

SPECIAL COMMITTEE OF THE WHOLE (BUDGET) – DECEMBER 1, 2021**COMMUNICATIONS**

<u>Distributed November 30, 2021</u>		<u>Item</u>
C1	Rose Savage, dated November 29, 2021	1
C2	Presentation material	1

Disclaimer Respecting External Communications

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Please note there may be further Communications.

COMMUNICATION C1
ITEM NO. 1
SPECIAL CW (BUDGET)
December 1, 2021

From: Rose Savage [REDACTED]
Sent: 30 November 2021 8:38 AM
To: Francesco MP <francesco.sorbara@parl.gc.ca>; Todd Coles <Todd.Coles@vaughan.ca>;
michael.tibolloCo@pc.ola.org <michael.tibolloCo@pc.ola.org>
Cc: angela [REDACTED]
Subject: [External] Fwd: GTAA / NAVCAN flight path in Woodbridge/Vaughan

****IMPORTANT***UPDATED*****
****Budget topic - ASAP !!****

Federal Government has single handedly created a loss in home values in Vaughan due to the new flight path where thousands of planes will now be departing and arriving above our homes at a slower than normal speed, at a lower than normal altitude and in a "ring road runway" manner that's circular in motion with sharp turns that can be heard for miles constantly 24/7 daily!

Federal government made the decision to move the flight path north of 401 by 5 km. The actual approval is unknown and kept anonymous.

Private planes are now flying below 1,000 feet and are circling our skies. These planes are marked N/A and GTAA/NAVCAN does not address these planes as this is Ontario Ministry of Transportation's mandate and they wipe their hands from this issue.

There are many planes that fly illegally as well that are given violations; however, consideration to our safety is required to address prior to these planes arriving into our air space; not after the fact. Proactive enforcement is required !

No health studies were done since the Mulroney Government and Trudeau government refused to conduct the study recommended by GTAA/NAVCAN to determine the health implications as a result of the increased number of flights and low altitude. The letter of request from GTAA to Federal Government will be sent to you shortly to confirm their rejection.

Changes to airplane software allows planes to depart and arrive lower and stay longer above our homes than normal.

Issues with 737 plane are now flying over our homes using the same type of software that brought those two airplanes down in Ethiopia. The proximity of those two accidents translates to my home in terms of distance from a departures perspective.

The sharp turns in Woodbridge/Vaughan are allowing the plane noise to linger longer than normal than in the past.

The mayors from Toronto, Mississauga, Brampton, Milton, Rexdale, etc, pay salary to activists to deter planes flying in their cities; yet the City of Vaughan has done nothing about this ! Residents as individuals are having to address concerns alone.

Todd (Mayor and members of council)

Please add this topic ASAP to the Budget meeting as house tax reductions and house values will drop as a result of this recent change that the Federal Government has imposed and already approved. Words communicated are “proposal” requesting “feedback” is not totally accurate; this decision has already been made and all the citizens need to understand this more fully.

Also, I’m attaching a document on this topic that the Vaughan City Manager (Tim Simmonds) worked on before the revolving door of city managers since Tim’s departure that showed the recommended involvement of City of Vaughan and citizens of Vaughan together.

Did the City of Vaughan receive money from the Federal Government to pay for this new flight path? If so, why have the citizens of Vaughan not been made aware of this?

The lack of transparency with all levels of government and the lack of ownership, accountability and responsibility is outrageous. Asking residents to address on their own and to point fingers without working together on behalf of the taxpayers of the City of Vaughan is unacceptable!

The decision was made already and public meetings are now being held “after the fact”; which demonstrates the lack of transparency with all levels of government again, unacceptable !!!!!

I’m requesting your help to please respond to this matter ASAP !!!

A document created by the City of Vaughan’s in response to this issue (prepared by Tim Simmonds):

Decision has already been made and notice to just “vet out” and go nowhere ...

>

Thank you as I look forward to your response to this urgent matter !

Rose Savage



Join the conversation on proposed airspace changes in the northern GTA.

NAV CANADA and the Greater Toronto Airports Authority (GTAA) are committed to working with our neighbours to make sure that noise management remains a part of the conversation as the aviation industry recovers from the impacts of the global pandemic.

THE PROPOSAL

NAV CANADA, the country's air navigation service provider, is proposing airspace enhancements around Toronto Pearson Airport. The proposed changes will introduce a new, modern arrival procedure at Toronto Pearson Airport known as Required Navigation Performance Authorization Required (RNP AR) for two runway ends.

RNP AR provides the opportunity to design shorter, more direct routes, enabling aircraft to turn towards the airport sooner. These procedures will support environmental sustainability efforts by significantly reducing greenhouse gases and the overflight of residential areas.

If implemented, some residents may observe changes to air traffic patterns. As a result, NAV CANADA is undertaking public consultation to ensure that communities and businesses have the opportunity to learn about and provide input into the proposed changes.

BE PART OF THE CONVERSATION

NAV CANADA, in collaboration with the GTAA, wants to hear from you.

The public consultation will run from November 1 until December 17, 2021.

Visit www.navcanada.ca/YZRNP to learn more about the proposal, register for upcoming online public briefings or to submit a question or feedback.

The logo for NAV CANADA, featuring the word "NAV" in a large, bold, sans-serif font above the word "CANADA" in a smaller, bold, sans-serif font. A stylized horizontal line is positioned below the word "CANADA".

NAV
CANADA

GTAA Noise Pollution

Action required

Why should we care

- How much is the value of your families health and safety
 - Are they getting enough sleep and relaxation, when at home
- How much is the value of your personal enjoyment of your property
 - Do you enjoy sitting outside on a nice summer day with family and friends
- How much is the loss of 20% of your property value
 - Would you buy a property next to a train track, with a train passing by every 5 mins?

The facts

- The EPA indicates that noise GT 60db is a health and safety hazard.
- Legal opinion indicates that you have the right to personal enjoyment of your property.
- Legal opinion indicates that consistent noise over 60 db is noise pollution.
- Most medium jets under 8,000 ft, create noise in excess of 60 db
- Over our area we may have as many as 350 Jets a day
- GTAA pays nothing to Vaughn for their disruption of our community
- GTAA is a 7/24 operation with over 19,000 flights per year between 12:30 AM on 6:15AM

It Gets Worse

- Passenger AIR traffic has increase by 50% since 2010
- The GTAA has an approved plan to double the capacity of passengers
- Communities with higher densities are pressing the GTAA to move traffic to lower density communities with green space.
- Given our surrounding green space and larger lot sizes, we are one of the lower density communities that will be targeted.
- Pilots have been advised to try and avoid high density areas on approach and take-off where possible. (ie. look for green space)
- GTAA have plans to share their vision directly with Real-Estate agents so that a buyer beware defense can be positioned.

What to do

- Protect our health, lifestyle and property values
- Notify GTAA of your concerns related to current AIR traffic
- Notify city hall, our councillors and government representatives that you are concern with current traffic over our community and future expansion.
- Sign the petition, to move any current Air traffic off to the railroad yards and commercial areas of Vaughn, not residential areas and our homes
- ????????



The Honourable Ginette Petitpas Taylor
 Minister of Health
 Health Canada
 70 Colombine Dr Way
 Ottawa, ON K1A 0K9

**Greater Toronto
 Airports Authority**
 PO. Box 6031
 3111 Convaire Drive
 Toronto AMF, Ontario
 Canada L5P 1B2

P 416.776.3000
 F 416.776.7746

GTAA.com

September 21, 2017

Dear Minister Petitpas Taylor:

On behalf of the Community Environment Noise Advisory Committee (CENAC) of the Greater Toronto Airports Authority (GTAA), we are writing to request that Health Canada, in its capacity of providing advice to public and regulatory authorities such as Transport Canada, update the 2010 study: ***Aircraft Noise in the Vicinity of Airports*** (http://www.hc-sc.gc.ca/hl-vs/alt_formats/pdf/iyh-vsv/enviro/noise-bruit-eng.pdf).

CENAC is a forum for discussion between the community and the GTAA on matters related to aircraft noise and the environmentally responsible operation of Toronto Pearson International Airport. CENAC is committed to driving the GTAA and its industry partners to adopt technologies and procedures that have the potential to safely reduce environmental impacts, including noise, on the surrounding communities.

Toronto Pearson has the opportunity to become North America's next top tier international airport. By 2037, it is expecting to handle up to 85 million passengers and approximately 630,000 aircraft movements. The collective activity at Toronto Pearson currently supports 332,000 jobs within the Province of Ontario and accounts for 6.3 per cent of the provincial GDP. With this expected growth, Toronto Pearson is poised to support more than 700,000 jobs and account for 8.5 per cent of Ontario's GDP.

We understand this growth is not just important for the GTA and Ontario, but for the country as a whole. However, this growth also comes with challenging impacts, including aircraft noise. As CENAC, it is our responsibility to urge the industry and its partners to assess and understand what these impacts are when making operational decisions at Toronto Pearson.

Understanding the potential human health impacts of aircraft noise is a rapidly growing area of research worldwide. Below are some examples of recent reports:

- ***Burden of Disease from Environment Noise*** published by the World Health Organization http://www.euro.who.int/data/assets/pdf_file/0008/136466/e94888.pdf
- ***Aircraft Noise and Health Effects*** published by the UK's Civil Aviation Authority (2016) <https://publicapps.caa.co.uk/docs/33/CAP%201278%20MAR16.pdf>.



**Toronto
 Pearson**
 International Airport
 Aéroport International

torontopearson.com



In its 2010 report, Health Canada determined that *"There is insufficient evidence to conclude that aircraft noise causes heart disease. However, some studies suggest that people who live for many years in areas with intense traffic noise, may face a slight increase in the risk of developing heart disease. Health Canada will continue to assess future research on the potential health risks of aircraft noise."*

We, therefore, request that Health Canada deliver on its commitment to update its 2010 report, assess the new research, and contribute its own study on the human health impacts of aircraft noise.

We thank you in advance for your commitment outlined in 2010.

Regards,

A handwritten signature in black ink, reading 'R Connelly', is positioned above the printed name.

Robyn Connelly
Chair, Community Environment and Noise Advisory Committee
The Greater Toronto Airports Authority

Sent on behalf of the Community Environment Noise Advisory Committee (CENAC) of the Greater Toronto Airports Authority (GTAA)

Councillor Vincent Crisanti – City of Toronto, Ward 1
Johan Van t'Hof – Toronto Resident Representative
Laurie Mace – Toronto Resident Representative
Councillor Pat Fortini – City of Brampton, Wards 7 & 8
Brad Green - Brampton Resident Representative
Charles Gonsalves – Brampton Resident Representative
Councillor Chris Fonseca – City of Mississauga, Ward 3
Tina Rizuto-Willan - Mississauga Resident Representative
David Bishop – Mississauga Resident Representative
Craig Van Spall – Mississauga Resident Representative
Regional and Town Councillor Jeff Knoll – Region of Halton, Ward 5
Colleen Goodchild – Region of Durham

cc: Minister Marc Garneau, Minister of Transport

Health
CanadaSanté
CanadaHealthy Environments and
Consumer Safety BranchDirection générale,
Santé environnementale et sécurité des consommateurs

OCT 13 2017

Your file Votre référence

Our File Notre référence

Robyn Connelly
Chair, Community Environment and
Noise Advisory Committee
The Greater Toronto Airports Advisory Authority
P.O. Box 6031
3111 Convair Drive
Toronto ON L5P 1B2

Dear Ms. Connelly,

Thank you for your correspondence of September 21, 2017 addressed to the Honourable Ginette Petitpas Taylor, Minister of Health, regarding your concerns about the health impacts posed by increased aircraft noise from the Toronto Pearson International Airport and your request for Health Canada to update the 2010 publication *Aircraft Noise in the Vicinity of Airports*. The Minister has asked me to provide a detailed response on her behalf.

Health Canada's role with respect to aircraft noise is an advisory one, where information on the potential health impacts of aircraft noise is provided to Transport Canada and other Departments and Agencies, upon request. Transport Canada and the US Federal Aviation Administration were among the sponsors of the Partnership for Air Transportation Noise and Emissions Reduction (PARTNER) research on issues related to aircraft noise. This research was completed in 2015 and included a detailed review of the scientific developments in this area. Provided for your information is a link to the report on aircraft noise and health (Report 19): <http://partner.mit.edu/projects/health-effects-aircraft-noise>.

While there are no immediate plans to update the 2010 publication, Health Canada scientists will continue to monitor the scientific literature on noise and health, and contribute to the development of relevant international standards, such as those produced by the American National Standards Institute (ANSI).

I hope my comments have been helpful.

Tim Singer
Director General
Environmental and Radiation Health
Sciences Directorate

Canada



COMMUNICATION C2

ITEM NO. 1

SPECIAL CW (BUDGET)

December 1, 2021

Proposed 2022 Budget and 2023-2026 Capital Plan

Special Committee of the Whole (Budget)

December 1st, 2021





Accomplishing Results!




900 acre
North Maple
Regional Park
will be larger than
New York's Central Park


40 km
of **NEW** lanes


19,000
BUSINESSES
employ more than
213,700
PEOPLE the
largest economy in York Region


Grow with
VAUGHAN
SPONSORSHIP
PROGRAM
MORE THAN
50 locations
city-wide


VMC
RISING:
• **3,900 NEW** residential units occupied
• **7,722 NEW** citizens
• **34,584** total VMC residential units
• **60,754** total VMC citizen population


Home to the
first university
in York Region
NIAGARA
UNIVERSITY


Since 2010,
\$13 billion
in building permit have
been issued by the City.


MORE THAN
5 million
views on
vaughan.ca

Welcoming city
105 languages spoken

One of the
lowest
tax rates
in the GTA



Cortellucci
Vaughan Hospital
occupancy permit received
and opened as full-service
hospital in June 2021


24,000
streetlights converted to LED

MOVESMART
   
COMPLETED and endorsed by
Council in March 2021

Term of Council Service Excellence Strategic Plan 2018-2022

Mission
Citizens first
through Service
Excellence.

Vision
A city of choice that promotes diversity,
innovation and opportunity for all citizens,
fostering a vibrant community life that is
inclusive, progressive, environmentally
responsible and sustainable.

Values
Respect
Accountability
Dedication

The 2018-2022 Term of Council Service Excellence Strategic Plan reinforces the City of Vaughan's mission, vision and values, representing the core of how the administration will go above and beyond to deliver on Council's priorities through Service Excellence.

The Strategic Plan identifies the strategic priorities that the administration will focus on to support the City of Vaughan in being a City of Choice for both residents and businesses.

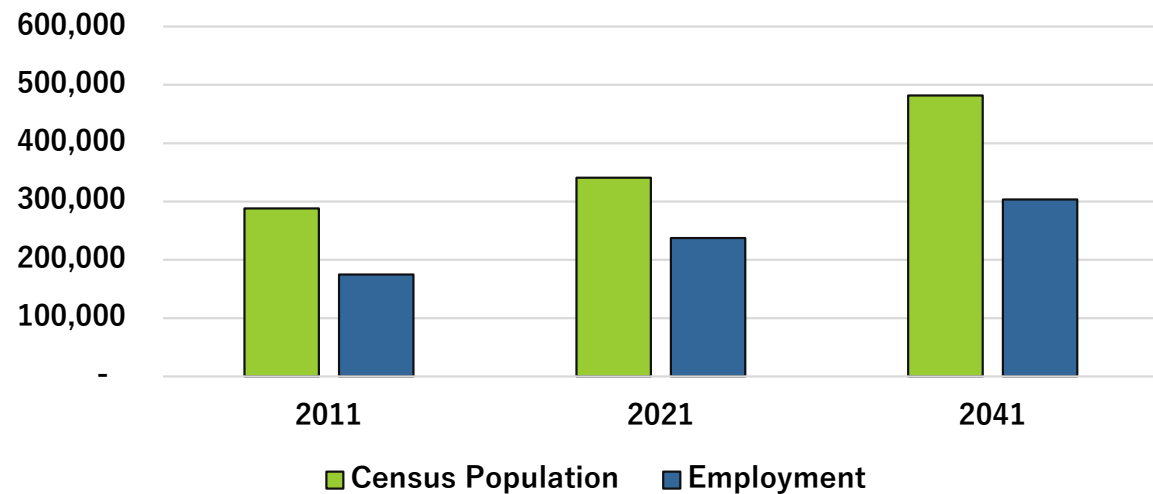


vaughan.ca/ServiceExcellence



Growth and Sustainability

City of Vaughan:
Total Population and Employment (2011-2041)



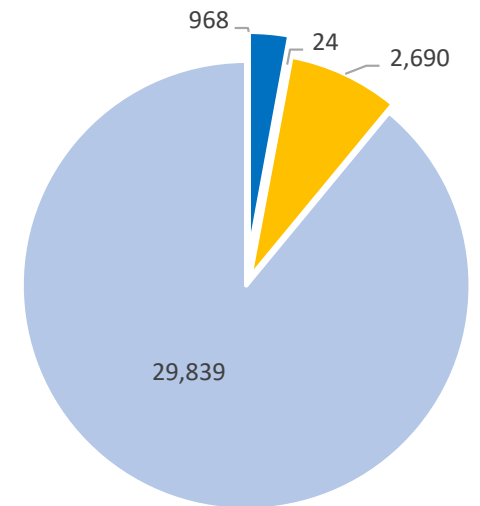
- Strong population growth and development across the City
- Census population growth of 18% since 2011
- Employment growth of 36% since 2011
- By 2041 City expected to grow to approximately 482,000 persons and 304,000 employees

Source: 2018 DC Study

Growth and Sustainability



Active Residential Development Proposals by Type (as of November 2021)



■ Singles ■ Semi ■ Town ■ Apts

Financial Sustainability and Fiscal Transparency

Council Endorsed Budget Guiding Principles Support Budget Priorities

Financial Sustainability

Guiding Principles

Principle 1

Consideration Towards Existing Service Levels

Principle 2

Growth Pays for Growth

Principle 3

New Initiatives to Enhance the City

Principles in Action

Approach to

- Infrastructure
- Services
- Managing Money

Long-Range Fiscal Planning

The City is developing a Long-Range Fiscal Plan (LRFP)

- The LRFP *complements* the City's continuously evolving budget process
- Provides a long-term outlook to help identify future pressures associated with growth and to evaluate fiscal effects of changes in financial policies

The LRFP model can perform sensitivity analysis and accommodate multiple changes in parameters

- Forecasts are developed from various City sources: Operating & Capital Budgets, DC Study, Asset Management Plans, and other master plans
- Forecasts are based on a series of volume and capital induced drivers
- Inputs - the model can be adjusted to reflect changes in growth patterns and infrastructure requirements
- Outputs - tax levies, contributions to reserves, and debt financing to fund the required services and capital needs

The LRFP is a Living Document

Development related studies and strategies

- The City is currently undertaking a DC Study, Parkland Acquisition/CIL analysis, and CBC Strategy which will help inform both capital and revenue assumptions in the LRFP

Asset Management Plans (AMPs)

- AMPs for core services have been developed and work is underway to develop non-core AMPs.

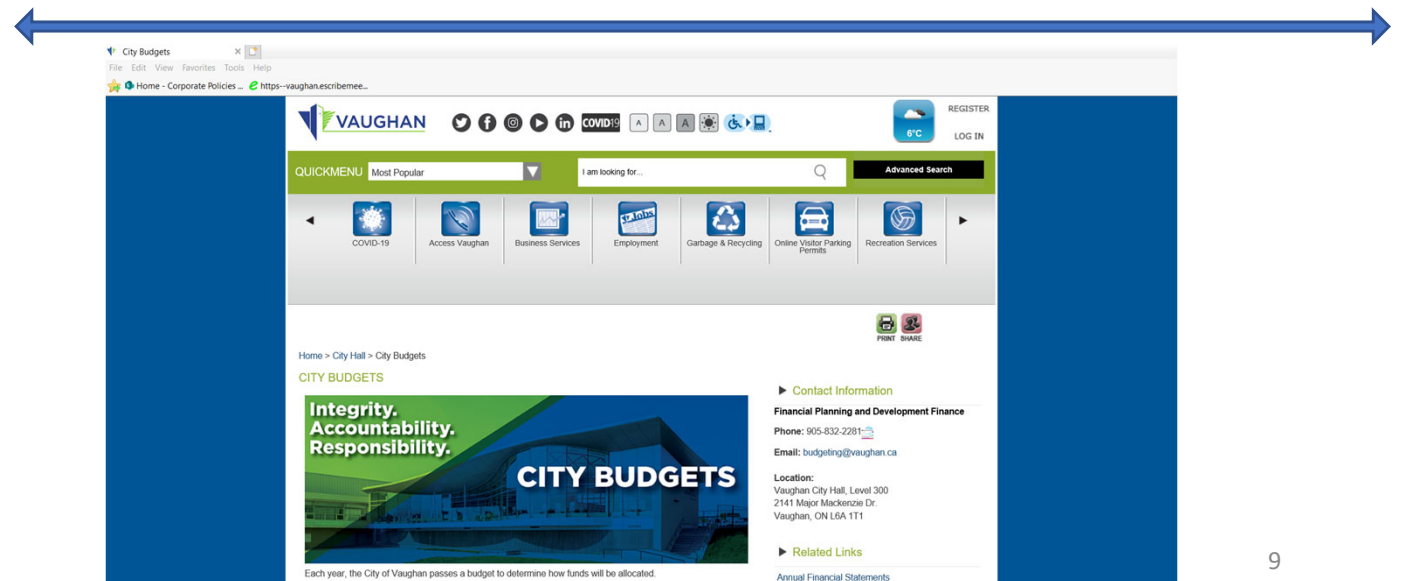
The model will be updated with the latest information

- As information matures, so do the outputs of the LRFP

Strategic Planning and Budget Process



Public Engagement on Budget Process



The screenshot shows the City of Vaughan website's 'City Budgets' page. The page features a navigation bar with the Vaughan logo, social media links, and a search bar. Below the navigation bar is a 'QUICKMENU' section with links to various services: COVID-19, Access Vaughan, Business Services, Employment, Garbage & Recycling, Online Visitor Parking Permits, and Recreation Services. The main content area is titled 'CITY BUDGETS' and includes a large image of a city building with the text 'Integrity. Accountability. Responsibility. CITY BUDGETS'. Below this image is a brief description: 'Each year, the City of Vaughan passes a budget to determine how funds will be allocated.' To the right of the main content is a 'Contact Information' section for the Financial Planning and Development Finance department, including a phone number, email, and location. At the bottom right, there is a 'Related Links' section with a link to 'Annual Financial Statements'.

2022 Budget – Context

COVID uncertainty remains. The 2022 budget was developed with conservatism, flexibility and sustainability in mind.

Many uncertainties remain....

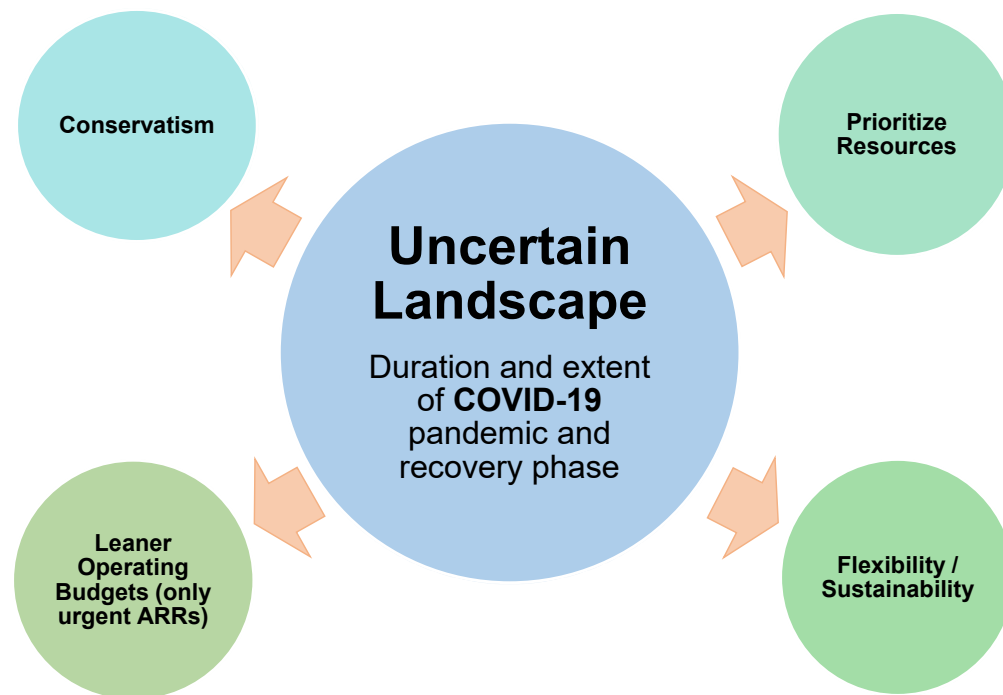
- Duration and extent of COVID-19 pandemic and recovery phase
- Potential for additional waves
- Degree of “permanent” change to industry economics & value chains
- Impact on societal norms, consumer confidence and spending patterns
- Changes to work patterns....how and where people work
- Forecasted inflation rates at an 18-year high (4.7% reported in Oct. 2021)

Which can impact City’s finances...

- Revenue risks....User fees, Tax & Utility collection
- Funding/support from Senior levels of Government
- Sustained COVID-19 incremental spending
- Impact to capital delivery plans
- Service levels & delivery models
- Cash flow & liquidity
- Financial sustainability

2022 Budget – Guiding Principles

The City of Vaughan's budget is built on the principles of integrity, accountability and responsibility. It is focused on keeping property tax rates low, respecting taxpayers' hard-earned money and delivering quality public services.



Budget Summary

2022 Budget and 2023-2026 Capital Plan:

Tax Supported Programs

2022 Gross
Operating
\$333 million

2022 Capital
Budget \$227
million

2023-2026
Capital Plan
\$660 million

2% Tax
Increase

Utility Rate Supported Programs

2022 Gross
Operating
\$180 million

2022 Capital
Budget \$45
million

2023-2026
Capital Plan
\$292 million

3.3% Combined
Water / Wastewater
Rate Increase

4.5% Average
Stormwater Charge
Increase

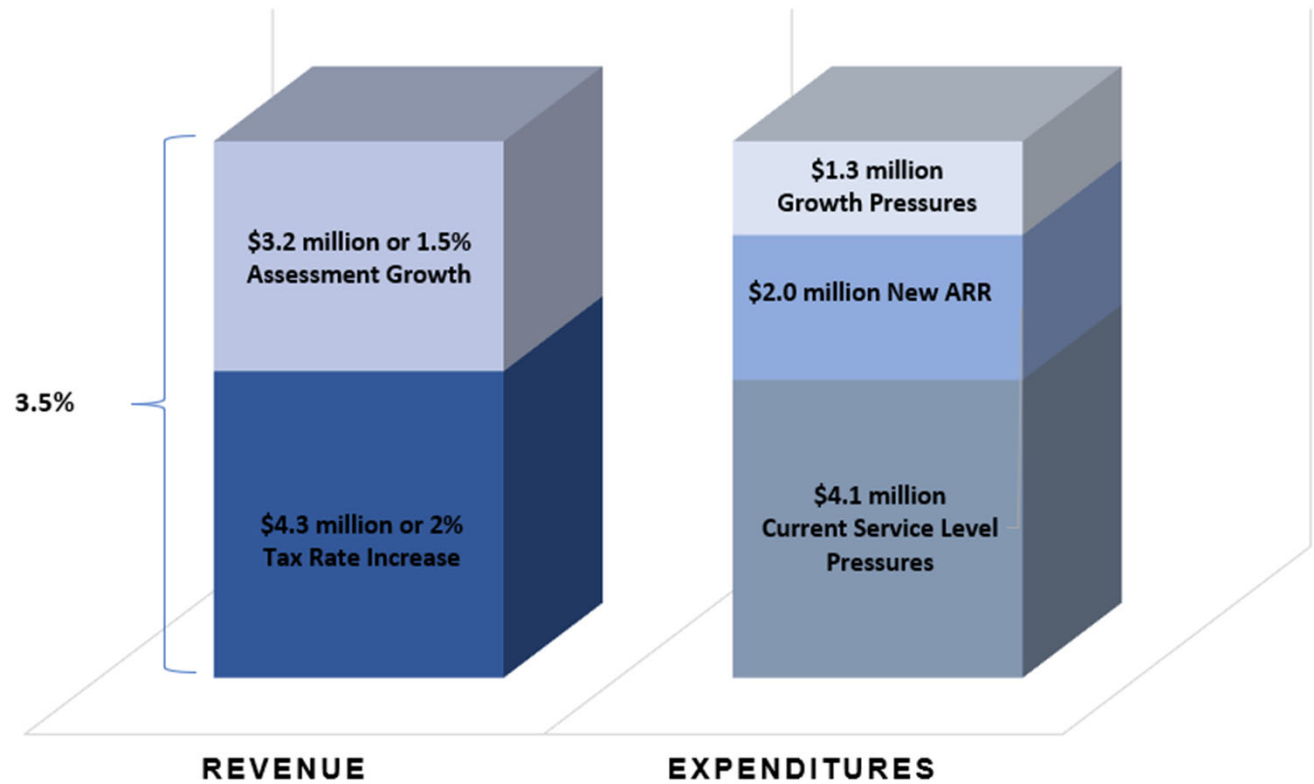


Proposed 2022 Tax Supported Operating Budget

(\$M)	2020 Budget	2020 Actuals	2021 Approved Budget	2022 Proposed Budget
Gross Operating	320.8	313.6	317.9	333.2
Less: Non-Tax Revenue	105.2	98.0	99.2	107.4
Payment in Lieu of Taxes	2.6	2.6	2.6	2.7
Supplemental Tax	3.2	3.2	3.2	2.7
Net Levy	209.9	209.7	212.9	220.4
Incremental Levy Requirement	9.2	9.2	3.0	7.5
Revenue from Assessment Growth	3.5	3.3	3.0	3.2
Revenue from Incremental Tax Rate	5.7	5.7	0.0	4.3
Incremental Tax Rate	2.85%	2.85%	0.00%	2.00%

Note: Some numbers may not add up due to rounding

2022 Tax Levy Analysis



Proposed Water/Wastewater/ Stormwater Operating Budget

(\$M)	2020 Actuals	2021 Approved Budget	2022 Proposed Budget
Revenue	173.2	167.7	176.3
Purchases	129.6	129.0	132.1
Gross Margin	43.6	38.7	44.2
Other Revenue	3.3	3.2	3.3
Expenditures			
Maintenance & Installation	11.5	14.7	15.9
General Administration	10.9	13.4	13.7
Other	2.3	2.5	3.3
Lifecycle Contribution	22.2	11.3	14.6
Total Expenditures	46.9	41.9	47.5
Net Budget	0.0	0.0	0.0
Water and Wastewater Rate Increase	0.0%	2.9%	3.3%
Stormwater Charge Increase	0.0%	4.5%	4.5%

2022 Water/Wastewater/ Stormwater Analysis

Water & Wastewater

• CITY (operating)	\$ 23.7	14%
• CITY (reserves)	\$ 12.6	8%
• REGION (purchases)	<u>\$132.1</u>	<u>78%</u>
• TOTAL	\$168.4	100%

Stormwater

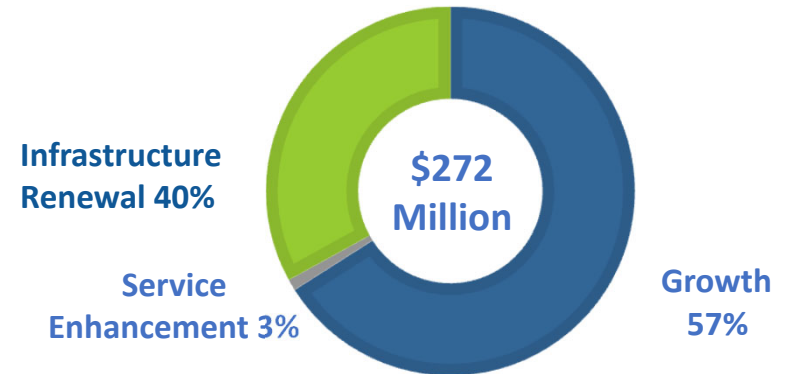
• CITY (operating)	\$ 9.2	82%
• CITY (reserves)	<u>\$ 2.0</u>	<u>18%</u>
• TOTAL	\$ 11.2	100%

*All financial figures are in millions of dollars

Sustainable Capital Project Investments

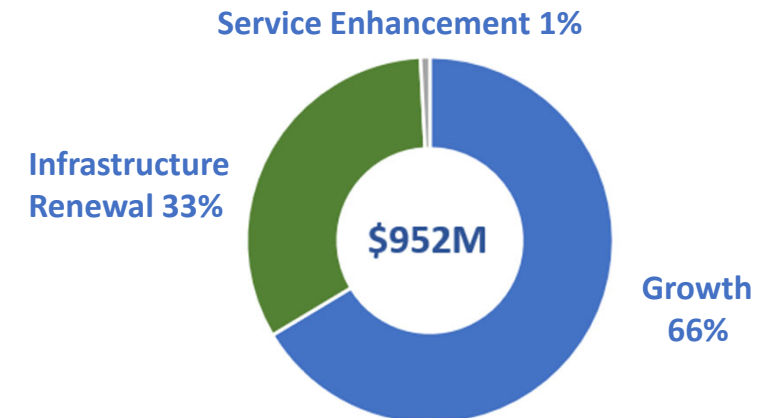
2022 Capital Investment

- Growth, \$155.6 M
- Infrastructure Renewal, \$109.0 M
- Service Enhancement, \$7.1 M



2023-2026 Capital Plan

- Growth, \$631.8 M
- Infrastructure Renewal, \$312.0 M
- Service Enhancement, \$7.8 M



Where Do Taxes Go? Understanding the Tax Bill

Average Residential Tax Bill

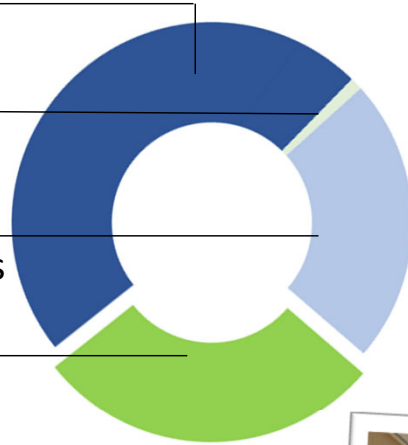
York Region
49% - \$2,965

Hospital Levy
1% - \$55

Local School Boards
22% - \$1,363

City of Vaughan
28% - \$1,676

Note: Based on a home with an assessed value of \$891,000



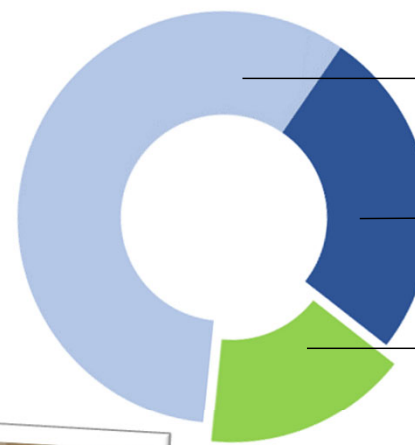
Commercial Tax Bill

Local School Boards
56% - \$880

York Region
28% - \$443

City of Vaughan
16% - \$251

Note: Based on assessment value of \$100,000



What Do Taxes Fund?

Understanding the Tax Bill

City Expenditures by Service (per tax dollar)

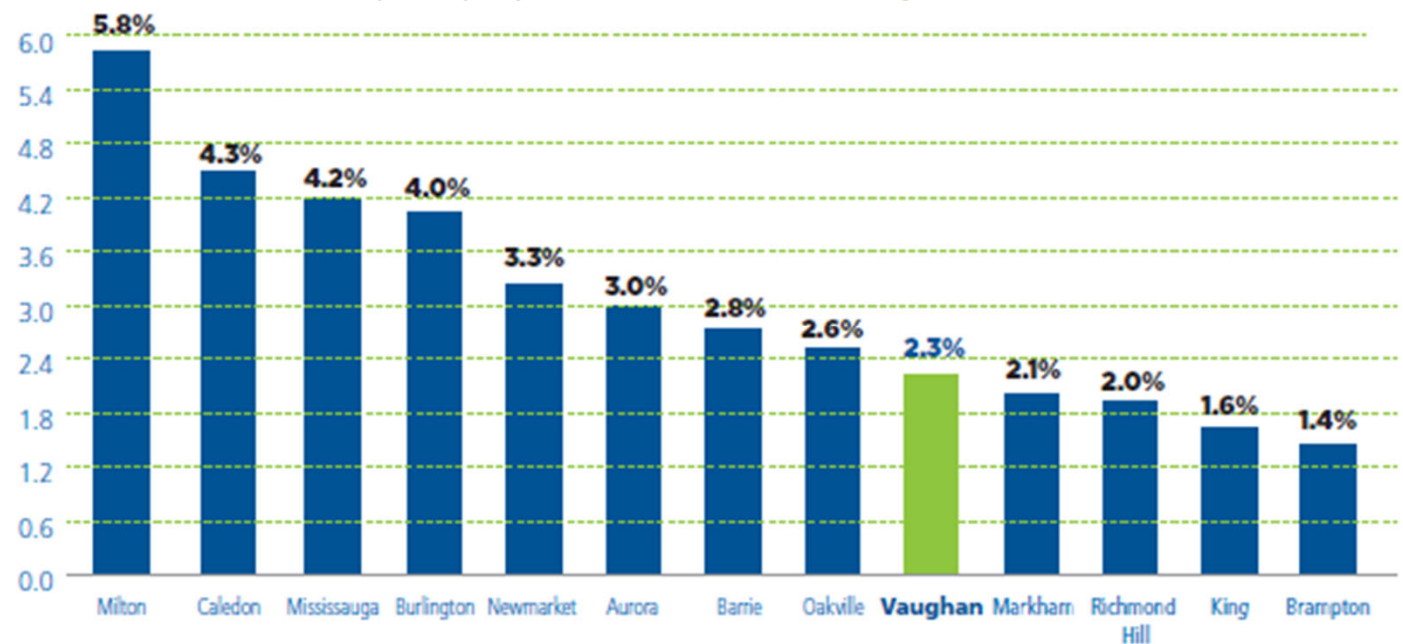
\$0.18	Public Works & Road Services
\$0.17	Fire and Rescue Services
\$0.16	General Government, Legal & Clerks
\$0.11	Capital Investment & Debt Servicing
\$0.10	Infrastructure Development
\$0.09	Planning & Growth
\$0.08	Community Services
\$0.07	Vaughan Public Libraries
\$0.04	Fulfil Council's priorities by City Manager, Internal Audit, Integrity Comm. and others
\$1.00	Total



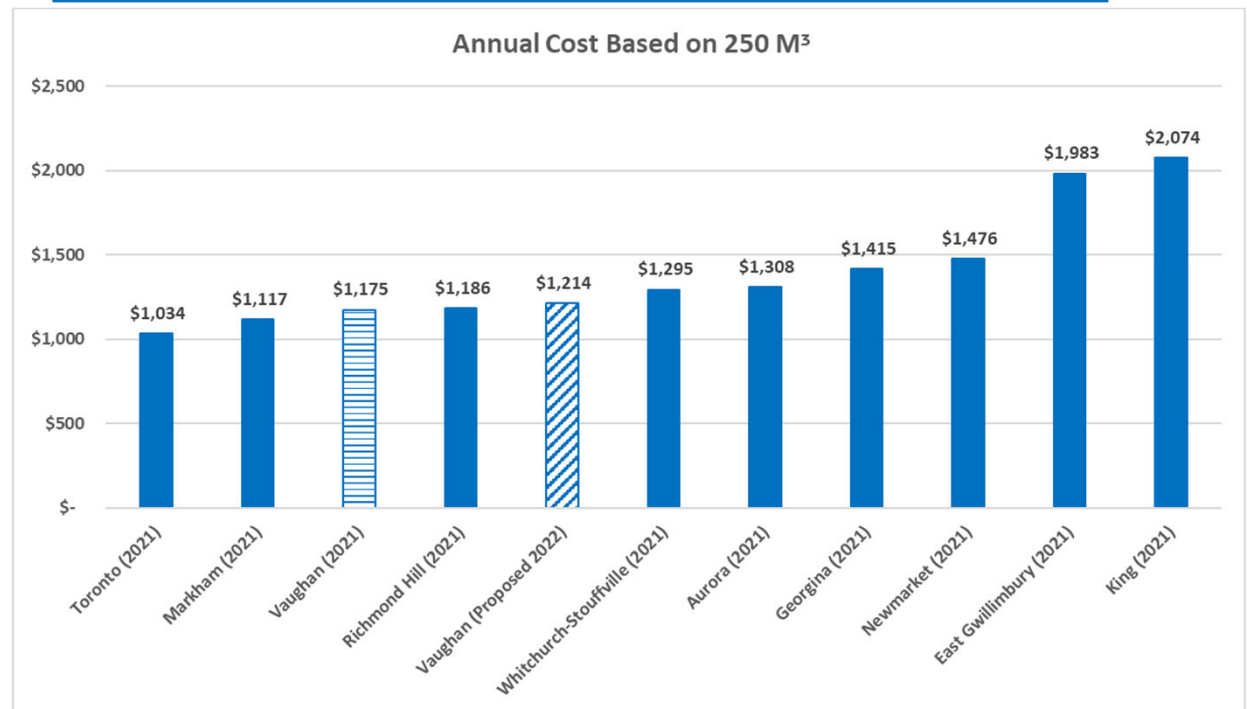
Property Tax Rate Among Lowest in GTA

It is anticipated that Vaughan's total tax rate will continue to be one of the lowest in 2022. The Draft 2022 Budget builds on this commitment to prudent fiscal management by maximizing the responsible use of every tax dollar collected.

Municipal Property Tax Increases: Five Year Average (2017-2021)



Water and Wastewater Rates Among Lowest in York Region



- For 2022 the combined draft rate is \$4.8558/m³ representing a 3.3% increase over 2021.
- The increase to the average household that consumes 250 cubic metres will be approximately \$38.78 annually or \$3.23 per month.

Next Steps

Future Meeting Dates

City of Vaughan

- **Dec 7:** Strategic Plan Priorities and Updates
- **Dec 9:** Adoption of 2022 Budget and 2023-2026 Capital Plan

York Region

- **December 2, 9:** Committee of Whole Reviews
- **December 16:** Budget Approval with Regional Council

**Public deputations
are encouraged at
all budget meetings**