

COMMITTEE OF THE WHOLE (2) – JUNE 6, 2023

STAFF COMMUNICATIONS

Distributed June 2, 2023

Subject

- | | |
|--|---|
| SC1. Memorandum from the Deputy City Manager, Infrastructure Development | Parking Spaces in Kleinburg Village |
| SC2. Memorandum from the Deputy City Manager, Infrastructure Development | Status Update on Parkland Dedication |
| SC3. Memorandum from the Deputy City Manager, Infrastructure Development Memorandum from the Deputy City Manager, Infrastructure Development | Block 27 Collector Roads Municipal Class Environmental Assessment (MCEA) – Notice of Completion |
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Please note there may be further Communications.



**STAFF COMMUNICATION
FOR INFORMATION ONLY**

**Staff Communication: SC1
Committee of the Whole (2)
June 6, 2023**

DATE: June 6, 2023

TO: Mayor and Members of Council

FROM: Vince Musacchio, Deputy City Manager, Infrastructure Development
Jack Graziosi, Director, Infrastructure Delivery

RE: **STAFF COMMUNICATION – Committee of the Whole (2) June 6, 2023
Parking Spaces in Kleinburg Village**

1. Purpose

The purpose of this Staff Communication is to provide additional information and an update to the Mayor and Members of Council regarding the Parking Spaces in Kleinburg Village.

2. Background

The detailed design of the Kleinburg-Nashville-Stegman's Mill Improvements Project commenced in June 2021 and included the recommended designated parking area on Islington Avenue, south of Treelawn boulevard. In August 2022, local residents raised concerns about the designated/boulevard parking area. An interim status report was provided at the December 12, 2022 Committee of the Whole meeting.

It was recommended that staff meet with the Local Councillor, area residents and the Kleinburg Business Improvement Association (KBIA) to review the proposed parking design. As a result, a meeting was held on December 21, 2022, at the Pierre Berton Heritage Centre, to review the 60% detailed design drawings for parking spaces in Kleinburg Village.

At the meeting, potential areas were identified within both the Kleinburg Village and the project area that could accommodate additional layby parking. These potential layby parking locations were subsequently provided to the City's engineering design consultant for analysis and technical review. The preliminary analysis and technical review were completed in late April.

3. Analysis

A follow-up meeting was held on May 11, 2023, at the Pierre Berton Heritage Centre to review the updated parking design. In attendance were City staff, area residents and the KBIA.

The updated parking design presented was based on the potential areas identified at the December 21, 2022 meeting. Table 1 provides a summary of the parking design. The updated design provides for a proposed 92 layby parking spots along Nashville Road and Islington Avenue (from approximately 100m south of Treelawn Boulevard to Pennon Road). Stegman’s Mill Road was also reviewed for potential layby parking spaces but was not technically feasible due to safety concerns with driver sight lines.

**Table 1
Summary of Parking Design**

Location	Existing Permissible Parking Spaces	Preliminary Proposed Parking Spaces	Updated Proposed Parking Spaces
Islington Avenue (Layby Spots)	49	35	73
Nashville Road (Layby Spots)	20	10	19
Proposed Boulevard Parking on Islington Avenue	-	40	0
TOTALS	69	85	92

Both the residents and KBIA in attendance were pleased with the updated parking design presented at the meeting. There was a request by residents to investigate the feasibility of additional layby parking between Pennon Road and Rushworth Crescent. The project team have arranged for the engineering design consultant to complete an analysis and technical review at this location. If the location is determined to be technically feasible, it will be incorporated into the parking design.

The completion of the detailed design is currently underway. The release of the Request for Contractor Pre-Qualification (RFPQ) for the construction phase is anticipated for late summer. The procurement of a general contractor is anticipated to commence in late 2023/early 2024, with construction planned to start in Spring 2024. Construction is projected to require two construction seasons to complete.

A Public Information Centre (PIC) is being planned for later this Fall. This will give citizens, residents, and business owners an opportunity to review the proposed streetscape design and understand the extent of the works planned for the Kleinburg Village and ask any questions.

For more information, contact:

Jack Graziosi, Director of Infrastructure Delivery, ext. 8201
Frank Facchini, Manager, Design & Construction, ext. 8986

Approved by

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Vince Musacchio, Deputy City Manager,
Infrastructure Development

DATE: June 6, 2022

TO: Mayor and Members of Council

FROM: Vince Musacchio, Deputy City Manager, Infrastructure Development

RE: **STAFF COMMUNICATION – June 6, 2023, Committee of the Whole (2)
Status Update on Parkland Dedication**

**Staff Communication: SC2
Committee of the Whole (2)
June 6, 2023**

1. Purpose

The purpose of this Staff Communication is to provide Mayor and Members of Council with an update on the development of new and amended policies related to Parkland Dedication By-Law 168-2022.

2. Analysis

On June 28, 2022, Council approved Parkland Dedication By-law 168-2022 which was derived from a comprehensive Parkland Dedication Guideline Study. The development of the By-law satisfied consultation requirements in subsection 42(3.1) of the *Planning Act*. The By-law came into full force and effect on September 18, 2022 authorizing the acquisition of lands and payment-in-lieu for park and other public recreational purposes.

Along with approval of the new by-law, staff were requested to further explore a percentage cap for land dedication, cash-in-lieu of parkland expenditure policy, and other policy amendments that may be required and report back by Q2 2023.

Following enactment of Parkland Dedication By-law 168-2022, provincial Bill 23, the *More Homes Built Faster Act*, was introduced by the Minister of Municipal Affairs and Housing and received Royal Assent on November 28, 2022. The Bill amended various Acts including the *Planning Act* and introduced deductions and exemptions for parkland dedication and cash-in-lieu of parkland payments (CIL). The [November 23, 2022, Special Committee of the Whole \(Working Session\) Report](#) outlines the depth of these amendments.

Although Bill 23 is in effect, implementation regarding collection of CIL and parkland conveyance remains uncertain in the absence of forthcoming regulations which will not come into force until such time as confirmed by the Government of Ontario. Changes are anticipated to include acceptance of developer proposed parkland (including encumbrances), freezing of parkland dedication rates (percentage cap), CIL reporting requirements and exemptions related to attainable housing.

Staff are in the process of gathering data to compare the impacts of reduced parkland dedication requirements after the adoption of Bill 23. Development applications are

currently being reviewed on a case-by-case basis with parkland dedication requirements based on in-effect policies and legislation applicable to each application. Additionally, the Vaughan Official Plan Review is currently underway and guiding documents such as the Active Together Master Plan and development of a new Greenspace Strategic Plan will provide guidance on the City's parkland needs and targets and will make recommendations towards a policy framework related to parkland dedication. Staff will report back to Council with a comprehensive update and proposed parkland dedication policies as a result of this work.

For more information, contact Jamie Bronsema, Director, Parks Infrastructure Planning & Development, ext. 8858

Approved by

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Vince Musacchio, Deputy City Manager
Infrastructure Development



**STAFF COMMUNICATION
FOR INFORMATION ONLY**

**Staff Communication: SC3
Committee of the Whole (2)
June 6, 2023**

DATE: Wednesday, May 31, 2023

TO: Mayor and Members of Council

FROM: Vince Musacchio, Deputy City Manager, Infrastructure Development

RE: **STAFF COMMUNICATION – Block 27 Collector Roads Municipal Class Environmental Assessment (MCEA) – Notice of Completion, June 6, 2023 COW (2)**

1. Purpose

The purpose of this Staff Communication is to provide the Mayor and Council with information regarding the Notice of Completion for the Block 27 Collector Roads Municipal Class Environmental Assessment (MCEA) Study. The draft Environmental Study Report (ESR) is currently under review and the final report scheduled to be filed and available for a 30-day public review period in July/August 2023.

2. Analysis

Background

In January 2015 the City of Vaughan initiated the North Vaughan New Communities Transportation Master Plan (NVNCTMP) to establish the internal transportation network that is needed to support each of the new community blocks, including within the Transit Hub designation of Block 27. The long-range plan supports policies, programs, and infrastructure required to meet existing and future mobility needs and provides context for transportation decisions within North Vaughan. The connectivity of the New Community Area blocks to the remainder of the Regional Transportation Network, and the required road and transit network improvements necessary to accompany the planned growth in the North Vaughan area were the main objectives of the NVNCTMP.

The NVNCTMP study supported the Block 27 Secondary Plan through the identification and justification of the preferred transportation network. The process for the network development included the consideration of alternative network solutions, evaluation of those alternatives to select a preferred alternative, and detailing of the preferred alternative. Through consultation with the Block 27 Secondary Plan team, participating landowners and their representatives, and the NVNCTMP study team, three distinct networks were identified and evaluated based on transportation, natural environment,

socio-economic environment, and cost and implementation implications. The NVNCTMP was completed in accordance with the Municipal Class Environmental Assessment (MCEA) process and therefore satisfied Phases 1 and 2 of the process on which the Block 27 Collector Roads MCEA was based.

The Block 27 Secondary Plan (2018) was to establish a land use planning and urban design policy framework to guide development in the Block 27 Secondary Plan Area. The Block 27 Secondary Plan was designed to create a complete community focused on a new Local Centre – the Kirby GO Transit Hub in the northeast quadrant of Block 27, located south of Kirby Road and west of Keele Street. The new community will be compact, vibrant, inclusive, healthy, sustainable, and diverse while being designed to have a net positive environmental outcome. The Block 27 Secondary Plan outlined several strategic objectives for Block 27 pertaining to transportation that has been reflected in the NVNCTMP's recommended transportation network, and subsequently, in the road designs prepared as part of the Block 27 Collector Roads MCEA:

- The transportation network for Block 27 will be designed to accommodate all modes of travel while prioritizing transit, cycling, and walking, particularly in the Kirby GO - Transit Hub Centre
- The transportation network will be connected and continuous with a grid-like street network while recognizing constraints such as the railway, TC Energy pipeline, and natural areas
- Active and safe routes to community facilities will be provided through the overall multimodal transportation system
- The street network should be porous and be designed to promote alternatives for traffic flow through neighbourhoods

Following the completion of the NVNCTMP and Block 27 Secondary Plan as approved by Council, finalization of the recommended transportation network in Block 27 requires the completion of the remaining phases of the MCEA process, being Phase 3 and Phase 4. The City as co-proponents with the Block 27 Landowners Group Inc. have undertaken the Block 27 Collector Road MCEA following Council authority provided in June 2021.

In June 2021, Council authorized the City and Block 27 Landowners Group Inc. to conduct Phases 3 & 4 of the Block 27 Collector Roads MCEA as co-proponents. An agreement formalizing Council's decision was executed in June 2021. The agreement further provided that the completed Block 27 Collector Roads MCEA and related project file report may only be filed for the mandatory public review once the City is satisfied that the key agencies and stakeholders have accepted the recommendations and conclusions of the MCEA study.

Previous Reports/Authority

Authority to Enter into a Co-Proponent Phase 3 and Phase 4 Environmental Assessment Agreement – [June 22, 2021 Committee of the Whole \(Item 13, Report No. 29\)](#)

New Community Area - Block 27 Secondary Plan Study File – [June 19, 2018 Committee of the Whole \(Item 33, Report No. 21\)](#)

[North Vaughan New Communities Transportation Master Plan](#)

Analysis and Options

The Block 27 Collector Roads MCEA largely maintains the collector road network as recommended by the NVNCTMP and the Block 27 Secondary Plan

No significant changes to the Block 27 collector road network are being considered as part of the MCEA. The Block 27 Collector Roads MCEA builds on the preferred network alternative identified in the NVNCTMP and largely maintains the roadway alignments and connection points with the boundary roads formed by Keele Street to the east, Teston Road to the south, Jane Street to the west, and Kirby Road to the north. A context map is provided in **Attachment 1**.

Slight changes are proposed to the collector road network which follow further information collected on the natural environment, results from additional traffic analyses, and consultation with the relevant stakeholders. Any changes to the road network from the alternative recommended by the NVNCTMP are improvements in that the changes reduce environmental impacts, enhance traffic movement, and increase intersection spacing on the York Region network. All points of connectivity recommended by the NVNCTMP have been maintained, including aligning with existing City roads in existing neighbouring blocks, providing access to the proposed future Kirby GO Station, and in ensuring compatibility with other City initiatives.

A map of the preliminary preferred collector road network identified through the Block 27 Collector Roads MCEA has been provided in **Attachment 2**, and the preliminary preferred cross-sections for each road typology is provided in **Attachment 3**.

All consultation events have taken place and all major concerns which impact the roadway alignments have been addressed

The Block 27 Collector Roads MCEA project team has undertaken all required consultation events, including consulting with Indigenous Communities and conducting

a Public Information Session in November 2022. A summary of the consultation events that have taken place is provided in **Attachment 4**. In addition, the project team has held numerous other consultation activities working with key stakeholders and agencies to address all concerns with the roadway alignments. These activities include Technical Advisory Committee meetings, and separate meetings held with York Region, Toronto and Region Conservation Authority (TRCA), and other City departments completing other projects in the area, such as the Kirby Road Widening EA, and works related to North Maple Regional Park (NMRP).

Overall, all concerns that have been identified in relation to the alignments of the collector roadways have been addressed. This includes intersection spacing on the York Region network and environmental impacts of the roadway alignments. Any comments that remain from the key stakeholders, agencies, and City departments are considered minor in nature and are expected to be adequately addressed through the remaining stages of the project.

The City of Vaughan project team will directly oversee the project's completion and will identify any new critical concerns if they were to arise

The City of Vaughan project team will continue to lead and manage the Block 27 Collector Roads MCEA through finalization of the ESR, submitting for public review, and filing the MCEA with the MECP. Per the co-proponent agreement in place between the City of Vaughan and Block 27 Landowners Group Inc., the City of Vaughan will maintain full decision-making authority over all matters related to the project, and the City project team will require that it is fully satisfied with the remaining work needing to be completed prior to issuing the ESR for public review.

Overall, the City of Vaughan project team will require the following through the remainder of the project, prior to finalizing and submitting the ESR for public review, and filing the MCEA with the MECP:

- Any remaining comments and concerns from the key stakeholders including the Indigenous Communities, TRCA, York Region, and internal City departments must be appropriately addressed
- A draft of the ESR must be reviewed by City staff and all internal departments with minimum of 30-days timeframe. Any subsequent drafts will require minimum 15-day review

The City of Vaughan will file the MCEA as co-proponents with the Block 27 Landowners Group Inc. per the existing agreement.

Financial Impact

There are no financial impacts to the City as part of the Block 27 Collector Roads MCEA. Per the agreement between the City and the Block 27 Landowners Group Inc., the City is not responsible for any costs associated with the completion of the MCEA process, including all technical work, consultation, and administrative aspects. An administrative fee has been provided by the Block 27 Landowners Group Inc. to the City to fund costs associated with public engagement and filing of notices. This fee will be relied upon in submitting the ESR for the mandatory public review period and notifying the public.

In terms of the required compensation and mitigation measures that will be identified by the Block 27 Collector Roads MCEA and ESR, the City project team will require that all costs associated with the compensation and mitigation measures be the responsibility of the Block 27 Landowners Group Inc. All other financial impacts associated with the development of Block 27 and the collector road network have largely been considered. This includes costs associated with the upsizing of the collector roads and the costs associated with the roadway crossings. These costs are outlined in the City's Development Charges Background Study. If any expropriation is required to implement the preliminary preferred transportation network of the Block 27 Collector Roads MCEA, the relevant reports and request will be brought forward to Council for consideration at that time.

Operational Impact

Consultation has taken place with numerous relevant City departments through Technical Advisory Committee exercises to identify impacts to other areas of City operations. No major concerns have been identified and the project team will continue to work with other City departments as the Block 27 Collector Roads MCEA is finalized. A draft of the ESR will be shared with all commenting departments, providing a minimum 30-day review period to ensure sufficient review time and discussion amongst staff.

Broader Regional Impacts/Considerations

The Block 27 Collector Roads MCEA project team has worked closely with York Region staff to understand any concerns related to the project recommendations. As the Block 27 collector road network will include new intersections on the York Region network, York Region staff have been consulted to ensure that such impacts are acceptable and can be mitigated appropriately. The Block 27 Collector Roads MCEA project team have ensured that where possible, all intersection locations proposed on the York Region

network will satisfy York Region's requirements in terms of spacing to nearby intersections. Where the requirements cannot be met due to constraints such as the GO rail corridor, the existing road network, and technical requirements related to roadway geometry and design, the project team are working to mitigate impacts as greatly as possible. In consultation with York Region staff, it is understood that all concerns have been addressed at this stage. The project team will continue to work with York Region as the project is finalized, as well as through the detailed design stage that will follow completion of the Block 27 Collector Roads MCEA.

Conclusion

The Block 27 Collector Roads MCEA City of Vaughan project team believes that the MCEA is progressing well and understands that the preliminary preferred road network is acceptable to the team and all key stakeholders. At this stage, the project team anticipates that any future comments can be resolved through the final stages of the project.

The draft Environmental Study Report (ESR) is currently under review and the final report scheduled to be filed with MECP as co-proponents with the Block 27 Landowners Group Inc., and available for a 30-day public review period in July/August 2023. The final Notice of Completion will be made public via Newspaper ads, the City's official social media platforms, mail outs, and e-blasts, and placed on the study website (<https://www.vaughan.ca/about-city-vaughan/departments/development-engineering/block-27-environmental-assessment>) along with the final ESR.

Throughout the project, the team has worked closely with the key stakeholders including the Indigenous Communities, TRCA, York Region, and internal City departments. All major comments and concerns have been addressed. In terms of process, the Block 27 Collector Roads MCEA is completing the remaining Phase 3 and Phase 4 of the MCEA process, building on Phase 1 and Phase 2 already completed by the City through the NVNCTMP and resulting Block 27 Secondary Plan as approved by Council. The preliminary preferred network being considered in the Block 27 Collector Roads MCEA aligns with the recommendations and policies of the NVNCTMP and Block 27 Secondary Plan. The collector road network is consistent with the intent of the NVNCTMP, and all changes proposed are an improvement to the network in terms of environmental impact and traffic movement, while also better aligning with City of Vaughan engineering standards and York Region requirements.

Attachments

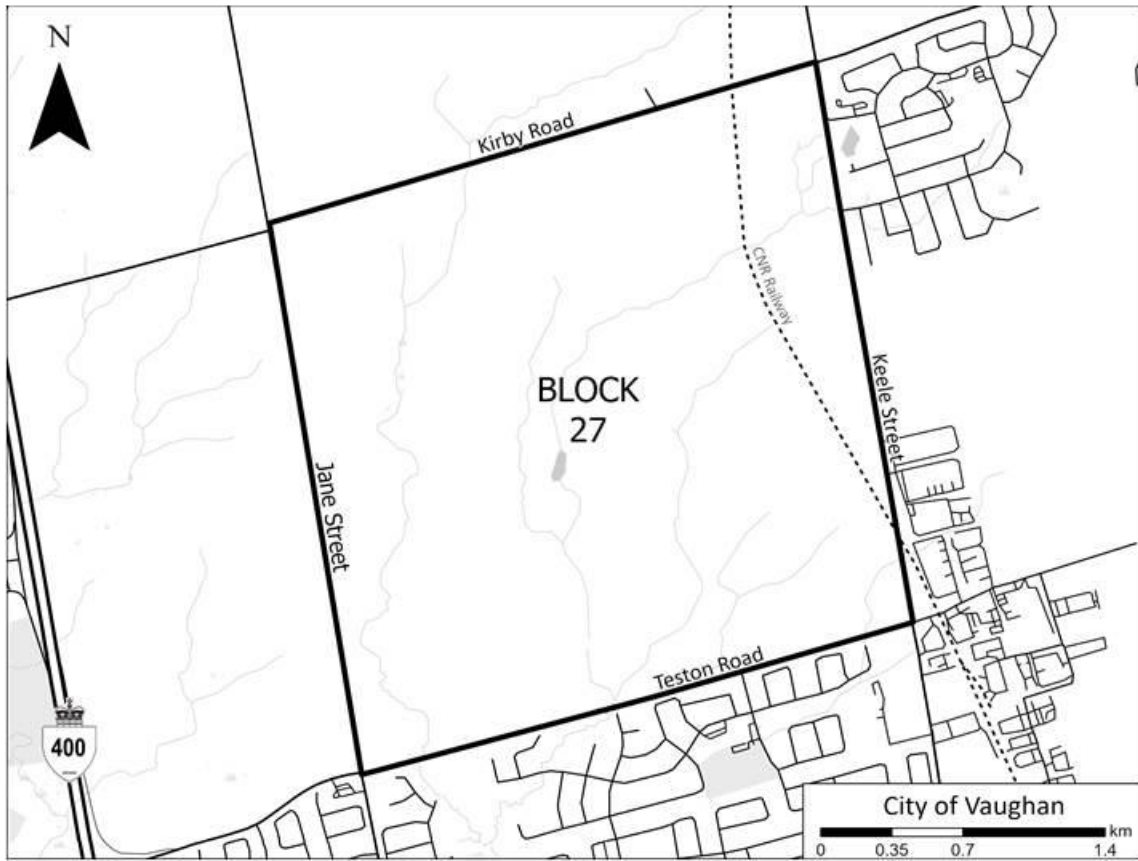
1. Context Map
2. Preliminary Preferred Transportation Network
3. Preliminary Preferred Road Cross-Sections
4. Summary of Consultation Activities

Approved by

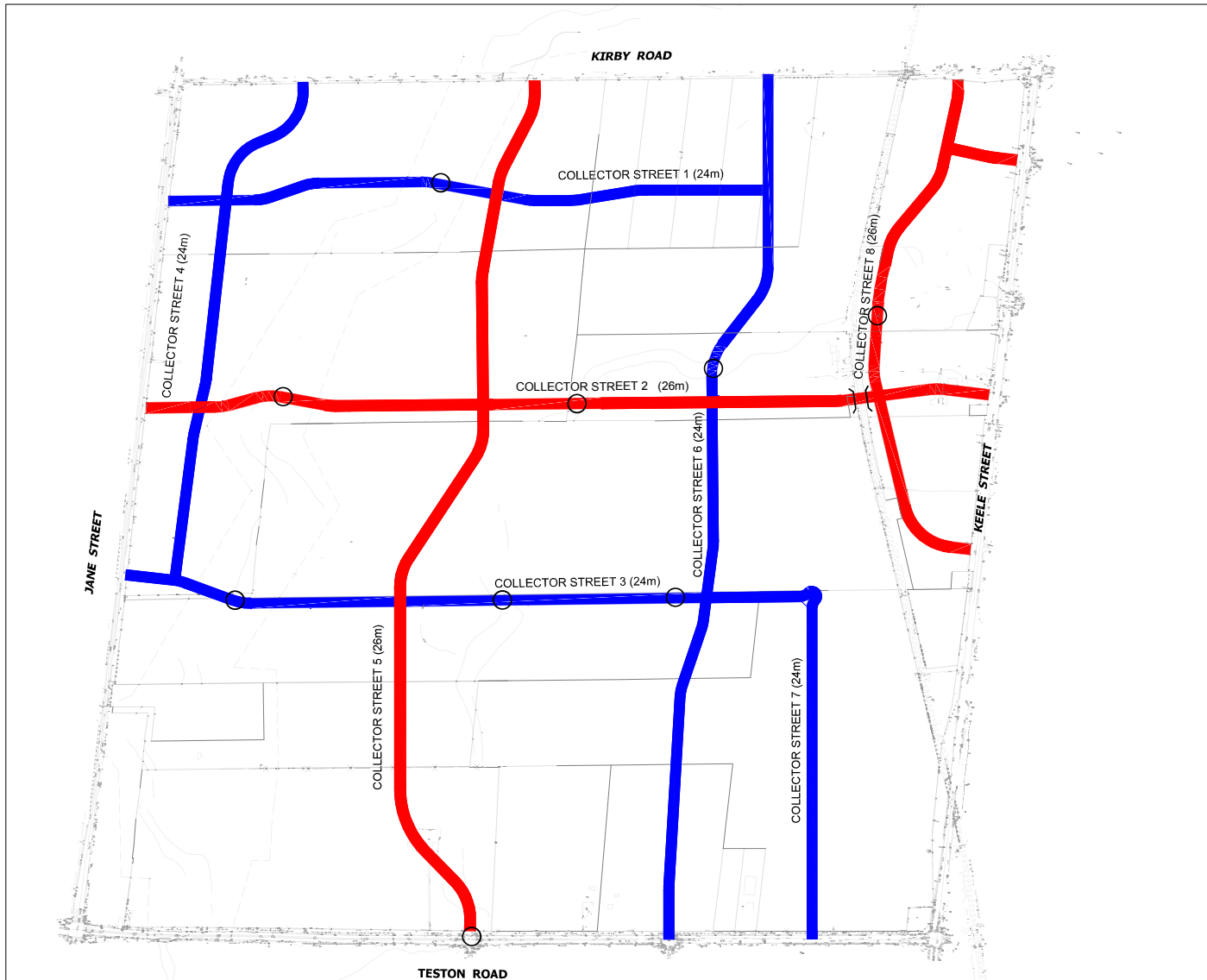
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Vince Musacchio, Deputy City Manager,
Infrastructure Development

ATTACHMENT 1 – CONTEXT MAP



ATTACHMENT 2



NOTES:

- AS PER CITY OF VAUGHAN APPENDIX J: REVIEW OF TRANSPORTATION POLICIES AND ROAD CLASSIFICATION SYSTEM:

HORIZONTAL ALIGNMENT CRITERIA		
	COLLECTOR ST 2, 5 & 8	COLLECTOR ST 1, 3, 4, 6 & 7
ROAD CLASSIFICATION	MAJOR COLLECTOR	MINOR COLLECTOR
DESIGN SPEED (km/h)	60	50
MIN. HORIZONTAL CURVE RADIUS (m)	125	115

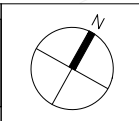
- 4.1.2.3 BOULEVARD WIDTHS TO BE MAINTAINED THROUGHOUT THE CURVE
 - 4.1.2.3 MIN. 20m STRAIGHT ROW BEYOND CURVE
- AS PER CITY OF VAUGHAN ENGINEERING STD. DWG. R - 108: HORIZONTAL CURVE RADIUS AT ANGLE BEND = 12m
- AS PER TAC 3.2.6.1.18: INTERSECTING ROADS ARE ALLOWED TO MEET BETWEEN 70 - 110°

LEGEND:

- █ MINOR COLLECTOR SREETES
- █ MAJOR COLLECTOR STREETS
- - - - - LIMIT OF GREEN BELT
- — — — — RAILWAY
- |○ CULVERT
- GRADE SEPARATION

DRAWN BY: Z.A.

LEA Consulting Ltd.
Consulting Engineers
and Planners
www.LEA.ca



Project No.
20009

Date
MAY 15 2023

DRAFT

NOT FOR CONSTRUCTION

BLOCK 27
VAUGHAN ONTARIO

SCALE 1:10000

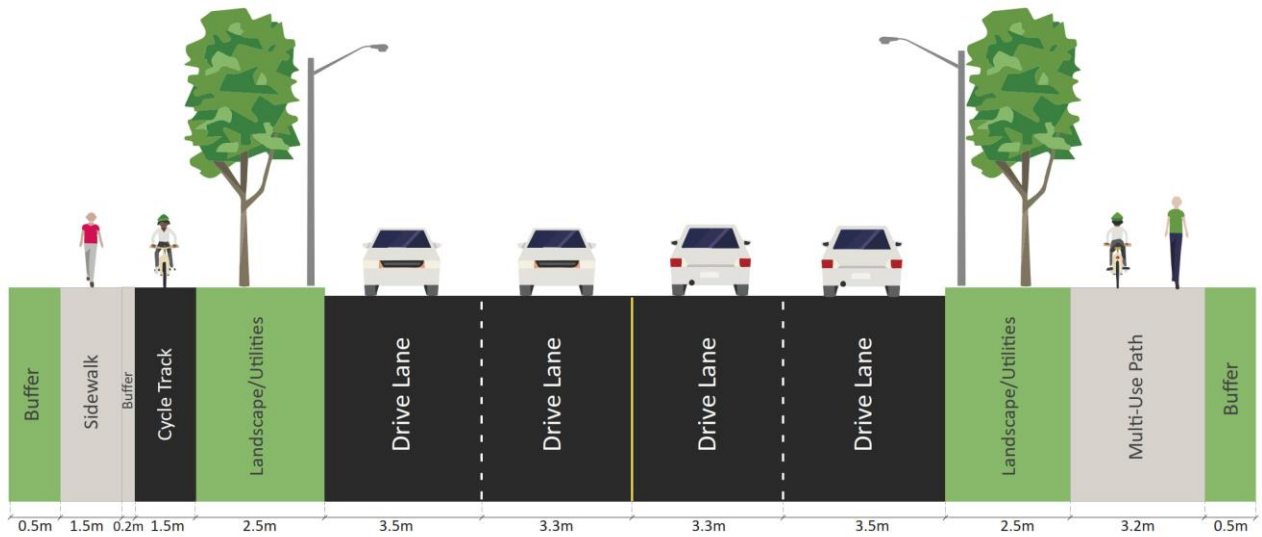
PREFERRED ROAD ALIGNMENTS
KEYPLAN

Drawing No.
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ATTACHMENT 3

Block 27 Collector Roads Municipal Class Environmental Assessment Study Final Major Collector Road Cross-Section

Alternative MA1: Multi-Use Path



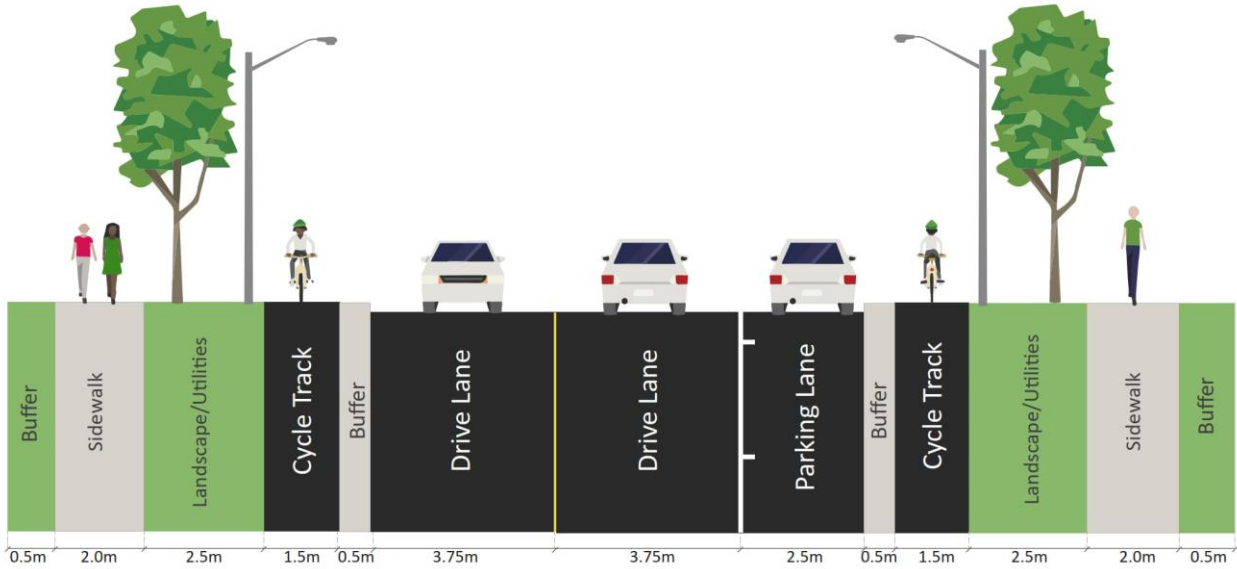
Note: This alternative considers implementation of MUP(s) and/or side-by-side facilities (both are illustrated in the above cross-section as an example)

Block 27 Collector Roads Municipal Class Environmental Assessment Study
Final Minor Collector Road Cross-Section

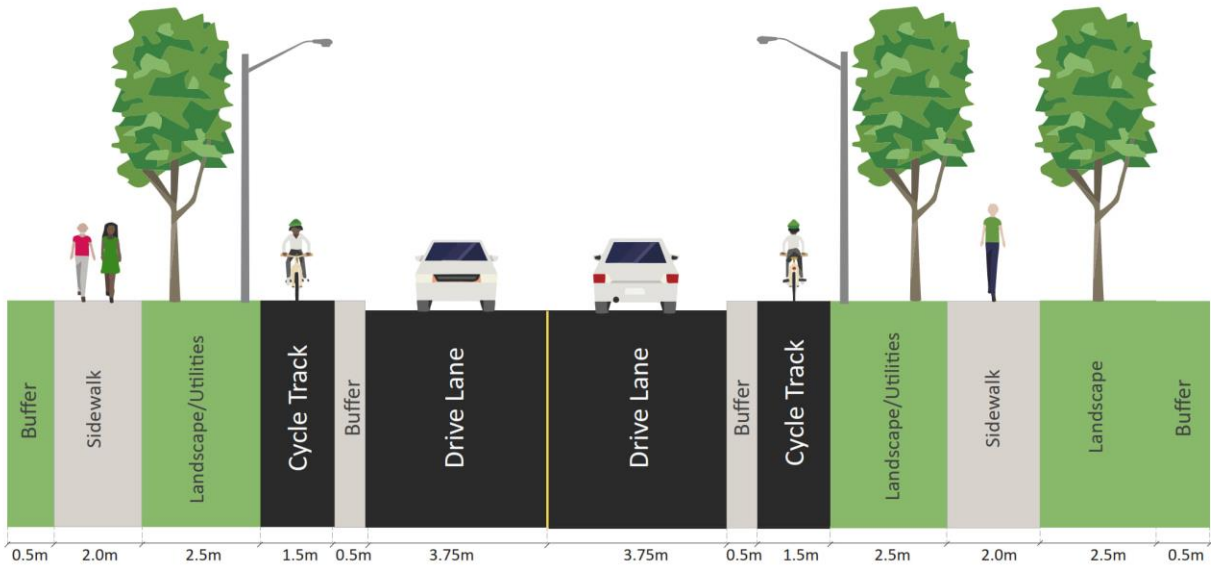
Note: It is anticipated that there are some areas along collector streets where a parking lane may not be suitable, as such, cross-sections with and without a parking lane has been developed. Both options with and without parking provide a 24 m right-of-way. Specific locations with/without parking along the Collector Roads will be determined in the next design phase.

Alternative MI1: Separated Uni-Directional Cycle Track

Option With Parking

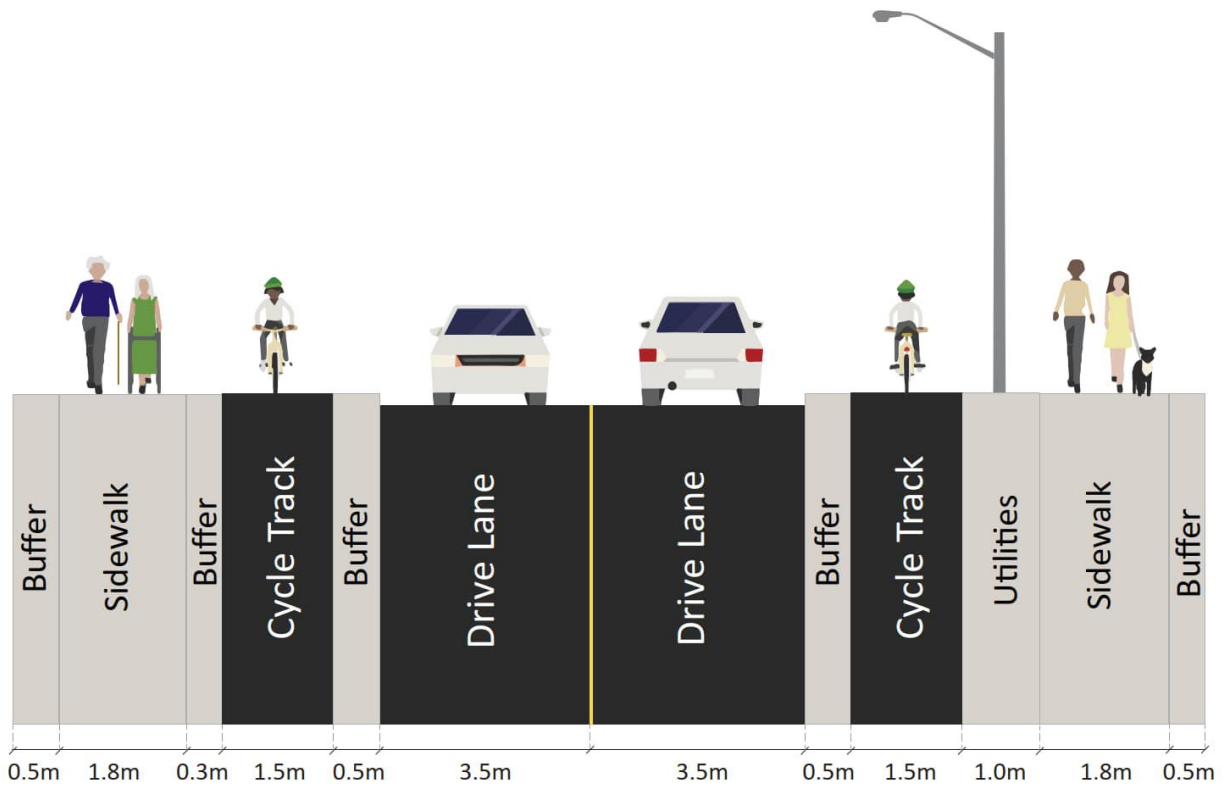


Option Without Parking



**Block 27 Collector Roads Municipal Class Environmental Assessment Study
Final Reduced Street 6 Cross-Section**

Alternative 1: Separated Facilities (16.9 m)



ATTACHMENT 4 - SUMMARY OF MAJOR CONSULTATION

Consultation Event	Date
Notice of Pre-Consult (Indigenous Communities)	December 6, 2021
Notice of Study Commencement	December 16, 2021
Curve Lake First Nation Consultation Meeting #1	February 25, 2022
TRCA Meeting #1	March 16, 2022
Curve Lake First Nation Consultation Meeting #2	March 29, 2022
Mississaugas of the Credit First Nation Consultation Meeting #1	May 9, 2022
TRCA Meeting #2	July 27, 2022
TRCA Meeting #3	September 16, 2022
TAC Meeting #1	March 22, 2022
TAC Meeting #2	August 29, 2022
Notice of PIC	November 2, 2022
PIC	November 16, 2022
York Region (Intersection Spacing)	November 28, 2022
TRCA Meeting #4	May 11, 2023

DATE: June 1, 2023

TO: Mayor and Members of Council

FROM: Zoran Postic, Deputy City Manager, Public Works

RE: STAFF COMMUNICATION – Committee of the Whole (2) June 6, 2023

**Members Resolution – February 2, 2022, Report No.1 Item No.3,
Rainbow Crosswalk and Every Child Matters Crosswalk**

1. Purpose

This communication serves to provide an update on the Rainbow Crosswalk at City Hall and share information about an upcoming 'Every Child Matters' Crosswalk within the City of Vaughan.

2. Analysis

The Rainbow Crosswalk, located at the City Hall driveway, has been well-received since its installation in June 2022. This vibrant crosswalk, featuring the colours of the 2SLGBTQ+ Pride flag, symbolizes the City's commitment to fostering a diverse and inclusive environment. It has garnered positive feedback from the local 2SLGBTQ+ community and the wider public, positioning the City of Vaughan as a leader in promoting inclusivity and diversity.

To build upon the success of the Rainbow Crosswalk, and at the request of Vaughan Public Libraries, the City of Vaughan is installing an 'Every Child Matters' Crosswalk near the Civic Centre Resource Library. This crosswalk will commemorate and honour the Indigenous children taken by the Residential School System, survivors, and their families, recognizing the City's and Vaughan Public Libraries' commitment to truth and reconciliation. The unveiling celebration is tentatively planned for Friday September 22, 2023 at 1:30 pm. An invitation will be extended to the Chief and Band Council of the Mississaugas of the Credit, our Indigenous partners.

Furthermore, the City of Vaughan plans to re-install the Rainbow Crosswalk once the current construction activities in the City Hall parking lot are complete. By maintaining this important symbol of inclusivity, the City reaffirms its dedication to fostering a welcoming environment for all residents. To ensure a thoughtful and sustainable approach future installations and opportunities will be reviewed and assessed through Public Works, Infrastructure Development and Corporate Services.



For more information, contact:

Peter Pilateris, Director, Transportation and Fleet Management Services, Ext. 6141
Margie Singleton, Chief Executive Officer, Vaughan Public Libraries, Ext. 4601
Zincia Francis, Diversity and Inclusion Officer, Ext. 8159
Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and CFO,
Ext. 8913
Vince Musacchio, Deputy City Manager, Infrastructure Development, Ext. 8311

Approved by

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Zoran Postic
Deputy City Manager, Public Works