

**INTERGOVERNMENTAL RELATIONS SUB-COMMITTEE –  
APRIL 8, 2024**

**COMMUNICATIONS**

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**Distributed April 2, 2024**

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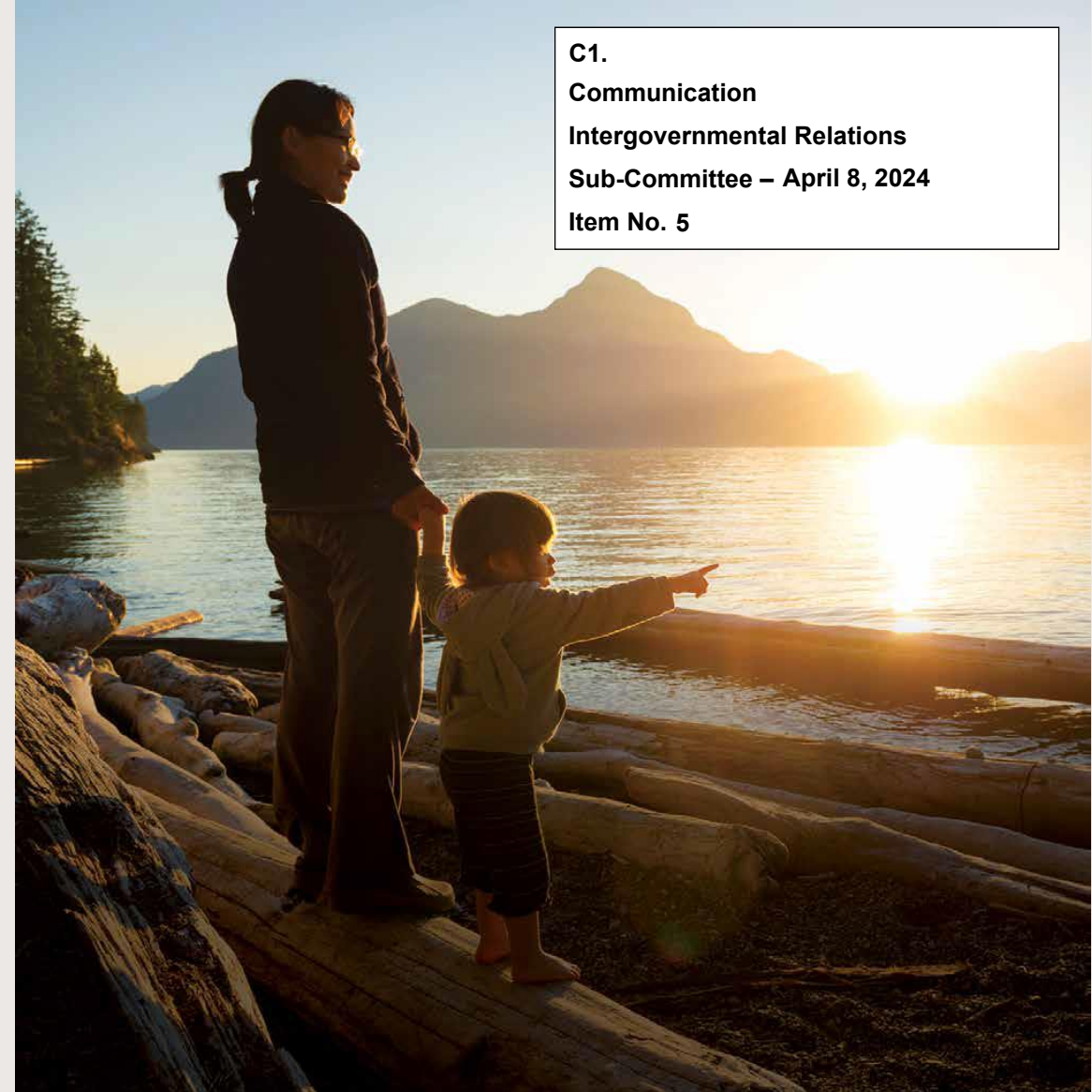
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**Please note there may be further Communications.**

# FCM Pre-Budget 2024 Advocacy Update

Mathieu Bélanger  
Executive Director of Policy and  
Public Affairs

City of Vaughan Intergovernmental Relations  
Subcommittee  
April 8, 2024



C1.  
Communication  
Intergovernmental Relations  
Sub-Committee – April 8, 2024  
Item No. 5



FÉDÉRATION  
CANADIENNE DES  
MUNICIPALITÉS

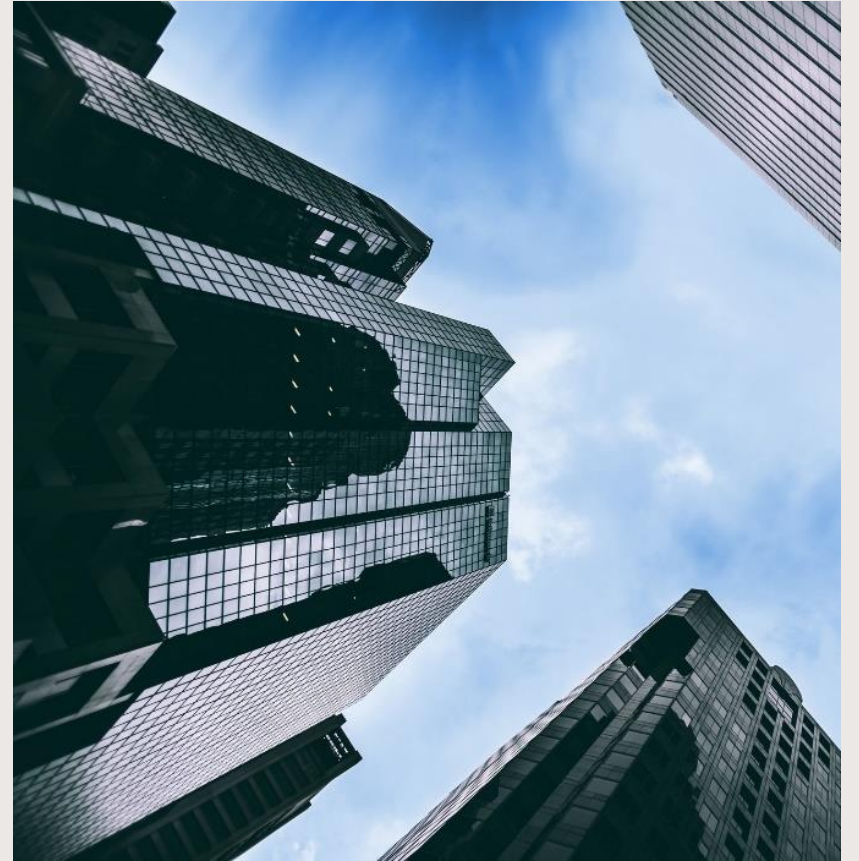
FEDERATION  
OF CANADIAN  
MUNICIPALITIES

# Outline



# FCM: Who we are

- The national voice of Canada's local order of government
- **2,100 member municipalities** in every part of Canada
- Our members represent **more than 92% of Canadians**
- We work closely with AMO, OBCM and MARCO
- City of Vaughan is a member through **York Region**. York has a dedicated seat on our board. There is an additional seat set aside for a Regional Chair, appointed by MARCO.



# FCM: What we do

Shaping national agenda

Results

Convening municipal sector

Building capacity



LOCAL ACTION  
NATIONAL RESULTS

# Advocacy Update

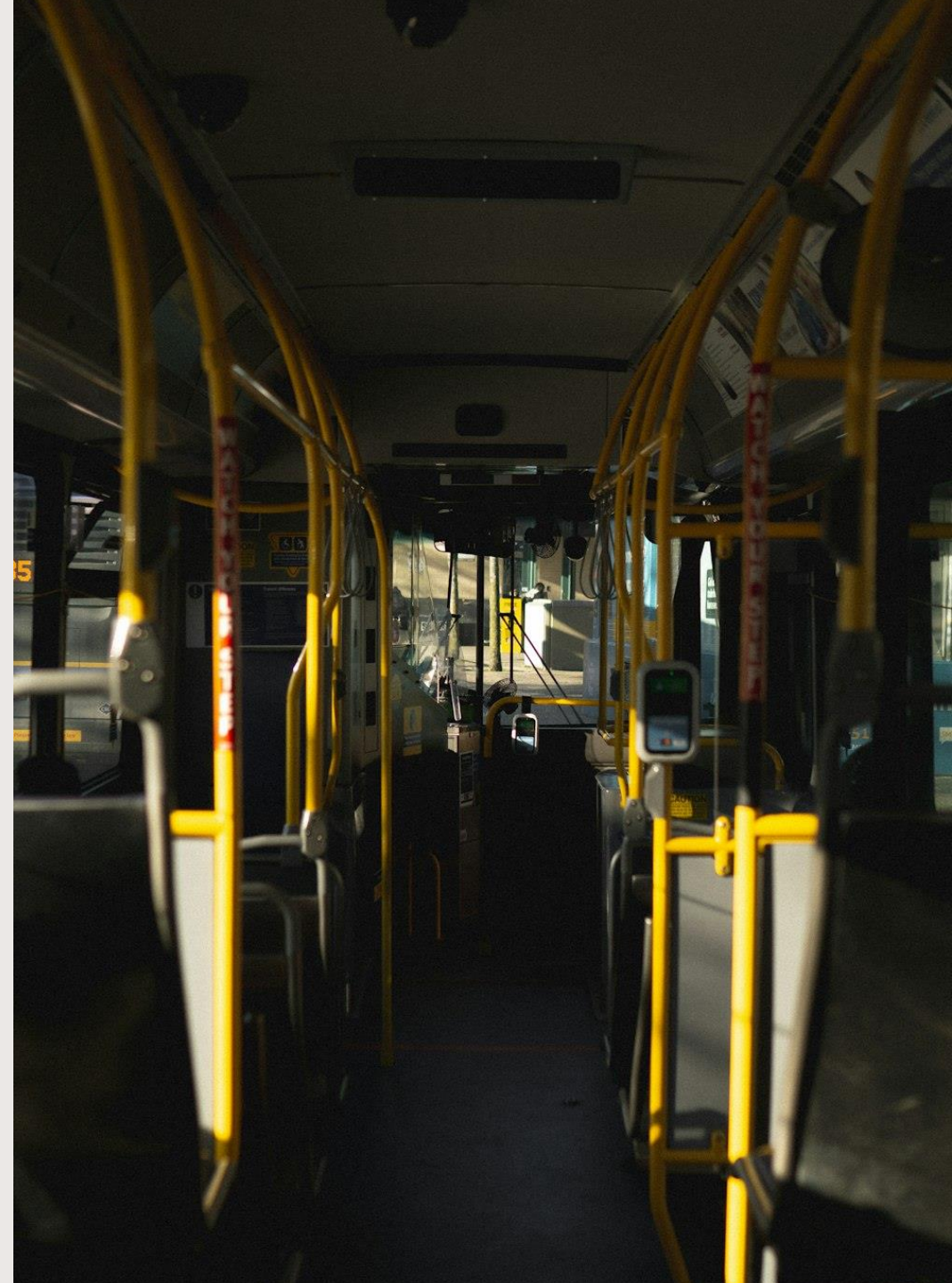
## Context: Pre-Budget Landscape

- Very tight fiscal context
- This year's target = keep deficit for current fiscal year below \$40.1 B
- Anticipate a strong focus on housing, but not a lot of significant new spending
- Federal housing plan forthcoming



# Infrastructure Update

- Next-generation federal infrastructure plan is stalled
- Finance says \$27 B in federal infrastructure funding has been allocated but not yet spent
- New transit fund not beginning until 2026
- CCBF = sole reliable program for core infrastructure
  - New agreements being negotiated now – AMO is representing you at the table with the province and federal government



# Budget 2024 Approach

## Municipal Focus:

- We need predictable, stable infrastructure funding to accommodate growth and build housing.
- Outdated municipal funding models cannot sustain the needs of communities today or in the future.
- **Solution: a new Municipal Growth Framework**
- All orders of government need to be at the table to develop a plan for growth.





# FCM Budget 2024 Priorities

- National discussion on a new **Municipal Growth Framework**
- **Infrastructure funding to support housing**
- Support for Reaching Home **homelessness** prevention & response program
- **Supportive housing** and ensuring necessary wraparound health/social supports
- Increased federal support for housing and social/settlement services for **asylum seekers**
- **National mental health strategy** that addresses interconnected issues including substance use and homelessness.
- Long-term funding for local **climate adaptation/mitigation** projects.

Municipalities:  
Where Canada  
Grows



**Federal Budget 2024**

The Federation of Canadian Municipalities (FCM)'s  
recommendations for Canada's communities

# Working Together

- FCM staff will continue to communicate with federal gov't and to keep members updated
- You can help keep pressure on MPs and help raise awareness locally, using our “Update Required” toolkit
- FCM Annual Conference in Calgary, June 6-9
- Raise emerging issues with us through your board representatives, through York Region, or directly



# Questions?



FÉDÉRATION  
CANADIENNE DES  
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**C2.**  
**Communication**  
**Intergovernmental Relations**  
**Sub-Committee – April 8, 2024**  
**Item No. 4**

# Introduction to AMO

Presentation to Vaughan's Intergovernmental Relations Sub-Committee

April 8, 2024



# Presentation Objectives

To provide an overview of:

1. The Association of Municipalities of Ontario (AMO)
2. AMO's 2024 Strategic Objectives

# About AMO

- AMO is a non-profit organization representing almost all of Ontario's 444 municipal governments
- Through AMO, Ontario's municipalities work together to achieve shared goals and meet common challenges
- We support strong and effective municipal government in Ontario and promote the value of municipal government as a vital and essential component of Ontario and Canada's political system
- AMO activities include:
  - develop policy positions and reports;
  - liaise with elected and non-elected representatives;
  - inform and educate; and
  - provide services to the municipal sector.
- Annual AMO Conference (August) and Rural Ontario Municipal Association (ROMA) Conference (January)

# Governance Structure

- AMO has a 43-member Board of Directors that consists of six caucuses representing the regional and structural diversity of municipal governments in Ontario, including: rural, northern, small urban, large urban, regional and single-tier and county. The chairs of key regional municipal organizations also serve on the AMO Board
- Establish and utilize task forces to recommend policy positions to the Board of Directors by conducting policy research and analysis on a wide range of policy issues, including:
  - Health Transformation
  - Land-Use Planning and Resources
  - Municipal Finance and Economic Development
  - Policing
  - Social Policy and Human Services
  - Indigenous Priorities

# Policy Centre

- The Policy Centre conducts policy analysis and research supported by ongoing government relations and advocacy activities to ensure that provincial policies and programs respect municipal authority and objectives
- The Policy Centre:
  - Liaises with over twenty provincial ministries on a full range of municipal-provincial policy issues
  - Submits comments and municipal positions – e.g. on proposed legislation, provincial budgets
  - Collaborates on new program design and municipal implementation
- Manages MOU meetings for confidential political provincial-municipal consultation
- Works with internal Task Forces to develop and recommend policy positions to the Board of Directors, and to monitor issues of municipal interest
- Develops new research and publishes papers
- Represents the sector on a variety of provincial and federal committees, such as policing standards, source water protection, immigration, municipal rural infrastructure fund program, and emergency management
- Leads advocacy-focused events and campaigns



# Policy Centre

## 2024 Strategic Priorities

**Deepen relationships with Indigenous people and organizations to support municipalities to advance truth and reconciliation**

**Advance municipal interests in housing and homelessness**

**Deepen connections with health partners to achieve mutual goals**

**Refresh approach to climate change and environment**

**Lay out a path towards municipal fiscal sustainability**

# Thank you!

## Contact

Karen Nesbitt

Sr Manager, Policy Centre

[knesbitt@amo.on.ca](mailto:knesbitt@amo.on.ca)

416-508-2992

C3.  
Communication  
Intergovernmental Relations  
Sub-Committee – April 8, 2024  
Item No. 6

**DATE:** April 3, 2024

**TO:** Intergovernmental Relations Subcommittee

**FROM:** Fahim Khan, Public Policy & Research Specialist, Economic Development  
CC: Maria Papadopoulos, Program Manager, Strategic Economic Initiatives  
CC: Michael Genova, Chief, Communications and Economic Development  
CC: Raphael Costa, Director, Economic Development

**RE:** Information on the Landlord Tenant Tribunal

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### **HIGHLIGHTS:**

- The Landlord-Tenant Board (LTB) is Ontario's busiest tribunal. Since 2019, the backlog of LTB applications has grown to over 53,000. The average wait time for an order on an arrear eviction is currently 342 days. The average wait time for tenant applications from filing to order is 427 days.
- The move to digital hearings in multiple simultaneous province-wide hearing blocks has many negative impacts including reduced access to mediation and fewer pre-hearing settlements, reduced access to tenant duty counsel services at LTB hearings, and diminished Legal Clinic resources for low-income tenants. Regional in-person hearings may be re-established to address the current backlog to facilitate mediation and early settlements.

### **BACKGROUND**

***Landlord-Tenant Board is Ontario's busiest tribunal. Since 2019, the backlog of LTB applications has grown to over 53,000. The average wait time for an order on an arrear eviction is currently 342 days. The average wait time for tenant applications from filing to order is 427 days.***

The backlog of LTB applications has grown from 14,000 over the last few years. The average wait time for an order on an arrear eviction used to be about 32 days while for tenant applications – from filing to order – was 70 days. LTB now has 128 adjudicators (70 full-time and 58 part-time) compared to 53 adjudicators (44 full-time and 9 part-time) six years ago. When a member of the public tries to call the LTB seeking assistance, they now wait more than three times as long on hold as compared to the average wait time reported in 2018-19 despite LTB now answering only half the number of calls.

***The move to digital hearings in multiple simultaneous province-wide hearing blocks has many negative impacts including reduced access to mediation and fewer pre-hearing settlements, reduced access to tenant duty counsel services at LTB hearings, and diminished legal clinic resources for low-income tenants.***

The pandemic resulted in a freeze in evictions, but the large increase in the backlog cannot be attributed to COVID-19 alone. Rather, there was a 40 percent drop in the number of new applications in 2020-21, and the numbers have not returned to pre-pandemic levels yet.

The decision to move predominantly to video/telephone hearings is another reason for the growing backlog of cases. Tribunals Ontario closed 44 regional LTB hearing locations where

landlords and tenants were previously able to obtain assistance from LTB staff, eliminating many errors that now lead to delays. The electronic hearing model struggles to manage a high-volume tribunal that involves many parties with no legal representation and limited digital literacy.

The room for mediation is limited in the electronic hearing format, particularly when one party (generally the tenant) is on the phone and the other (generally the landlord) is participating via Zoom. When hearings were conducted locally and in person, up to 30 percent of matters would settle on the hearing day without the need for adjudication. All parties used to benefit from the in-person presence of local legal clinic lawyers, acting as tenant duty counsel. Approximately 60 percent of all applications are arrears evictions. In the past, clinic duty counsels in attendance at local hearing centres could assist unrepresented tenants to avoid eviction by negotiating re-payment plans for outstanding arrears.

As documented by the Ombudsman, the hearing process is often chaotic. Parties lose audio connection mid-hearing. The parties and adjudicators have difficulty sharing documents and evidence online. Parties participating by telephone struggle to effectively participate. Both the Ontario Bar Association and the Canadian Bar Association have separately cautioned about the potential negative impact of imposing an almost-mandatory digital format for people living in poverty or facing other challenges to electronic participation. Over 90 percent of tenants are not represented by counsel. The current LTB system of scheduling simultaneous blocks of provincewide, electronic hearings means that legal clinic lawyers spend an enormous amount of time sitting in on virtual block hearings with multiple applications, attempting to identify and connect online and by telephone with tenants who need immediate legal assistance at their LTB hearing. This has reduced the capacity of legal clinics to provide tenant households with in-depth representation at hearings before the LTB.

# Briefing: The Landlord and Tenant Board

April 8, 2024

Office of Communications and Economic Development

C4.

Communication

Intergovernmental Relations

Sub-Committee – April 8, 2024

Item No. 6

VAUGHAN CITY HALL

# What is the Landlord and Tenant Board

- The Landlord and Tenant Board (LTB) is an arms length body of the Province of Ontario, and it reports into the Ministry of the Attorney General
- The LTB is an impartial adjunctive body that is responsible for both landlords and tenants
- The LTB is responsible for ensuring that the rights of the both landlords and tenants are upheld, and disputes are resolved fairly

# Backlog Issue

- Since 2019, the backlog of LTB applications has grown to over 53,000.
- The average wait time for an order on an arrear eviction is currently 342 days. The average wait time for tenant applications from filing to order is 427 days
- The move to digital hearings in multiple simultaneous province-wide hearing blocks has many negative impacts including reduced access to mediation and fewer pre-hearing settlements, reduced access to tenant duty counsel services at LTB hearings, and diminished Legal Clinic resources for low-income tenants



**C5.**

**Communication**

**Intergovernmental Relations**

**Sub-Committee – April 8, 2024**

**Item No. 3**

# Toronto Pearson Update

## City of Vaughan

April 8, 2024



# Overview

- The role of Toronto Pearson
- The Noise Management Program + Consultation
- Moving forward together



# The role Toronto Pearson

An economic driver for the Province and Region

# Our Economic Impact

- Approximately **50,000** people directly employed at **400** companies at Toronto Pearson
- Supports more than **300,000 jobs across the region**
- Economic pillar of Canada's second-largest employment zone – **\$42 billion in GDP** through direct and indirect activity
- Critical hub for Canadian supply chains – **45 percent** of the country's air cargo passes through the airport
- Poised to support Canada's economy and future prosperity as a significant driver of **jobs, investment, trade and tourism.**



# Partners in economic growth



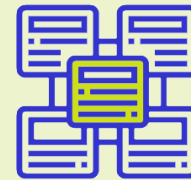
Nearly 1,000 **residents of Vaughan** hold jobs at Toronto Pearson and GTAA procured around **\$25 million** with 51 companies located in Vaughan



With connectivity to over **175 global destinations**, Toronto Pearson supports the **competitiveness** of businesses, facilitates **inbound visitor spending**, and the movement of **cargo and trade**



Ongoing **job opportunities for residents** through Pearson's first **airport-wide job portal**, with an average of 100 new job postings per month

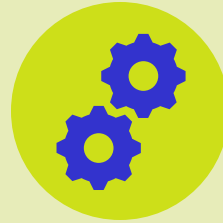
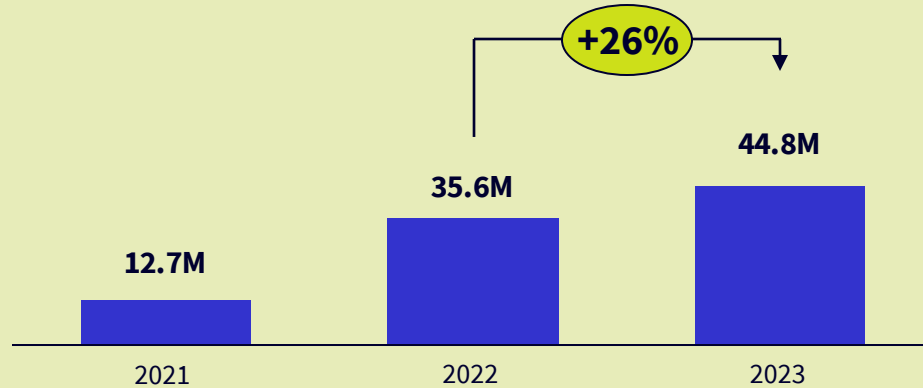


**Pearson Works** is a new program to support **reskilling** and **upskilling** of employees

# 2023 has been a year of growth and improvement

## GTAA driving performance improvements during hockey-stick growth in 2023

### Passengers (#s in Millions)



### Driving performance improvement

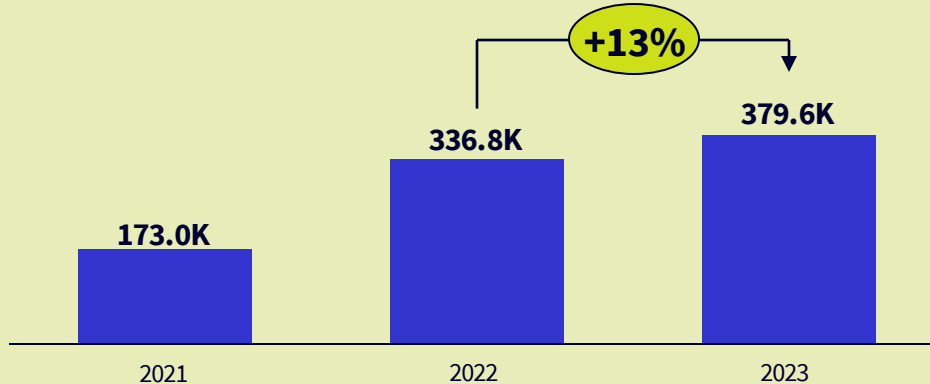
- Re-engineering processes, more employees
- Implementing new technologies, leveraging **real time data**



### New performance culture for 400+ airport employers

- Shared **commitments, expectations and accountabilities** for partners and ourselves at Toronto Pearson Standard.

### Aircraft Movements (#s in Thousands)



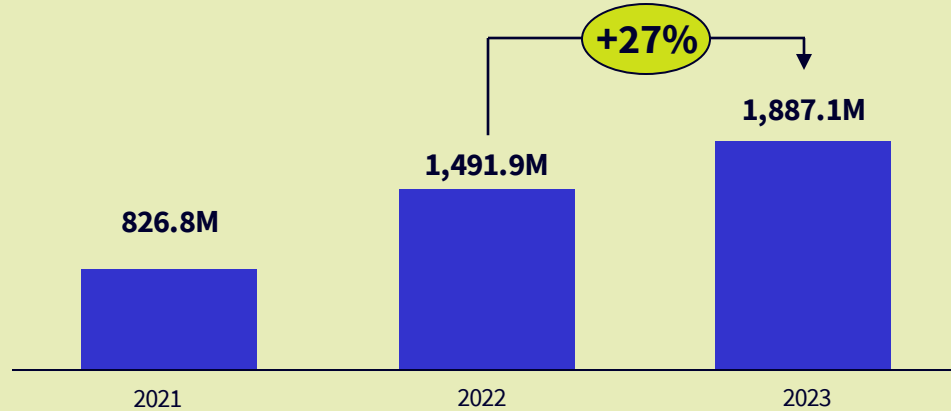
### Clear metrics for on-time performance and baggage delivery

- Rates agreement that offers **financial incentives** to airlines to improve operational performance and passenger experience at YYZ.

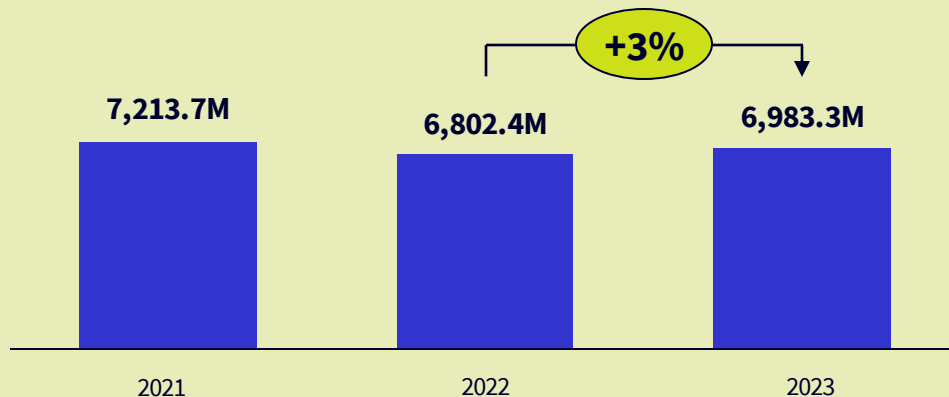
# 2023 has seen stronger financial performance

High travel demand has driven stronger revenues and net income in 2023, but now requires higher capital expenditures funded through cash flow

## Total Revenues (\$Millions)



## Total Debt (\$Millions)



## BUT the impact of the pandemic lingers

- Took on \$800 million in debt to keep airport open when passenger **traffic dropped 80%**
- Paid the federal government **\$350 million in rent** during the pandemic
- Meanwhile, US airports received **\$40 billion in operating and capital** during the pandemic
- Airport now focused on **recovery** and investment in aging infrastructure to improve **operational efficiencies**

# Airport Zoning & Land Use

- Prudent land use planning in the vicinity of airports is crucial to ensuring that operations are not impacted by new developments.
- Recent development proposals represent **a serious risk to airport operations and our supply chains**. High buildings cause serious disruptions to flight paths and reduce ability of planes to come into the airport and could threaten long-haul flights.
- In addition to operational issues, there is a huge economic loss to the regional economy.
- One proposed development in Toronto would require 787-9 Dreamliners to **reduce cargo by 4.4 tonnes** - at an economic cost of **\$533,000 per flight to our region**.
- Working with municipalities to advocate with us for the protection of airport operation and employment lands.



# Transforming the airport and putting the joy back in travel

## A transformative, 10-year capital program - 65 million passengers

- Toronto Pearson has the same footprint as Atlanta airport
- **Restore aging airport infrastructure** and enhance the **passenger experience**
- Protect Canada's **direct global air connectivity** through Toronto Pearson
- Implement a digital environment to make **data driven decisions** for more predictable and efficient operations
- Advocating for **transit connections** for employees and passengers which frees up road capacity for movement of cargo
- Reduce environmental impacts while **advancing Canada's climate goals and energy transition.**
- **Industry Forum set for mid-April** will explore huge economic opportunities for the region



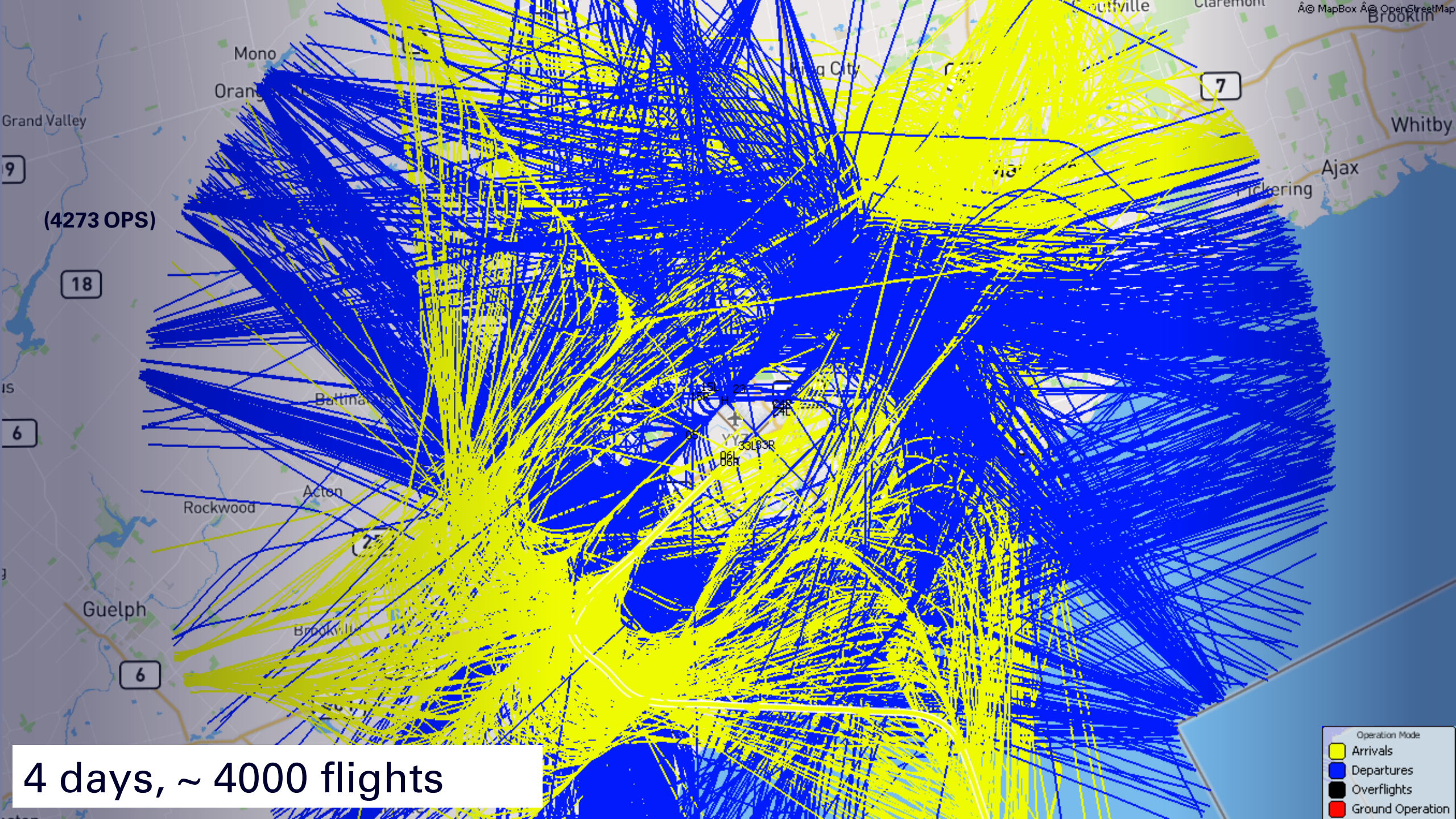


# The Noise Management Program

How we manage and communicate about our impacts

The Greater Toronto Airports Authority has a ground lease with Transport Canada with the mandate to develop, manage and operate Pearson efficiently and effectively.

Part of that ground lease requires us to have a Noise Management Program that follows a balanced approach to mitigate aircraft noise.



(4273 OPS)

4 days, ~ 4000 flights

- Operation Mode
- Arrivals
  - Departures
  - Overflights
  - Ground Operation

# Operations at Toronto Pearson

The airport has five runways that can be used in various combinations.

We use our runways dynamically to suit various conditions – winds, weather, surface conditions, airfield maintenance, and traffic levels.

Between 2019 and 2023, we saw dramatic fluctuations in traffic levels. Residents experienced very low traffic levels between 2020 and part of 2022, followed by near pre-pandemic passenger traffic levels in 2023.

Consequently, runway-use and community impacts also fluctuated.

What follows is an overview of the key components of our Noise Management Program.



## Noise Management Roles and Responsibilities

**GTAA** manages a Noise Management Program and explores new opportunities for noise mitigation.

**NAV CANADA** assigns runways at Toronto Pearson considering winds, weather, capacity and preferential runway system

**Airlines/Cargo operators** are responsible to comply with the Noise Abatement Procedures and Noise Operating Restrictions.

**Transport Canada** is the regulator for aviation in Canada. It enforces the Noise Abatement Procedures and Noise Operating Restrictions



# Noise Abatement Procedures

Designed to reduce the noise of arriving and departing aircraft communities, mainly through altitude restrictions.

**Higher = Quieter**

## ARRIVALS

Aircraft must remain at or above 2,400 feet above ground level (AGL) prior to lining up with the runway



## DEPARTURES

Jet aircraft must reach 3,000 feet above ground level (AGL) before turning toward their destination.



## Noise at Source

- The best way to mitigate noise exposure from aircraft operations is to reduce the amount of noise that aircraft produce.
- The International Civil Aviation Organization (ICAO) set increasingly stringent noise standards “chapters” for aircraft with each new ‘chapter’.
- Larger Chapter numbers signify the newest Chapter, which means quieter technology .

## Toronto Pearson’s Fleet

In 2023

- 52.7% of flights by chapter 4 and 17.6% by chapter 14 aircraft, up from 52% by chapter 4 and 1% by chapter 14 in 2019.
- A320 series retrofit program to reduce whine - 90% of flights by A320 series by retrofit aircraft up from 51% in 2020.

Noise  
Operating  
Restrictions



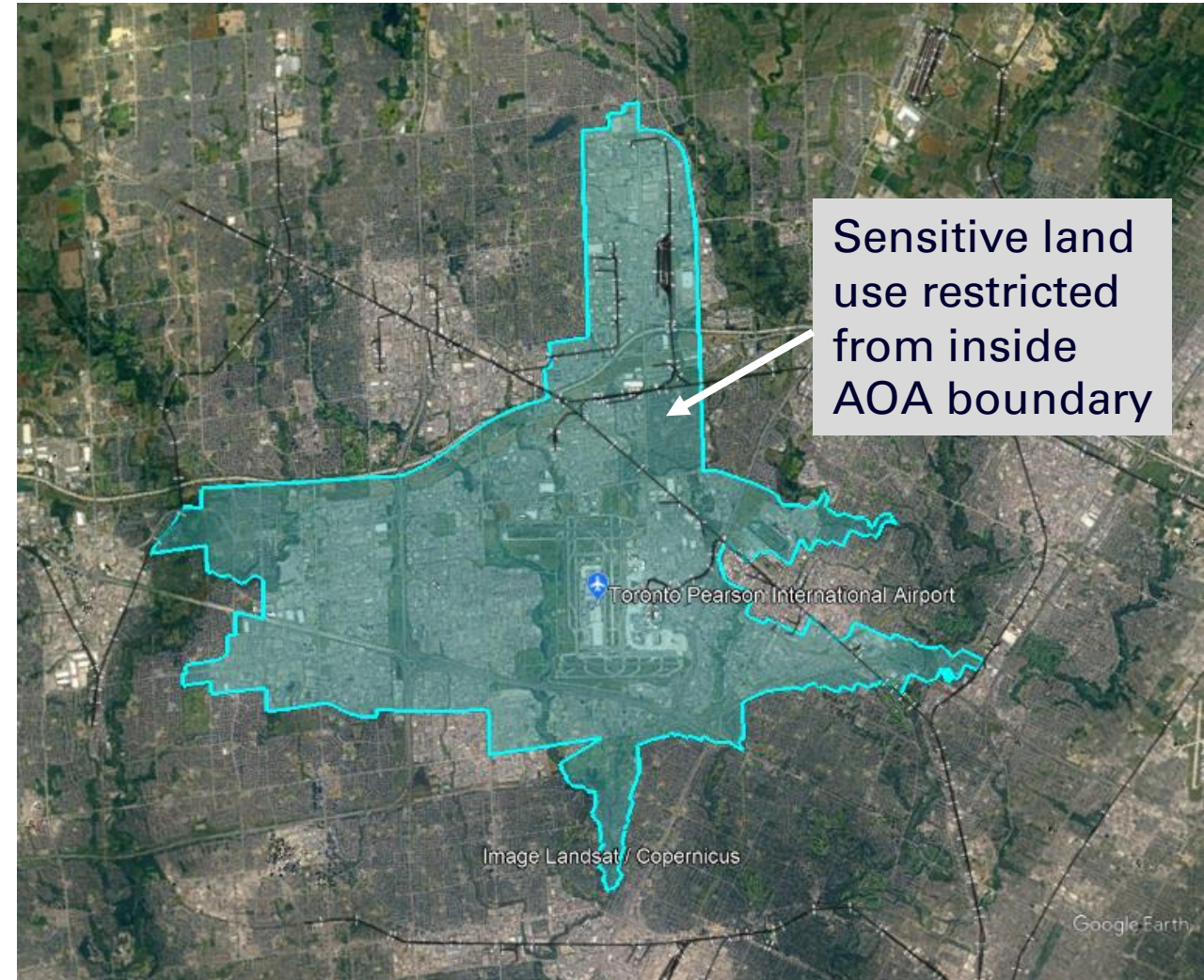
# Toronto Pearson is open 24/7

We use additional programs to manage nighttime noise:

## Nighttime Restriction Programs:

- **Nighttime Preferential Runway System** - between midnight and 6:30 am, a set of runways are used affecting the fewest number of people.
- **Night Flight Restriction Program:** limits the number of movements during the restricted hours (12:30 am to 6:29 am).
  - 2023/2024 night flight limit - 20,433 flights

- The Airport Operating Area (AOA) **restricts sensitive land uses such as residential from this zone** due to high exposure to aircraft noise.
- The AOA boundary is based on a threshold set by Transport Canada: Transport Canada's land use guidelines.





## Noise Management Office

The NMO is responsible for:

- Responding to residents' questions, analyzing and registering noise complaints. In 2023,
  - Vaughan-Woodbridge- 46 residents made complaints
  - King-Vaughan- 17 residents made complaints
- Updating web content and notices and reports
- Noise monitoring
- Noise management forums, consultation/outreach



## Enforcement Office

The Enforcement Office reviews all flights that operate in/out of Toronto Pearson for compliance to the Noise abatement procedures and Night flight restriction program.

Suspected violations are forwarded to Transport Canada for further investigation and possible enforcement action.

A screenshot of the Transport Canada website. The header includes the Canadian flag, the text 'Government of Canada / Gouvernement du Canada', a search bar, and a language selector set to 'tc.canada.ca'. Below the header is a 'MENU' dropdown. The breadcrumb trail reads: 'Canada.ca > Transport Canada > Aviation > Aviation accidents and investigations > Aviation offences and enforcement'. The main heading is 'Aviation corporate offenders' with a sub-heading 'From: Transport Canada'. The text below states: 'Civil Aviation publishes its corporate and [non-corporate offenders](#) list to both serve as a deterrent and to increase public awareness and education concerning aviation safety.'

**Noise Management Forums** - regular working groups with elected officials and residents to help Pearson collaborate better with industry partners.

### Monthly E-Newsletter – Checking In



**Insightfull** Interactive webpages with location-specific answers to frequently asked questions as well as a range of reports.

### Community events

Participation at community led events e.g. Woodbridge Farmers market



### Community Open houses

Held in the community in partnership with local elected official(s)

# How we Consult

Noise Advisory [maintenance calendar](#) for short term maintenance work affecting runways

## Airspace change

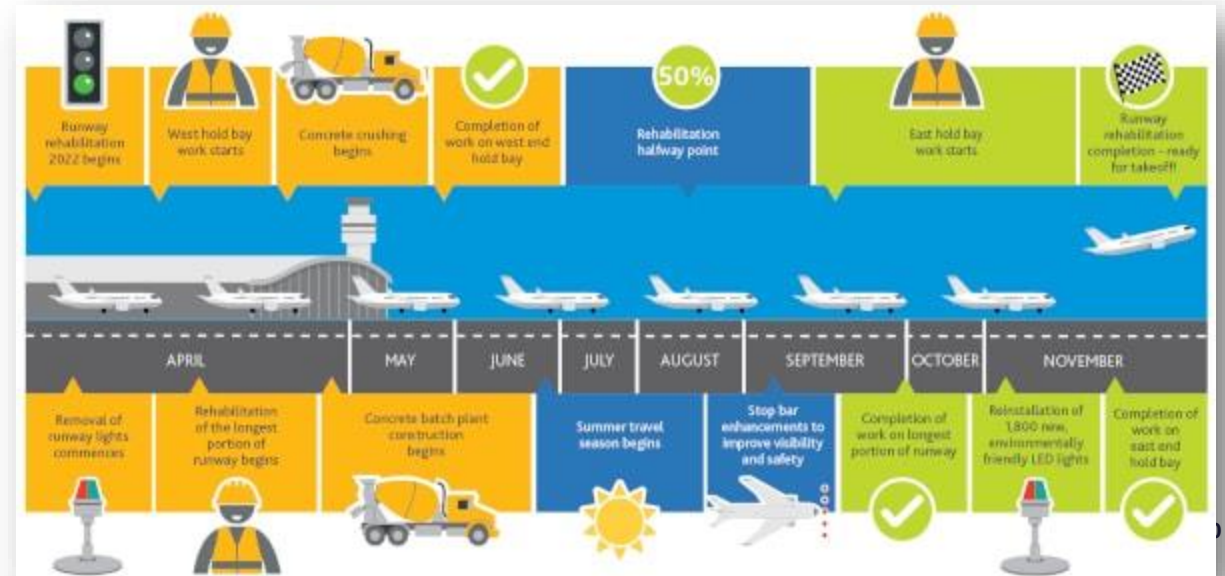
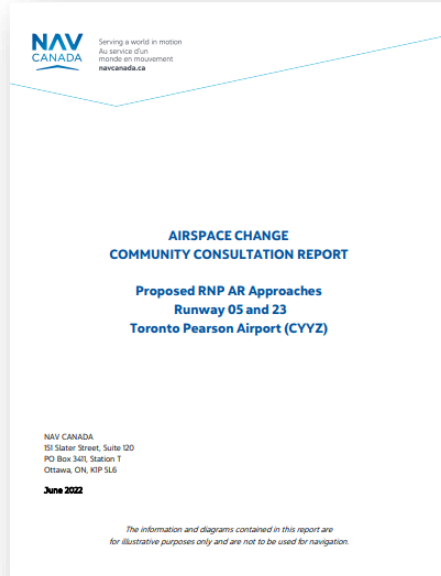
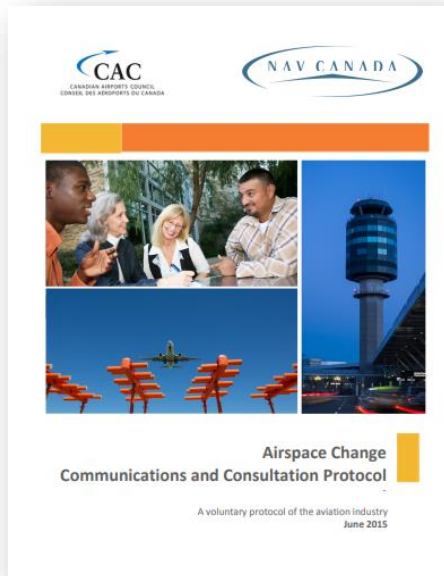
The Airspace Change Communications and Consultations Protocol provides guidelines for public consultation about proposed airspace change.

- Webpage, community presentations, elected officials' briefings, one on one sessions, survey, final report.

## Maintenance Projects

GTAA provides residents and elected officials with timelines, project details, potential impacts.

- project webpage, briefings, monthly newsletter, mail drops, social media, geotargeted automated phone messages, local paper ads.



# Toronto Pearson + City of Vaughan

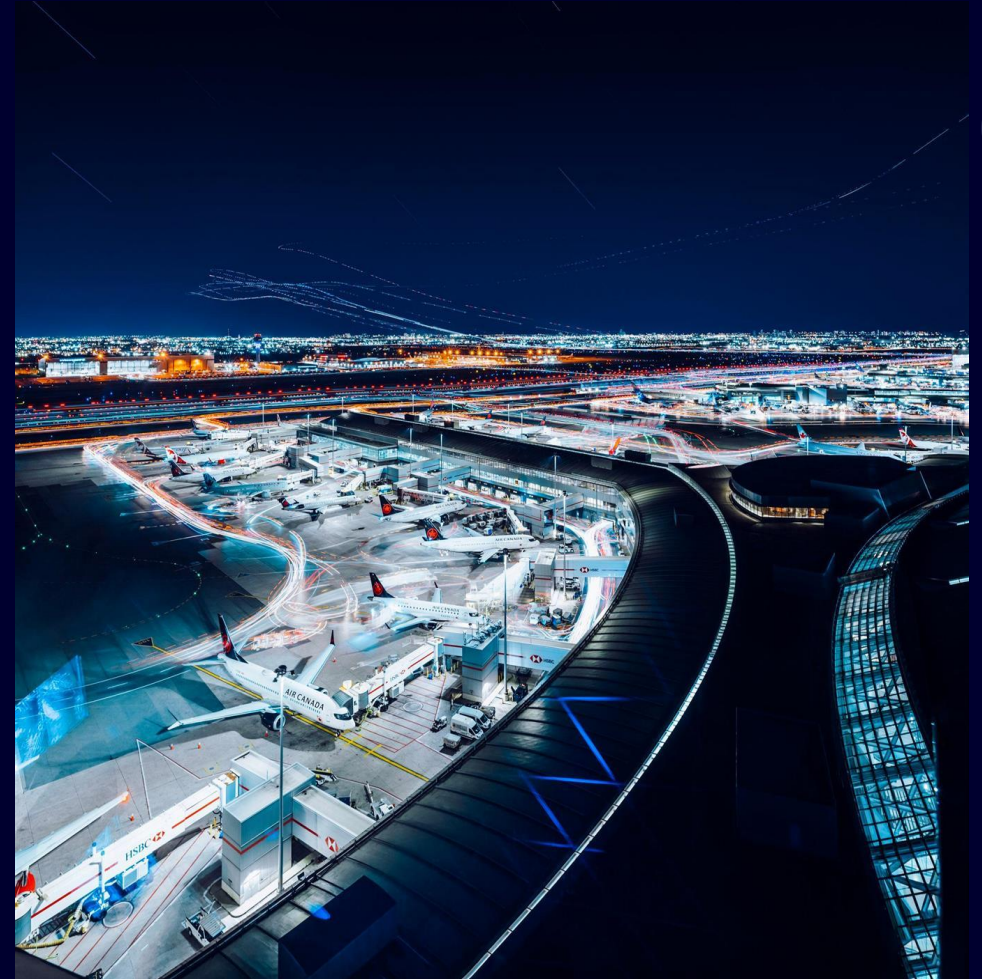
How we can work and grow together

# Working and Growing Together

As one of the fastest growing cities in Canada, City of Vaughan businesses and residents depend on Toronto Pearson now more than ever for access to the world through the movement of cargo and people, and for employment. Approximately 3000 York Region residents (1000 from Vaughan) work at Toronto Pearson.

We are investing in our infrastructure now so we can support future demand for travel enabling growth and prosperity in our Region. At the same time, we continue to manage our impacts responsibly and sustainably.

We look forward to sharing the details of our LIFT while learning more about the City's development plans.



# Stay In Touch



[Noise Advisory Calendar](#) – includes airport maintenance and activities.



Sign up for our monthly community e-newsletter, Checking In at [torontopearson.com/checkingin](https://torontopearson.com/checkingin)



Learn more about airport operations and community impacts at [airportnoise.torontopearson.com](https://airportnoise.torontopearson.com)



Email us at [community.engagement@gtaa.com](mailto:community.engagement@gtaa.com)



To log a complaint, call us at 416-247-7682 or [submit online](#)



[Pearson Public Meetings](#) – for 2024 - April 11, July 25, November 7



Thank you



# Briefing: 2024 Provincial Budget 2024 Federal Budget

April 8, 2024

Office of Communications and Economic Development

C6.

Communication

Intergovernmental Relations

Sub-Committee – April 8, 2024

Item No. 2

VAUGHAN CITY HALL



# 2024 Provincial Budget Highlights

- On Tuesday March 26, 2024, Ontario Finance Minister Peter Bethlenfalvy presented the Ontario Provincial Budget in the Legislature entitled Building a Better Ontario.
- The Provincial Budget Confirmed the funding of \$9M for the York University Medical School at the Cortellucci Vaughan Hospital
- The new medical school will include up to 80 undergraduate seats and up to 102 postgraduate seats starting in September 2028, with up to 240 undergraduate seats and 293 postgraduate seats on an annual basis once operating at full capacity.

# 2024 Provincial Budget Highlights Con't

## ***Investments in Municipal Infrastructure:***

- A new \$1 billion Municipal Housing Infrastructure Program
- Increasing the Housing-Enabling Water and Sewer Fund by an additional \$625 million
- A new \$200 million community, sport and recreation infrastructure fund
- \$30 million over the next three years for access to an application-based grant to support specialized equipment for municipal fire services

# 2024 Provincial Budget Highlights Con't

## ***Investments in Community Safety:***

- \$30 million over the next three years for access to an application-based grant to support specialized equipment for municipal fire services
- \$46 million over three years, including for the purchase of four police helicopters, to improve community safety in the Greater Toronto Area by supporting increased patrols and faster response times to major incidents and serious crimes.
- Fighting auto theft with a plan that includes \$49 million over three years to help police put auto thieves behind bars.

# 2024 Provincial Budget Highlights (Con't)

## ***Municipal Policy Initiatives:***

- Allowing municipalities to impose vacant homes taxes to help improve housing supply and reduce the number of vacant units across Ontario, which includes supporting municipalities with best practices guidance
- Offering municipalities the option to provide a reduced municipal property tax rate on new purpose-built rental properties
- Confirmation that a return to property assessments will not move forward until the Ministry of Finance has completed a review of the property tax system

# 2024 Federal Budget

- The Federal Budget will be tabled by the Minister of Finance, Chrystia Freeland on Tuesday April 16
- In advance of the Federal Budget, the Prime Minister of Canada and the Minister of Finance have been making a series of pre-budget announcements.
- These include:
  - Additional funding for provinces and municipalities to spur housing construction
  - A renter-fairness policy
  - Funding for school meals

# Looking Ahead

Economic Development will provide the Mayor and members of council an update on the contents of the 2024 federal budget, and the post-budget funding for announcements for both levels of government, as well as highlight any funding opportunities for municipalities

**C7.**

**Communication**

**Intergovernmental Relations**

**Sub-Committee – April 8, 2024**

**Item No. 1**

# City of Vaughan MP/MPP Breakfast

Update to the City of Vaughan's Intergovernmental Relations Sub-Committee

Michael Genova, Chief, Communications and Economic Development

April 8, 2024



# Background (I)

- ▶ ***The City of Vaughan continues undertaking critical steps to enhance its intergovernmental relations efforts with open, accountable, and ongoing advocacy initiatives.***
- ▶ At the September 20, 2022, Committee of the Whole (2) meeting, Members of Council unanimously endorsed a Member's Resolution requesting a report outlining intergovernmental relations strategic support to advocate for and advance Council-approved initiatives.
- ▶ Furthermore, at the December 12, 2022, Council meeting, Members of the Council approved the establishment of authorized non-statutory committees for the 2022-2026 Term of the Council, including Intergovernmental Relations.



# Background (II)

- ▶ During the May 9, 2023, Committee of the Whole (2) meeting, Members of the Council endorsed a Strategic Intergovernmental Relations Framework report that identifies a framework for strategic intergovernmental relations support provided by City staff to advance Council-approved initiatives, including advocacy efforts with other government levels led by the Head of Council.



1. **Identify:** Identify Council-approved priorities that need strategic intergovernmental relations support for implementation. For example, advancing the 2022-2026 Term of Council Service Excellence Strategic Plan, North Maple Regional Park, and the Nine Point Action Plan to Fight Traffic Gridlock in Vaughan are examples of initiatives that form the basis of successful intergovernmental efforts. These efforts include ongoing identification of non-taxation funding sources and grant opportunities.
2. **Advocate:** Advocacy requires the development of effective external and internal communications and briefing material to raise awareness and interest in Vaughan's city-building projects. Advocacy is further undertaken by corporate-wide project co-ordination of government and stakeholder application funding opportunities.
3. **Collaborate:** Given Vaughan's strategic location in the Greater Toronto and Hamilton Area, the City's rapidly growing population, access to critical transportation networks and vital community infrastructure like hospitals and post-secondary institutions, Vaughan is well placed to collaborate and align its Council-approved priorities with that of other government priorities to deliver win-win outcomes. Furthermore, collaboration comes in the form of enterprise-wide efforts by City staff (working with external agencies) to collaborate, often in the form of cross-functional working groups to advance projects, including intergovernmental relations efforts.

# Background (III)

- ▶ The inaugural meeting of the City's Intergovernmental Relations Sub-Committee took place on November 2, 2023.
- ▶ During the meeting, conversations began about holding a roundtable discussion with Vaughan's provincial and federal representatives in 2024, an event which is in keeping with the strategic actions to identify, advocate and collaborate on shared intergovernmental priorities.

# Background (IV)

- ▶ During the January 23, 2024 Committee of the Whole (1) meeting, a Member's Resolution by Local and Regional Councillor Mario Ferri was endorsed by Councillors establishing advocacy priorities for the 2024 MP/MPP breakfast roundtable. These priorities included:
  - a. Highway 7/Concord GO Station and Kirby GO Station
  - b. community safety and well-being initiatives
    - i. bail reform
    - ii. Canada Border Services Agency (CBSA) export inspections
    - iii. proposed Home and Vehicle Security Tax Credit
  - c. financial support for the settlement of asylum seekers
  - d. financial support for McMichael Canadian Art Collection's capital campaign and future expansion efforts

# MP/MPP Breakfast

- ▶ On Friday, April 5, 2024, Council hosted federal and provincial representatives for a breakfast roundtable discussion. This networking information session marked the latest intergovernmental relations initiative by the City of Vaughan to advocate for and discuss issues of importance with other governments. **The MP/MPP Breakfast is consistent with the Council-approved Strategic Intergovernmental Framework's Strategic Actions.**



## Establishing a Highway 7/Concord GO Station and Kirby GO Station

### CALL TO ACTION

- ▶ The City of Vaughan proposes establishing two new stations along the Barrie Line as part of the GO Expansion program. They are the Highway 7/Concord GO station and the Kirby GO station.
- ▶ The Highway 7/Concord GO Station would be located between the Rutherford GO and Downsview Park GO stations.
- ▶ The Kirby GO station would be located between the King City GO and Maple GO stations.

# Community Safety Initiatives

## CALL TO ACTION

- **Bail Reform:** The City of Vaughan urges the federal government to modernize bail reform to keep dangerous offenders off the streets by working more closely with local government stakeholders, including front-line first responders, among others.
- **Canadian Border Services:** The City of Vaughan encourages the federal government to review and enhance protocols by the Canadian Border Services Agency for the screening and/or inspection of exports leaving Canada. Reviews should be done in consultation with GTHA police services and other law enforcement partners to ensure Canada's approach is consistent with established best practices adopted by peer countries.
- **Home and Vehicle Safety Tax Credit:** The City of Vaughan calls on both governments to establish a Home & Vehicle Security Tax Credit that individuals could claim for a partial refund of the purchase of upgrades and devices relevant to home and vehicle security. Eligible devices could include, but need not be limited to, household alarm systems, anti-theft devices for vehicles, locks, smart doorbell devices and Faraday bags.

*In Vaughan, 551 auto theft incidents were reported to YRP between January 1 to March 31, 2023. Since the beginning of this year 428 auto thefts have been reported, demonstrating an approximately 22 per cent decline in auto theft.*

- Source: York Regional Police Community Safety Map

# Support for Asylum Seekers in York Region

## CALL TO ACTION

- The City of Vaughan requests that the federal government fund and implement a regional response that will coordinate asylum seekers' access to adequate shelter and support. The City does not have direct jurisdiction over immigration and refugee policies. Vaughan remains dedicated to working closely with all levels of government to ensure individuals seeking refuge in our city receive the necessary support and assistance.
- The City recognizes the invaluable contributions of local organizations. Collaborative efforts between these organizations and the City, along with York Region, provincial and federal governments, are crucial in creating a welcoming and supportive environment for all residents, including refugee claimants and asylum seekers.



# McMichael Canadian Art Collection – Revitalization & Capital Campaign

## CALL TO ACTION

- ▶ The McMichael Canadian Art Collection is expected to publicly announce a capital campaign for private donations once the Province confirms support for the capital renewal. The target for private contributions is \$50 million. To support the federal and provincial funding applications, it is recommended the Mayor of Vaughan provides his support for the funding requests via conversations with local MP/MPPs.

# Next Steps

- ▶ The breakfast roundtable discussion was highly productive, and all government representatives appreciated the opportunity to engage with one another further.
- ▶ Moving forward, the City's Intergovernmental Relations Sub-Committee can serve as a critical forum for further and more frequent opportunities to advance the roundtable advocacy priorities and other city-building initiatives.
- ▶ City staff will continue to monitor for government announcements that present opportunities to secure funding.

# City of Vaughan MP/MPP Breakfast

Update to the City of Vaughan's Intergovernmental Relations Sub-Committee

Michael Genova, Chief, Communications and Economic Development

April 8, 2024





C8.  
Communication  
Intergovernmental Relations  
Sub-Committee – April 8, 2024  
Item No. 1

**DATE:** April 8, 2024

**TO:** Mayor and Members of Council  
City of Vaughan Intergovernmental Relations Sub-Committee

**FROM:** Nick Spensieri, City Manager  
Michael Genova, Chief, Communications and Economic  
Development

**RE:** Communication: April 5, 2024, MP/MPP Breakfast Roundtable

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**Purpose**

This Communication provides information about the April 5, 2024, MP/MPP Breakfast Roundtable at Vaughan City Hall with federal and provincial representatives.

**Background**

*The City of Vaughan continues undertaking critical steps to enhance its intergovernmental relations efforts with open, accountable, and ongoing advocacy initiatives.*

At the September 20, 2022, Committee of the Whole (2) meeting, Members of Council unanimously endorsed a [Member's Resolution](#) requesting a report outlining intergovernmental relations strategic support to advocate for and advance Council-approved initiatives. Furthermore, at the [December 12, 2022, Council meeting](#), Members of the Council approved the establishment of authorized non-statutory committees for the 2022-2026 Term of the Council, including Intergovernmental Relations.

During the May 9, 2023, Committee of the Whole (2) meeting, Members of the Council endorsed a [Strategic Intergovernmental Relations Framework report](#) that identifies a framework for strategic intergovernmental relations support provided by City staff to advance Council-approved initiatives, including advocacy efforts with other government levels led by the Head of Council. The approved strategy for the City's intergovernmental relations efforts is guided by three strategic actions: identify, advocate, and collaborate on opportunities to help implement Council directives. Second, that report further outlined a draft Mandate and Terms of Reference for establishing an Intergovernmental Relations Sub-Committee to support these efforts by further engaging Members of the Council and key stakeholders.

The inaugural meeting of the City's [Intergovernmental Relations Sub-Committee took place on November 2, 2023](#). During the meeting, conversations began about holding a roundtable discussion with Vaughan's provincial and federal representatives in 2024, an event which is in keeping with the strategic actions to identify, advocate and collaborate on shared intergovernmental priorities. During the [January 23, 2024 Committee of the Whole \(1\) meeting, a Member's Resolution](#) by Local and Regional Councillor Mario Ferri was endorsed by Councillors establishing advocacy priorities for the 2024 MP/MPP breakfast roundtable. These priorities included:

- a. Highway 7/Concord GO Station and Kirby GO Station
- b. community safety and well-being initiatives
  - i. bail reform
  - ii. Canada Border Services Agency (CBSA) export inspections
  - iii. proposed Home and Vehicle Security Tax Credit
- c. financial support for the settlement of asylum seekers
- d. financial support for McMichael Canadian Art Collection's capital campaign and future expansion efforts

### **Analysis**

***On Friday, April 5, 2024, Mayor Steven Del Duca and Members of the Council hosted federal and provincial representatives for a [breakfast roundtable discussion](#). This networking information session marked the latest intergovernmental relations initiative by the City of Vaughan to advocate for and discuss issues of importance with other governments.***

Mayor Del Duca emphasized the importance of collaboration across all orders of government, exemplified by the provincial government's decision to allocate \$9 million to launching York University Medical School in Vaughan and the federal government's decision to provide Vaughan with \$59 million from the Housing Accelerator Fund to help build more homes rapidly.

Consistent with the Council-approved agenda, what follows is a further analysis of the advocacy priorities raised during the breakfast roundtable discussions:

### ***Establishing a Highway 7/Concord GO station and Kirby GO station***

***The City of Vaughan proposes establishing two new stations along the Barrie Line as part of the GO Expansion program. They are the Highway 7/Concord GO station and Kirby GO station. The Highway 7/Concord GO Station would be located between the Rutherford GO and Downsview Park GO stations. The Kirby GO station would be located between the King City GO and Maple GO stations.***

Vaughan's communities are constantly growing and changing. Vaughan is one of the fastest-growing cities in Canada, with a current population of more than 344,412 people and 240,100 jobs. Now through 2051, Vaughan will become home to 228,800 more people, bringing the total expected population to 570,400 people.

Additionally, businesses in the city will also offer 111,400 more jobs, bringing the total employment figure to approximately 351,500 jobs. This expected growth will account for almost one-third of York Region's growth over the next three decades. Therefore, additional regional public transit service is needed in the city to connect commuters to jobs, tourism attractions, healthcare, and other civic amenities and improve the quality of life in local communities.

The GO Expansion will bring faster, more frequent train service to the region by adding more trains, stations, options, and convenience to support population growth, alleviate traffic congestion, and create economic opportunities.

The GO Expansion program will see 80 per cent of residents living within two kilometres of rapid transit. Two-way, all-day service to the Barrie line, delivered every 15 minutes, seven days a week, will result in 10,000 train trips per week, giving commuters the flexibility to hop on the next train that will be just around the corner. As part of this project, major upgrades (such as grade separation) have been completed at the Rutherford GO station, and construction to upgrade the Maple GO station is currently underway.

Metrolinx released an Initial Business Case on March 4, 2023, that studies the feasibility of the proposed Highway 7/Concord GO station. This station would be located north of Highway 7, south of Langstaff Road, east of Keele Street, and west of Dufferin Street, between the Rutherford GO station and Downsview Park GO station along the Barrie Line. The proposed site of the Highway 7/Concord GO station is a potential multi-modal transit hub under the City of Vaughan's Concord GO Centre Secondary Plan. The Secondary Plan area is estimated to accommodate up to 19,500 people by 2051 and beyond and approximately 3,000 jobs once fully built. The Highway 7/Concord GO station is planned to be located within a Major Transit Station Area with several existing and planned transit services, which include the Barrie GO line, the VIVA Bus Rapid Transit line, the future 407 Transitway and the GO Bus Service.

The Kirby GO station would be located between the King City GO and Maple GO stations along the Barrie Line in Block 27 (north Vaughan). Block 27 is located between Kirby Road to the north, Keele Street to the east, Teston Road to the south and Jane Street to the west. It has an area of approximately 400 hectares (990 acres). The Block 27 New Community Area has been designed to be transit-oriented, compact, vibrant, inclusive, healthy, sustainable, and diverse. It includes a mix of uses, such as commercial, low- and mid-rise residential housing, and community facilities, such as schools and parks. The Block Plan application and Collector Street Environmental Assessment (EA) in the Block 27 Secondary Plan area are currently underway. The EA for the Collector Street Network and Block Plan application in the Block 27 Secondary Plan area will support the establishment of the proposed Kirby GO station. Ridership forecasts suggest the Kirby GO station will attract approximately 10,600 daily riders by 2031.

## **Community Safety Initiatives**

- ***Bail Reform: The City of Vaughan urges the federal government to modernize bail reform to keep dangerous offenders off the streets by working more closely with local government stakeholders, including front-line first responders, among others.***
- ***Canadian Border Services: The City of Vaughan encourages the federal government to review and enhance protocols by the Canadian Border Services Agency (CBSA) for the screening and/or inspection of exports leaving Canada. Reviews should be done in consultation with Greater Toronto and Hamilton Area (GTHA) police services and other law enforcement partners to ensure Canada's approach is consistent with established best practices adopted by peer countries.***
- ***Home and Vehicle Safety Tax Credit: The City of Vaughan calls on both orders of governments to establish a Home and Vehicle Security Tax Credit that individuals could claim for a partial refund of the purchase of upgrades and devices relevant to home and vehicle security. Eligible devices could include, but need not be limited to, household alarm systems, anti-theft devices for vehicles, locks, smart doorbell devices, and Faraday bags.***

Looking ahead to 2024 and beyond, safeguarding Vaughan's quality of life by stopping reckless, illegal behaviour and the spread of creeping lawlessness remains a critical city-building priority for Vaughan Council and municipalities across Canada and requires a renewed call to action of ideas, initiatives, and plans rooted in the principles of safety, alertness, focus, and effectiveness.

The City of Vaughan's 2022 Citizen Satisfaction Survey identifies public safety as a leading issue for residents (a jump to 14 per cent of respondents from only 5 per cent in 2018). Vaughan Council knows community safety is fundamental to city-building and has made this issue a pillar of the 2022-2026 Term of Council Strategic Plan.

During York Regional Police's (YRP) 2024 operating budget deliberations, Vaughan's Regional Councillors called for increased funding to support front-line officers so they have the equipment, training, support, and resources they need to keep communities safe and tackle crime. This advocacy is consistent with their support of an increase of 3.9 per cent to YRP's 2023 operating budget.

Throughout 2023, a series of community safety meetings and town halls were held to provide safety updates and hear from the community. These meetings included presentations by YRP, the City's By-law and Compliance, Licensing and Permit Services team, Members of the Council, and other key stakeholders.

Ongoing public feedback includes incidents ranging from reckless activities, like illegal auto meet-ups, to car thefts and desecration of property. These crimes include the recent alarming rise in antisemitism and the targeting of Jewish individuals and Jewish-owned businesses ignited in large part by the events of October 2023 and the ongoing, egregious acts of violence from Hamas against the people of Israel.

Theft of vehicles is a growing concern in Vaughan and York Region. In January 2023, Mayor Del Duca also wrote to Prime Minister Trudeau calling on the federal government to urgently modernize Canada's bail system to ensure dangerous offenders remain off the streets from committing crimes ranging from gun violence to home break-ins and auto thefts. In the same month, the Mayor also wrote to Canada's then Public Safety Minister on auto thefts asking what protocols the CBSA uses for the screening and/or inspection of exports leaving the country. The Mayor's letter urged the federal government to consider reviewing their processes, in collaboration with the GTHA police services and other law enforcement partners, to ensure Canada's approach is consistent with established best practices. In March 2023, Prime Minister Trudeau responded to this correspondence echoing these concerns. In spring 2023, the Federal Ministry of Justice announced efforts to create targeted reforms to the Criminal Code to update Canada's bail system. In April 2023, Vaughan Council endorsed a pilot program to distribute key fob protective bags to residents to help deter auto theft criminals. Since the program launched in August 2023, more than 5,000 key fob protective bags have been provided to residents city-wide. Since September 2023, YRP recovered 158 stolen vehicles with a value of more than \$10.4 million and charged 73 people with over 350 offences.

The provincial government announced an investment of \$51 million over three years to fight auto theft by helping police identify and dismantle organized crime networks. Nearly 600 stolen vehicles were recovered earlier this month by the Ontario Provincial Police (OPP) along with the CBSA after inspecting 390 shipping containers at the port of Montreal as part of "Project Vector," which found that around 75 per cent of the recovered cars were reported stolen in Ontario.

The federal government hosted a National Summit on Combatting Auto Theft on February 8, 2024, in Ottawa. They are providing police services in Ontario with \$121 million to tackle gun and gang violence and the surge in auto thefts and carjackings. Another \$28 million is being delivered to the CBSA to prevent the export of stolen vehicles. In Vaughan, 551 auto theft incidents were reported to YRP between January 1 to March 31, 2023. Since the beginning of this year, 428 auto thefts have been reported, demonstrating an approximately 22 per cent decline in auto theft. The collective effort made by all three orders of government has started to show some progress, but more work needs to be done.



## **Support for asylum seekers in York Region**

- ***The City of Vaughan requests that the federal government fund and implement a regional response that will coordinate asylum seekers' access to adequate shelter and support. The City does not have direct jurisdiction over immigration and refugee policies. Vaughan remains dedicated to working closely with all levels of government to ensure individuals seeking refuge in this city receive the necessary support and assistance.***
- ***The City recognizes the invaluable contributions of local organizations. Collaborative efforts between these organizations and the City, along with York Region, provincial and federal governments, are crucial in creating a welcoming and supportive environment for all residents, including refugee claimants and asylum seekers.***

Municipalities across Ontario are experiencing an influx of asylum seekers, resulting in unprecedented demand exceeding the capacity of the emergency and transitional housing system and straining other social services and supports. York Region and the City of Vaughan are in a similar situation. York Region's Emergency Housing System is already operating at total capacity and cannot accommodate influxes of asylum seekers. In addition, minimal affordable housing is available in the York Region, which limits market housing options for asylum seekers.

Approximately 50 asylum seekers are sheltering at a site not intended for safe and suitable occupancy in Vaughan while waiting for other housing solutions. The federal government is responsible for planned immigration (economic and sponsored migrants and refugees designated for resettlement). Since asylum seekers are only considered planned or permanent residents once their refugee claim is approved, settlement support for this group falls to the provincial government.

York Region is working with partners to provide critical support and services, including:

- **Canadian Red Cross:** They provide primary site reception and registration services and site client access to food, transportation, laundry, and other urgent services, including health and wellness, psychosocial support, and related service navigation.
- **COSTI Immigrant Services and their partners:** They provide asylum claimants settlement services and support, including language training, employment, housing, and connections to other community supports and services.
- **ANCHOR Canada:** The work of the Canadian Red Cross and COSTI Immigrant Services is complemented by services and supports provided by York Region and other key partners, on- and off-site. ANCHOR Canada continues to provide social and cultural support to clients.

In October 2023, the York Regional Council approved \$4.3 million to support asylum seekers in the York Region with interim housing solutions and other wrap-around supports. Additionally, York Region is working with other community partners to provide wrap-around services to help asylum seekers settle, achieve stability, and find employment.

York Regional Council will continue to advocate for federal funding through the Interim Housing Assistance Program to offset upfront municipal costs fully. This effort includes requesting that the federal government fund and implement a regional response that will coordinate access to adequate shelter and support for asylum seekers.

### ***McMichael Canadian Art Collection – Revitalization and Capital Campaign***

- ***The McMichael Canadian Art Collection is expected to publicly announce a capital campaign for private donations once the Province confirms support for the capital renewal. The target for private contributions is \$50 million. To back the federal and provincial funding applications, it is recommended the Mayor of Vaughan provides his support for the funding requests via conversations with local MP/MPPs.***

The McMichael is a premier cultural destination that generates significant social and economic benefits for the local community and attracts visitors from around the globe. Located in Kleinburg, the art gallery building was originally constructed in 1954 and lies adjacent to 100 acres of forested land along the Humber River. This land includes a network of outdoor paths, hiking trails and the McMichael Cemetery, where six Group of Seven members and the McMichael founders have been laid to rest.

As stewards of a rich collection of Canadian art and more than 100 acres of river valley and woodlands, the McMichael makes a unique social and cultural contribution to the province and—through its vibrant touring exhibition program—to Canada. This is in addition to the pre-pandemic economic contribution of an estimated \$6.1 million toward Ontario's Gross Domestic Product. Before the pandemic, in 2019, McMichael's total attendance was 119,211 with self-generated revenue of \$5.4 million.

The McMichael is facing many infrastructure challenges related to the restrictions of the physical building, aging mechanical systems, and the impacts of climate change on the surrounding lands.

The McMichael recently undertook a Fit to Function and Landscape Study to assess the current state of its infrastructure. The results indicate capital renewal of the building and landscape is urgently needed to prevent the failure of aging building components and to ensure the protection of \$700 million in provincial assets. This is also necessary for the gallery to retain Class A status, which is required for hosting traveling exhibitions and obtaining loans from other institutions. The loss of Class A status would put the McMichael's exhibition program and principal revenue-generating activity at risk.

While piecemeal additions have been made to the core gallery building over the last 35 years, these adaptations do not meet the accessibility, curatorial, or security standards of a 21st-century cultural institution. The built form of the gallery also does not provide the necessary spaces to accommodate world-class installations, educational programs, or events. There is also an urgent need for a major capital investment to replace aging mechanical systems such as electrical, HVAC, fire suppression, and water to preserve the integrity of the collection. Finally, many of the trees planted by the McMichaels have been impacted by climate change and have also reached the end of their lives. There is a need to revitalize the property and a desire to reanimate the Carrying Place Trail, an ancestral trading route between Georgian Bay and the Lake Ontario waterfront, in collaboration with Indigenous partners.

The McMichael is revitalizing and expanding the gallery and surrounding lands to keep pace with the growth of Vaughan's tourism sector and continue serving as a world-class cultural anchor and premier destination for art, culture, and wellness. This revitalization would enable growth in McMichael's revenue-generating functions across all business lines. McMichael's proposed future state would improve art gallery functions, workspaces and revenue-generation spaces through expansion and renovation of the existing building. The McMichael anticipates that based on the future state, attendance projections could increase by 150 per cent for a total of roughly 290,000 visitors per year. Revitalization would also enable revenue growth from the current \$2.4 million per year to at least \$4.5 million per year within five years of completion. This growth would derive from increased revenue across all business lines, including exhibition attendance, the gallery shop, the restaurant, weddings, tours, and programs.

Based on a report provided by the Osborne Group, the future state will generate an increase in Gross Domestic Product within the province of up to \$18.8 million annually. The total cost of the revitalization project is estimated to be \$150 million. The McMichael anticipates funding will be collected equally from the Province, the federal government and private donors.

The McMichael plans to launch a capital campaign to raise \$50 million in private support over the next three to five years, to be matched by provincial and federal support. In addition, short-term expansion of programs and exhibitions is projected to increase revenue from admissions and programs by 42 per cent, which will further contribute to the cost of the revitalization project.

The McMichael is also exploring two open sources of federal funding:

- The Canada Cultural Spaces Fund supports the improvement of physical conditions for arts, heritage, and culture. Applications are accepted on a rolling basis with a maximum contribution of \$15 million.
- The Infrastructure Canada—Green and Inclusive Community Buildings Program supports improving the condition of community buildings in Canadian communities, including retrofits and construction of new buildings. The McMichael applied to this program in spring 2023.

Over the past two years, the McMichael has worked closely with Hariri Pontarini Architects and the City of Vaughan's Public Works department on detailed renderings, a budget and landscape plan for the revitalization.

The McMichael has been in discussions with the provincial government regarding the expansion project since 2019 and is awaiting instructions for the next steps. During this time, the McMichael has submitted a Case for Support, a Business Plan, and, more recently, detailed financial projections. The Ministry of Culture, Tourism, and Sport is reviewing the proposal and will advise the McMichael if it can proceed with a Stage One Planning application. The Treasury Board would review this application to determine whether the McMichael can proceed with a full capital renewal or only the repair and rehabilitation of the current facility and systems. Through a capital renewal project, the McMichael is requesting a \$50 million contribution from the Province. Additionally, the McMichael is pursuing federal funding through existing programs and other federal sources to support the capital renewal. The McMichael has applied for \$25 million through the Green and Inclusive Community Buildings programs with Infrastructure Canada. Infrastructure Canada is currently assessing whether an Environmental Assessment or Indigenous consultation process would be required before awarding funds. Lastly, the McMichael will also need to identify other federal funding sources to raise an additional \$25 million for a total contribution of \$50 million from the federal government.

### **Next Steps**

The breakfast roundtable discussion was highly productive, and all government representatives appreciated the opportunity to engage with one another further. Moving forward, the City's Intergovernmental Relations Sub-Committee can serve as a critical forum for further and more frequent opportunities to advance the roundtable advocacy priorities and other city-building initiatives. City staff will continue to monitor for government announcements that present opportunities to secure funding.

For more information, please contact Maria Papadopoulos, Program Manager, Strategic Economic Relations at [maria.papadopoulos@vaughan.ca](mailto:maria.papadopoulos@vaughan.ca).

### **Approved by**

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

Nick Spensieri  
City Manager



## Intergovernmental Relations Sub-Committee

April 8, 2024

RE:

### Item 1 – PRESENTATION: GREATER TORONTO AIRPORTS AUTHORITY

The Office of the City Clerk has received a petition entitled, “STOP Loud Noisy Low-Flying Airplanes in Vaughan & STOP Bill C-52” from Rose Savage, on behalf of various individuals and concerned area residents.

The total number of signatures on the petition is: 102

Their concerns are outlined as follows:

***Vaughan residents are concerned about health deterioration due to falling hazardous materials, constant turns and contour noise, caused by fuel emissions from thousands of loud illegal low-flying airplanes daily 24/7 over Vaughan.***

***Many residents are experiencing breathing difficulties, lung issues and hearing problems. Even our trees are not spared - they're dying at an alarming rate.***

***It's not just us saying it - studies have shown that exposure to air pollution from airplane emissions and airplane noise can lead to various health issues including sleep disturbance, cardiovascular diseases and mental health problems (source: World Health Organization). Moreover the air pollution from planes also contributes significantly to environmental degradation (source: Environmental Protection Agency).***

***Our community deserves better. We have a right to breathe clean air for us and our children; we deserve peace of mind knowing that our health is not being compromised every time illegal planes fly overhead. Ratepayers have rights which have been ignored and neglected by our MP for Woodbridge-Vaughan.***

***We call upon the City of Vaughan and the MP for Woodbridge-Vaughan to reverse all illegal decisions and revert the planes back to their original flight paths for the sake of our public health, environmental sustainability and the maintaining of our rights.***

***Please sign this petition to stop their illegal usage of our airspace and stand up for a healthier future for all residents of Vaughan.***

***Our MP for Woodbridge-Vaughan is looking to approve Bill C-52 which will strip us of our existing rights. Your signature will make a difference to STOP them from this abuse of power.***

A copy of the online petition document is on file in the Office of the City Clerk.

**Assunta Ferrante**

---

**From:** Clerks@vaughan.ca  
**Sent:** Monday, April 8, 2024 10:13 AM  
**To:** Assunta Ferrante  
**Subject:** FW: [External] GTAA Submission

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**From:** Rose Savage [REDACTED]  
**Sent:** Monday, April 8, 2024 10:09 AM  
**To:** Clerks@vaughan.ca; Todd Coles <Todd.Coles@vaughan.ca>  
**Cc:** IRENE FORD [REDACTED]; angela [REDACTED]  
**Subject:** [External] GTAA Submission

**CAUTION!** This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

First, The planes are flying at an illegal altitude which is below the regulated minimums that were established for health and safety reasons for all citizens.

Further, the original flight paths in Toronto had been well established when the home owners in those areas bought, as well as the additional taxation compensation provided for the inconvenience and risks they were taking.

Vaughan citizens bought their homes without concerns for the noise, health, safety and other risks associated with these new flight paths; nor has any taxation compensation or corporate health insurance been offered for the impacts associated with housing values, health and safety impacts to Vaughan Citizens.

Bottom line, we as Vaughan Citizenship did not approve; nor do we accept the increased risk to our families associated with planes flying over community.

A health study has not been done to reflect the health impacts since 1997 ! That's irresponsible to make any change without understanding the health implications.

The GTAA have been violating the rights of the residence of Vaughn citizens since 2017, with unapproved flights. All planned flights and associated growth should be stopped immediately, pending full disclosure of the impact to home values, health and safety of Vaughn citizens.

Thank you  
Rose Savage

**Assunta Ferrante**

**C11.  
Communication  
Intergovernmental Relations  
Sub-Committee – April 8, 2024  
Item No. 3**

**From:** IRENE FORD [REDACTED]  
**Sent:** Monday, April 8, 2024 9:55 AM  
**To:** Clerks@vaughan.ca; Assunta Ferrante  
**Cc:** Todd Coles; Council@vaughan.ca; Noor Javed; eatkins@globeandmail.com; Emma McIntosh; Joel Wittnebel  
**Subject:** [External] Presentation GTAA  
**Attachments:** Vaughan IG Committee Apr 8 2024 - Irene Zeppieri.pptx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION!** This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Hello,

Please find attached my presentation in response to the GTAA's presentation for today's Intergovernmental Committee meeting (which will start at the **exact same time as the eclipse**).

I hope the committee will indulge a request for more time given the technical nature of the subject matter and the inadequacy of the presentation provided by the GTAA. They provide no data to explain air space changes, operational decisions and noise events specific to the Vaughan-Woodbridge riding.

[Intergovernmental Relations Sub-Committee - April 08, 2024](#)

**Intergovernmental Relations Sub-Committee - April 08, 2024**

Thank you,  
Irene Zeppieri



# Response to GTAA Presentation to Vaughan Intergovernmental Relations Committee

Irene Zeppieri  
Ward 3, Vaughan-Woodbridge Citizen  
April 8, 2024

# What's Missing 1/3?

## The Community

- Growing Research/Evidence on Major Airport Health Impacts
- No data specific to Vaughan
- Overly generalized & focused on economic benefits

## Vaughan-Woodbridge Riding [Complaints](#) 2023 vs. 2019

- 221% more individuals complaining
- 738% Increase in # of Complaints (15,606 vs 1,862)
- 6th Highest # of Individuals Complaining of all ridings
- 3rd Highest # of Complaints of all ridings
- Comparison Miss.-Malton (houses airport) 55 vs. 45 individuals complaining

## Change in Complaints Pattern 2023 vs. 2019

- Overall # of individuals complaining reduced by 12%
- Overall # of complaints increased by 59%
- Ridings impacted by runway 05/23 % increases vs. 06/24LR % decreases

Source GTAA:

Noise Management Reports <https://www.torontopearson.com/en/community/noise-management/resources-reports>

Interactive Reports: <https://airportnoise.torontopearson.com/quarterly-complaints-report/>

# What's Missing 2/3

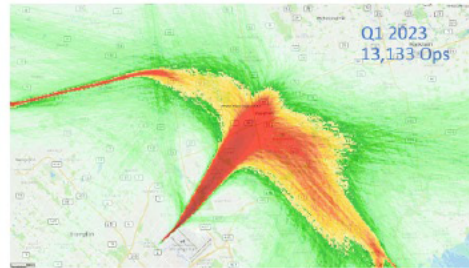
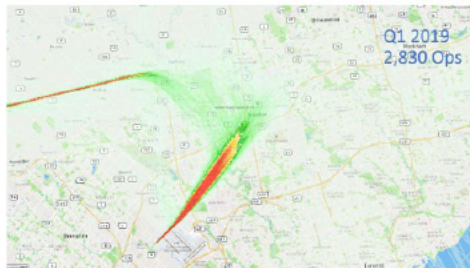
Heat Maps

Altitude Analysis

Actual Noise Events (Reported as DB)

- Day = Green >65, Blue >70
- Night = Green >60, Blue > 70

Departures – Flight Patterns (Q1 2019 vs Q1 2023)



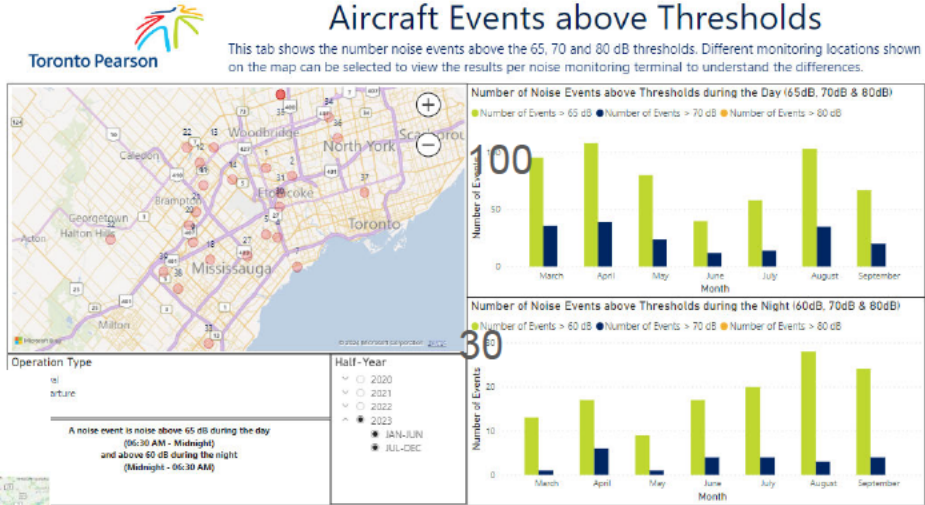
- These two heat maps depict departures from Runway 05. In Q1 2019, Runway 05 was typically used as part of an easterly parallel runway configuration along with Runway 06L or 06R. More recently, Runway 05 has been used in a land one, depart one easterly configuration as the main departure runway. This is why there is more traffic in the second map and turns to both the north and south are evident.

Back

Noise reports

Please select a report page from the drop-down menu below.

Aircraft Events above Thresholds



- Normal breathing — 10 dB
- Ticking watch — 20 dB
- Normal rainfall — 35 dB
- Refrigerator hum — 40 dB
- Air conditioner — 60 dB
- Washing machine — 70 dB
- Traffic (inside car) — 80–85 dB
- Lawnmowers — 80-85 dB

# What's Missing 3/3?

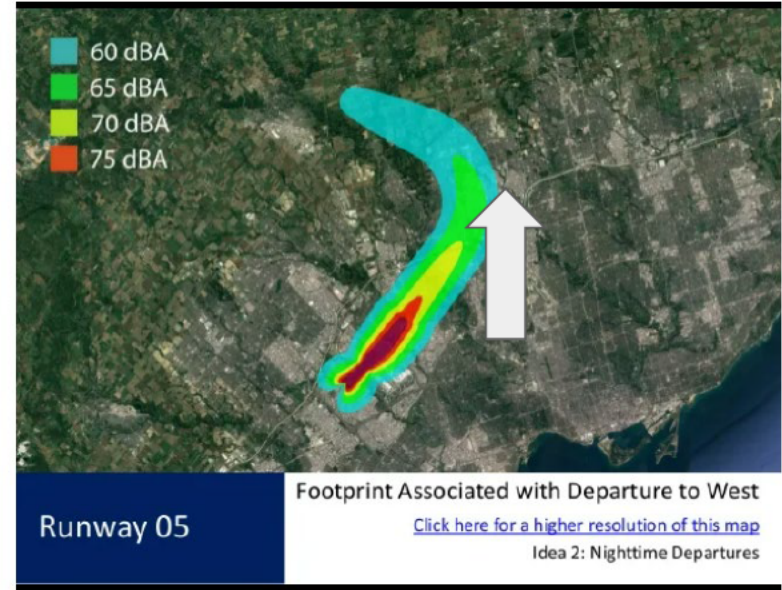
## Update Operational Decisions & Airspace Changes

- Nov, 2022 NavCan 'Operational Decision' dedicated departures Runway 05/23
  - 2023 42,133
  - 2019 22,270
  - **+ 19,863 or 89%**
  - **Flying 100-200 ft lower on avg.**
- Nov, 2022 Implemented RNP Arrivals Path 05/23 Fights? Reception from Vaughan residents?

## Preferential Nighttime Flights

- When are residents complaining?
- Farce: 'Preferred Runways' N/S minimal usage
- By Default Runway 05/23 preferred

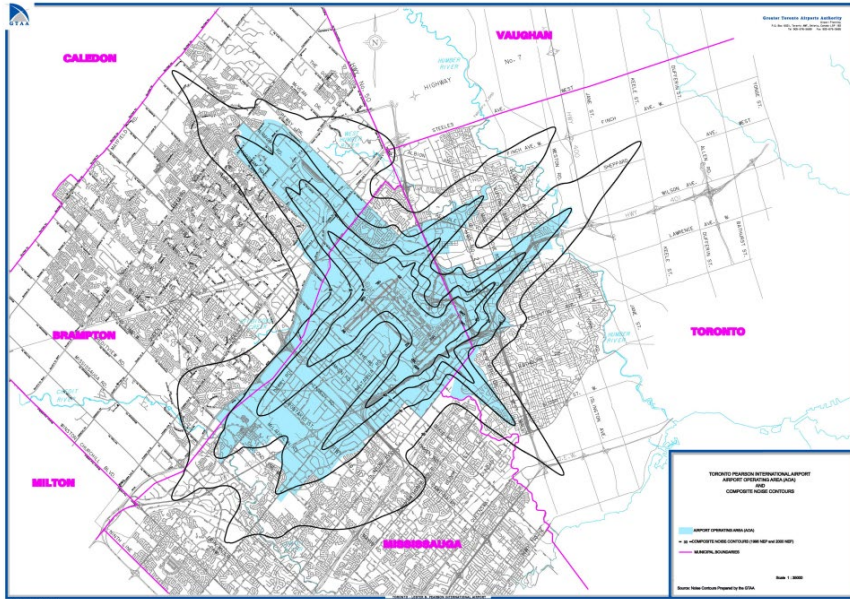
*Does NavCan make decisions inconsistent with Pearson's published NEF, 2000?*



**Arrow Shows Start of Hwy 400**

Source: <https://www.torontopearson.com/en/community/get-involved/community-conversations/quieter-operations-roadmap/idea-2-night-time-departures>

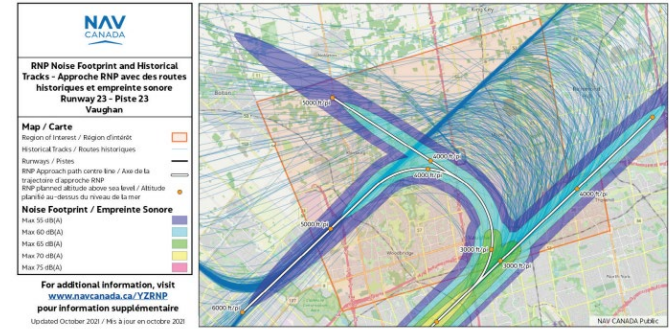
# Noise Exposure Forecast (NEF)



**Noise Exposure Forecast**  
 Transport Canada has developed a Noise Exposure Forecast (NEF) model to calculate long-term aircraft noise exposure based on forecasted flights, and the assessed level of noise annoyance in those areas. Contour lines are drawn on a map connecting points of equal noise impact representing 25, 30, 35 and 40 NEF. It is important to remember that the NEF contour does not measure decibel levels for individual flights, but is a cumulative noise value of overall forecasted flights, and noise annoyance.

**Airport Operating Area**  
 The GTAA has established the Toronto Pearson Airport Operating Area (AOA), which uses well-defined natural and manmade boundaries to approximate the 30 NEF contour on the ground. Surrounding municipalities have included this operating area in their Official Plans and have approved associated policies that limit incompatible land uses within these areas.

## COMMUNITY-SPECIFIC MAPS: Vaughan



Transport Canada's noise [model](#) measures actual & forecasted - NEF > 25 = Annoyance, 35 = Complaints

Pearson [NEF](#) last updated in 2000

Pearson's operations are fundamentally different today

Where is the NEF modelling for: Preferential nighttime runway, [Arrivals RNP 05/23](#), 'Operational Decisions'

Disconnect NEF vs presenting DBs

# Federal Zoning Regulation & Provincial Policy Statement

## Toronto/Lester B. Pearson International Zoning Regulations

- Implemented 1999 never updated
- Restricts development, displayed on Property Title
- ***Why isn't GTAA seeking federal zoning changes from Transport Canada?***
- ***Why aren't existing residential communities protected?***

### **Building Restrictions**

3 No person shall erect or construct, on land to which these Regulations apply, a building, structure or object, or an addition to an existing building, structure or object, the highest point of which will exceed in elevation at the location of that point

- (a) the approach surfaces;
- (b) the outer surface; or
- (c) the transitional surfaces.

## Provincial Policy Statement, 2020

1.6.9.2 *Airports* shall be protected from incompatible land uses and development by:

- a) prohibiting new residential *development* and other sensitive land uses in areas near *airports* above 30 NEF/NEP;
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*; and
- c) discouraging land uses which may cause a potential aviation safety hazard.

# Noise & Air Monitoring

Disconnect between community complaints (green) & noise monitors (blue) - Rutherford & Weston Noise Monitor

No provincial [air quality monitor](#) in Vaughan

NavCan doesn't have data to prove or disprove community complaints

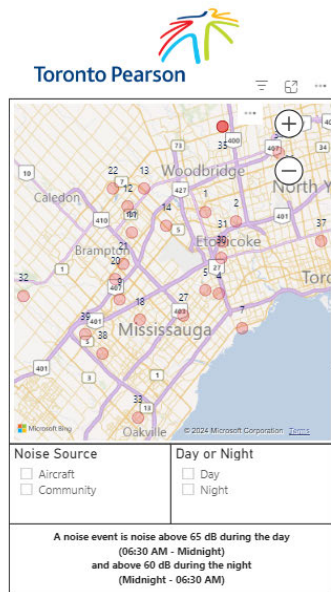
Offered a noise monitor in my backyard - HELL NO!

[Back](#)

## Noise reports

Please select a report page from the drop-down menu below.

Aircraft and Community Comparison 1/2



## Aircraft and Community Comparison (1/2)

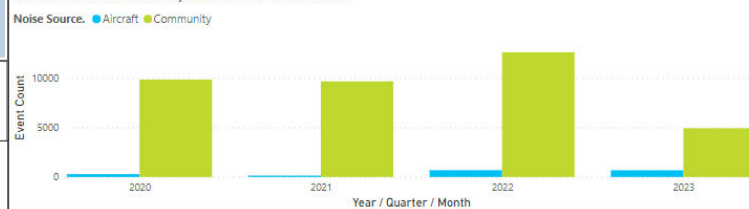
This tab compares aircraft noise events to community noise events by quarter. Different monitoring locations shown on the map can be selected to view the results per noise monitoring terminal to understand the differences.

Right click on the graph to **drill down** or **drill up** between year, quarter, and month.

Average Equivalent Continuous Sound Pressure Level (Leq) by Quarter and Noise Source



Number of Noise Events by Quarter and Noise Source



# Open House Mar, 2023

## Community Mislead & Awaits Apology

GTAA must APOLOGIZE to Vaughan Residents

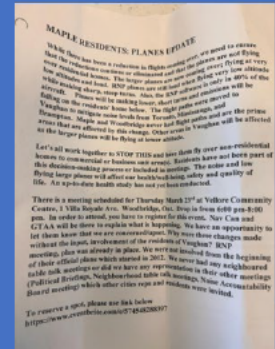
GTAA must REMOVE or UPDATE misleading [information provided](#) in response to local resident flyer

**IT IS NOT VAUGHAN RESIDENTS  
IMAGINATION**

**The volume, types of aircraft and aircraft movements over Vaughan have fundamentally changed!**

Flyer distributed by Vaughan Resident

- While we appreciate that this flyer helped promote the March 23 Open House in Vaughan, it includes statements about Toronto Pearson operations and flight paths changes that are inaccurate.
- These slides provide accurate information on topics outlined in the flyer.
- Please reach out directly to Toronto Pearson with questions about airport operations:  
[Community.engagement@gtaa.com](mailto:Community.engagement@gtaa.com)





# Community Health & Regulatory Environment

Climate Action, Efficiency, Airspace Changes/Operational Decisions

- Shift to Larger Planes
- Significant operational changes impacting communities NE/NW
- Climate Action, in part, achieved by flying at lower altitudes
- Efficiency, in part, consolidated tighter routes [Trajectory Based Operations](#)

Who are the lobbyists?
<b>Senior Officers whose lobbying activities represent less than 20% of their Duties</b>
<b>Deborah Flint</b> , President & Chief Executive Officer   No public offices held
<b>Katherine (Kath) Hammond</b> , Vice President, General Counsel, Corporate Safety & Security   No public offices held
<b>Dwayne MacInTosh</b> , Director, Corporate Safety and Security   No public offices held
<b>John Peellegoda</b> , Treasurer   No public offices held
<b>Senior Officers and Employees whose lobbying activities represent 20% or more of their Duties</b>
<b>Karen Mazurkewich</b> , Vice President, Stakeholder Relations and Communications   No public offices held
<b>Blair Ostrom</b> , Manager, Government and Stakeholder Relations   No public offices held
<b>Greg Owen</b> , Associate Director, Government Agency Programs   No public offices held
<b>Atul Sharma</b> , Manager, Government Relations   No public offices held

**Combined = undocumented concentration of negative health impacts**

Who is responsible & who has authority?

- [Health Canada](#) health/noise impacts dated & when asked to update - CRICKETS!
- Transport Canada absent
- NavCanada appears unregulated, unaccountable, contradicts & misleads residents
- GTAA & MPs claims mercy to NavCanada
- If Municipalities have no role why is GTAA asking for help avoiding land use conflicts?
- Are the NEF and federal zoning by-laws compatible with Pearson's Operations today?

# Conclusions - It's Only Going to Get Worse

GTAA Operated by Business Decisions that DISCOUNT local Community, IGNORE In Effect Federal Zoning By-Law & Published NEF

GTAA Master Plan forecasts 32% INCREASE in aircraft movements (478,000 2017-632,000 2031)

Name an industry with such profound negative community impacts that can expand infinitely with no formal approval process or meaningful data analysis on community health impacts?

