region is piloting one mobile ASE camera and rotating it on a monthly basis among 12 Community Safety Zones covering 19 schools across the Region. The sites were identified as the highest potential risk for school children by reviewing traffic volume, school population and travel speed.

Advance public communication and automated speed enforcement warning signs have been installed at some sites to raise awareness of enforcement of speeding offences in Community Safety Zones. Installed ASE cameras will start issuing tickets at each location following a 90-day advance notification period. The operating time will be adjusted to accommodate infraction processing in the Region's Provincial Offences Courts. A map of the 12 proposed ASE locations is shown on the following page.


Legend
ASE Zones
Freeway
Provincial Highway
Regional Road
Rural Road
Railway
Chippewas of Georgina Island First Nation
Waterbody
Municipal Boundary
Regional Boundary
Fox Island
Georgina Island
Snake Island
Lake Simcoe
Cook's Bay
Town of Georgina
Town of East Gwillimbury
Simcoe County
Town of Newmarket
Township of King
Town of Aurora
Town of Whitchurch-Stouffville
City of Richmond Hill
City of Vaughan
City of Markham
Peel Region
City of Toronto
No. Road School
1 Old Homestead Road • St. Thomas Aquinas Catholic Elementary School
2 Mount Albert Road • Mount Albert Public School
3 Leslie Street • Sharon Public School
4 Mulock Drive • Newmarket High School
5 Wellington Street • St. Maximilian Kolbe Catholic High School • Aurora High School • Wellington Public School
6 Bloomington Road • Ecole Secondaire Catholique Renaissance • Cardinal Carter Catholic High School
7 Bloomington Road • Whitchurch Highlands Public School
8 King Road • King City Public School • King City Secondary School
9 Bayview Avenue • Bayview Secondary School • Jean Vanier CHS • Richmond Hill Christian Academy • Holy Trinity School
10 Weston Road • St. Jean De Brebeuf Catholic High School
11 Rutherford Road • Emily Carr Secondary School
12 Highway 7 • St. Patrick Catholic Elementary School
Proposed ASE Locations
Automated Speed Enforcement Update
June 11, 2020
N
0 5 10 km
York Region
Produced by:
The Regional Municipality of York
Roads and Traffic Operations,
Transportation Services
May 2020
Data: Queen's Printer for Ontario 2003-2020
Imagery:

Roundabouts

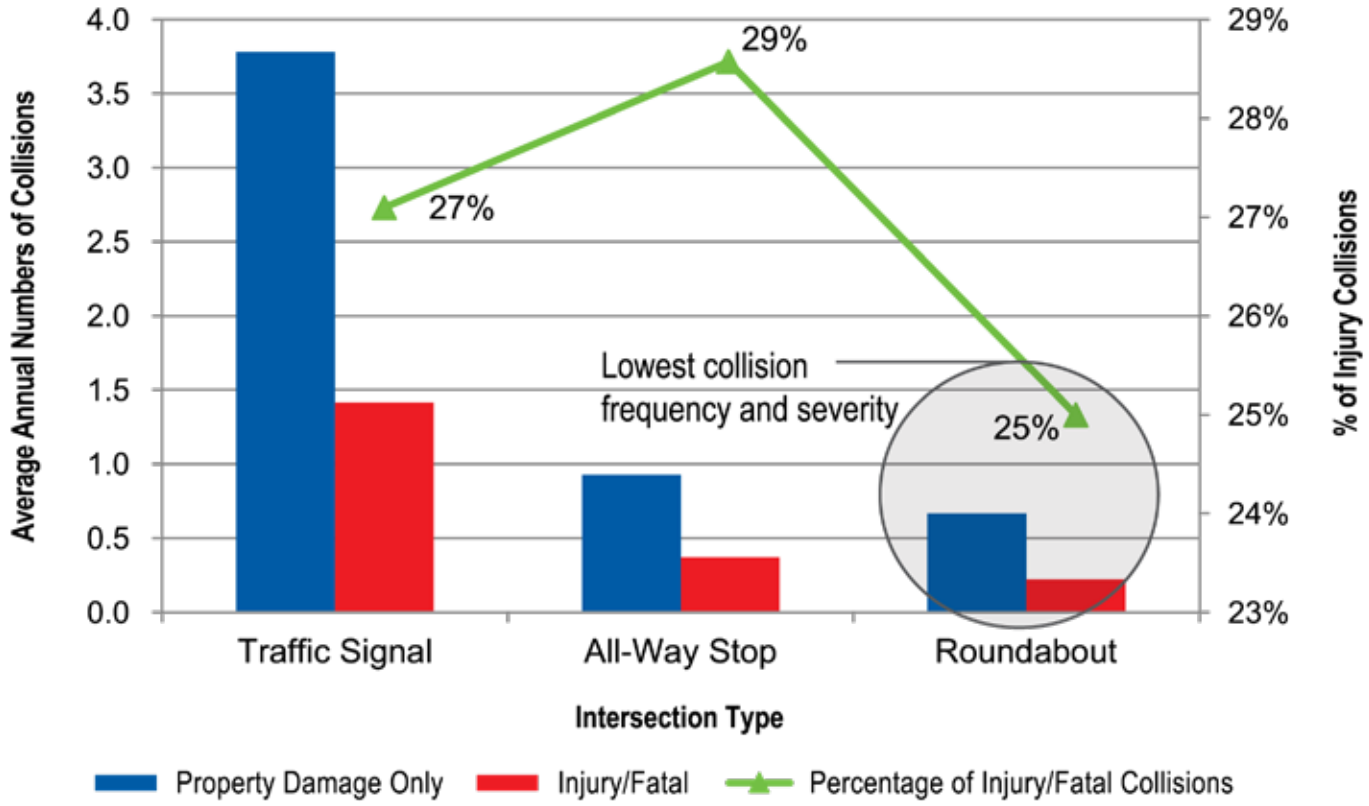
Superior safety performance and cost effectiveness

Three roundabouts have been installed by the Region to address mobility needs. The first Regional roundabout was installed in fall 2013 at the intersection of York-Durham Line and Durham Regional Road 5 in the City of Markham, as shown in the image below. This was followed in 2016 with the implementation of roundabouts at Ninth Line and Bayberry Street in the Town of Whitchurch-Stouffville and Lloydtown-Aurora Road and Keele Street in the Township of King. Two roundabouts on Regional roads have also been implemented by other jurisdictions; the Province at the intersection of Highway 48 and Bloomington Road and Durham Region at the intersection of Lake Ridge Road and Pefferlaw Road, both in 2019.

YORK-DURHAM LINE AND DURHAM REGIONAL ROAD 5 ROUNDABOUT CONFIGURATION

The following figure compares the three Regional roundabouts to intersections controlled by traffic signals and all-way stops, and demonstrates a roundabout's superior safety performance even though they generally handle higher volumes than all way stop controlled intersections.

COLLISIONS AT TRAFFIC SIGNALS, ALL-WAY STOPS AND ROUNDABOUTS



*Collision data is from YRP MVA reports

Although initial costs to construct a roundabout are much higher than a traffic signal, in the long-term, a roundabout is more cost-effective by eliminating traffic signal operating costs, reducing societal costs from lower collision rates, lowering collision severity and improving efficiency of the intersection. The Region will continue to consider roundabouts when reviewing intersection improvement opportunities given their benefits over other traffic controls under specific circumstances.

Red Light Cameras

Red light cameras began with 20 cameras in 2013 and expanded to 40 in 2017. Over the years, the red light camera program has shown positive impact in reducing right-angle collisions Region-wide at those signalized intersections; from 1,466 annual right angle collisions before 2013 to 698 after 2017; a reduction of 52%. Overall, Region-wide right angle collisions at signalized intersections were reduced by 31% one year after the deployment of red light cameras, and by 46% two years after. Experience in other jurisdictions suggests the red light camera program should aim for a 25% to 30% reduction in overall right angle collisions over time.

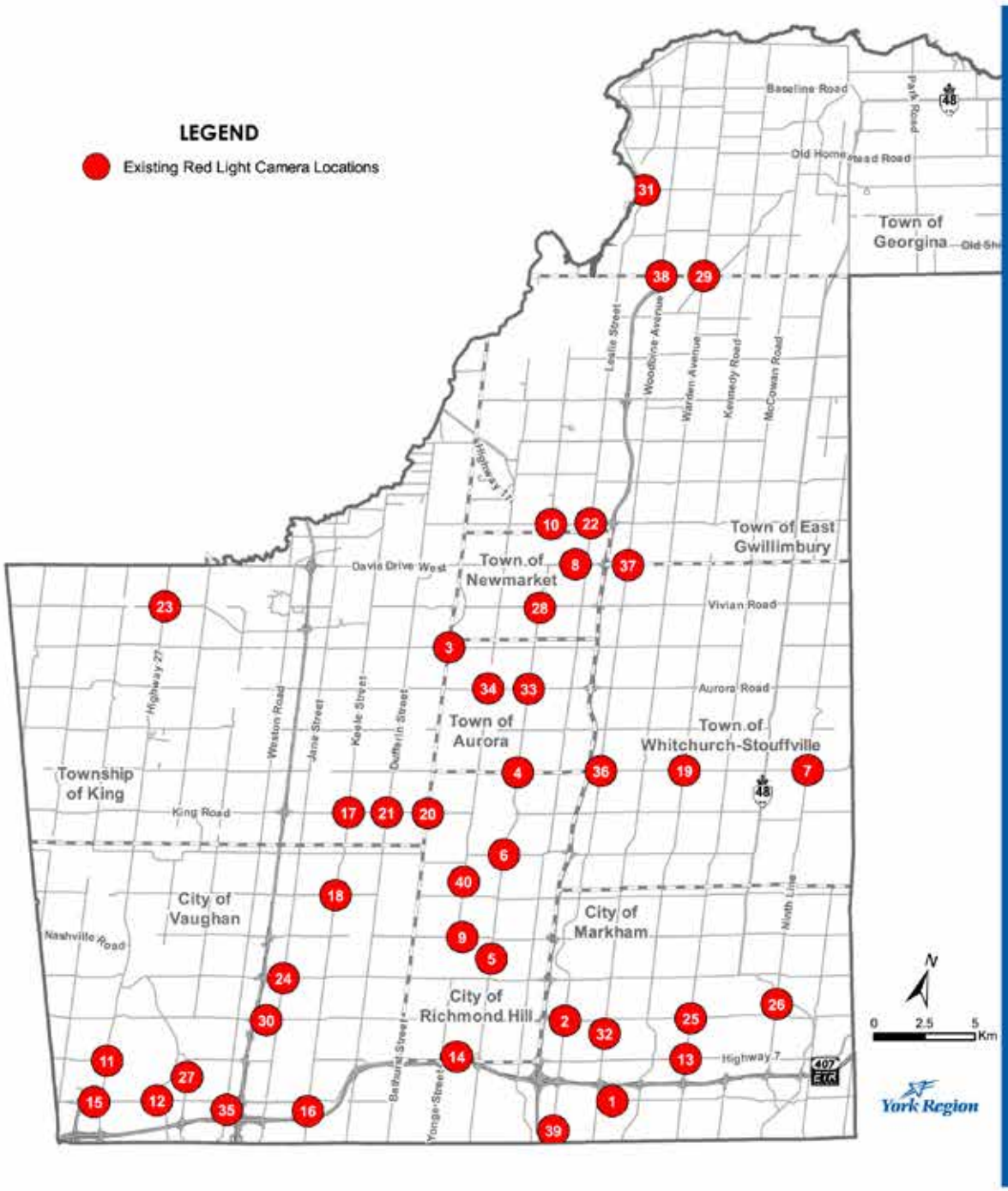
YORK REGION RIGHT-ANGLE COLLISION REDUCTION AT SIGNALIZED INTERSECTIONS

*Collision data is from YRP MVA reports

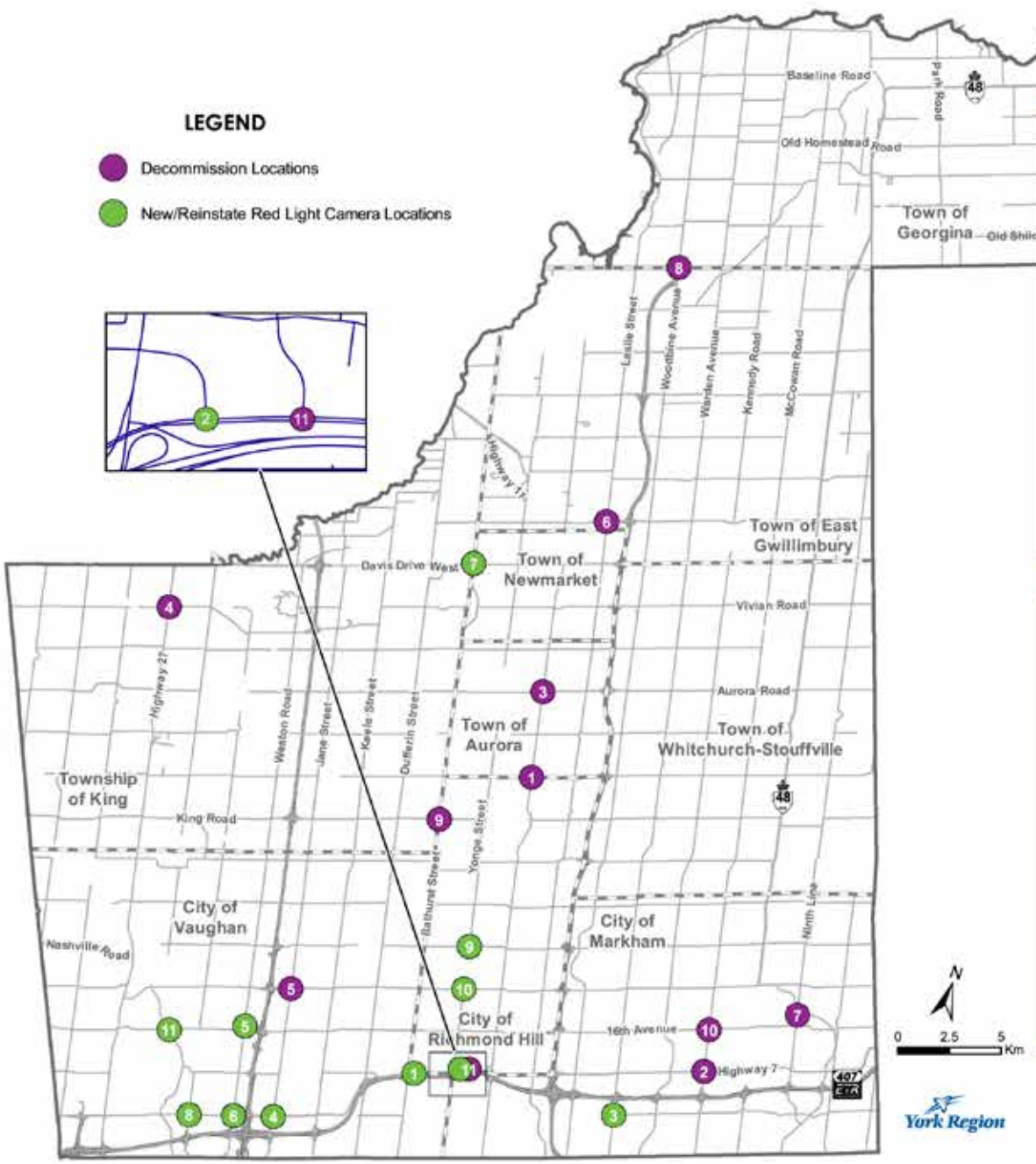
To determine which locations will most benefit from red light cameras, staff continue to monitor the performance of the program and will relocate some cameras to new locations to maximize program effectiveness. Red light camera locations are selected based on the following:

- Ranking locations with high right angle exposure using a risk analysis that takes into account volume, speed and road geometry
- Identify locations that experience high numbers of right angle collision types that a red light camera may reduce
- Performing conflict analysis through video observation to confirm red light running incidents at candidate locations
- Removing intersections that are part of major construction projects for prolonged periods, as red light cameras are not effective in construction areas

In 2019, five red light cameras were relocated, including reinstating two locations following completion of rapidway construction. Six red light cameras will be relocated in 2020 and 2021. The 29 existing red light camera locations, 11 decommission sites and 11 new or reinstated locations maps are shown on the following two pages.



No.	Existing RLC Sites
1	14th Avenue and Birchmount Road
2	16th Avenue and Woodbine Avenue
3	Bathurst Street and 18th Sideroad/St. John's Sideroad
4	Bayview Avenue and Bloomington Road
5	Bayview Avenue and Crosby Avenue/Redstone Road
6	Bayview Avenue and Stouffville Road
7	Bloomington Avenue and Ninth Line
8	Davis Drive and Ashton Road/Carlson Drive
9	Elgin Mills Road and Enford Road/Yorkland Street
10	Green Lane East and Main Street North/2nd Concession Road
11	Highway 27 and Langstaff Road
12	Highway 7 and Islington Avenue
13	Highway 7 and McCowan Road
14	Highway 7 and Red Maple Road
15	Highway 7 and Vaughan Valley Boulevard/Roybridge Gate
16	Keele Street and Doney Crescent/Jardin Drive
17	Keele Street and King Road
18	Keele Street and Kirby Road
19	Kennedy Road and Bloomington Road
20	King Road and Bathurst Street
21	King Road and Dufferin Street
22	Leslie Street and Green Lane
23	Lloydtown/Aurora Road and Highway 27
24	Major Mackenzie Drive West and Jane Street
25	McCowan Road and 16th Avenue
26	Ninth Line and Bur Oak Avenue
27	Pine Valley Drive and Willis Road/Chancellor Drive
28	Prospect Street and Bayview Avenue/Mulock Drive
29	Ravenshoe Road and Warden Avenue
30	Rutherford Road and Sweetriver Boulevard
31	The Queensway South and Metro Road South/Morton Avenue
32	Warden Avenue and Carlton Road/Baycliffe Road
33	Wellington Street East and Bayview Avenue
34	Wellington Street and Yonge Street
35	Weston Road and Rowntree Dairy Road/Colossus Drive
36	Woodbine Avenue and Bloomington Road
37	Woodbine Avenue and Davis Drive
38	Woodbine Avenue and Ravenshoe Road
39	Woodbine Avenue and Steelcase Road
40	Yonge Street and Jefferson Forest Drive/Tower Hill Road



No.	New/Reinstate RLC Sites
1	Highway 7 and Bathurst Street Connector Road
2	Highway 7 and Yonge Street Connector Road
3	14th Avenue and Warden Avenue
4	Highway 7 and Jane Street
5	Weston Road and Rutherford Road
6	Highway 7 and Weston Road
7	Bathurst Street and Davis Drive
8	Highway 7 and Pine Valley Drive
9	Yonge Street and Elgin Mills Road
10	Yonge Street and Major Mackenzie Drive
11	Rutherford Road and Islington Avenue

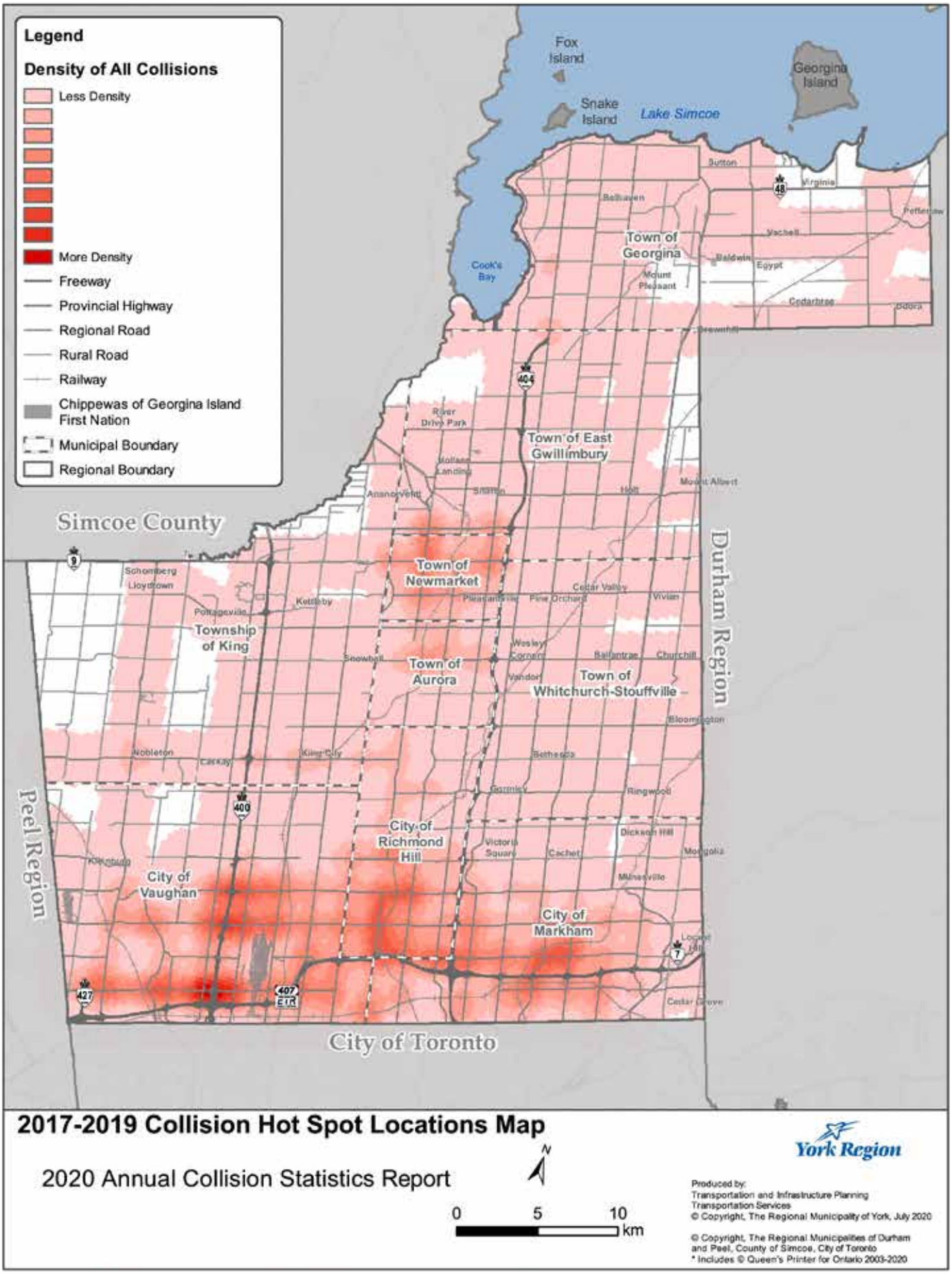
No.	Decomission RLC Sites
1	Bayview Avenue and Bloomington Road
2	Highway 7 and McCowan Road
3	Wellington Street East and Bayview Avenue
4	Lloydtown/Aurora Road and Highway 27
5	Major Mackenzie Drive West and Jane Street
6	Leslie Street and Green Lane
7	Ninth Line and Bur Oak Avenue
8	Woodbine Avenue and Ravenshoe Road
9	King Road and Bathurst Street
10	McCowan Road and 16th Avenue
11	Highway 7 and Red Maple Road

Appendix

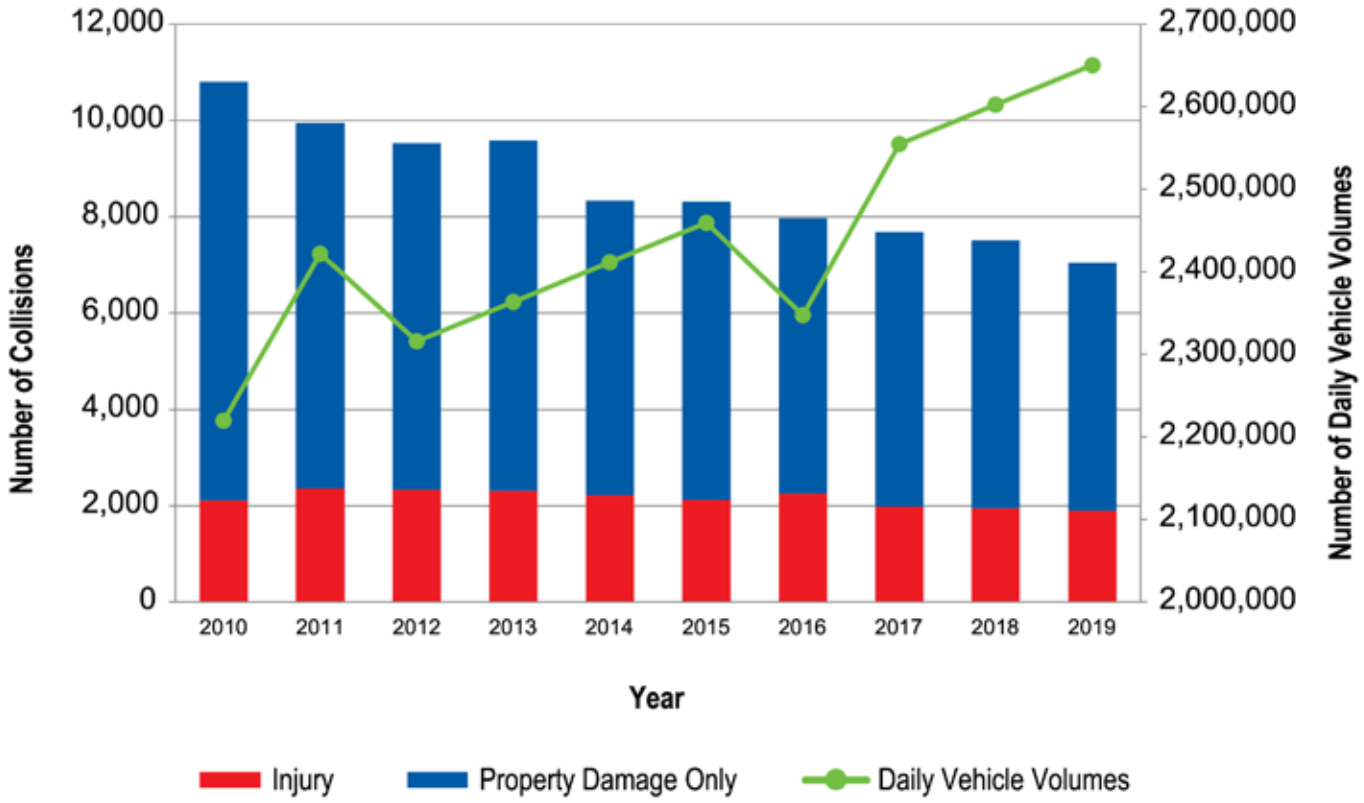
Collision Frequency and Severity

York Region's 2010 to 2019 collision statistics show a continuous decreasing trend in total collisions since 2010, with a 10-year low in number of motor vehicle accidents of just over 7,000 collisions in 2019. Despite a continued increasing trend in daily traffic volumes to over 2.65 million trips per day and a forecasted growth by 2% annually. Collisions with property damage only and no injuries, accounted for 73% of all collisions. Changes in reporting limits for minor collisions for damage from $1,000 to $2,000 in 2015 may have resulted in a reduced number of total collisions reported to the police.

A collision density map showing the locations of all reported motor vehicle accidents on Regional roads from 2017 to 2019 is shown on the following page.


Legend
Density of All Collisions
Less Density
More Density
Freeway
Provincial Highway
Regional Road
Rural Road
Railway
Chippewas of Georgina Island First Nation
Municipal Boundary
Regional Boundary
Fox Island
Georgina Island
Snake Island
Lake Simcoe
Cook's Bay
Town of Georgina
Town of East Gwillimbury
Simcoe County
Durham Region
Peel Region
Town of Newmarket
Township of King
Town of Aurora
Town of Whitchurch-Stouffville
City of Richmond Hill
City of Vaughan
City of Markham
City of Toronto
2017-2019 Collision Hot Spot Locations Map
2020 Annual Collision Statistics Report
N
0 5 10 km
York Region
Produced by:
Transportation and Infrastructure Planning
Transportation Services
© Copyright, The Regional Municipality of York, July 2020
© Copyright, The Regional Municipalities of Durham and Peel, County of Simcoe, City of Toronto
* Includes © Queen's Printer for Ontario 2003-2020

COLLISION FREQUENCY BETWEEN 2010 AND 2019



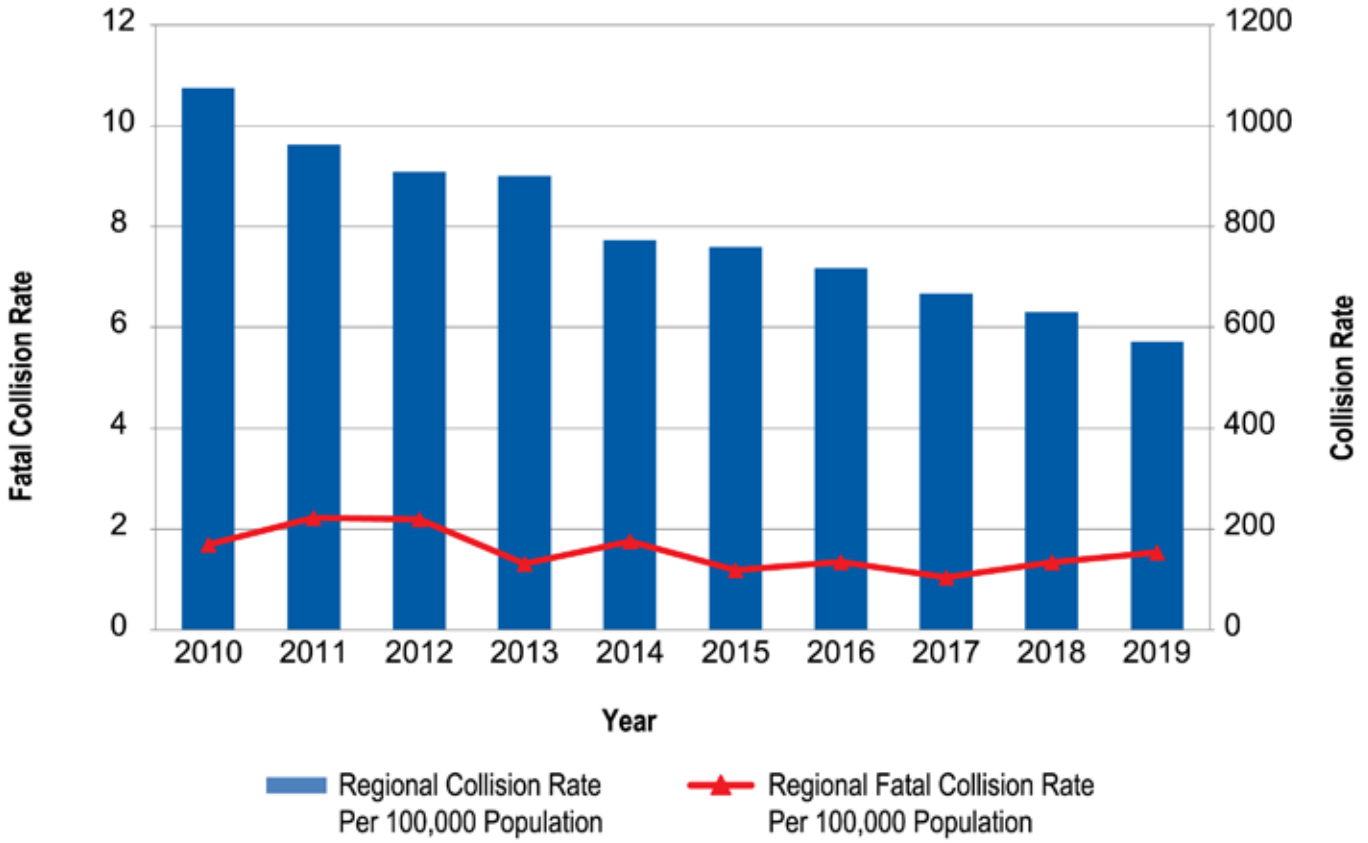
*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Injury collisions are decreasing

While total collision statistics show a decreasing trend, the number of injury collisions has also generally decreased since 2011, despite experiencing a spike in 2016 with over 2,200 injury collisions. In 2019, the number of injury collisions further dropped to a decade low, with less than 1,900 injury collisions.

The decrease in injury collisions can be partially attributed to advancements in vehicle safety features and technology, such as brake assist, forward collision warning, automated emergency braking, blind spot warning, lane departure warning, and lane keep assist, but also to strengthened legislation, increased fines and road safety programs.

FREQUENCY OF FATAL COLLISIONS, BETWEEN 2010 AND 2019

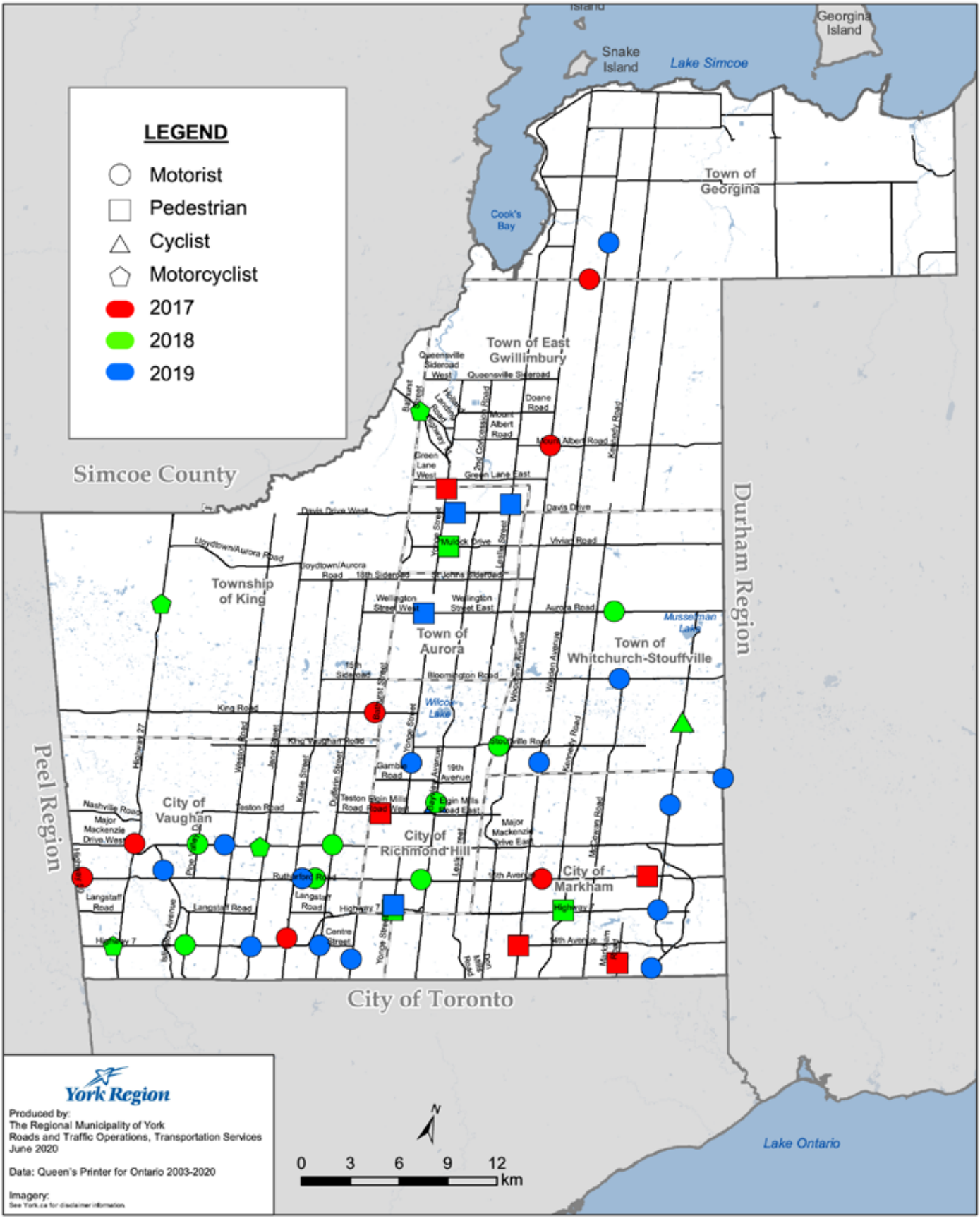


*Collision data is from YRP MVA reports
*Number of trips is based on TTS studies and the Region's PCS data

Fatal collisions can spike in any given year

The number of fatal collisions continues to show fluctuations year-over-year. After the Region experienced a 10-year low in fatal collisions in 2017, with a total of 12 fatalities, numbers rose to 19 in 2019, the highest since 2012. Fatal collisions are events that have a tendency to spike in any given year. The 2017- 2019 fatal collision locations map is illustrated on the following page.

York Region | 2017-2019 Fatal Collision Locations



Top 10 High Collision Locations by Town/City

The 2017 to 2019 top ten collision frequency locations in York Region continued to be those situated at intersections along high volume arterial corridors, including Highway 7, Major Mackenzie Drive, Rutherford Road/16th Avenue, Davis Drive, Green Lane and Yonge Street. Eight of the top 10 locations were also noted as hot spots in last year's report.

These arterial roads are York Region's most travelled roadways providing a continuous link between York Region and Peel Region, Durham Region and Simcoe County, and connecting Regional roads to Highways 11, 427, 400, 404 and 407.

TOP 10 HIGHEST COLLISION FREQUENCY LOCATIONS, THREE-YEAR TOTAL, 2017-2019

Description (Rank in Previous Report)	Three-Year Injury Collisions	Three-Year Total Collisions
1. Highway 7 and Weston Road (1)	24	101
2. Highway 7 and Keele Street (4)	15	93
3. Yonge Street and Green Lane (2)	17	84
4. Islington Avenue and Rutherford Road (6)	24	83
5. Weston Road and Rutherford Road (3)	20	80
6. Major Mackenzie Drive East and Bayview Avenue (10)	23	80
7. Davis Drive West and Bathurst Street (8)	24	79
8. Yonge Street and Carrville Road/16th Avenue(7)	15	72
9. Yonge Street and Major Mackenzie Drive (11)	15	72
10. Highway 7 and Jane Street (13)	11	70

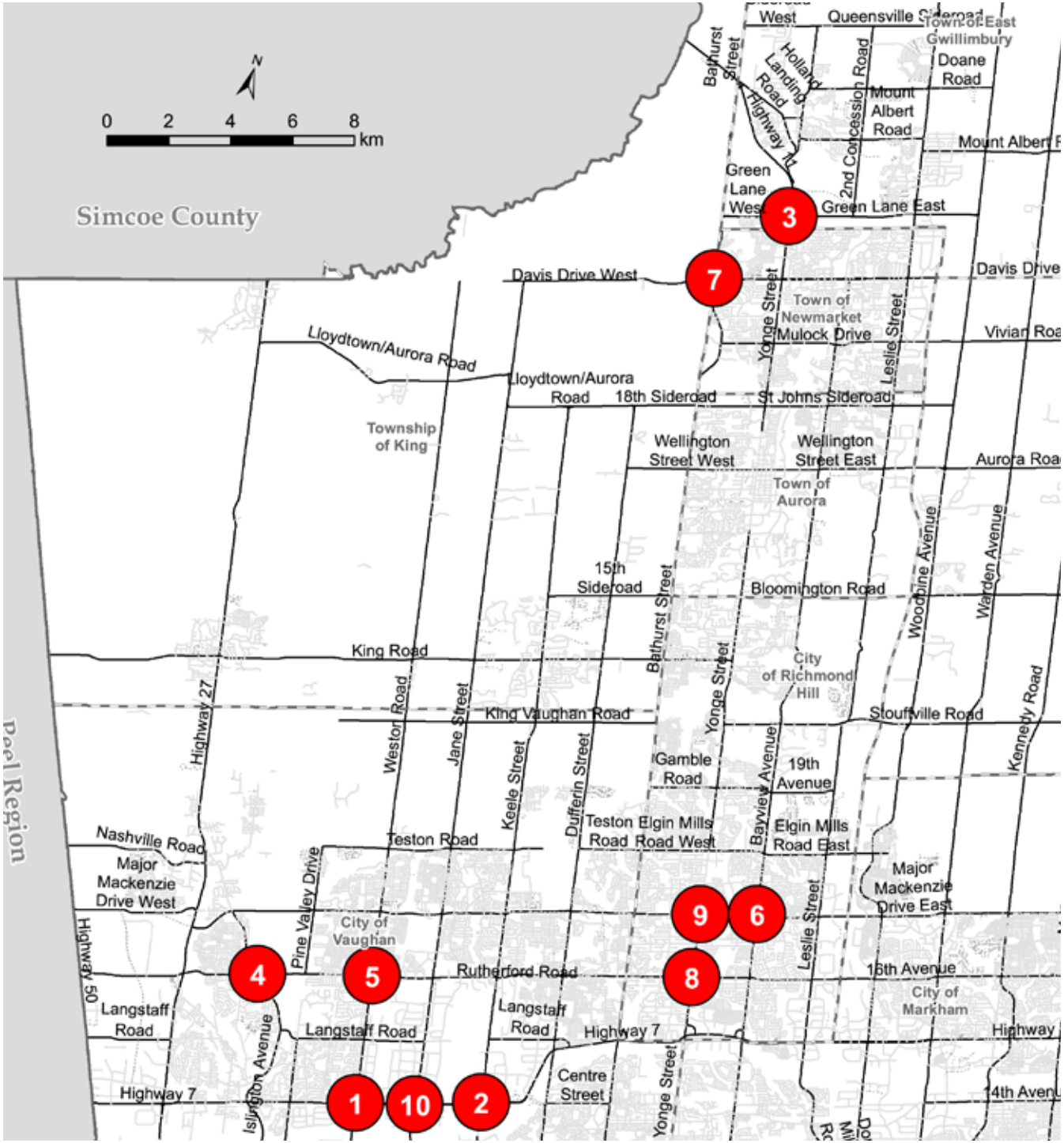
*Collision data is from YRP MVA reports

With the support of York Region Council, for the past few years York Region has invested millions of dollars on road capital projects along these most travelled roadways. Projects include road reconstruction, road widening, bus rapid transit lanes and vivaNext station construction, intersection upgrades and improvements to enhance traffic operations, to improve safety for all road users. York Region is investing $3.1billion in the Regional transportation network over the next 10 years.

Top Ten Collision Locations in York Region

The following maps illustrate the top ten collision locations in York Region and for each of the nine local municipalities for the three-year period 2017 to 2019.

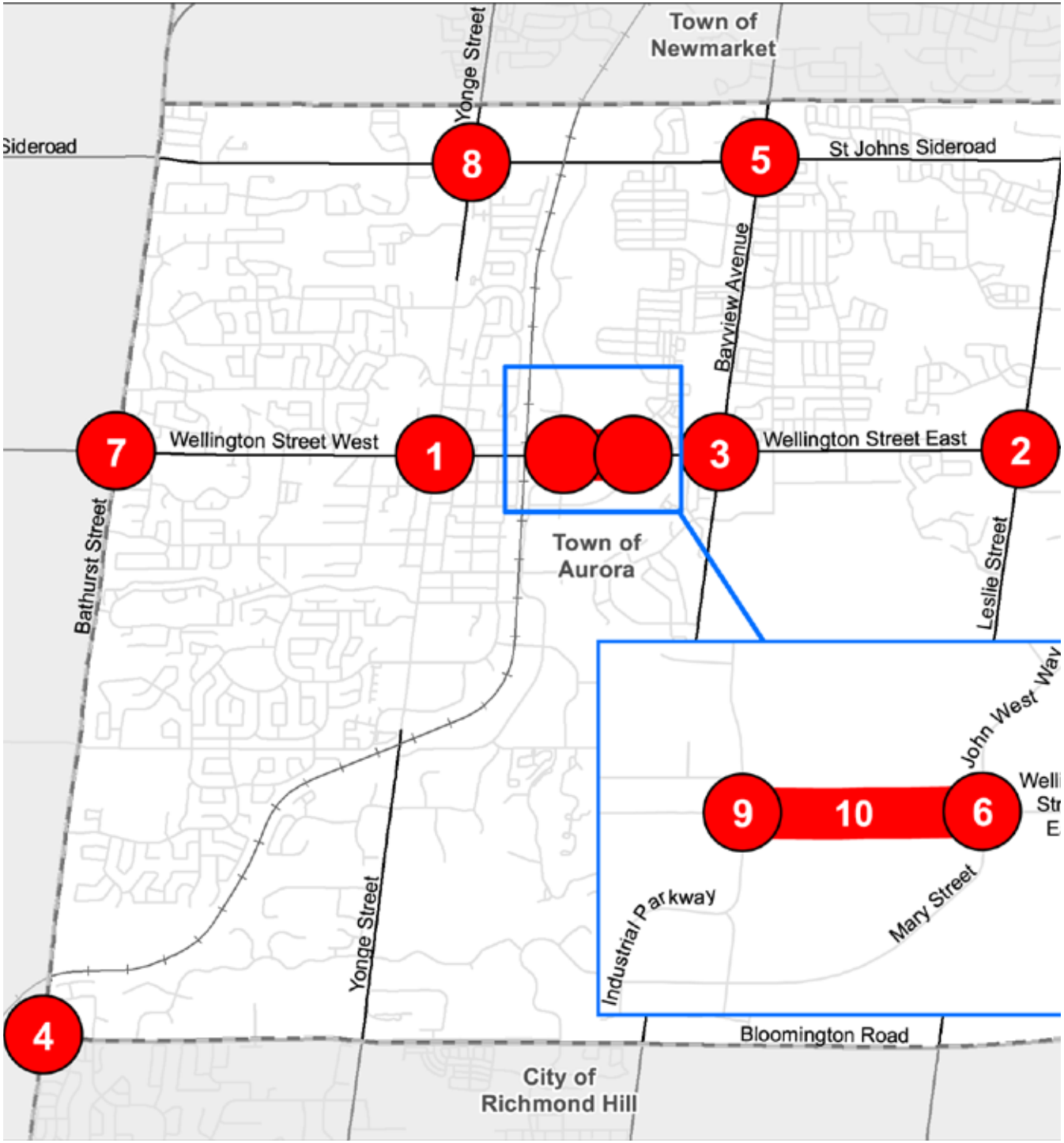
- York Region
- Town of Aurora
- Town of East Gwillimbury
- Town of Georgina
- Township of King
- City of Markham
- Town of Newmarket
- City of Richmond Hill
- City of Vaughan
- Town of Whitchurch-Stouffville



TOP 10 COLLISION LOCATIONS IN YORK REGION

1. Highway 7 and Weston Road (*101)
2. Keele Street and Highway 7 (*93)
3. Yonge Street and Green Lane East/ Green Lane West (*84)
4. Islington Avenue and Rutherford Road (*83)
5. Weston Road and Rutherford Road (*80)
6. Major Mackenzie Drive East and Bayview Avenue (*80)
7. Davis Drive West and Bathurst Street (*79)
8. Yonge Street and Carrville Road/ 16th Avenue (*72)
9. Yonge Street and Major Mackenzie Drive West/Major Mackenzie Drive East (*72)
10. Highway 7 at Jane Street (*70)

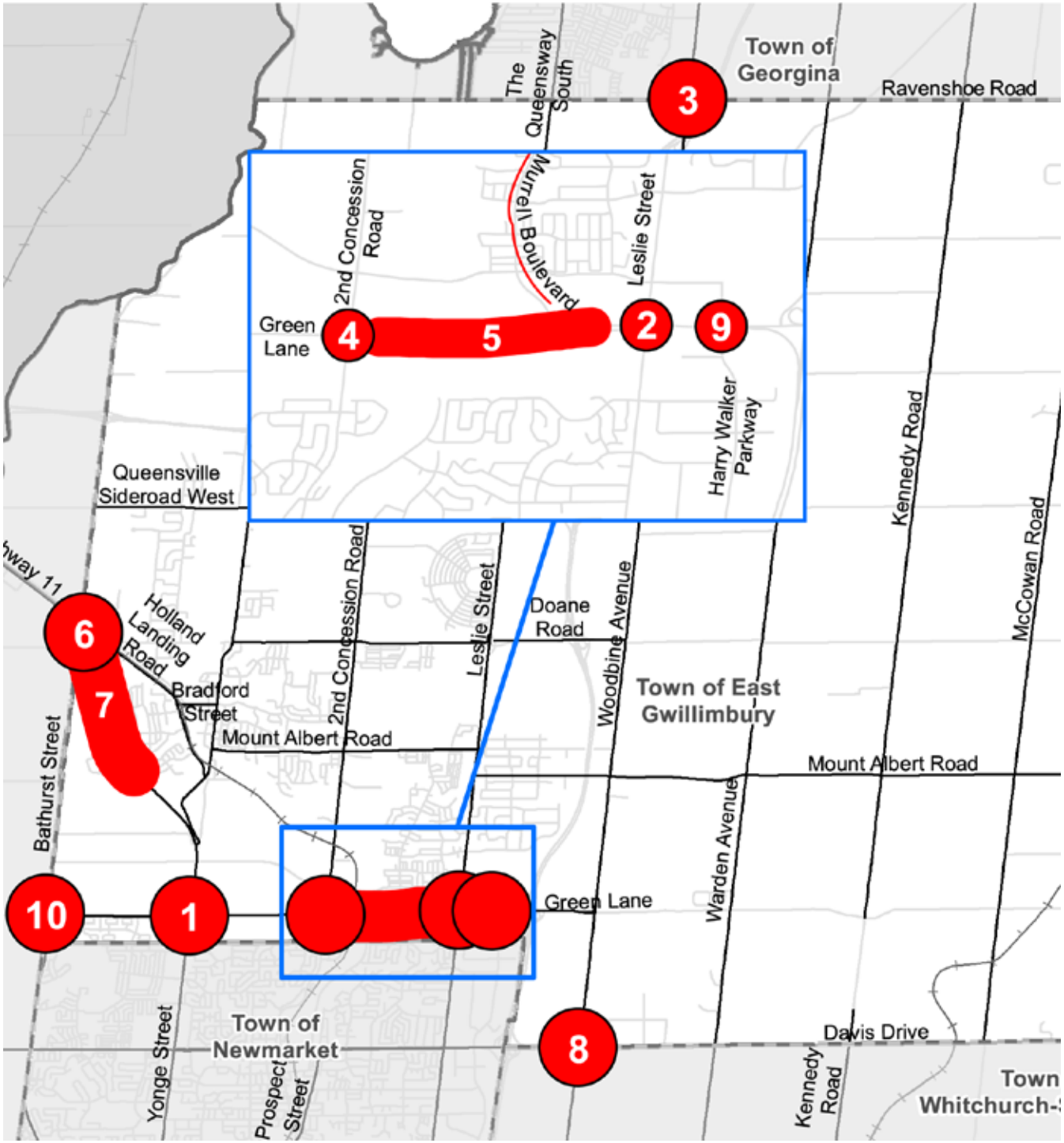
* Represents the number of collisions between 2017 and 2019



TOP 10 COLLISION LOCATIONS IN THE TOWN OF AURORA

1. Yonge Street and Wellington Street East/West (*64)
2. Leslie Street and Wellington Street East (*42)
3. Wellington Street East amd Bayview Avenue (*37)
4. Bathurst Street and 15th Sideroad/ Bloomington Road (*37)
5. St John's Sideroad and Bayview Avenue (*34)
6. Wellington Street East and Mary Street/ John West Way (*31)
7. Wellington Street West and Bathurst Street (*31)
8. Yonge Street and St John's Sideroad (*28)
9. Wellington Street East and Industrial Parkway North/Industrial Parkway South (*23)
10. Wellington Street East between Industrial Parkway North/Industrial Parkway South and Mary Street/John West Way (*18)

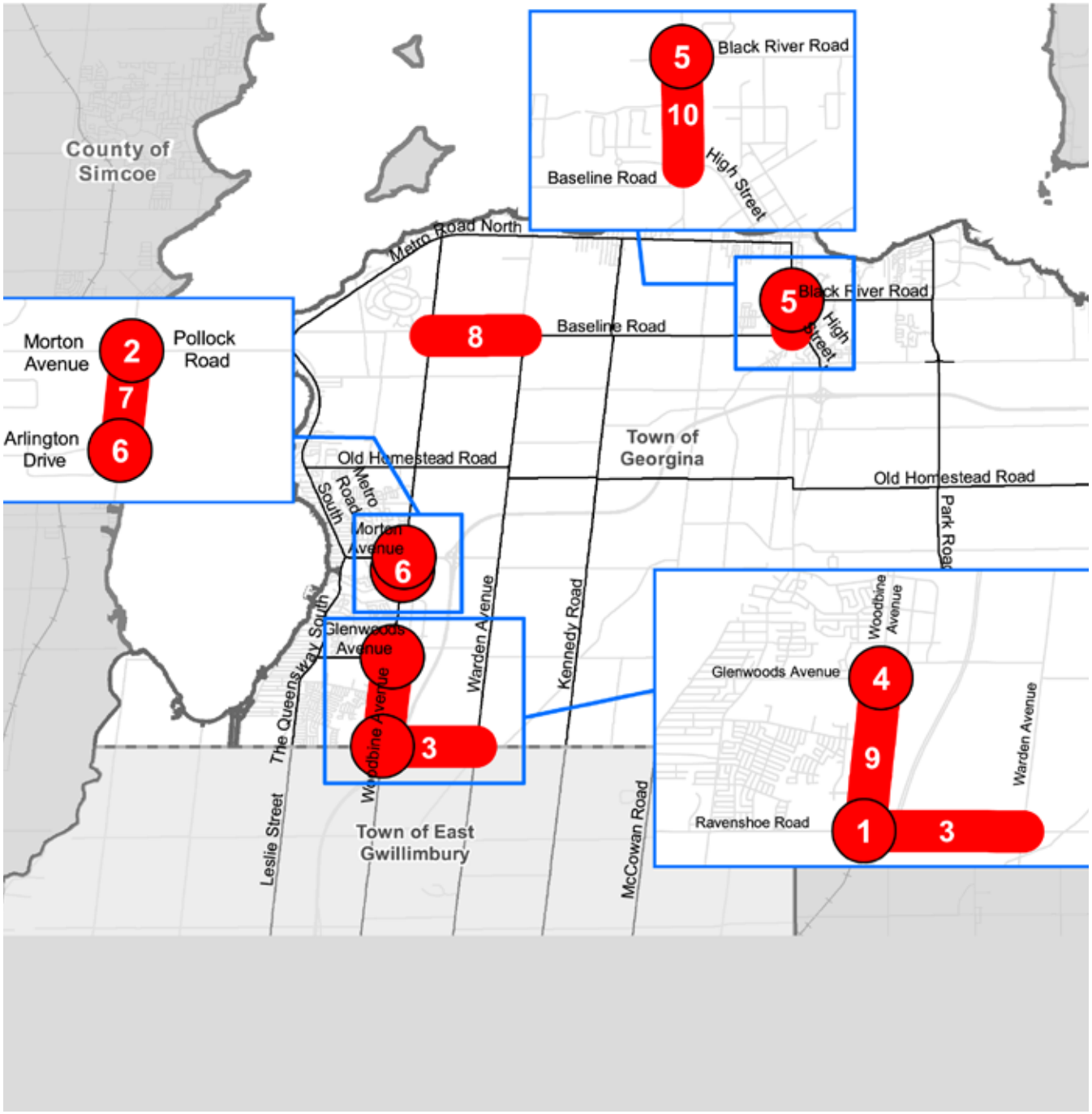
* Represents the number of collisions between 2017 and 2019



TOP 10 COLLISION LOCATIONS IN THE TOWN OF EAST GWILLIMBURY

1. Yonge Street and Green Lane East/ Green Lane West (*84)
2. Leslie Street and Green Lane East (*62)
3. Woodbine Avenue and Ravenshoe Road (*60)
4. Green Lane East and Main Street North/ 2nd Concession Road (*50)
5. Green Lane East between East Gwillimbury GO Station and Old Green Lane (*27)
6. Highway 11 and Bathurst Street (*23)
7. Highway 11 between Sherwood Glen and Bathurst Street (*22)
8. Woodbine Avenue and Davis Drive (*20)
9. Green Lane East and Harry Walker Parkway (*17)
10. Green Lane West & Miller's Sideroad/ Bathurst Street (*15)

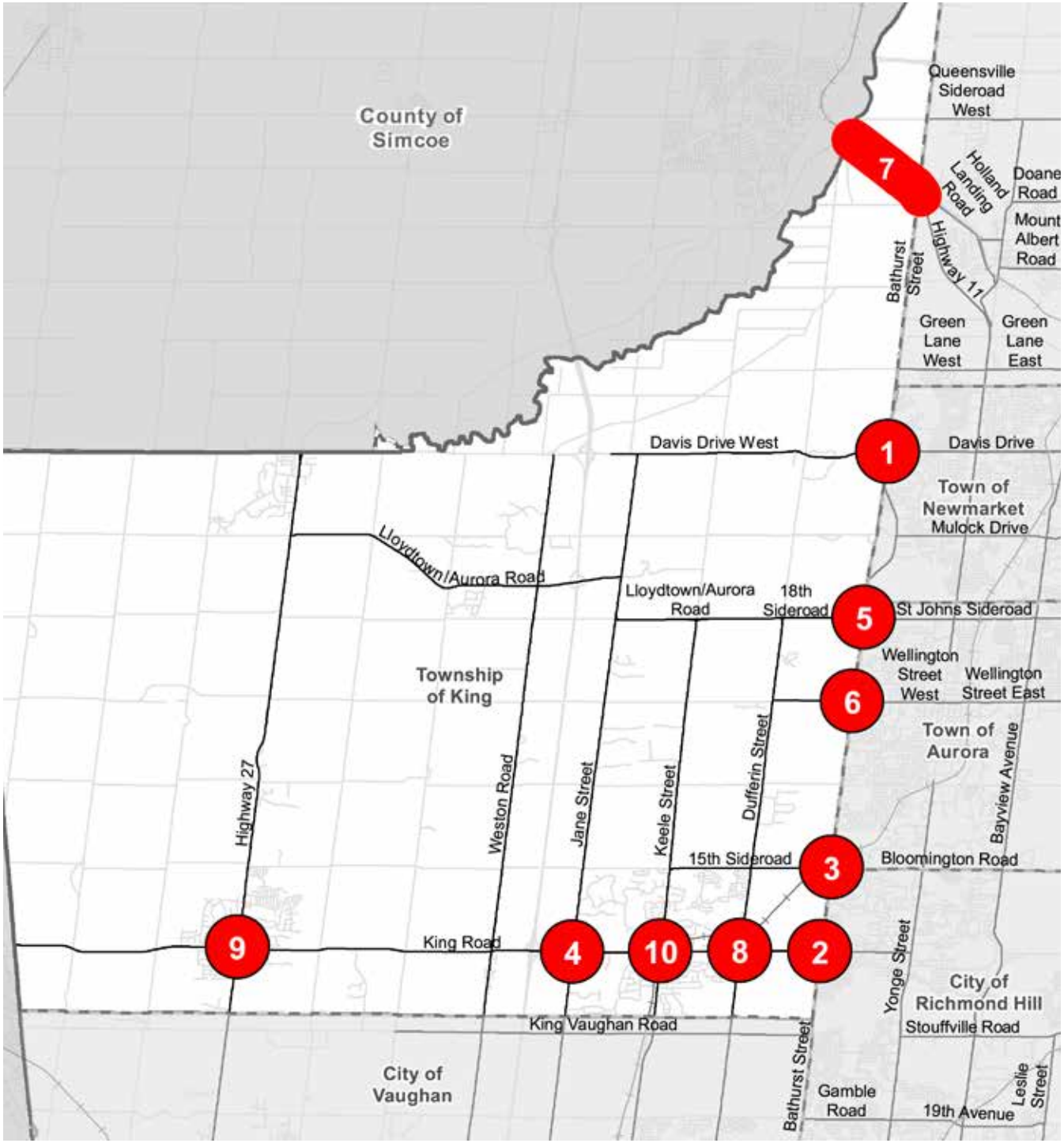
* Represents the number of collisions between 2017 and 2019



TOP 10 COLLISION LOCATIONS IN THE TOWN OF GEORGINA

1. Woodbine Avenue and Ravenshoe Road (*60)
2. Woodbine Avenue and Morton Avenue/ Pollock Road (*22)
3. Ravenshoe Road between Woodbine Avenue and Warden Avenue (*21)
4. Woodbine Avenue and Glenwoods Avenue (south leg) (*11)
5. Dalton Road and Black River Road (*11)
6. Woodbine Avenue and Arlington Drive (*11)
7. Woodbine Avenue between Arlington Drive and Morton Avenue/Pollock Road (*11)
8. Baseline Road between Woodbine Avenue and Civic Centre Road (*11)
9. Woodbine Avenue between Ravenshoe Road and Glenwoods Avenue (*11)
10. Dalton Road between McDonough Avenue/ High Street and Black River Road (*10)

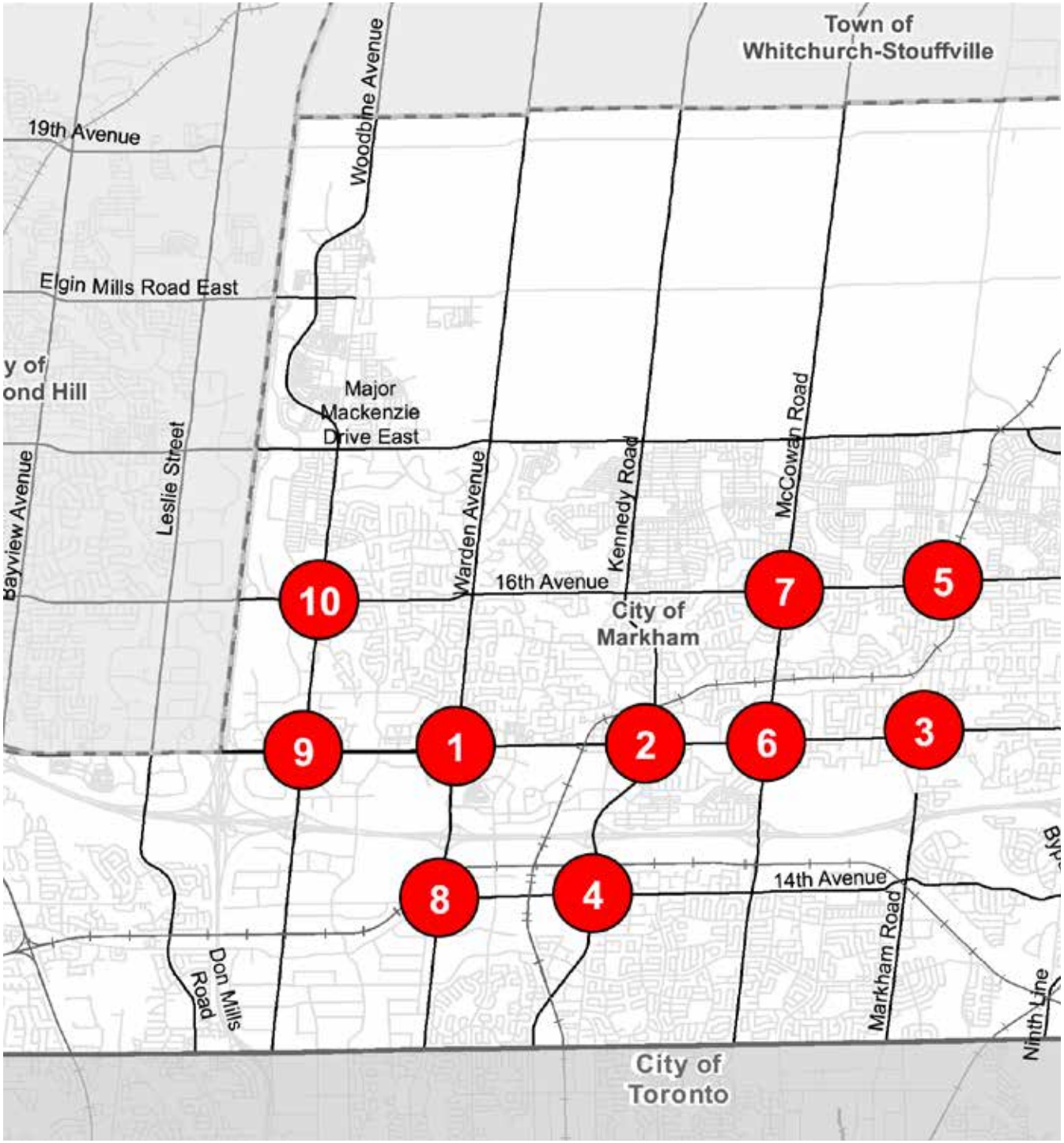
* Represents the number of collisions between 2017 and 2019



TOP 10 COLLISION LOCATIONS IN THE TOWNSHIP OF KING

1. Davis Drive West and Bathurst Street (*79)
2. King Road and Bathurst Street (*38)
3. Bathurst Street and 15th Sideroad/ Bloomington Road (*37)
4. King Road and Jane Street (*37)
5. Bathurst Street and 18th Sideroad/St. John's Sideroad (*31)
6. Wellington Street West and Bathurst Street (*31)
7. Highway 11 between Bathurst Street and Kalvers Street (*30)
8. King Road and Dufferin Street (*27)
9. King Road and Highway 27 (*26)
10. Keele Street and King Road (*24)

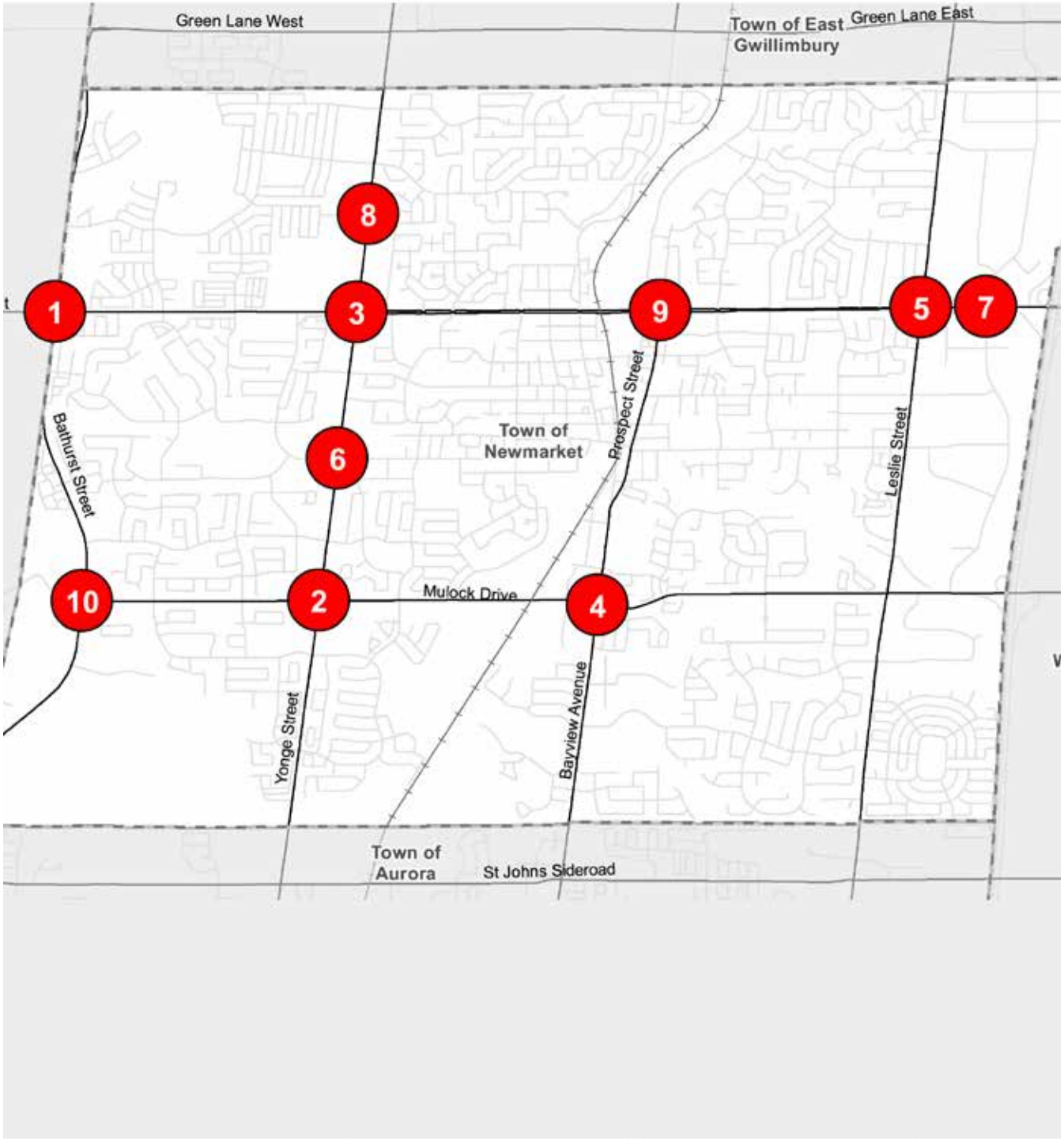
* Represents the number of collisions between 2017 and 2019



TOP 10 COLLISION LOCATIONS IN THE CITY OF MARKHAM

1. Highway 7 at Warden Avenue (*66)
2. Highway 7 at Kennedy Road (*62)
3. Highway 7 and Main Street Markham South/Main Street Markham North (*61)
4. Kennedy Road and 14th Avenue (*58)
5. 16th Avenue and Main Street Markham North/Highway 48 (*57)
6. Highway 7 and McCowan Road (*57)
7. McCowan Road and 16th Avenue (*53)
8. Warden Avenue and 14th Avenue/ Alden Road (*52)
9. Highway 7 and Woodbine Avenue (*52)
10. 16th Avenue and Woodbine Avenue (*52)

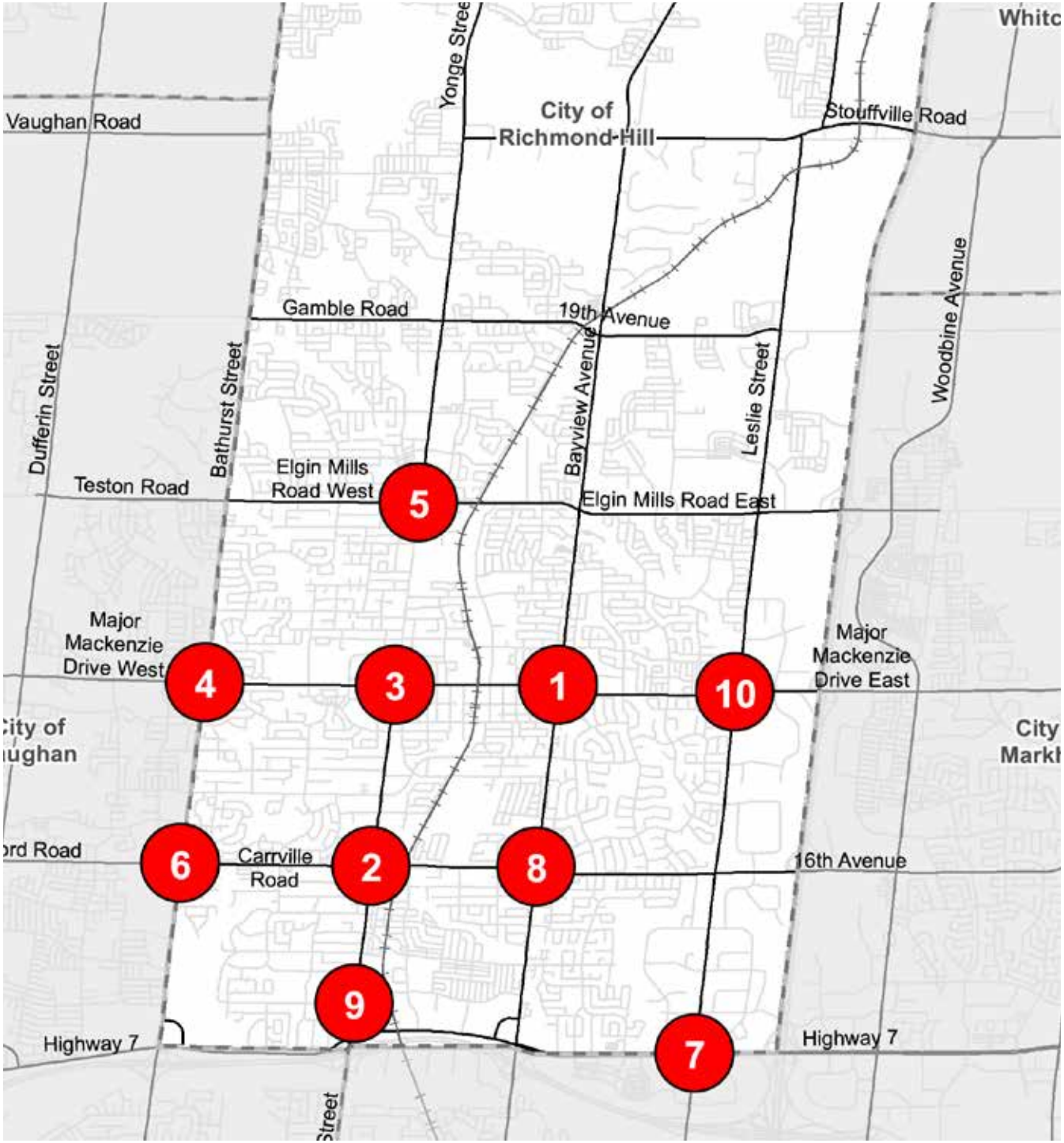
* Represents the number of collisions between 2017 and 2019



TOP 10 COLLISION LOCATIONS IN THE TOWN OF NEWMARKET

1. Davis Drive West and Bathurst Street (*79)
2. Yonge Street and Mulock Drive (*61)
3. Yonge Street and Davis Drive/ Davis Drive West (*59)
4. Mulock Drive and Bayview Avenue/Prospect Street (*43)
5. Leslie Street and Davis Drive (*40)
6. Yonge Street and Eagle Street/ Eagle Street West (*37)
7. Davis Drive and Harry Walker Parkway/ Harry Walker Parkway South (*33)
8. Yonge Street and Kingston Road/ Dawson Manor Boulevard (*33)
9. Davis Drive and Lundy's Lane/ Prospect Street (*30)
10. Bathurst Street and Mulock Drive (*30)

* Represents the number of collisions between 2017 and 2019



TOP 10 COLLISION LOCATIONS IN THE CITY OF RICHMOND HILL

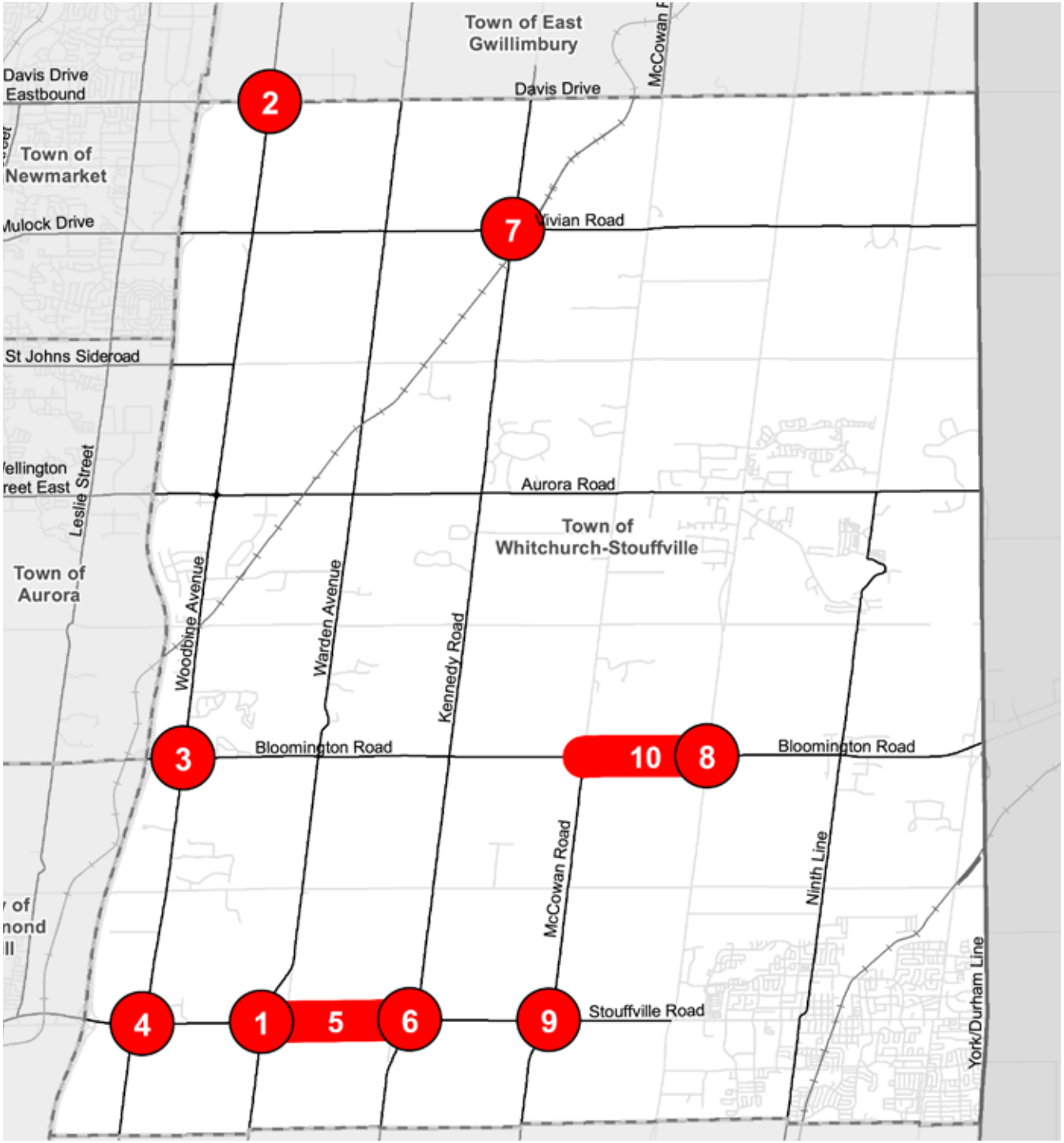
1. Major Mackenzie Drive East and Bayview Avenue (*80)
2. Yonge Street and Carrville Road/ 16th Avenue (*72)
3. Yonge Street and Major Mackenzie Drive West/Major Mackenzie Drive East (*72)
4. Major Mackenzie Drive West and Bathurst Street (*62)
5. Yonge Street and Elgin Mills Road West/ Elgin Mills Road East (*61)
6. Bathurst Street at Carrville Road/ Rutherford Road (*56)
7. Highway 7 and Leslie Street (*51)
8. Bayview Avenue and 16th Avenue (*49)
9. Yonge Street and Garden Avenue/ Highway 7 - Yonge Street Ramp (*46)
10. Leslie Street and Major Mackenzie Drive East (*42)

* Represents the number of collisions between 2017 and 2019

TOP 10 COLLISION LOCATIONS IN THE CITY OF VAUGHAN

1. Highway 7 and Weston Road (*101)
2. Keele Street and Highway 7 (*93)
3. Islington Avenue and Rutherford Road (*83)
4. Weston Road and Rutherford Road (*80)
5. Highway 7 and Jane Street (*70)
6. Rutherford Road and Sweetriver Boulevard (*69)
7. Highway 27 and Rutherford Road (*69)
8. Edgeley Boulevard/Interchange Way and Highway 7 (*69)
9. Major Mackenzie Drive West and Weston Road (*69)
10. Highway 7 and Pine Valley Drive (*66)

* Represents the number of collisions between 2017 and 2019



TOP 10 COLLISION LOCATIONS IN THE TOWN OF WHITCHURCH-STOUFFVILLE

1. Stouffville Road and Warden Avenue (*25)
2. Woodbine Avenue and Davis Drive (*20)
3. Woodbine Avenue and Bloomington Road (*18)
4. Woodbine Avenue and Stouffville Road (*18)
5. Stouffville Road between Warden Avenue and Kennedy Road (*18)
6. Kennedy Road and Stouffville Road (*17)
7. Kennedy Road and Vivian Road (*15)
8. Bloomington Road and Highway 48 (*14)
9. Stouffville Road and McCowan Road (*13)
10. Bloomington Road btwn McCowan Road and Highway 48 (*13)

* Represents the number of collisions between 2017 and 2019

TRANSPORTATION SERVICES

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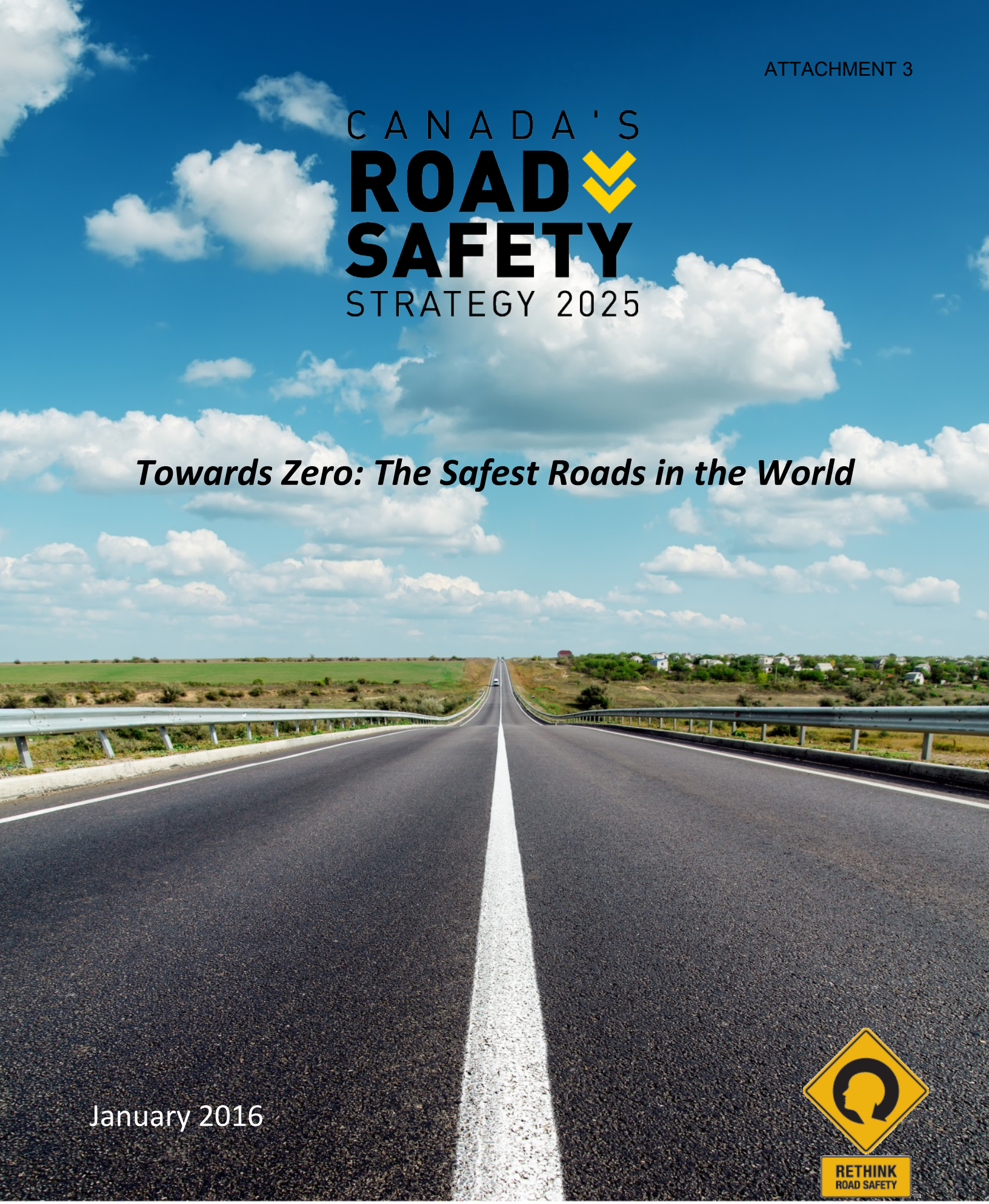
York Region

CANADA'S ROAD SAFETY STRATEGY 2025

Towards Zero: The Safest Roads in the World



January 2016

RETHINK ROAD SAFETY

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Canadian Council of Motor Transport Administrators
Conseil canadien des administrateurs en transport motorisé

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1 EXECUTIVE SUMMARY

Road Safety Strategy (RSS) 2025 is similar to its predecessors in a number of ways. It retains the long-term vision of *Making Canada's roads the safest in the world* but combines this with the vision of *Towards Zero*. As well, a number of principles key to the strategy's success have been aligned with international best practices in road safety. These principles include adopting the Safe System Approach, having a 10-year strategy and providing an inventory of proven and promising best practices to address key risk groups and contributing factors. RSS 2025 continues with a flexible approach to allow for jurisdictions to implement road safety programs that meet their own specific needs.

The RSS 2025 strategy is intended to encourage road safety stakeholders from all levels of government as well as private sector and non-governmental stakeholders to collaborate in making Canada's roads the safest in the world and unite efforts to reach our long-term vision of zero fatalities and serious injuries on our roads.

2 INTRODUCTION

Each year in Canada, about 2,000 people are killed and 165,000 are injured, (10,000 seriously), while using our road transportation system and costs society $37 billion (2.2% of Canadian GDP) annually (1). Addressing road crash casualties is a challenge that each country in the world is facing. Making improvements to our road system of users, infrastructure and vehicles can reduce the number of Canadians that will die or be injured on our roads.

Canada is one of the first countries in the world to adopt a national road safety strategy and to date, three national strategies have been implemented. Road Safety Vision (RSV) 2001, was Canada's inaugural national road safety strategy adopted by the Council of Ministers Responsible for Transportation and Highway Safety in 1996. The progress made during RSV 2001 can be measured by the 10% decrease in fatalities and 16% decline in serious injuries despite steady increases in the road user population (2).

In 2001, the second strategy, Road Safety Vision (RSV) 2010 was approved by the Council of Ministers. The vision and strategic objectives of this second road safety strategy were based on RSV 2001 and a decision was made to include an overall national target and sub-targets. The quantitative targets were intended to provide road safety stakeholders with key road safety indicators, against which the impact of intervention efforts could be measured. The national target called for a 30% decrease in the average number of road users killed and seriously injured during the 2008-2010 period compared to 1996-2001 baseline figures. The proposed reductions in sub-targets ranged from 20% to 40% and addressed the specific areas of occupant protection, impaired driving, commercial vehicle safety, vulnerable road users, speed and intersection safety, rural roadways, young drivers and high-risk drivers. It was expected that the achievement of these sub-targets would further reduce Canada's road fatality total to fewer than 2,100 by 2010. Although the 30% reduction in fatalities and serious injuries was not achieved by 2010, it was achieved soon after in 2011 (3).

Road Safety Strategy (RSS) 2015 was launched in 2011 as Canada's third national strategy and built upon the previous road safety vision and strategic objectives. RSS 2015 approached road safety in a different way introducing the safer systems concept as a holistic way to tackle road user, vehicle and road infrastructure issues and moved away from having established numerical targets.

A significant shift in this strategy was the introduction of a framework of best practices, consisting of a multi-cell matrix of key risk groups and contributing factors, along with an inventory of road safety initiatives that jurisdictions could adopt to address their specific jurisdictional priorities. Canadian jurisdictions were encouraged to develop their own road safety plans and to adopt interventions from the inventory to reduce fatalities and serious injuries, to meet their individual needs depending on their suitability, feasibility and acceptability.

In 2013, the number of fatalities and serious injuries on Canada's roads both decreased by 21% when compared to the 2006-2010 baseline period. When vehicle kilometres travelled are factored in, the reduction in fatality and serious injury rates are similar. According to the United Nations' World Health Organization, "the best-performing countries have road fatality rates of around 5-7 killed per 100,000 population" (4). In 2012, Canada had a rate of 6.0 fatalities per 100,000 population (5). In 2012, Canada's ranking among Organization for Economic Cooperation and Development (OECD) member countries was 13th based on fatalities per billion vehicle kilometres traveled (6).

Canada continues to see progress and the downward trends in fatalities and serious injuries during the 2011 to 2013 period are promising but there is a need to remain diligent and strive to remain focussed on making greater gains in improving Canada's level of road safety.

3 ROAD SAFETY STRATEGY 2025

Road Safety Strategy (RSS) 2025 is Canada's fourth national road safety strategy. The updated strategy is guided by the principles outlined in the report entitled*: Towards Zero: Ambitious Road Safety Targets and the Safe System Approach.* (7) Many of the Organization for Economic Cooperation and Development (OECD) countries with leading road safety records have modeled their road safety performance on this multidisciplinary approach and it has come to be recognized as an international best practice in road safety.

The purpose of the strategy is to continue our national effort in addressing important road safety issues in Canada by providing a framework for governments and other road safety stakeholders to establish their own road safety plans, objectives, and interventions to eliminate road crashes which result in serious injuries or fatalities.

3.1 The Vision

The vision for Road Safety Strategy 2025 is "*Towards Zero: Having the safest roads in the world*". This towards zero approach is coupled with Canada's long standing goal of "Having the safest roads in the world". It is based on an international best practice first adopted by Sweden in 1997, where Vision Zero was approved by their parliament and has permeated their approach to transportation ever since. This highly effective and innovative approach by Sweden has resulted in one of the lowest traffic-related fatality rates world-wide and its proven track record has resulted in other countries and municipal governments initiating similar approaches.

The Towards Zero vision is not a target to be achieved by a certain date but rather it is aspirational in nature. This vision will continue beyond the RSS 2025's timelines and highlights the desire for the best road safety outcomes for all Canadian jurisdictions, provincial, territorial or municipal.

3.2 Strategic Objectives

The following strategic objectives form the cornerstone of RSS 2025 and focus on safer road users, road infrastructure and vehicles:

- Raising public awareness and commitment to road safety,
- Improving communication, cooperation and collaboration among stakeholders,
- Enhancing legislation and enforcement,
- Improving road safety information in support of research and evaluation,
- Improving the safety of vehicles and road infrastructure, and
- Leveraging technology and innovation.

3.3 Principles

The development of the strategy is based on the following key guiding principles:

Adopt a safe system approach

The Safe System Approach (SSA) is a means by which many countries leading in road safety are achieving their visions of eliminating deaths and serious injuries. SSA has the following principles:

- Ethics: human life and health are paramount and take priority over mobility and other objectives of the road traffic system (i.e., life and health can never be exchanged for other benefits within the society);
- Responsibility: providers and regulators of the road traffic system share responsibility with users;
- Safety: road traffic systems should take account of human fallibility and minimize both the opportunities for errors and the harm done when they occur; and
- Mechanisms for change: providers and regulators must do their utmost to guarantee the safety of all citizens; they must cooperate with road users; and all three must be ready to change to achieve safety.

It is recognized that Canadian jurisdictions will implement the SSA in a manner that is appropriate to their environment.

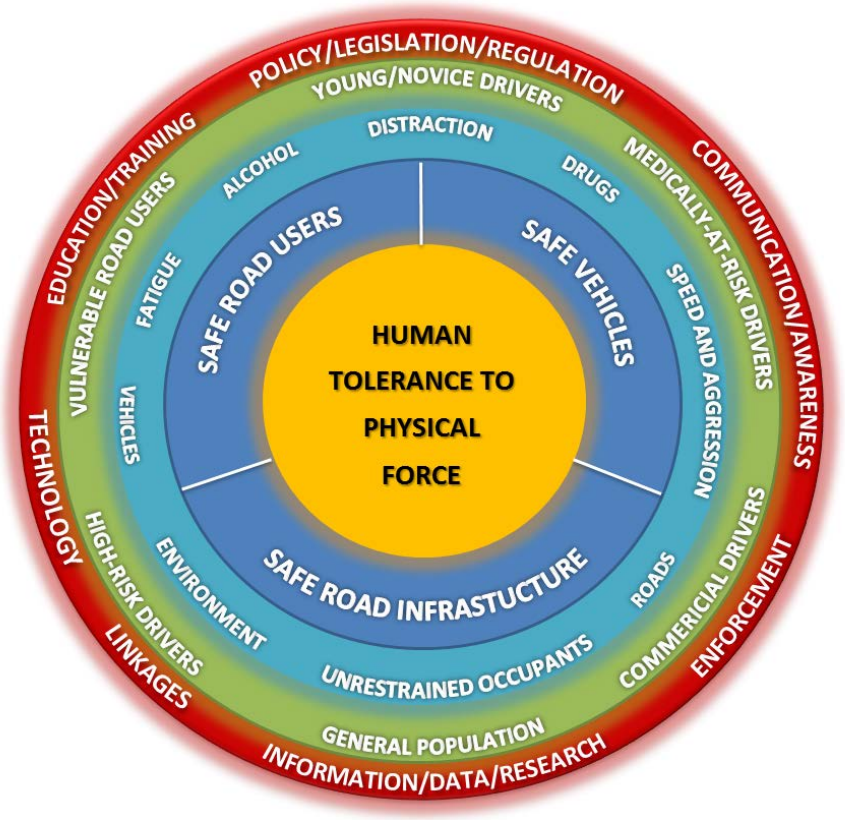

Figure 1.1 .Source: This diagram is Canadian version adapted from the 2009 WHO report on the Global Status on Road Safety which was in turn modified from work commissioned by the Government of Western Australia.

Downward trend towards zero

RSS 2025 seeks to achieve directional downward trends in the rate-based number of fatalities and serious injuries rather than in the actual numbers of fatalities and serious injuries. These trends will be measured at the national level annually using multi-year rolling averages to smooth out short-term fluctuations since year-over-year reductions may not be practical or attainable.

Two rate-based indicators commonly used internationally are fatalities and serious injuries per 100,000 population (World Health Organization, 2014) and fatalities and serious injuries per billion kilometres travelled (Organization for Economic Cooperation and Development and International Transport Forum, 2012). In Canada, the rate-based indicators will be:

1. fatalities and serious injuries per billion kilometres travelled, and
2. fatalities and serious injuries per one hundred thousand population.

Although the strategy does not include hard quantitative targets, it does not preclude individual jurisdictions or organizations from establishing their own targets when there is government, law enforcement and/or road safety stakeholder support for doing so.

Best practices

It is important that Canadian jurisdictions have the ability to adopt road safety initiatives without having to research best practices individually. As such, core to the strategy is an inventory of best practices interventions that have been used by the leading road safety countries and found to be effective in reducing fatalities and serious injuries. In order to support national consistency and allow jurisdictions to reference the best practices for their own road safety plans, the CCMTA has developed an on-line inventory at roadsafetystrategy.ca.

4 RISK GROUPS, CONTRIBUTING FACTORS AND INTERVENTIONS

The following key risk groups and contributing factors have been identified based on emerging trends and research and analysis conducted over Canada's last three road safety strategies.

4.1 Key Risk Groups

The key risk groups are defined as follows:

Risk Group	Definition
Young/Novice Drivers	Drivers who are under the age of 25 or have less than 2 years driving experience.
Medically at Risk Drivers	Drivers with physical or cognitive impairments which affect a person's ability to operate vehicles safely.
Vulnerable Road Users	Pedestrians, motorcyclists, cyclists and persons in personal mobilized devices (e.g., motorized wheelchairs and scooters).
Commercial Drivers	Drivers of heavy commercial vehicles (e.g., vehicles over 4,586 kg or passenger transportation).
High Risk Drivers	Repeat offenders with a pattern of illegal driving behaviours (e.g., recurring incidences of alcohol/drug impaired driving, traffic violations, collision involvement, or suspended/prohibited drivers).
General Population	Road users who benefit from strategies, interventions, regulations, and legislation introduced to make roads, vehicles and road users safer.

4.2 Key Contributing Factors

The key factors contributing to collisions are defined as follows:

Contributing Factor	Definition
Distracted Driving	Distracted driving occurs when a driver's attention is diverted from the driving task by secondary activities (e.g., eating, talking to passengers, talking or texting on electronic communication devices (ECDs) such as cell phones and smart phones).
Alcohol Impaired Driving	Physical or cognitive impairment of a road user which is caused by the consumption of alcohol.
Drug Impaired Driving	Physical or cognitive impairment of a road user which is caused by the consumption of psychotropic drugs (e.g., cannabis, prescription drugs, narcotics, etc.).
Fatigue Impaired Drivers	Fatigue is a general state caused by lack of sleep, time of day, time on task, or task monotony which diminishes the ability to drive by altering alertness and vigilance.
Speed and Aggressive Drivers	Includes driving at speeds beyond posted legal limits or driving too fast for road conditions and driver behaviours which are deemed illegal or outside socially acceptable norms which put other road users at risk (e.g., tailgating, improper passing, failure to signal, etc.).
Unrestrained Occupants	Includes factors pertaining to proper restraint use by all road users (e.g., seat belts, child safety seats, booster seats).
Environmental Factors	Includes factors that may affect the likelihood or severity of crash occurrence (e.g. weather conditions, wildlife on road).
Road Infrastructure	Includes factors that may affect the likelihood or severity of crash occurrence (e.g., roadway configuration, road construction, road surface condition, road and roadside design, lighting and signage).
Vehicle Factors	Includes factors related to vehicle design (e.g., crash avoidance, crashworthiness), maintenance, recalls, aftermarket vehicle equipment, commercial vehicles, unusual vehicles, automated vehicles, new and emerging vehicle technologies.

It should be noted that there may be significant overlap in these risk groups and contributing factors (e.g., high risk drivers and alcohol impaired driving) and that their priority may change over time. Jurisdictions are encouraged to monitor emerging issues and use appropriate interventions as needed to ensure their initiatives are effective and innovative. A visual of the matrix can be found on the Road Safety Strategy 2025 website.

4.3 Road Safety Interventions

For each risk group and contributing factor, there may be more than one intervention for promoting safer road users, safer infrastructure and safer vehicles. A combination of interventions could result in even greater improvements to safety.

The interventions are categorized as follows:

Intervention Type	Definition
Policy/Legislation/ Regulation	Includes evidence-based jurisdictional policies, laws, and regulations intended to improve road user behaviour and the safety of the road infrastructure and vehicles.
Education/ Training	Includes activities that provide knowledge and/or test the capacity of a person to demonstrate appropriate behaviour with respect to road safety (e.g., proactive and remedial education, driver training, child restraint training).
Communication/ Awareness	Includes any activities that contribute to increased awareness and knowledge of key road safety issues by the general public or target audience that may lead to safer road user behaviour. (e.g., ad campaigns, social media, etc.).
Enforcement	Includes activities carried out by enforcement agencies in order to apprehend offenders and to raise the perceived likelihood of being apprehended (e.g., enhanced Check Stops, Selective Traffic Enforcement Programs (STEP), intelligence-based enforcement, automated enforcement, commercial vehicle inspections).
Information/Data/ Research	Includes capturing and compiling complete, uniform and timely data (e.g., crash, trauma, exposure) to expedite the identification of emerging trends/issues for the further development of evidence-based road safety interventions. This also includes the evaluation of road safety measures and the monitoring of road safety indicators over time.
Technology	Includes using technology and innovation to improve the safety of the driver (e.g., installment of alcohol ignition interlock, speed and red light cameras); vehicle (e.g., electronic stability control, side curtains and airbags) and infrastructure. (e.g., Intelligent Transportation Systems, roundabouts).

Intervention Type	Definition
Linkages	Includes the establishment of linkages between jurisdictional, national or international governmental and non-governmental organizations with a vested interest in road safety. This will foster partnerships, knowledge sharing and best practice guidelines, and improve cooperation and collaboration among key road safety stakeholders (e.g., police, health professionals, etc.).

The CCMTA's on-line inventory of best practices contains "proven practices" for reducing or preventing fatalities and injuries. In addition to these, many other potentially good initiatives have been reviewed but are considered too "young" to demonstrate effectiveness in reducing fatalities and serious injuries and hence are considered to be "promising". These proven and promising practices can be at found at roadsafetystrategy.ca.

4.3.1 Road User Initiatives

The inventory includes a number of road user interventions that have been proven to be effective or at least are considered to be promising in addressing the challenges of dealing with those who drink and drive, speed or drive aggressively, refrain from buckling up, or drive while distracted.

4.3.2 Road Infrastructure Initiatives

The road infrastructure elements are diverse and depending on the initiative, can address rural and urban situations, focusing on the road and the roadside. The objective of infrastructure initiatives is to reduce the likelihood and/or the severity of a collision recognizing that despite best efforts, human errors will occur. Many of these initiatives have been evaluated and, as such, their effect on fatalities and serious injuries after implementation has been proven. The inventory also includes promising initiatives.

4.3.3 Vehicle Initiatives

Road safety advances for vehicle safety may be realized through innovative measures adopted by the vehicle manufacturers as well as the passing of Canada Motor Vehicle Safety Standards (CMVSS). Adoption of new vehicle technologies (e.g., electronic stability control, brake assist) can also be advanced through consumer demand for safety improvements based on New Car Assessment Programs.

4.3.4 Proven and Promising Initiatives Assessment Tool

CCMTA has developed an assessment tool to determine whether initiatives are proven or promising by identifying:

- characteristics of initiatives being considered;
- performance measures, where available;
- evaluations or cost benefit/cost-effective analysis, where available; and
- initiatives that address the various risk groups and contributing factors.

The assessment tool used to evaluate initiatives can be referenced in Appendix A. The initiatives are intended to be used by CCMTA and its member jurisdictions and other stakeholders as a reference for the development of their own policy and programs.

5 MANAGEMENT AND GOVERNANCE OF THE STRATEGY

5.1 Updating and ownership

As custodian of the RSS 2025, the CCMTA, working through the jurisdictions and its committees, task forces, and working groups, will be responsible for maintaining, updating and reporting on the strategy. Given the strategy's approach, these up-dates may include progress on new research projects, identifying new initiatives, key risk groups or contributing factors.

It is recommended that each jurisdiction develop its own provincial/territorial action plans, and in creating these plans, utilize the appropriate strategies that have been proven effective in Canada and elsewhere.

5.2 Ten year timeframe

A 10-year timeframe was chosen for RSS 2025 for the following reasons:

- CCMTA's experience with past RSSs has shown that a longer timeframe is essential to set the strategy up for success by allowing for policies to be introduced and implemented over a longer time period;
- an extended timeframe takes into account the reality that collision data collection can take up to 2-3 years, making it difficult to identify road safety trends in a 5-year period.

A mid-term review of the strategy will be scheduled after the fifth year of RSS 2025 (i.e. 2020). In order to keep the strategy's 10-year approach relevant and front and centre for all stakeholders, annual reporting on progress and evaluations of road safety initiatives is essential.

5.3 Reporting

CCMTA will produce a report (based on Transport Canada's annual fatality and serious injury data) on progress using rate-based indicators for fatalities and serious injury rates as well as key risk groups and contributing factors. Additionally, CCMTA will also report on qualitative measures on an annual basis.

6. REFERENCES

1. Transport Canada, 2015 *Draft Report on the Social Costs of Collisions in Canada, 1996-2012*.
2. Transport Canada, 2004, *Road Safety Vision 2010, 2002 Annual Report*.
3. Canadian Council of Motor Transport Administrators, *Road Safety Vision 2010, Final Report*, November 2013
4. OECD and International Transport Forum, Transport Research Centre, Towards Zero: Ambitious Road Safety Targets and the Safe System Approach. 2008.
5. Transport Canada (2015a) Canadian Motor Vehicle Collision Statistics: 2013.
6. Organization for Economic Cooperation and Development and International Transport Forum, *Road Safety Annual Report 2014*.
7. Organization for Economic Cooperation and Development and International Transport Forum (2008), Transport Research Centre, Towards Zero: Ambitious Road Safety Targets and the Safe System Approach.

APPENDIX A: ASSESSMENT TOOL FOR IDENTIFYING BEST PRACTICES

SECTION ONE: Recommended Initiative
Initiative Title:
Synopsis:
Applicable uses according to target group:
Applicable uses according to causal factor:
Applicable uses according to strategies:

SECTION TWO: Performance Measures	Yes	No
Were any evaluations, cost/benefit analyses, or cost effectiveness analyses conducted?		
If yes, please indicate the author, title, source, and/or web-link where the cost-benefit/cost-effective analyses can be located.	**Works Cited**	
	Scope of the Problem	
	Evidence	

SECTION THREE: Evidence		LEGEND	EVALUATION
How would you rate the research-based evidence that might support this initiative?	Demonstrated to be effective by one or more high-quality evaluations with consistent results (systemic review, multi-centre studies)	☆☆☆☆☆	
	Demonstrated to be effective in certain situations	☆☆☆☆	
	Likely to be effective based on balance of evidence from high-quality evaluations or other sources	☆☆☆	
	Effectiveness still undetermined; different methods of implementing this countermeasure produce different results	☆☆	
	Limited or poor-quality evaluation evidence (descriptive studies, case studies, expert opinion, studies of poor methodological quality)	☆	

SECTION FOUR: Scoring and Recommendation	PROVEN Must have at least 4-5 stars for question 3	PROMISING Must have at least 2-3 stars for questions 3	NOT ACCEPTED No evaluations, cost/benefit analyses, or cost effectiveness analyses
It is recommended that this initiative be attributed the following rating with respect to including it into the RSS 2025 on-line inventory.			

NTDSW 2021 Backgrounder

What is National Teen Driver Safety Week?

As Canada's national injury prevention organization, Parachute is proud to present the ninth annual National Teen Driver Safety Week (NTDSW), an awareness week designed to build public awareness of teen driver safety issues and encourage communities to be part of the solution. Parachute's goal is for Canadians to have a long life, lived to the fullest. NTDSW provides the tools to take this important messaging to the community. Our messages and resources allow stakeholders and partners to prioritize teen driver safety issues in their communities, engage people in the conversation about teen driver safety and create change around this big issue.

National Teen Driver Safety Week 2021: October 17 to 23

Parachute is excited to hold our ninth annual NTDSW from October 17 to 23, 2021, where we hope to keep the great momentum going from the 2020 campaign. Keeping with the same theme, this year the primary focus is on the critical issue of **speeding among teens**. Our additional messaging is around drug-impaired, drunk, distracted and aggressive driving, and rail safety. We will encourage teens, parents and community partners to join the conversation on social media, using the hashtags **#SpeedIsNoGame** and **#NTDSW2021**.

Similar to NTDSW 2020, this year, due to physical distancing restrictions and limits on in-person gatherings, we will be holding a **virtual campaign**. Please visit parachute.ca/ntdsw or email info@parachute.ca for more information on how you can participate in NTDSW 2021.

Teen Driver Safety: The Facts

Road crashes are the third-leading cause of death among young people ages 15 to 24 in Canada[1,2] and transport injuries for youth and young adults cost the Canadian economy $990 million in a single year[3]. Knowing the risk factors and high-risk behaviours will help you identify countermeasures to keep teen drivers safe.

- Speeding means driving faster than the speed limit, but also driving too fast for road conditions. Nearly a quarter of fatal collisions in Canada involve excessive speed or driving too fast for conditions[4]
- Young drivers (aged 16 to 24) killed in a collision are more likely to be speeding at the time of the crash than other age groups[5]
- Speeding is a factor in one third of teen driver deaths in Canada[6]
- Speeding among young drivers is more prevalent at night and when there are other teen passengers in the vehicle[7]

- Excessive speeders, those who drive 25 km/h or more over the speed limit, are more likely to be young and male[2]
- Drivers who speed excessively are at higher risk for crashes and are associated with other risky behaviours such as drinking and not wearing a seatbelt[2]
- Crashes at higher speeds cause more severe injuries than crashes at lower speeds[8]. The force created by high-speed crashes can be too much for seatbelts, airbags and the vehicle structure to protect drivers and passengers.
- Pedestrians struck by a driver at higher speeds are less likely to survive than when struck at lower speeds. At 30 km/h, the risk of pedestrian fatality is 5 per cent. At 50 km/h, the risk of fatality is nearly six times higher, at 29 per cent.
- Teens drivers killed in a crash are more likely than any other age group to test positive for cannabis[9]
- Alcohol is a factor in almost half of fatal crashes among 16- to 25-year-olds[10]
- Drivers under 25 are more likely than any other age group to use a device while driving[11], increasing the risk of a collision.
- Trespassing on a railway is illegal and is a leading factor in railway-related deaths and injuries. In 2020, 67 per cent of all rail incidents involving trespassers were fatal and 33 per cent resulted in serious injury.[12]

Teen Driver Safety and Vision Zero

No speeding deaths are acceptable on our roads. Strategies and policies that have proven to be effective prevention against speeding include safe street design, automated speed enforcement, and safer speed limits[13]. Efforts such as NTDSW seek to advocate and educate in support of these evidence-based approaches.

Learn more about the Vision Zero approach to road safety at parachute.ca/visionzero

#SpeedIsNoGame #NTDSW2021

Help us prevent the tragedy of serious injury and death in car crashes.

For more information, visit parachute.ca/ntdsw

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[1] Parachute. (2021). *Potential lost, potential for change: The cost of injury in Canada 2021.* https://parachute.ca/en/professional-resource/cost-of-injury-in-canada/

[2] Statistics Canada. *Table 13-10-0394-01 Leading causes of death, total population, by age group*. https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1310039401

[3] Parachute. (2021). *Potential lost, potential for change: The cost of injury in Canada 2021.* https://parachute.ca/en/professional-resource/cost-of-injury-in-canada/

[4] TIRF. (2018). *Sharing the road: key factors in fatal crashes in Canada.* https://tirf.ca/TIRFCAD18EE

[5] TIRF. (2018). *Collisions Among Fatally Injured Drivers of Different Age Groups, 2000-2014*. http://tirf.ca/wp-content/uploads/2018/08/Collisions-Among-Fatally-Injured-Drivers-of-Different-Age-Groups-2000-2014-7.pdf.

[6] TIRF. (2015). *Trends Among Fatally Injured Teen Drivers, 2000-2012*. https://tirf.ca/wp-content/uploads/2017/01/Trends-Among-Fatally-Injured-Teen-Drivers-2000-2012_11_V6.pdf.
[7] Ferguson, S. A. (2013). *Speeding-related fatal crashes among teen drivers and opportunities for reducing the risks*. Governors Highway Safety Association. https://www.ghsa.org/sites/default/files/2016-11/GHSA Teen SpeedingFinal.pdf.
[8] World Health Organization. (2008). *Speed management: a road safety manual for decision-makers and practitioners.* https://www.who.int/publications/i/item/speed-management-a-road-safety-manual-for-decision-makers-and-practitioners.
[9] TIRF. (2019). *Marijuana Use Among Drivers in Canada, 2000-2016*. https://tirf.ca/wp-content/uploads/2019/11/Marijuana-Use-Among-Drivers-in-Canada-2000-2016-8.pdf.
[10] Brown, S. W., Vanlaar, W. G. M., & Robertson, R. D. (2017). Alcohol and Drug-Crash Problem in Canada 2015 Report. *Ottawa, ON: The Traffic Injury Research Foundation of Canada*. https://ccmta.ca/web/default/files/PDF/2015_Alcohol_and_Drug_Crash_Problem_Report.FINAL_EN.pdf
[11] CCMTA. (2018). *Use of Electronic Communication Devices by Canadian Drivers: Combined Urban/Rural Sites (2016-2017).* https://www.ccmta.ca/web/default/files/PDF/2016-2017_Urban-Rural_ECD_Use_Survey_Report_-_JUNE_2018.pdf
[12] Transportation Safety Board of Canada. (2020). *Rail transportation occurrences in 2020.* https://www.tsb.gc.ca/eng/stats/rail/2020/sser-ssro-2020.html
[13] Vision Zero Network. (n.d.). *Vision Zero success depends on managing speed for safety*. https://visionzeronetwork.org/resources/safety-over-speed/

CITY OF VAUGHAN

REPORT NO. 2 OF THE

VAUGHAN METROPOLITAN CENTRE SUB-COMMITTEE

For consideration by the Committee of the Whole
of the City of Vaughan
on September 14, 2021

The Vaughan Metropolitan Centre Sub-Committee met at 9:33 a.m., on June 8, 2021.

ELECTRONIC PARTICIPATION

Present:

Members Hon. Maurizio Bevilacqua, Mayor, Chair
Councillor Sandra Yeung Racco, Vice Chair
Regional Councillor Linda D. Jackson
Councillor Rosanna DeFrancesca

Staff Jim Harnum, City Manager
Wendy Law, DCM, Administrative Services & City Solicitor
Michael Coroneos, DCM, Corporate Services, City Treasurer & Chief Financial Officer
Nick Spensieri, DCM, Infrastructure Development
Haiqing Xu, DCM, Planning and Growth Management
Gus Michaels, Acting DCM, Community Services
Nadia Paladino, Director of Parks, Forestry & Horticulture Operations
Mauro Peverini, Acting Chief Planning Official
Mike Doyle, Acting Chief, Vaughan Fire & Rescue Service
Christina Bruce, Director, VMC Program
Michael Marchetti, Director, Financial Planning & Development Finance / Deputy Treasurer
Raphael Costa, Director, Economic & Cultural Development
Michael Genova, Director, Corporate & Strategic Communications
Caterina Facciolo, Deputy City Solicitor, Planning & Real Estate Law
Amy Roots, Acting Director, VMC Program
Jack Graziosi, Director, Infrastructure Delivery
Vince Musacchio, Director, Infrastructure Planning & Corporate Asset Management
Mohan Toor, Manager, Design & Construction
Jennifer Cappola-Logullo, Manager, Development Engineering, VMC Program
Selma Hubjer, Manager, Transportation Planning

Paul Salerno, Senior Manager, Real Estate
Cory Gray, Project Manager, VMC Program
Gerardo Paez Alonso, Manager, VMC & Strategic Parks Initiatives
Gaston Soucy, Project Manager – Planning, VMC Program
Lisa Marie Russo, Manager, Financial Planning & Analysis
Peter Turezki, Project Manager, Infrastructure Delivery
Sharon Gaum-Kuchar, Senior Arts Planner / Curator
Jessica Kwan, Senior Planner, VMC Program
Brianne Clace, Project Manager, Development Finance
Natalie Wong, Senior Planner, Development, VMC Program
Mirella Tersigni, Creative and Cultural Officer
Andrew Haagsma, Planner, VMC Program
Michelle Samson, Economic Development Officer
Morteza Litkohi, Systems Analyst / Project Leader
John Britto, Council / Committee Administrator

Others John Gladki, President, Gladki Planning Associates, Toronto
Andrew Davidge, Gladki Planning Associates, Toronto
Danielle Lenarcic Biss, Urban Planner, Gladki Planning Associates, Toronto
Brent Raymond, Partner, DTAH, Toronto
Rene Biberstein, Urban Design Associate, DTAH, Toronto
Greg Warren, Principal, Janet Rosenberg & Studio
Ken Greenberg, Principal, Greenberg Consultants

The following items were dealt with:

1. <u>VMC SECONDARY PLAN UPDATE – PHASE 2 APPROACH</u>

The VMC Sub-Committee advises Council:

1) That the recommendation contained in the report of the Deputy City Manager, Planning and Growth Management dated June 8, 2021, was approved;

2) That the presentations by:
i) Andrew Davidge, Gladki Planning Associates, Toronto
ii) Brent Raymond, Partner and Urban Designer, DTAH and
iii) Ken Greenberg, Principal, Greenberg Consultants; and C3, presentation material titled "*VMC Secondary Plan: Pre-Options Analysis*" were received; and

3) That the following Communications were received:

C1. Yamin Bismilla, Maple, dated June 4, 2021; and

C2. Mr. Kyle McRoberts, Property Manager, COMER Group Limited, Fernstaff Court, Concord, dated June 7, 2021.

Recommendation
1. That this report be received for information.

2. VMC PARKS AND WAYFINDING MASTER PLAN UPDATE – REFINED SCENARIO

The VMC Sub-Committee advises Council:

1) That the recommendation contained in the report of the Deputy City Manager, Planning and Growth Management dated June 8, 2021, was approved; and

2) That the presentation by Greg Warren, Principal, Janet Rosenberg & Studio and C4, presentation material titled: "*VMC Parks and Wayfinding Master Plan Refined Scenario*" was received.

Recommendation
1. That this report be received for information.

3. BLACK CREEK RENEWAL AND EDGELEY POND AND PARK PROJECT UPDATE

The VMC Sub-Committee advises Council:

1) That the recommendation contained in the report of the Deputy City Manager, Infrastructure Development dated June 8, 2021, was approved; and

2) That the presentation by the Manager, Design and Construction, and C5, presentation material titled "*Black Creek Renewal and Edgeley Pond & Park*" was received.

Recommendation
1. That the Black Creek Renewal and Edgeley Pond and Park Project Update report be received for information.

4. VMC MARKETING UPDATE 2021

The VMC Sub-Committee advises Council:

1) That the recommendation contained in the report of the City Manager dated June 8, 2021, was approved; and

2) That the presentation by the Economic Development Officer, and C6, presentation material titled "*VMC Marketing Report*" was received.

Recommendation

1. That Economic and Cultural Development staff continue to provide ongoing updates on the marketing, business development and cultural activities in the VMC.

The meeting adjourned at 11:52 a.m.

Respectfully submitted,

Mayor Maurizio Bevilacqua, Chair

CITY OF VAUGHAN

REPORT NO. 6 OF THE

EFFECTIVE GOVERNANCE AND OVERSIGHT TASK FORCE

For consideration by the Committee of the Whole of the City of Vaughan on September 14, 2021

The Effective Governance and Oversight Task Force met at 5:03 p.m., on June 16, 2021.

ELECTRONIC PARTICIPATION

Members Present: Councillor Tony Carella, Chair
Councillor Alan Shefman, Vice-Chair
Sam Florio
Justin Rangooni
Elliott Silverstein
Vito Totino
Alfred Nataprawira
Apurva Vaid

Staff Present: Nick Spensieri, City Manager
Wendy Law, Deputy City Manager, Administrative Services & City Solicitor
Kevin Shapiro, Internal Auditor
Michael Genova, Director, Corporate and Strategic Communications
Todd Coles, City Clerk

The following item was dealt with:

1. DRAFT INTERIM REPORT OF THE EFFECTIVE GOVERNANCE AND OVERSIGHT TASK FORCE

The Effective Governance and Oversight Task Force advises Council:

1) That the discussion with respect to the Draft Interim Report was received.

The meeting adjourned at 6:28 pm.

Respectfully Submitted,

Councillor Tony Carella, Chair

CITY OF VAUGHAN

REPORT NO. 4 OF THE

ECONOMIC PROSPERITY TASK FORCE

For consideration by the Committee of the Whole of the City of Vaughan on September 14, 2021

The Economic Prosperity Task Force met at 8:09 a.m., on June 21, 2021.

ELECTRONIC PARTICIPATION

MEMBERS PRESENT

Council Members:	Councillor Sandra Yeung Racco, Chair
	Regional Councillor Mario Ferri, Vice-Chair
Members from the Public:	Alessia Iafano
	Diana Nuredini
Industry Members:	Brian Shifman
	Richard Tam
	Melissa Chee
	Lisa Phillips
	Susan Niczowski
Also Present:	Isabel Leung, Deputy City Clerk
	Raphael Costa, Director, Economic and Cultural Development
	Kitty Yung, Project Manager, Smart City Business Program
	Don De Los Santos, Manager, Small Business and Entrepreneurship
	Felicia Coniglio, Communications and Engagement Advisor
	Nadia Vidiri, Information and Administrative Representative
	Mirella Tersigni, Creative and Cultural Officer
	Christina Prinzo, Acting Manager, Municipal Partnerships
	Sharon Gaum-Kuchar, Senior Art Planner/ Curator
	Julie Flesch, Economic Development Officer

Lindsay Davidson, Economic Development Officer
Susan Giankoulas, Clerical Assistant
Sydney Skynner, Business Development Intern

The following items were dealt with:

1. VAUGHAN ARTS, CULTURE AND TOURISM STATEMENT RECAP

The Economic Prosperity Task Force advises Council:

1) That the discussion with respect to the above was received.

2. SMALL BUSINESS AND ENTREPRENEURSHIP - PRESENTATION AND DISCUSSION

The Economic Prosperity Task Force advises Council:

1) That the presentation and discussion with respect to the above was received.

3. ECONOMIC PROSPERITY TASK FORCE – FUTURE MEETINGS UPDATE

The Economic Prosperity Task Force advises Council:

1) That the verbal report of the Director, Economic and Cultural Development was received.

The meeting adjourned at 9:29 a.m.

Respectfully Submitted,

Councillor Sandra Yeung Racco, Chair

CITY OF VAUGHAN

REPORT NO. 3 OF THE

SMART CITY TASK FORCE

For consideration by the Committee of the Whole
of the City of Vaughan
on September 14, 2021

The Smart City Task Force met at 8:35 a.m., on June 22, 2021.

ELECTRONIC PARTICIPATION

Present:

Council Representatives	Hon. Maurizio Bevilacqua, Mayor, Chair Councillor Sandra Yeung Racco, Vice Chair
Stakeholder Representatives	Lucy Casacia Daniel Hengeveld Dr. Amir Asif Carly Livingstone Pina D'Agostino Dr. Judy Farvolden Thano Lambrinos Ted Maulucci Julie Morin Richard Tam
Citizen Members	Mark Singh Mary Proc Rob Brickman Vivek Khopkar
Staff	Raphael Costa, Director, Economic and Cultural Development Kathy Kestides, Director, Transformation and Strategy Frank Di Palma, Chief Information Officer Kitty Yung, Project Manager, Smart City Business Program David di Benedetto, Manager, Marketing and Creative Services Cristina Prinzo, Acting Manager, Municipal Partnerships and Sponsorships Julie Flesch, Economic Development Officer Cassandra Cleveland, Coordinator, Communications & Administration

John Britto, Council / Committee Administrator

Others Rachel Stuart, Urban Planner, IBI Group

The following item was dealt with:

1. SMART ECONOMY – BACKGROUND PRESENTATION AND DISCUSSION

The Smart City Task Force advises Council:

1) That the presentation by the Director, Economic and Cultural Development, the Project Manager, Smart City Business Program and the Economic Development Officer, Communication C1, Background Information and Discussion Questions and C2, presentation material titled "*Smart City Task Force*", and the comments from the Task Force members were received.

The meeting adjourned at 10:05 a.m.

Respectfully submitted,

Mayor Maurizio Bevilacqua, Chair

CITY OF VAUGHAN

REPORT NO. 6 OF THE

OLDER ADULT TASK FORCE

For consideration by the Committee of the Whole
of the City of Vaughan
on September 14, 2021

The Older Adult Task Force met at 3:11 p.m., on June 28, 2021.

ELECTRONIC PARTICIPATION

Present

Members	Regional Councillor Mario Ferri, Chair Gerry O'Connor, Vice Chair Bernard Lo Belinda Marchese Regional Councillor Gino Rosati Darlene Share Hon. Maurizio Bevilacqua, Mayor, Ex-officio Member
York Region Representatives	Janet Rurak, Program Manager, York Region Seniors Strategy Judy Coultes-MacLeod, Senior Policy Analyst
Staff	Robert Braid, Recreation Manager, Community Centres Sunny Bains, Director, Recreation Services Michael Genova, Director, Corporate and Strategic Communications Jennifer Ormston, Senior Manager, Corporate Communications and Engagement Selma Hubjer, Manager, Transportation Engineering Margie Chung, Manager of Traffic Engineering Viviana Precopi, Manager, Special Projects, Community Services Fabrizio Cavalluzzo, Special Assistant to the Mayor, Community Relations Justin Gaul, Communications Specialist, Media and Social Media Cassandra Cleveland, Coordinator, Communications and Administration Julia Tullo, Administrative Assistant to the Mayor Sabrina Cairo, Administrative Services Representative John Britto, Council / Committee Administrator
Others	Hon. Raymond Cho, Minister of Seniors and Accessibility of Ontario and Member of Provincial Parliament (MPP) for Scarborough North

Hon. Stephen Lecce, Minister of Education for the Province of Ontario and Member of Provincial Parliament (MPP) for King-Vaughan
Hon. Michael Tibollo, Associate Minister of Mental Health and Addictions and Member of Provincial Parliament (MPP) for Vaughan-Woodbridge
Josie Fedele, Office of the Minister of Education for the Province of Ontario and Member of Provincial Parliament (MPP) for King-Vaughan
Mathew Varsava, Director of Policy, Office of the Minister of Seniors and Accessibility of Ontario and Member of Provincial Parliament (MPP) for Scarborough North
Brett Weltman, Director of Communications, Office of the Associate Minister of Mental Health and Addictions and Member of Provincial Parliament (MPP) for Vaughan-Woodbridge
Alexander Miceli, Ministry of Health, Province of Ontario
Katherine Chislett, Commissioner, Community and Health Services, The Regional Municipality of York
Lisa Gonsalves, General Manager, Paramedic and Seniors Services, The Regional Municipality of York
Jodi Ball, J Consulting Group

The following items were dealt with:

1. INTRODUCTIONS, GREETINGS AND OPENING REMARKS

The Older Adult Task Force advises Council:

1) That the introductions, greetings and opening remarks by Mayor Bevilacqua, were received.

2. COMMENTS AND REMARKS

The Older Adult Task Force advises Council:

1) That the comments and remarks by Deputy Mayor Ferri, Chair of the Older Adult Task Force, were received.

3. COMMENTS AND REMARKS

The Older Adult Task Force advises Council:

1) That the comments and remarks by Hon. Stephen Lecce, Minister of Education for the Province of Ontario and Member of Provincial Parliament (MPP) for King-Vaughan, and Hon. Michael Tibollo, Associate Minister of Mental Health and Addictions and Member of Provincial Parliament (MPP) for Vaughan-Woodbridge, were received.

4. UPDATE/PRESENTATION FROM THE MINISTER OF SENIORS

The Older Adult Task Force advises Council:

1) That the verbal update and presentation by Hon. Raymond Cho, Minister of Seniors and Accessibility of Ontario and Member of Provincial Parliament (MPP) for Scarborough North, were received.

5. YORK REGION SENIORS STRATEGY REFRESH UPDATE / PRESENTATION

The Older Adult Task Force advises Council:

1) That the update by the Commissioner of Community and Health Services and the General Manager of Paramedic and Seniors Services, The Reginal Municipality of York, and C1, presentation material titled "*York Region Seniors Strategy – Thinking Ahead*", were received.

6. UPDATE ON THE AGE-FRIENDLY COMMUNITY ACTION PLAN

The Older Adult Task Force advises Council:

1) That the update by Jodi Ball, J. Consulting Group and C2, presentation material titled "*City of Vaughan Age-Friendly Community Action Plan*", were received.

The meeting adjourned at 5:11 p.m.

Respectfully submitted,

Regional Councillor Mario Ferri, Chair

CITY OF VAUGHAN

REPORT NO. 3 OF THE

ACCESSIBILITY ADVISORY COMMITTEE

For consideration by the Committee of the Whole
of the City of Vaughan
on September 14, 2021

The Accessibility Advisory Committee electronic meeting scheduled to be held at 7:00 p.m. on Tuesday, June 29, 2021 failed to reach quorum and therefore did not take place. A roll call was taken at 7:30 pm with the following Members and Staff in attendance:

ELECTRONIC PARTICIPATION

Present:

Members Brenndon Goodman, Acting Chair
Yasmin Bhabha
Nancy Camilli
Paresh Jamnadas
Olumuyiwa Olorumfemi

Staff Gus Michaels, Acting DCM, Community Services and Director & Chief Licensing Officer, By-Law Compliance, Licensing & Permit Services
Alessandra Pompeo, Senior Advisor, Marketing and Creative Services
Warren Rupnarain, Accessibility and Diversity Coordinator
John Britto, Council / Committee Administrator