



Electronic General Committee Meeting

Revised Agenda

Meeting No. 14
October 19, 2020, 9:30 AM
Live streamed

Note: Members of the General Committee will be participating in the meeting remotely.

Due to COVID-19, our facilities are closed to the public.
Access is not permitted to the Markham Civic Centre and Council Chamber.

Members of the public may submit written deputations by email
to clerkspublic@markham.ca

Members of the public who wish to make virtual deputations must register by completing an online [***Request to Speak Form***](#) or e-mail clerkspublic@markham.ca providing full name, contact information and item they wish to speak to. Alternatively, you may connect via telephone by contacting the Clerk's office at 905-479-7760 on the day of the meeting.

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Electronic General Committee Meeting

Revised Agenda

Revised Items are Italicized.

Meeting Number: 14
October 19, 2020, 9:30 AM - 1:00 PM
Live streamed

Please bring this General Committee Agenda to the Council meeting on October 27, 2020.

Pages

1. CALL TO ORDER
2. DISCLOSURE OF PECUNIARY INTEREST
3. APPROVAL OF PREVIOUS MINUTES
 - 3.1. MINUTES OF THE OCTOBER 5, 2020 GENERAL COMMITTEE (16.0) 9
 1. That the minutes of the October 5, 2020 General Committee meeting be confirmed.
4. DEPUTATIONS
5. COMMUNICATIONS
 - 5.1. YORK REGION COMMUNICATIONS (13.4) 21

Note: Questions regarding Regional correspondence should be directed to Chris Raynor, Regional Clerk.

 1. That the communication from York Region entitled Major Transit Station Areas Endorsement Report be received for information purposes.
6. PETITIONS
7. CONSENT REPORTS - FINANCE & ADMINISTRATIVE ISSUES

- 7.1. MINUTES OF THE JUNE 22, 2020 MARKHAM PUBLIC LIBRARY BOARD (16.0)** 144
1. That the minutes of the June 22, 2020 Markham Public Library Board meeting be received for information purposes.
- 7.2. 2021 INTERIM SPENDING AUTHORITY PENDING APPROVAL OF BUDGET (7.0)** 151
- L.Chen, ext. 3880
1. That the report titled “2021 Interim Spending Authority Pending Approval of Budget”, be received; and,
 2. That Council approve 50% of the City’s 2020 Operating, Waterworks, Planning & Design, Building Standards and Engineering budgets, equal to \$205,261,876, as a pre-budget approval for 2021 operating expenditures; and further,
 3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.
- 7.3. 2021 INTERIM SPENDING AUTHORITY PENDING APPROVAL OF UNIONVILLE AND MARKHAM VILLAGE BUSINESS IMPROVEMENT AREA BUDGETS (7.0)** 153
- L. Chen, ext. 3880
1. That the report titled “2021 Interim Spending Authority Pending Approval of Unionville Business Improvement Area and Markham Village Business Improvement Area Budgets”, be received; and,
 2. That Council approve 50% of the 2020 Operating Budget equivalent to the amounts of \$107,111 for the Unionville BIA (UBIA) and \$154,976 for the Markham Village BIA (MVBIA) as pre-budget approval for 2021 operating expenditures; and further,
 3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.
- 7.4. 2021 TEMPORARY BORROWING BY-LAW (7.3)** 155
- L. Chen, ext. 3880
1. That the report titled “2021 Temporary Borrowing By-law” be received; and,
 2. That a by-law be brought forward for Council approval to authorize the temporary borrowing, if required, of amounts not to exceed \$205,261,876 from January 1, 2021 to September 30, 2021, and

\$102,630,938 from October 1, 2021 to December 31, 2021 to meet the expenditures of the municipality until taxes are collected and other revenues are received; and,

3. That the Treasurer report to Council in advance of borrowing, if temporary borrowing is required; and further,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

7.5. STAFF AWARDED CONTRACTS FOR THE MONTH OF SEPTEMBER 2020 (7.12)

159

A. Moore, ext. 4711

1. That the report entitled “Staff Awarded Contracts for the Month of September” be received; and,
2. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

7.6. AWARD OF PROPOSAL 005-R-20 SUPPLY AND IMPLEMENTATION, UNIFIED COMMUNICATION AND VOIP PHONE SYSTEM (7.12)

187

M. Islam, ext. 2322, S. Rao, ext. 4868 and R. Patano, ext. 2990

1. That the report entitled “Award of Proposal 005-R-20 Supply and Implementation, Unified Communication and VoIP Phone System; and,
2. That the contract for 005-R-20 Supply and Implementation, Unified Communication and VoIP Phone System be awarded to the highest ranked/lowest priced bidder, Unity Connected Solutions Inc. in the amount of \$1,364,866.34 inclusive of HST, to an upset limit of \$750,321.41 for the hardware, licenses, software, training and implementation costs and \$614,544.93 for nine years of warranty, ongoing support and maintenance; and,
3. That the hardware, licenses, software, training and implementation costs to the upset limit amount of \$750,321.41 be funded from capital project 18079, IT Life Cycle Asset Replacement, GL account 49-6150-18079-005 and capital project 19063, ITS - City Wide Telephone System Replacement, GL account 49-6150-19063-005, with a combined available budget of \$764,759.42; and,
4. That the cost of the warranty, support and maintenance fee for six (6) years in the amount of \$406,401.96 inclusive of HST and \$208,142.97 for the three (3) additional optional years be funded from #400-404-5461 with current annual budget of \$107,508.64 and subject to Council approval of the 2021-2029 operating budgets in the amounts of;

- a. Year 1 (2021) - \$ 67,733.66
- b. Year 2 (2022) - \$ 67,733.66
- c. Year 3 (2023) - \$ 67,733.66
- d. Year 4 (2024) - \$ 67,733.66
- e. Year 5 (2025) - \$ 67,733.66
- f. Year 6 (2026) - \$ 67,733.66
- g. Year 7 (2027) - \$ 69,380.99*
- h. Year 8 (2028) - \$ 69,380.99*
- i. Year 9 (2029) - \$ 69,380.99*

Total - \$614,544.93

*Optional Year Renewal

- 5. That surplus capital budget in the amount of \$14,438.01 in Capital Project 19063 be returned to sources; THAT the 2021 operating budget of #400-404-5461 be reduced by \$39,774.98; and,
- 6. That the Chief Information Officer and Senior Manager Procurement & Accounts Payable be authorized to execute the additional renewal years for the life cycle of the project (at the sole discretion of the City); and,
- 7. That Unity Connected Solutions Inc. be designated as the preferred vendor for the City's telephony service needs and for Mitel Hardware and software products for the term of this contract; and,
- 8. That the purchase orders may be adjusted to acquire additional Mitel hardware and software to support growth and/or future telephone system upgrade or integration related projects, subject to the Expenditure Control Policy and budget approval; and,
- 9. That the Chief Information Officer and Senior Manager, Procurement & Accounts Payable be authorized to approve any new purchases related to this contract needed due to growth and/or future telephone system upgrade due to change in technology or system integration with other applications related to the project during the term of this contract; subject to the Expenditure Control Policy and budget approval; and further,
- 10. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

L. Chen, ext. 3880

1. That the report dated October 19, 2020 titled “2021 Budget Schedule” be received; and
2. That the following schedule for the 2021 Budget be approved with the dates and times below:

Meeting #1 – Tuesday, November 3, 2020 (9:00 a.m. to 12:00 p.m.)

Meeting #2 – Friday, November 6, 2020 (9:00 a.m. to 12:00 p.m.)

Meeting #3 – Tuesday, November 10, 2020 (9:00 a.m. to 12:00 p.m.)

Meeting #4 – Friday, November 13, 2020 (9:00 a.m. to 12:00 p.m.)

General Committee – Monday, November 16, 2020 (9:30 a.m.)

– Draft presentation of the proposed 2021 Budget for the public meeting

Meeting #5 – Tuesday, November 17, 2020 (9:00 a.m. to 12:00 p.m.)

Meeting #6 – Friday, November 20, 2020 (9:00 a.m. to 12:00 p.m.)

Public Meeting – Wednesday, November 25, 2020 (7 p.m. to 9 p.m.)

– Feedback from the public meeting will be incorporated into the report to Council

Meeting #7 – Friday, November 27, 2020 (9:00 a.m. to 12:00 p.m.) – if required

Council Decision – Wednesday, December 9, 2020 (1:00 p.m.)

Press Conference – Thursday, December 10, 2020 (10:00 a.m.)

3. That the following schedule for the 2021 Water & Wastewater Rate be approved with the dates and times below:

General Committee – Monday, November 2, 2020 (9:30 a.m.)

Public Meeting – Thursday, November 12, 2020 (6:30 p.m. to 7:30 p.m.)

– Feedback from the public meeting will be incorporated into the report to Council

Council Decision – Wednesday, December 9, 2020 (1:00 p.m.); and further,

4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

8. CONSENT REPORTS - ENVIRONMENT & SUSTAINABILITY ISSUES

8.1. ASSET MANAGEMENT PLAN PROGRESS UPDATE – REVISED (5.0) 198

1. That Council receive the Asset Management Plan Progress Update.

9. PRESENTATIONS - COMMUNITY SERVICES ISSUES

9.1. EAST MARKHAM WORKS YARD (5.0) 202

C. Brygidyr, ext. 2678

Note: Presentation attached.

Note: Graham Seaman, Director, Sustainability & Asset Management will be in attendance to provide a presentation on this matter.

1. That the presentation entitled “East Markham Works Yard – General Committee – October 19, 2020” be received; and,
2. That the request budget increase to the capital project in the amount of \$1,503,734 (incl HST) be funded from Development Charges Reserves in the amount of \$1,455,140.65 or 97.5%, and the Non-DC Growth Reserve in the amount of \$37,593.35 or 2.5%; and,
3. That the City grant an easement to Alectra Utilities, for nominal consideration over part of the lands municipally known as 10192 9th Line acceptable to the City’s Senior Manager of Real Property in the event that such easement is required by Alectra to provide services to the site (the “Alectra Easement”); and,
4. That the Mayor and Clerk be authorized to execute agreement(s) with Alectra Utilities required for the development of a works yard on the land municipally known as 10192 9th Line and to convey the Alectra Easement, if required, provided the form of such agreement(s) is satisfactory to the City Solicitor and the CAO: and further,
5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

10. REGULAR REPORTS - ENVIRONMENT & SUSTAINABILITY ISSUES

10.1. 2020 MARKHAM ENVIRONMENTAL SUSTAINABILITY FUND (MESF), FUNDING APPLICATIONS APPROVAL (7.0, 5.7) 217

C. Marsales, ext. 3560

1. That the report entitled “2020 Markham Environmental Sustainability Fund (MESF), Funding Applications Approval’ be received; and,
2. That the external funding application Pollinators: Bees, Butterflies and Beyond submitted by Swan Lake for a pollinator awareness and

planting project, for \$3,730.90, be approved to be funded from the MESF reserve; and,

3. That the internal funding application for a Smart Irrigation System Pilot at Milliken Mills Park for \$6,200.00, submitted by the Environmental Services Department be approved to be funded from the MESF reserve; and further,
4. That further, that Staff be authorized and directed to do all things necessary to give effect to this resolution.

11. MOTIONS

12. NOTICES OF MOTION

13. NEW/OTHER BUSINESS

*As per Section 2 of the Council Procedural By-Law, "New/Other Business would generally apply to an item that is to be added to the **Agenda** due to an urgent statutory time requirement, or an emergency, or time sensitivity".*

14. ANNOUNCEMENTS

15. CONFIDENTIAL ITEMS

That, in accordance with Section 239 (2) of the Municipal Act, General Committee resolve into a confidential session to discuss the following matters:

15.1. FINANCE & ADMINISTRATIVE ISSUES

15.1.1. GENERAL COMMITTEE CONFIDENTIAL MINUTES OCTOBER 5, 2020 (16.0) [Section 239 (2) (b)(a)]

15.1.2. A POSITION, PLAN, PROCEDURE, CRITERIA OR INSTRUCTION TO BE APPLIED TO ANY NEGOTIATIONS CARRIED ON OR TO BE CARRIED ON BY OR ON BEHALF OF THE MUNICIPALITY OR LOCAL BOARD;- TELECOMMUNICATION MUNICIPAL CONSENT (8.0) [SECTION 239 (2) (k)]

15.2. LAND, BUILDING & PARKS CONSTRUCTION ISSUES

15.2.1. THE SECURITY OF THE PROPERTY OF THE CITY OR LOCAL BOARD; LEASE UPDATE (8.2) [SECTION 239 (2) (a)]

16. ADJOURNMENT

Information Page

General Committee Members: All Members of Council

General Committee

Chair: Regional Councillor Jack Heath

Vice Chair: Councillor Khalid Usman

Finance & Administrative Issues

Chair: Regional Councillor Jack Heath

Vice Chair: Councillor Khalid Usman

Community Services Issues

Chair: Councillor Karen Rea

Vice Chair: Councillor Isa Lee

Environment & Sustainability Issues

Chair: Regional Councillor Joe Li

Vice Chair: Councillor Reid McAlpine

Land, Building & Parks Construction Issues

Chair: Councillor Keith Irish

Vice Chair: Councillor Andrew Keyes

General Committee meetings are audio and video streamed live at the City of Markham's website.

Alternate formats are available upon request.

Consent Items: All matters listed under the consent agenda are considered to be routine and are recommended for approval by the department. They may be enacted on one motion, or any item may be discussed if a member so requests.

Note: The times listed on this agenda are approximate and may vary; Council may, at its discretion, alter the order of the agenda items.

**Note: As per the Council Procedural By-Law, Section 7.1 (h)
General Committee will take a 10 minute recess after
two hours have passed since the last break.**



Electronic General Committee Meeting Minutes

Meeting Number: 13
October 5, 2020, 9:30 AM - 1:00 PM
Live streamed

Roll Call	<p>Mayor Frank Scarpitti</p> <p>Deputy Mayor Don Hamilton</p> <p>Regional Councillor Jack Heath</p> <p>Regional Councillor Joe Li</p> <p>Regional Councillor Jim Jones</p> <p>Councillor Keith Irish</p> <p>Councillor Alan Ho</p>	<p>Councillor Reid McAlpine</p> <p>Councillor Karen Rea</p> <p>Councillor Andrew Keyes</p> <p>Councillor Amanda Collucci</p> <p>Councillor Khalid Usman</p> <p>Councillor Isa Lee</p>
Staff	<p>Andy Taylor, Chief Administrative Officer</p> <p>Trinela Cane, Commissioner, Corporate Services</p> <p>Arvin Prasad, Commissioner Development Services</p> <p>Claudia Storto, City Solicitor and Director of Human Resources</p> <p>Joel Lustig, Treasurer</p> <p>Bryan Frois, Chief of Staff</p> <p>Kimberley Kitteringham, City Clerk</p> <p>Martha Pettit, Deputy City Clerk</p> <p>Mary Creighton, Director of Recreation Services</p> <p>Hersh Tencer, Manager, Real Property</p> <p>Brian Lee, Director, Engineering</p>	<p>Alex Moore, Manager of Purchasing & Accounts Payable</p> <p>Hristina Giantsopoulos, Election & Council/Committee Coordinator</p> <p>Laura Gold, Council/Committee Coordinator</p> <p>John Wong, Technology Support Specialist II</p> <p>Graham Seaman, Director, Sustainability & Asset Management</p> <p>Raj Raman, Senior Manager Projects, CAO's Office</p> <p>Grace Lombardi, Election & Council/Committee Coordinator</p> <p>Adam Grant, Fire Chief</p> <p>Veronica Siu, Senior Financial Analyst</p> <p>Lisa Chen, Sr. Manager, Financial Planning & Reporting</p> <p>Meg West, Manager of Business Planning and Projects</p>

1. CALL TO ORDER

In consideration of the ongoing public health orders, this meeting was conducted electronically to maintain physical distancing of participants. With the recent passage of Bill 197 COVID-19 Economic Recovery Act, municipal Council Members are now permitted to meet remotely and count towards quorum.

The General Committee Meeting convened at the hour of 9:34 AM in the Canada Room with Regional Councillor Jack Heath presiding as Chair for all items on the agenda.

2. DISCLOSURE OF PECUNIARY INTEREST

There were none disclosed.

3. APPROVAL OF PREVIOUS MINUTES

3.1 MINUTES OF THE SEPTEMBER 21, 2020 GENERAL COMMITTEE (16.0)

Moved by Councillor Alan Ho

Seconded by Mayor Frank Scarpitti

1. That the minutes of the September 21, 2020 General Committee meeting be confirmed.

Carried

4. DEPUTATIONS

There were no deputations.

5. COMMUNICATIONS

There were no communications.

6. PETITIONS

There were no petitions.

7. CONSENT REPORTS - FINANCE & ADMINISTRATIVE ISSUES

7.1 MINUTES OF THE JULY 6, 2020 ADVISORY COMMITTEE ON ACCESSIBILITY (16.0)

Moved by Councillor Karen Rea

Seconded by Councillor Isa Lee

1. That the minutes of the July 6, 2020 Advisory Committee on Accessibility meeting be received for information purposes.

Carried

7.2 2021 CAPITAL BUDGET PRE-APPROVAL (7.5)

There was discussion relative to the following:

- Item 21101 Asphalt Resurfacing;
- Item 21099 Library Collections;
- Item 21071 Self Contained Breathing Apparatus (SCBA) Decontamination Machine;
- Item 21063 Theatre Heating Ventilation and Air Conditioning (HVAC) Replacement;
- Consideration to defer capital projects where feasible;
- Concerns regarding impacts of current and deferred spending;
- Inquiry into potential financial assistance from higher levels of government and the impact to current projects; and,
- The continuation of community reinvestment and rehabilitation.

Staff provided information relative to the inquiries made by the Committee and noted that the budget process will illustrate that the Capital Budget being presented is for an amount less than what was originally presented by staff and that several projects have been deferred. There will be a full update on initiatives undertaken during the COVID-19 period at an upcoming Committee meeting in October. The Committee requested that item 21099 Library Collections be sent back to the Library Board for additional consideration.

Moved by Councillor Khalid Usman

Seconded by Deputy Mayor Don Hamilton

1. That the report dated October 5, 2021 titled, “2021 Capital Budget Pre-Approval” be received; and,
2. **That the Capital Budget Pre-Approval Item 21099 Library Collections, be referred to the Library Board for additional consideration; and,**

3. That Council approve the 2021 Capital Budget Pre-Approval, which totals \$10,292,800 as outlined in Appendices 1 and 2; and
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried as Amended

7.3 CONTRACT EXTENSION FOR WIDE AREA NETWORK (WAN) CONNECTIVITY AND INTERNET SERVICES (7.13)

Moved by Councillor Karen Rea

Seconded by Councillor Isa Lee

1. That the report entitled “Contract Extension for Wide Area Network (WAN) Connectivity and Internet Services” be received; and,
2. That the contract for WAN Services and Internet Services be extended for two (2) years (October 1, 2020 - September 30, 2022) to Rogers Communications at 11.6% discounted rate, in the amount of \$577,814.44, inclusive of HST, broken down as follows;
 - October 1, 2020 – December 31, 2020 \$ 72,226.81
 - January 1, 2021 – December 31, 2021 \$288,907.22
 - January 1, 2022 – September 30, 2022 \$216,680.41

Total (2 years) \$577,814.44; and,

3. That the contract for Internet Services with higher bandwidth (increasing from 500Mbps to 600Mbps) be extended for two years (October 1, 2020 - September 30, 2022) to Bell Canada at the existing 2019 rate, in the amount of \$79,006.46 inclusive of HST, broken down as follows;
 - October 1, 2020 – December 31, 2020 \$ 9,875.81
 - January 1, 2021 – December 31, 2021 \$ 39,503.23
 - January 1, 2022 – September 30, 2022 \$ 29,627.42

Total (2 years) \$ 79,006.46; and,

4. That the WAN Services from Rogers and the two Internet Services from Rogers and Bell to be funded from operating budget account# 400-404-5108 in amount of \$656,820.90 (inclusive of HST) over a two (2) year period; and,

5. That the tendering process be waived in accordance with Purchasing Bylaw 2017-8, Part II, Section 7 (1) (c) which states “when the extension of an existing contract would prove more cost-effective or beneficial”; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

**7.4 CONTRACT # 043-S-20 TO OPERATE AND MAINTAIN THE
COMBINED HEAT AND POWER SYSTEM AT ANGUS GLEN
COMMUNITY CENTRE (7.12)**

Moved by Councillor Karen Rea

Seconded by Councillor Isa Lee

1. That the report entitled “Contract # 043-S-20 To Operate and Maintain the Combined Heat and Power System at Angus Glen Community Centre” be received; and,
2. That the Operation and Maintenance of the Angus Glen Combined Heat and Power System be awarded to Markham District Energy Inc. (“MDE”) to an annual upset limit of \$167,904.00 inclusive of HST impact for a period of five (5) years (2020 – 2024), totaling \$839,520.00 inclusive of HST impact (excluding adjustment to CPI) over that five (5) year period; and,
3. That years 2 – 5 (2021-2024) be adjusted based on the Consumer Price Index (CPI) Ontario All-Items (January to January); and,
4. That the 2020 award be funded from operating budget account 504-921-5314 “Service Agreements Facility Maintenance”; and,
5. That the tendering process be waived in accordance with Purchasing By-Law 2017-8, Part II, Section 11.1 (h), which states “where it is in the best interests of the City to acquire non-standard items or Professional Services from a supplier who has a proven track record with the City in terms of pricing, quality and service;” and,
6. That the Mayor and Clerk be authorized to execute the agreement with Markham District Energy Inc, in a form approved by CAO and the City Solicitor; and,

7. That the CAO be authorized to extend the contract for an additional five (5) years (2025-2029) subject to Council's approval of the annual operating budget; and further,
8. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Carried

8. PRESENTATIONS - FINANCE & ADMINISTRATIVE ISSUES

8.1 WORLD COUNCIL ON CITY DATA ISO 37120 PLATINUM CERTIFICATION (12.2.6)

Mayor Scarpitti addressed the Committee to note that this was one of many special days to recognize some of the City's accomplishments and that on behalf of Members of Council and staff, extended his appreciation to the World Council on City Data (WCCD) for bestowing ISO 37120 Platinum Certification to the City. The Mayor welcomed Dr. Patricia McCarney, President & CEO, WCCD, James Patava, Vice President, WCCD and Minister Mary Ng, Minister of Small Business and Export Promotion and International Trade who was in attendance on behalf of Minister Catherine McKenna, Minister of Infrastructure.

Andy Taylor, Chief Administrative Officer (CAO), addressed the Committee to indicate that the City of Markham was one of 15 municipalities selected to participate in the Federal Ministry of Infrastructure and Communities, Data for Canadian Cities Pilot Project to build data capacity for Canadian municipalities. The WCCD worked with the City to collect globally standardized data that measures quality of life and delivery of services that is used by many cities around the world. He acknowledged and thanked staff for their hard work in collecting the data in a short time frame and indicated that the information will be employed to create a global registry which will be used to compare performance against other cities and to align standardized indicators with the City's strategic plan, Building Markham's Future Together, and departmental business plans to improve services and quality of life in the community. Additionally, he noted that this accreditation aligns with city's evidence based decision making and commitment to transparency and open data. Mr Taylor introduced Dr. Patricia McCarney, President & CEO, WCCD.

Dr. Patricia McCarney, addressed the Committee to thank the Mayor and CAO, for their introduction and noted this certification is a tribute to the City's dedication to data and data driven planning in governance. She congratulated the City on this achievement and delivered a presentation entitled, City of Markham Data Driven Insights and a virtual presentation of the WCCD ISO 37120 Platinum Certification.

Minister Mary Ng, Minister of Small Business and Export Promotion and International Trade, addressed the Committee and offered her congratulations and those on behalf of Minister Catherine McKenna on this significant and well deserved designation.

James Patava, Vice President, WCCD, addressed the Committee and provided an overview of the WCCD and the Data for Canadian Cities Pilot Project in a short presentation entitled, The World Council on City Data - Data for Canadian Cities Project.

The Committee thanked the WCCD, Dr. McCarney, Mr. Patava, Minister Ng, Minister McKenna and congratulated all staff, the CAO, and the Senior Management Team on this achievement.

Moved by Mayor Frank Scarpitti
Seconded by Deputy Mayor Don Hamilton

1. That the report dated October 5, 2020 titled "World Council on City Data, ISO 37120 Certification" be received, and,
2. That the formal virtual presentation of the World Council on City Data (WCCD), ISO 37120 Platinum Certification to the City of Markham be received.

Carried

8.2 INTELLIGENT COMMUNITY FORUM (ICF) UPDATE ON ICF TOP7 EVALUATION PROCESS (7.13)

Trinela Cane, Commissioner, Corporate Services, addressed the Committee and delivered a presentation entitled, "Update on ICF Top 7 Evaluation Process", which provided an overview of the Intelligent Community Forum (ICF) evaluation framework, details on the City's submission and the status of the evaluation process. She highlighted that while smart cities use technology to improve the way cities work, intelligent communities take a more comprehensive

approach to enhance competitiveness in a digital economy, and improve the overall quality of life.

The Committee acknowledged the contributions by staff in achieving the Top7 honour and indicated that it looks forward to the results at the end of the virtual ICF Forum awards ceremony that will take place on October 29, 2020.

Mayor Scarpitti thanked Commissioner Cane for the update and congratulated staff on this significant accomplishment. The Mayor noted that this recognition speaks to the strength of ongoing partnerships in the community and the commitment by staff and the organization.

Moved by Councillor Alan Ho

Seconded by Deputy Mayor Don Hamilton

1. That the presentation entitled “Intelligent Community Forum (ICF) Update on ICF Top7 Evaluation Process” be received.

Carried

9. PRESENTATIONS - COMMUNITY SERVICES ISSUES

9.1 LIFESAVING SOCIETY ONTARIO - CLUB OF THE YEAR – NOMINATION - LIFESAVING CLUB OF MARKHAM (LCM) (12.2.6)

Mary Creighton, Director, Recreation Services, addressed the Committee and announced that the Lifesaving Club of Markham is the recipient of the Lifesaving Society Ontario Club Of The Year Nomination award which is presented to a club that has contributed to the development of the lifesaving sport in Canada through participation, leadership and performances of its members provincially, nationally and/or internationally. Clara Grassia, Manager Sport Development, Susan Stiles, Sport Development Coordinator and Jeff McCurdy, Program Supervisor received the recognition on behalf of the coaches and the following part-time coaching staff were recognized for their support, motivation and dedication to the Lifesaving Club of Markham for the 2019 season:

- Bryan Tsang
- Sarah Monaco
- Alyssa Arcaina
- Evan Fong

- Jack Lin
- Marjorie He
- Raymond Tung
- Richard Wilton
- Laura Zhao
- Celestina Chung
- Ian Cook

Mayor Scarpitti acknowledged and congratulated staff on behalf of Members of Council.

Moved by Mayor Frank Scarpitti
Seconded by Councillor Isa Lee

That General Committee receive the Lifesaving Society Ontario Club Of The Year Nomination.

Carried

9.2 ASSOCIATION OF MUNICIPALITIES OF ONTARIO - PETER J. MARSHALL INNOVATION AWARD (12.2.6)

Mary Creighton Director, Recreation Services, addressed the Committee to announce that the City of Markham, Recreation Department, received the annual Peter J. Marshall Innovation Award that is given to municipalities who demonstrate creativity and success while implementing initiatives that better service the public and can be shared with other communities. It was indicated that the City won the award for the Aaniin Community Hub Partnership project that used the Aaniin Community Centre and Library as a hub for community organizations to use free space in exchange for providing volunteer services or programming that would otherwise be unavailable. The following recreation staff were recognized for their contributions:

- Carolyn Thompson, Community Program Supervisor, Community Outreach
- Shawn Hermains, Community Program Coordinator
- Anthony Ierulli, Community Area Manager
- Jason Tsien, Senior Manager, Business Development

- Mary Creighton, Director, Recreation Services.

The Committee acknowledged and congratulated staff on this significant accomplishment which continues to demonstrate the innovation and quality of services provided by the City to connect to members of the community. Mayor Scarpitti thanked the Association of Municipalities of Ontario for their recognition and congratulated staff and organizational partners on their contributions.

Moved by Mayor Frank Scarpitti
Seconded by Deputy Mayor Don Hamilton

That General Committee receive and congratulate the following staff members: Carolyn Thompson Community Program Supervisor, Community Outreach; Shawn Hermains, Community Program Coordinator; Anthony Ierulli, Community Area Manager; Jason Tsien, Senior Manager, Business Development; and, Mary Creighton, Director, Recreation Services on the Association of Municipalities of Ontario Peter J. Marshall Innovation Award.

Carried

10. MOTIONS

There were no motions.

11. NOTICES OF MOTION

There were no notices of motion.

12. NEW/OTHER BUSINESS

There was no new or other business.

13. ANNOUNCEMENTS

Deputy Mayor, Don Hamilton, addressed the Committee to acknowledge and thank the Markham Fire Department for their recent community outreach initiative in relation to fire safety and cooking at home. Adam Grant, Acting Fire Chief, addressed the Committee and indicated this program highlights safe cooking practices while promoting neighbourhood establishments.

14. CONFIDENTIAL ITEMS

Moved by Mayor Frank Scarpitti
 Seconded by Councillor Reid McAlpine

That, in accordance with Section 239 (2) of the Municipal Act, General Committee resolve into a confidential session to discuss the following matters:

Carried

14.1 FINANCE & ADMINISTRATIVE ISSUES

14.1.1 GENERAL COMMITTEE CONFIDENTIAL MINUTES - SEPTEMBER 8, 2020 (16.0) [Section 239 (2) (b)]

General Committee confirmed the July 6, 2020 confidential minutes.

14.1.2 PERSONAL MATTERS ABOUT AN IDENTIFIABLE INDIVIDUAL, INCLUDING MUNICIPAL OR LOCAL BOARD EMPLOYEES – BOARD/COMMITTEE – APPOINTMENTS AND RESIGNATIONS (16.24) [Section 239 (2) (b)]

General Committee consented to place this matter on the October 14, 2020 confidential Council agenda for consideration.

14.1.3 THE SECURITY OF THE PROPERTY OF THE CITY OR LOCAL BOARD – LEASE ASSIGNMENT (8.2) [Section 239 (2) (a)]

General Committee consented to place this matter on the October 14, 2020 confidential Council agenda for consideration.

14.1.4 LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD (5.5) [Section 239 (2) (e)]

General Committee consented to direct staff to provide additional information on this matter.

14.1.5 PERSONAL MATTERS ABOUT AN IDENTIFIABLE INDIVIDUAL, INCLUDING MUNICIPAL OR LOCAL BOARD EMPLOYEES (16.24) [Section 239 (2) (b)]

General Committee consented to direct staff to provide information on the process to remove a citizen member of an advisory board at a future General Committee Meeting.

Moved by Councillor Usman

Seconded By Mayor Frank Scarpitti

That the Electronic General Committee confidential session adjourn
at 12:28 PM.

Carried

15. ADJOURNMENT

Moved by Regional Councillor Jim Jones

Seconded by Councillor Keith Irish

That the Electronic General Committee meeting adjourn at 12.33 PM.

Carried

From: Switzer, Barbara <Barbara.Switzer@york.ca> **On Behalf Of** Regional Clerk
Sent: September 30, 2020 11:20 AM
To: Aurora Clerks General Inbox <Clerks@aurora.ca>; Aguila-Wong, Christine <caguila-wong@markham.ca>; clerks@newmarket.ca; EG Clerks General Inbox <clerks@eastgwillimbury.ca>; King Clerks General Inbox <clerks@king.ca>; Rachel Dillabough <rdillabough@georgina.ca>; Richmond Hill Clerks General Inbox <clerks@richmondhill.ca>; Vaughan Clerks General Inbox <clerks@vaughan.ca>; WS Clerks General Inbox <clerks@townofws.ca>
Subject: Regional Council Decision - Major Transit Station Areas Endorsement Report

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

On September 24, 2020 Regional Council made the following decision:

1. Council endorse for inclusion in the Regional Official Plan update, the boundary delineations, minimum density targets and preliminary policy directions for the 72 major transit station areas identified in this report, except for those outlined below.
2. The Province be requested to approve alternative density targets for two Provincially required major transit station areas: Highway 407 Subway Station and King City GO Station.
3. Regional staff delineate boundaries and set density targets for the future MTSA stations along Jane Street in Vaughan and report back to Council for endorsement.
4. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and local municipalities.
5. That MTSA 57 (Rutherford GO station) be referred to the City of Vaughan for additional consideration of the boundaries and density and request a report back to the Region in Q1 2021.
6. That York Region Council support the expansion of the boundary of MTSA 58 for the lands around the Maple GO station to include the 2.8 hectare parcel of land at the north east corner of Major Mackenzie Drive and McNaughton Road East in the City of Vaughan so that the lands can be considered in the context of supporting intensification around an existing GO station and which further supports the growth targets of the Region of York.
7. That MTSA 72 (Gormley GO Station) minimum density target be set at 50 people and jobs per hectare.

The original staff report is available [here](#) and the follow-up memorandum to Council is available [here](#) for your information.

Please contact Sandra Malcic, Director of Long Range Planning at Sandra.Malcic@york.ca or Paul Bottomley, Manager of Policy, Research and Forecasting at 1-877-464-9675 ext. 71530 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Office of the Regional Clerk, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
September 10, 2020

Report of the Commissioner of Corporate Services and Chief Planner

Major Transit Station Areas Endorsement Report

1. Recommendations

1. Council endorse for inclusion in the Regional Official Plan update, the boundary delineations, minimum density targets and preliminary policy directions for the 72 major transit station areas identified in this report.
2. The Province be requested to approve alternative density targets for two Provincially required major transit station areas: Highway 407 Subway Station and King City GO Station.
3. Regional staff delineate boundaries and set density targets for the future MTSA stations along Jane Street in Vaughan and report back to Council for endorsement.
4. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and local municipalities.

2. Summary

This report proposes boundary delineations, minimum density targets and preliminary policy directions for Major Transit Station Areas (MTSAs) in the Regional Official Plan update being undertaken through the Municipal Comprehensive Review.

Key Points:

- Regional staff recommends Council endorse the boundary delineations and minimum density targets for 72 MTSAs shown in Attachment 2, of which 56 located on Provincial Priority Transit Corridors are required by the Growth Plan and 16 are located on Other Transit Corridors
- Proposed MTSA boundary delineations and minimum density targets presented in the [April 2019](#) Planning for Intensification Background Report and the [March 2020](#) Major Transit Station Areas Update Report have been updated based on consultation and feedback received from local municipalities, stakeholders and the public
- Since the [March 2020](#) Major Transit Station Areas Update Report, the 14th Avenue GO Station in Markham has been removed from the Region's proposed MTSA network as Metrolinx is no longer planning for a station at that location

- The Gormley GO Station MTSA in Richmond Hill has been added per Council direction
- Further to Council direction in March 2020, Attachment 2 identifies future stations along Jane Street BRT Corridor based on the Viva Network Expansion Plan for inclusion in the Regional Official Plan as MTSA's following finalization of station location and boundary delineation in consultation with City of Vaughan staff
- Additional MTSA's may be added, as appropriate, when the timing of future higher order transit corridors and station locations becomes certain
- MTSA's strengthen and enhance the Region's planned urban structure and advance city building initiatives set out in the Regional Official Plan and local municipal official plans
- Preliminary policy directions for MTSA's are set out in this report to inform updated Regional Official Plan policies

3. Background

Provincial Growth Plan directs the Region to delineate Major Transit Station Areas

Under the Growth Plan, upper-tier municipalities, in consultation with local municipalities, are required to delineate boundaries and set minimum density targets for MTSA's located on Provincial Priority Transit Corridors. Priority Transit Corridors are identified in Schedule 5 of the Growth Plan and shown in Attachment 1. Provincial Priority Transit Corridors reflect existing transit corridors as well as funded future transit corridors. In York Region, they consist of portions of Highway 7 and Yonge Street Corridors with funded Bus Rapid Transit (BRT), Barrie GO rail line north to Aurora Station, Stouffville GO line to Markham Centre and three stations on the Spadina subway line located in York Region.

MTSA's are defined in the Growth Plan as areas within an approximate 500-800 metre radius of a higher order transit station and representing a 10-minute walk. MTSA's on Provincial Priority Transit Corridors are to be planned to have a minimum density target of:

- 200 residents and jobs combined per hectare for subway stations
- 160 residents and jobs combined per hectare for light rail transit or bus rapid transit
- 150 residents and jobs combined per hectare for the GO Transit rail network

Planning for MTSA's is intended to be long-term. There is no timing requirement in the Growth Plan for MTSA's to achieve these densities; they can be achieved after the planning horizon, which is 2041 in the current Growth Plan and proposed by Amendment 1 to the Growth Plan to be 2051. Due to a number of factors including location, market demand, and others, some MTSA's will take longer to develop and this is appropriately reflected in the absence of a timing requirement in the Growth Plan.

MTSAs on Other Transit Corridors (see Attachment 2), are not subject to Growth Plan minimum density targets. Boundary delineations and minimum density targets have been proposed for all MTSAs identified in the Region, including those located on Other Transit Corridors.

Planning Act provides for the protection of Major Transit Station Areas from land use planning appeals

Section 16 of the *Planning Act* restricts official plan and zoning appeals for areas that are identified as Protected MTSAs at both the Regional and local municipal levels. Staff intend to identify all MTSAs in York Region as Protected MTSAs, including MTSAs on Provincial Priority Transit Corridors and Other Transit Corridors. This allows them to receive protection from appeals on MTSA policies and land use planning matters. For Protected MTSAs, the following cannot be appealed in both regional and local official plans:

- Protected MTSA policies
- MTSA boundary delineations
- Minimum density target in number of residents and jobs per hectare
- Maximum densities with respect to building and structures
- Minimum and/or maximum heights with respect to buildings and structures
- Approved land uses

Once MTSAs have been delineated in the Regional Official Plan, local municipalities will be required to update their official plans and secondary plans to conform with York Region MTSA delineations, density targets and policies. Local municipalities have discretion to determine appropriate land uses, specific densities, building heights and other planning considerations to achieve the overall minimum density target for each MTSA set out in the Regional Official Plan.

Regional Council endorsed the identification of 72 Major Transit Station Areas in March 2020, an additional Major Transit Station Area in Gormley and additional Major Transit Station Areas along Jane Street

In [April 2019](#), Regional Council directed staff to proceed with consultation on the Planning for Intensification Background Report which proposed 70 MTSA delineations and minimum density targets and 3 additional strategic growth areas. The background report also included guiding principles providing specific direction on how to delineate boundaries and set minimum density targets for MTSAs in the Region.

Earlier this year, Regional Council endorsed the identification of 72 MTSAs for the Regional Official Plan in the [March 2020](#) Major Transit Station Areas Update Report. Council also provided direction to include an MTSA at Gormley GO Station in Richmond Hill and future

transit stations along the Jane Street corridor south of Major Mackenzie Drive in the City of Vaughan. The March report also provided an update on the consultation process and results.

The identification of MTSA's, boundary delineations and minimum density targets are based on guiding principles developed by Regional staff further to Provincial direction, with input and feedback from local municipal staff. Throughout the past year, Regional staff consulted with various internal and external stakeholders, as well as the public on the proposed boundary delineations and density targets. Several adjustments to the proposed MTSA boundaries and minimum density targets were made as a result of the consultation process.

Major Transit Station Areas are key components of the Region's Intensification Strategy

The Growth Plan requires the Region to develop an Intensification Strategy to demonstrate how the Region's intensification target will be achieved. York Region's Growth Plan minimum intensification target is 50%, meaning at least 50% of the Region's annual residential units are to occur within the delineated built-up area (see Attachment 1). MTSA's will form a key component of the Region's Intensification Strategy, providing locations along higher order transit corridors for higher density, mixed-use transit supportive development as well as locations for higher density employment development within employment areas. Intensification in these strategic areas provides important benefits including efficient use of land and existing infrastructure, increased housing options, support for a range of transportation options, complete communities and fiscal benefits to the Region and local municipalities by aligning growth and infrastructure investment.

All levels of government continue to invest significantly in transit projects in the Region, including the Spadina subway extension to Vaughan Metropolitan Centre, the VIVA BRT System as well as road and streetscape improvements. In York Region, Centres and Corridors are planned to achieve the most intensive and greatest mix of development, supported by over \$3.6 billion in transit infrastructure investment to date. The majority of the Region's MTSA's are located in Regional Centres and Corridors supported by subway and/or BRT, with others located on GO transit corridors. MTSA's located within these key strategic intensification areas support the Region's planned urban structure, optimizing existing and planned transit infrastructure investments.

4. Analysis

Staff recommend boundary delineations and density targets for 72 Major Transit Station Areas be endorsed for incorporation into the Regional Official Plan update

Regional staff recommend endorsement of 72 MTSA's for identification in the Regional Official Plan as shown in Attachment 2, of which 56 are required stations along Provincial Priority Transit Corridors identified in the Growth Plan and 16 are located on Other Transit Corridors. Gormley GO Station has been identified as an MTSA in Richmond Hill based on Council direction. The majority of the Region's MTSA's are located in Markham, Newmarket, Richmond Hill and Vaughan. Nine of the stations are shared between adjacent York Region

local municipalities and three stations are shared with the City of Toronto. The detailed mapping for each of the 72 individual MTSA, including proposed boundary delineations and minimum density targets, are shown in Attachment 3.

GO Transit, future BRT and subway corridors located outside of Provincial Priority Transit Corridors were assessed and considered for their potential to be included as MTSA. These corridors are identified as Other Transit Corridors in Attachment 1. Recommended MTSA on Other Transit Corridors are generally located on a Regional corridor, have planned intensification potential, have station locations and have some certainty for approved or committed funding for higher order transit. The 16 MTSA on Other Transit Corridors are located along the Davis Drive BRT Corridor, Highway 7 BRT Corridor, Richmond Hill GO Line, Stouffville GO Line, Yonge Street Subway Corridor and the Yonge Street BRT Corridor.

Future transit stations along Jane Street in the City of Vaughan have also been identified as MTSA on Attachment 2 as per Council direction but additional work is required to confirm station locations, delineate boundaries, and propose density targets. These MTSA will be brought forward for endorsement through a separate report. Additional transit corridors with no committed rapid transit funding such as Major Mackenzie Drive in Markham do not include proposed MTSA at this time. Potential or future GO train stations along the existing Barrie, Richmond Hill and Stouffville GO Transit Lines as well as the potential stations along the 407 Transitway and Peterborough GO Transit Line, without approved or committed funding, are also not recommended as MTSA at this time.

Regional staff will continue to work with local municipal staff to identify and recommend additional new MTSA as transportation infrastructure expands, when the anticipated level of intensification for specific transit corridors or areas increases and when station locations become more certain.

Feedback from local municipalities on boundary delineations and density targets informed final proposed Major Transit Station Areas

Since the outset of planning for MTSA in 2018, Regional staff have worked closely with local municipal staff on MTSA identification, delineation and development of minimum density targets. During the consultation process, local municipal staff provided detailed feedback on site-specific boundary and density targets reflecting local conditions.

Comments consisted of suggestions for technical boundary adjustments, the removal of existing low density residential lands, school sites, storm water management (SWM) ponds and natural heritage system (NHS) lands, and adjustments to proposed density targets for select MTSA. While refinements have been made on the periphery of MTSA, single-detached homes within close proximity to the transit station have been included in the delineation to allow for potential long-term redevelopment of these key lands close to higher order transit. By including these areas within protected MTSA boundaries, protection from appeal is also afforded to these lands. School sites, NHS lands, SWM ponds located in close proximity to the transit station have generally been included to provide a diverse range and mix of land uses which support the creation of complete communities and to promote a contiguous boundary and/or eliminate any holes or gaps within the MTSA.

A summary of the comments and feedback provided from local municipal staff and local Council, Regional staff's response to the comments, as well as the updates to the MTSA's can be found in Attachment 4.

Stakeholders have been generally supportive of the proposed Major Transit Station Area boundaries and density targets

Public consultation feedback suggests residents are generally supportive of the increased density, mixed-use and transit-oriented development contemplated for MTSA's in urban areas. Residents expressed support for increased transit capacity and options for active transportation as well as the development of more walkable communities built with attractive urban form. There were some concerns regarding the potential impact of increased traffic in MTSA's and the need for additional public service facilities such as police and fire protection services, schools and community centres.

Regional staff also consulted external agencies including Metrolinx, the Toronto Transit Commission (TTC), Conservation Authorities (Toronto and Region Conservation Authority and Lake Simcoe Region Conservation Authority), York Region Rapid Transit Corporation (YRRTC), local school boards (York Region District School Board and York Region Catholic District School Board), the Building Industry and Land Development Association, and the Planning Advisory Committee on the Region's MTSA's. More details on the consultation events and methods used to inform and engage stakeholders on the Region's MTSA's can be found in the [March 2020](#) Major Transit Station Areas Update Report.

A summary of comments and feedback on the high-level themes received from external stakeholders and the public with Regional staff's responses and recommendations used to guide the proposed MTSA boundary and density target refinements can be found in Attachment 5.

Gormley GO Station has been added and 14th Avenue GO Station has been removed from the Region's MTSA network since the March 2020 update report

Based on direction from Council and input received since the Major Transit Station Areas Update Report in [March 2020](#), the Gormley GO Station in Richmond Hill has been added. The 14th Avenue GO Station originally proposed has been removed as a proposed MTSA as Metrolinx is no longer planning for a station at that location. City of Markham planning staff are in agreement with removal of this station from the Region's MTSA network.

Gormley GO Station is located within the Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Gormley Heritage Conservation District Plan and part of the West Gormley Secondary Plan. With very limited development potential due to Provincial policy restrictions based on its location in a rural settlement and conservation district area, a minimum density target of 10 residents and jobs per hectare is proposed for Gormley GO Station. An alternative density target request from the Province is not required for Gormley GO Station as it is not located on a Provincial Priority Transit Corridor and therefore not subject to Provincial minimums.

The Gormley GO Station is located within the Protected Countryside designation as per the Oak Ridges Moraine Conservation Plan. In accordance with Council direction, staff have

delineated a boundary for the MTSA which conforms with the Growth Plan (see Attachment 7 for more details). This includes lands within the Settlement Area that are within an 800 metre radius of a transit station, representing about a 10-minute walk. The proposed MTSA boundary also includes a small portion of the West Gormley Secondary Plan area which currently provides the only developable lands within the 800 metre radius of the station. Lands within the Gormley hamlet and Heritage Conservation District are not expected to provide opportunities for redevelopment. Further development of lands within the vicinity of the station would require amendments by the Province to the Oak Ridges Moraine Conservation Plan to permit a Settlement Area designation. If the Province were to amend provincial policies in this regard, a revised MTSA boundary could then be proposed. Until then, current Provincial Plan designations apply.

Identification of four future subway stations and two future GO stations as Major Transit Station Areas are contingent upon final approval from Metrolinx

The precise location of four subway stations (Steeles, Clark, Royal Orchard and Langstaff-Longbridge subway stations located along the Yonge North Subway Extension) and two GO rail stations (Kirby GO Station in Vaughan and Mulock GO Station in Newmarket) are subject to final confirmation from Metrolinx. Delineations and density targets for these six MTSA's may require refinements depending on final decisions on these future stations from Metrolinx.

Two Major Transit Station Areas require an alternative density target

Two MTSA's in York Region require alternative minimum density target approvals by the Province as they will not be able to meet Growth Plan minimum density requirements. Alternative minimum density targets are proposed for the Highway 407 Subway Station in Vaughan and King City GO Station MTSA's.

Development potential in the Highway 407 Subway Station MTSA in Vaughan is restricted due to its location in the Provincial Parkway Belt West Plan area. The lands in the MTSA are currently reserved by the Province for Provincial infrastructure and complementary uses. City of Vaughan staff are in agreement with Regional staff that an alternative density target of zero should be proposed for this MTSA until these lands are removed from the Parkway Belt West Plan designation by the Province. Once the lands are removed, appropriate density targets will be proposed for the Highway 407 Subway Station MTSA.

King City GO Station in the Township of King will not be able to meet the Growth Plan minimum density target of 150 residents and jobs per hectare for GO stations. An alternative density target of 80 residents and jobs per hectare is proposed to be requested for the King City GO Station MTSA as it is surrounded by mainly existing low density residential uses, buildings with heritage designations and natural heritage features which offer limited opportunity to consolidate parcels for higher density intensification. The alternative density target assumes the potential for redevelopment of selected parcels to stacked townhomes and low-rise apartments and was determined in collaboration with Township of King planning staff.

Regional planning and transportation staff continue to work with City of Vaughan staff to advance identification of Major Transit Station Areas along the future Jane Street Bus Rapid Transit Corridor

Further to Council direction in March 2020, Attachment 2 includes 6 potential station locations along the future Jane Street BRT Corridor as per the 2016-2020 Viva Network Expansion Plan for inclusion in the Regional Official Plan. Staff, in consultation with City of Vaughan staff and Regional transportation staff, have confirmed that further technical information and analysis is required to identify the precise future BRT stations locations along the corridor in order to delineate them as MTSA's and propose density targets.

Regional planning and transportation staff will continue to work in collaboration with City of Vaughan staff to advance the identification of MTSA's along Jane Street Corridor and bring them to Council for approval through a separate report.

Regional Official Plan Preliminary Policy Directions are proposed to guide future growth and development of Major Transit Station Areas

Regional staff have proposed preliminary policy directions to introduce a new framework for the Regional Official Plan to guide how future growth and development will be accommodated within MTSA's in York Region. MTSA's should provide an appropriate mix of land uses and high quality, transit-supportive development and support the planning of transit-oriented communities, and the significant financial investment in transit infrastructure in the Region's Centres and Corridors. Table 1 summarizes the preliminary policy directions categorized under six theme areas. These policy directions will be used to develop policy for the Regional Official Plan update. More details can be found in Attachment 6.

Table 1
Summary of Preliminary Policy Directions for MTSA's

Theme Area	Summary of Theme Area and Preliminary Policy Directions
MTSA Mapping and Density Targets	<ul style="list-style-type: none"> The Growth Plan requires MTSA's to be identified and mapped with minimum density targets in the Regional Official Plan. Provincial requirements including definitions and mapping for MTSA's and Provincial Priority Transit Corridors, minimum density targets and detailed mapping of boundary delineations for the Region's MTSA's as well as general policies relating to future refinements will be provided.
Local Municipal Planning for MTSA's	<ul style="list-style-type: none"> The Regional Official Plan will provide guidance for local municipalities to plan for MTSA's by specifying clear roles and responsibilities. Policy directions will include clarifying the role of local municipalities, which include providing the detailed land use

Theme Area	Summary of Theme Area and Preliminary Policy Directions
	planning for MTSAs, including official plan designations, zoning standards, height, and inclusionary zoning provisions.
MTSAs within Employment Areas	<ul style="list-style-type: none"> • MTSAs within employment areas are planned to provide high density employment uses along higher order transit corridors. • Policy directions will include clarifying that employment area designations would continue to apply within MTSAs to protect employment lands for higher density employment uses.
Transit-Oriented Development in MTSAs	<ul style="list-style-type: none"> • MTSAs will be designed as transit-oriented communities and accommodate a range of land uses supporting a high level of transit-usage and active transportation. • Policy directions will include policies for local municipalities to create high-quality transit-oriented communities relating to urban design, public realm and active transportation.
Monitoring Progress in MTSAs	<ul style="list-style-type: none"> • Comprehensive monitoring and on-going assessment will help York Region measure the success of growth and development within MTSAs. • Policy directions will include working with local municipalities to monitor and report on planning and development activity within MTSAs.
Prioritization and Optimization of Infrastructure Investments for MTSAs	<ul style="list-style-type: none"> • Prioritizing growth and intensification in locations with existing and/or committed infrastructure such as MTSAs will maximize return on investment. • Policy directions will include working with local municipalities to provide transit facilities and amenities that support existing and planned transit infrastructure.

Final Major Transit Station Area delineations, minimum density targets and a Major Transit Station Area policy framework will be incorporated into the Region's updated Official Plan

Regional staff will continue to work in close collaboration with local municipal staff to develop the Region's Intensification Strategy. MTSA delineations, minimum density targets and policy will be incorporated into the Region's updated official plan. A draft Regional Official Plan is scheduled for completion in mid-2021.

5. Financial

The MTSA work and consultation process has been undertaken with the existing staff complement and budget of the Planning and Economic Development Branch.

6. Local Impact

Local municipalities are key partners in the development of the Region's MTSA delineations, minimum density targets and policy framework. Extensive consultation with local municipal staff and consideration for local municipal council decisions informed recommendations on the recommended MTSA boundary delineations and density targets. Local municipal staff are also engaged through one-on-one meetings and regular meetings of the York Region MCR Local Municipal Working Group. Regional planning and transportation staff will continue to work with City of Vaughan staff to finalize MTSA along the Jane Street corridor.

7. Conclusion

This report, along with the attachments, provide Regional staff's recommendations on the proposed MTSA boundaries, minimum density targets and policy directions as part of the Regional Official Plan update in keeping with Provincial direction.

MTSAs are a key component of York Region's Intensification Strategy, which play a vital role in strengthening and further enhancing the Region's planned urban structure and advancing the Region's city building initiative. Seventy-two Major Transit Station Areas with detailed mapping of boundary delineations and minimum density targets presented in this report are proposed to be identified in the Regional Official Plan. The Gormley GO Station MTSA in Richmond Hill has been added based on Council direction and the 14th Avenue GO Station in Markham has been removed from the Region's MTSA network; Jane Street BRT MTSA for endorsement will follow pending finalization of station locations. Two MTSA will require Provincial approval of alternative targets, which includes the Highway 407 BRT Station and King City GO Station MTSA. New MTSA will be added, as appropriate, when the timing of future higher order transit corridors and stations becomes certain.

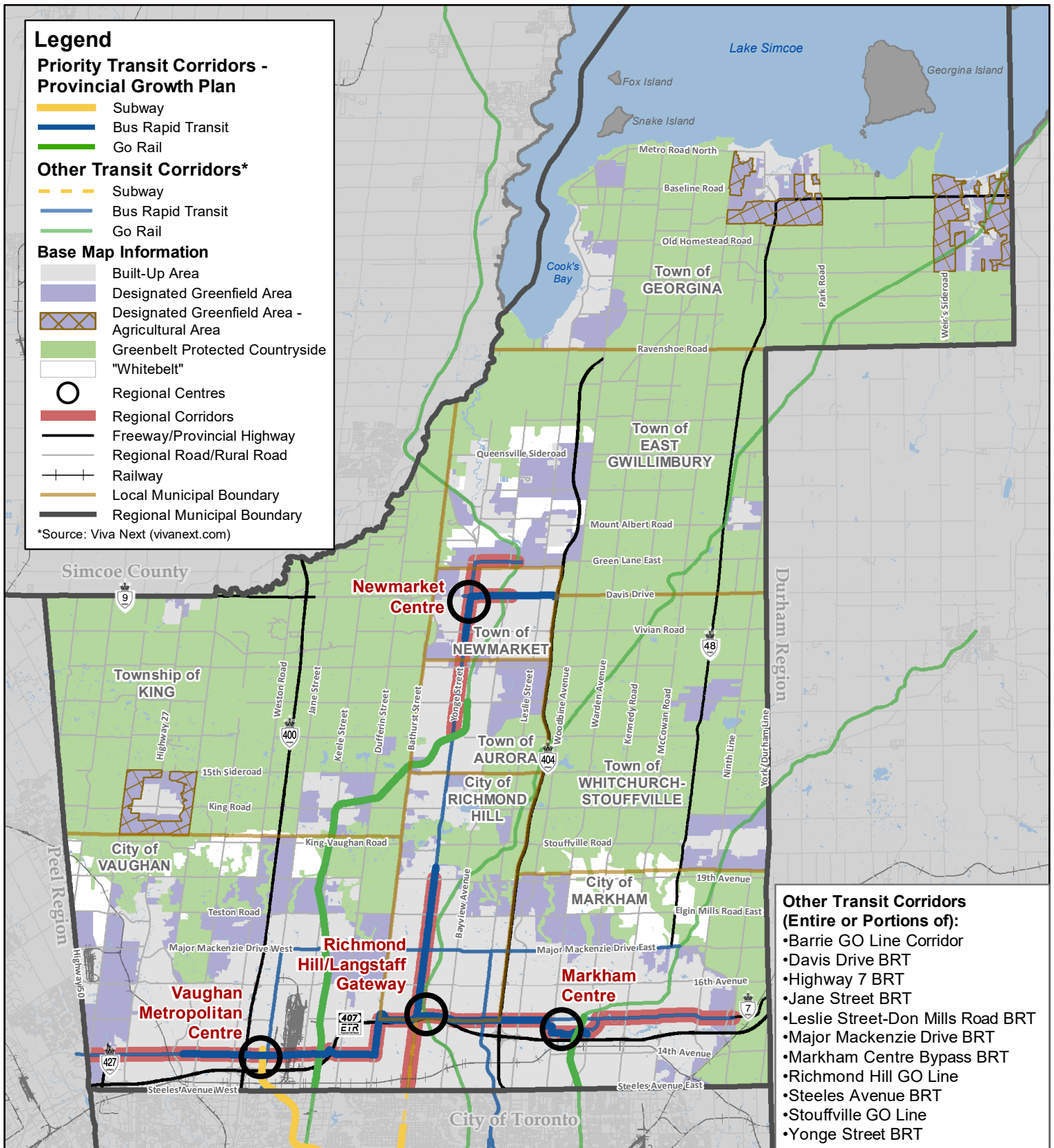
For more information on this report, please contact Paul Bottomley, Manager of Policy, Research and Forecasting at 1-877-464-9675 ext. 71530. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Freeman, MCIP, RPP**
Chief Planner

Dino Basso
Commissioner of Corporate Services

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

August 27, 2020
Attachments (7)
11239963



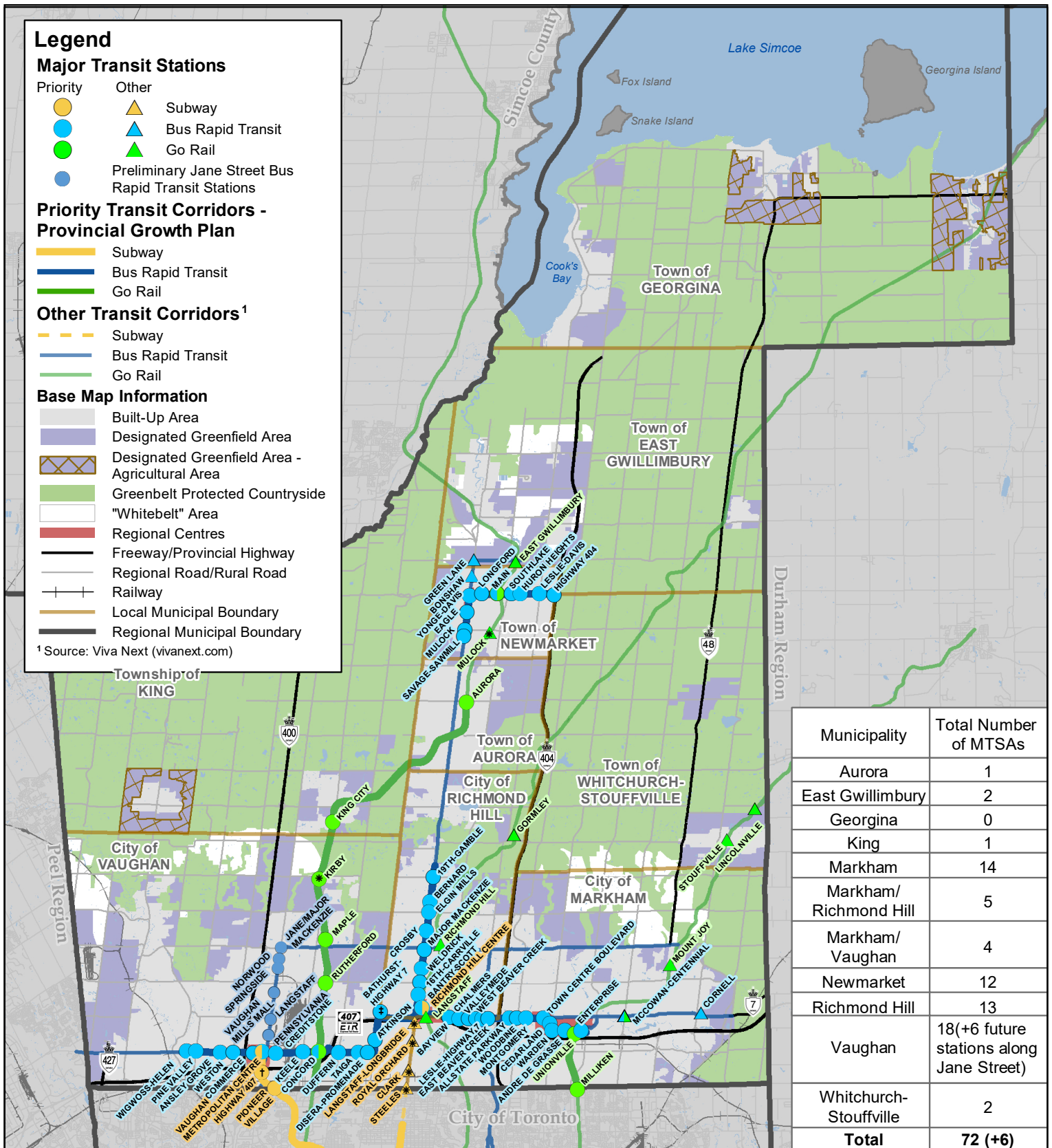
York Region Priority Transit Corridors September 2020



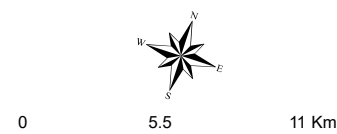
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York Region Major Transit Stations September 2020



York Region

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* Identification of this location as a MTSA is pending final approval from Metrolinx of a GO/Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

† An alternative minimum density target of zero is currently proposed until these lands are removed from the Parkway Belt West Plan designation by the Province. Once the lands are removed, appropriate minimum density targets will be proposed for the Highway 407 Subway Station MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

2020 PROPOSED MAJOR TRANSIT STATION AREAS

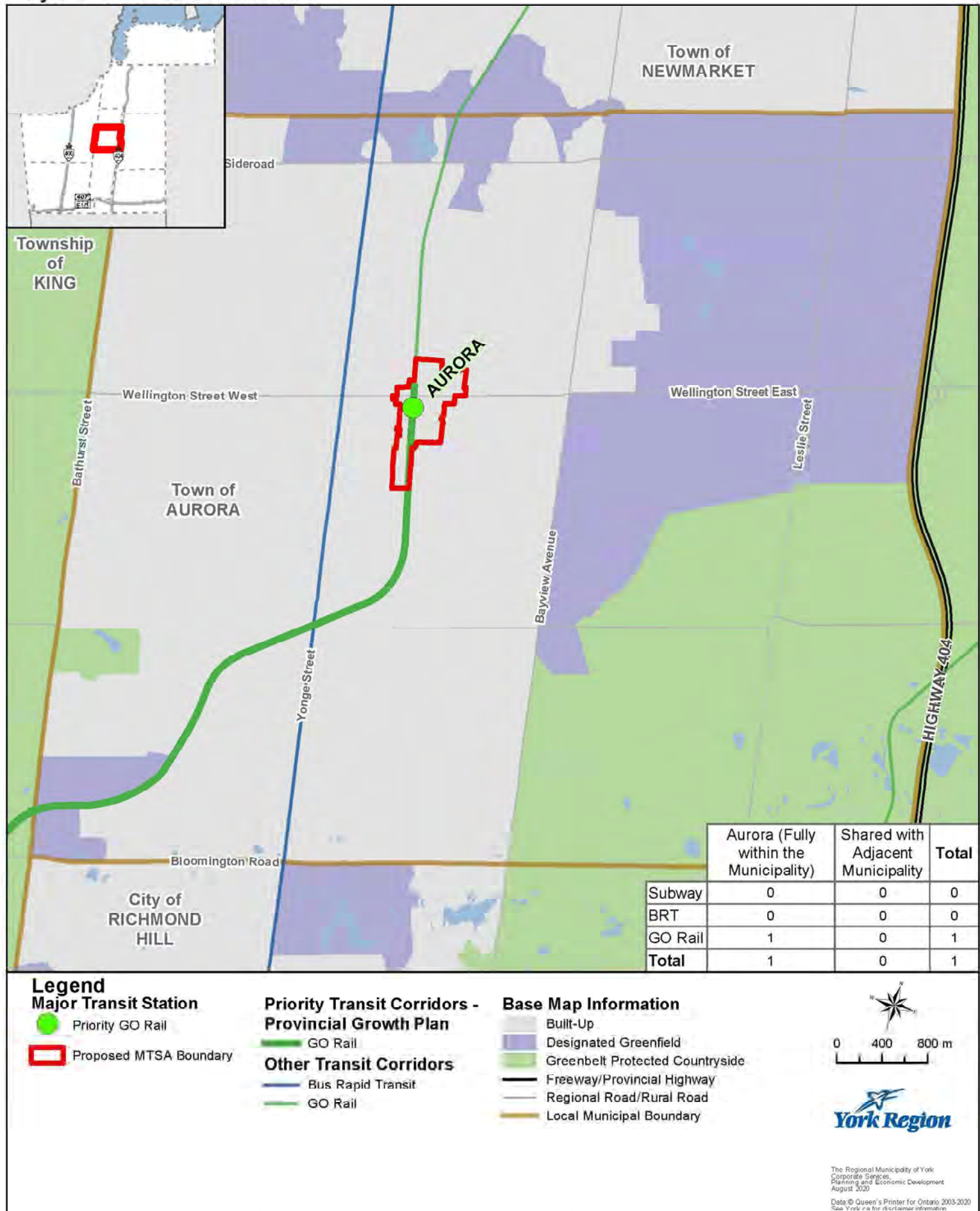
SEPTEMBER 2020

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Maps for each local municipality that contain MTSA's, which provides the boundaries for all MTSA's within the local municipality.	
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A table of all MTSA's by local municipality which provides the proposed density target and the MTSA ID Number for reference to Item 3, Individual MTSA Maps.	
3. Individual MTSA Maps.....	12
Individual maps which provides the boundary delineation, area, current density and minimum density target. Maps are ordered by highest order transit (i.e. Subway Station) first, followed by Bus Rapid Transit Station and GO Train Stations. Specific MTSA maps are presented in order of MTSA ID.	

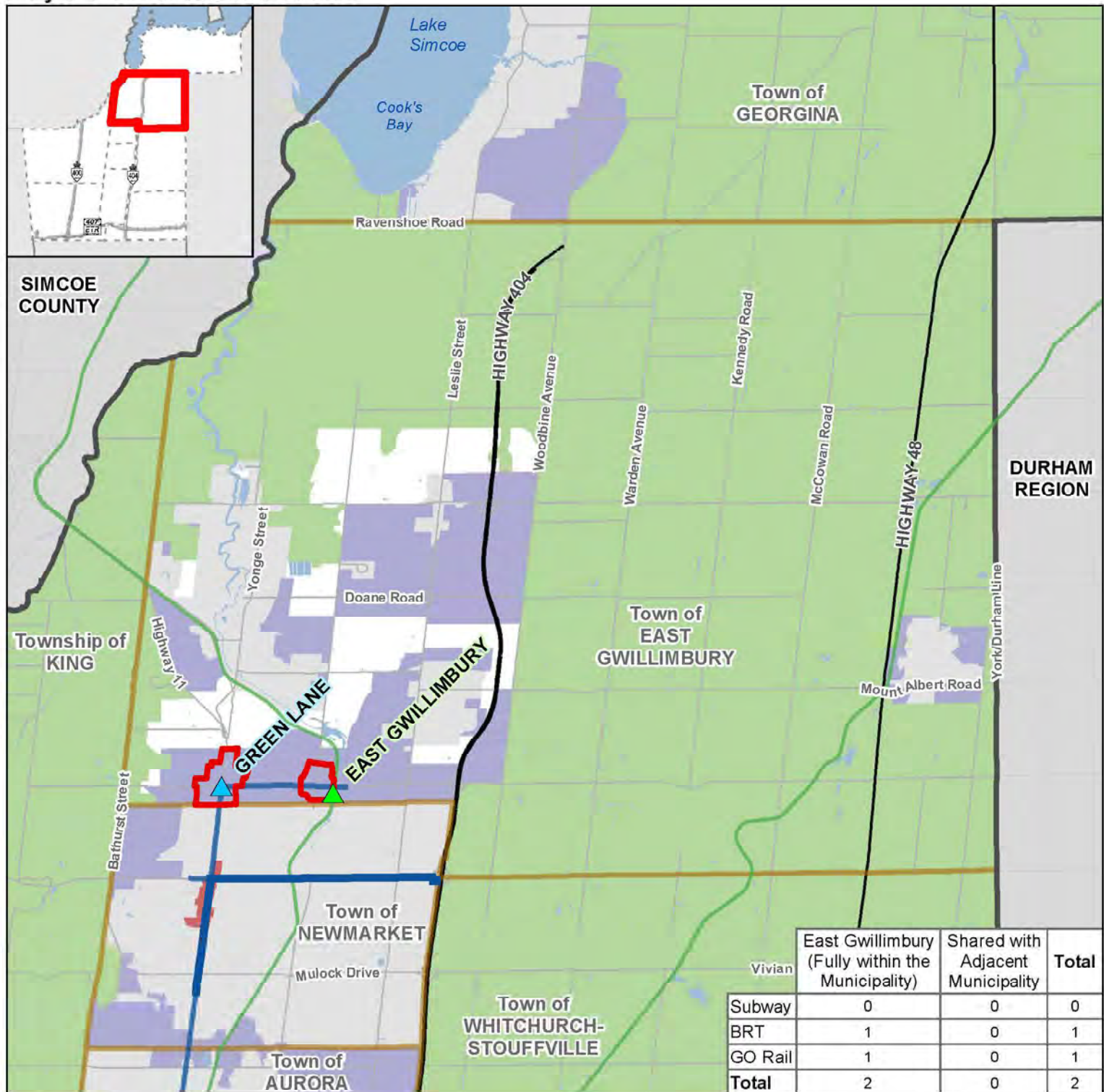
Aurora

Major Transit Station Areas



East Gwillimbury

Major Transit Station Areas



Legend

Major Transit Station

- Other Bus Rapid Transit
- Other GO Rail
- Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

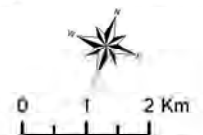
Bus Rapid Transit

Other Transit Corridors

- Bus Rapid Transit
- GO Rail

Base Map Information

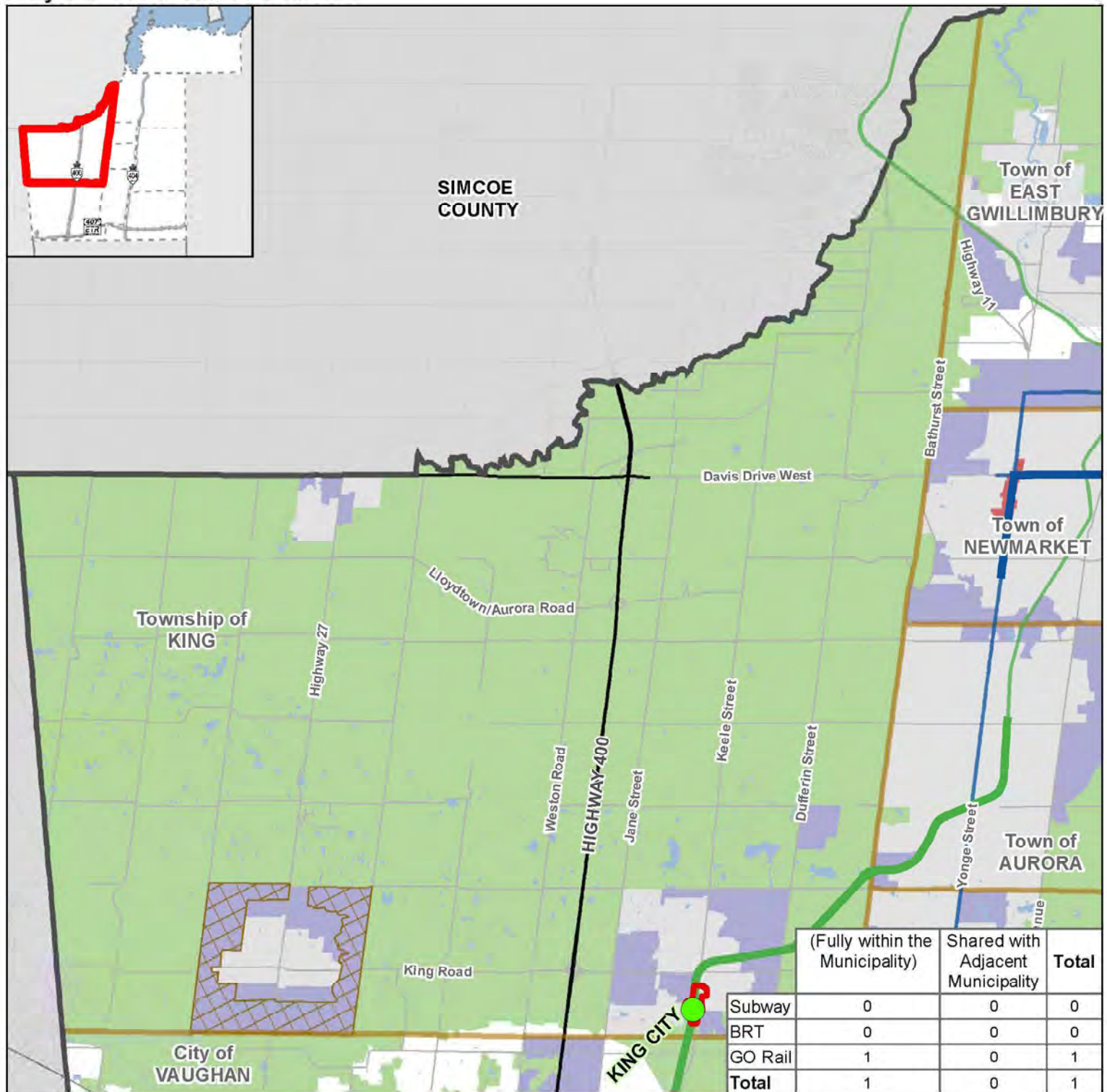
- Built-Up Area
- Designated Greenfield Area
- Greenbelt Protected Countryside
- "Whitebelt" Area
- Regional Centre
- Freeway/Provincial Highway
- Regional Road/Rural Road
- Local Municipal Boundary
- Regional Municipal Boundary



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King

Major Transit Station Areas



Legend

Major Transit Station

- Priority GO Rail
- Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

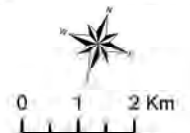
- Bus Rapid Transit
- GO Rail

Other Transit Corridors

- Bus Rapid Transit
- GO Rail

Base Map Information

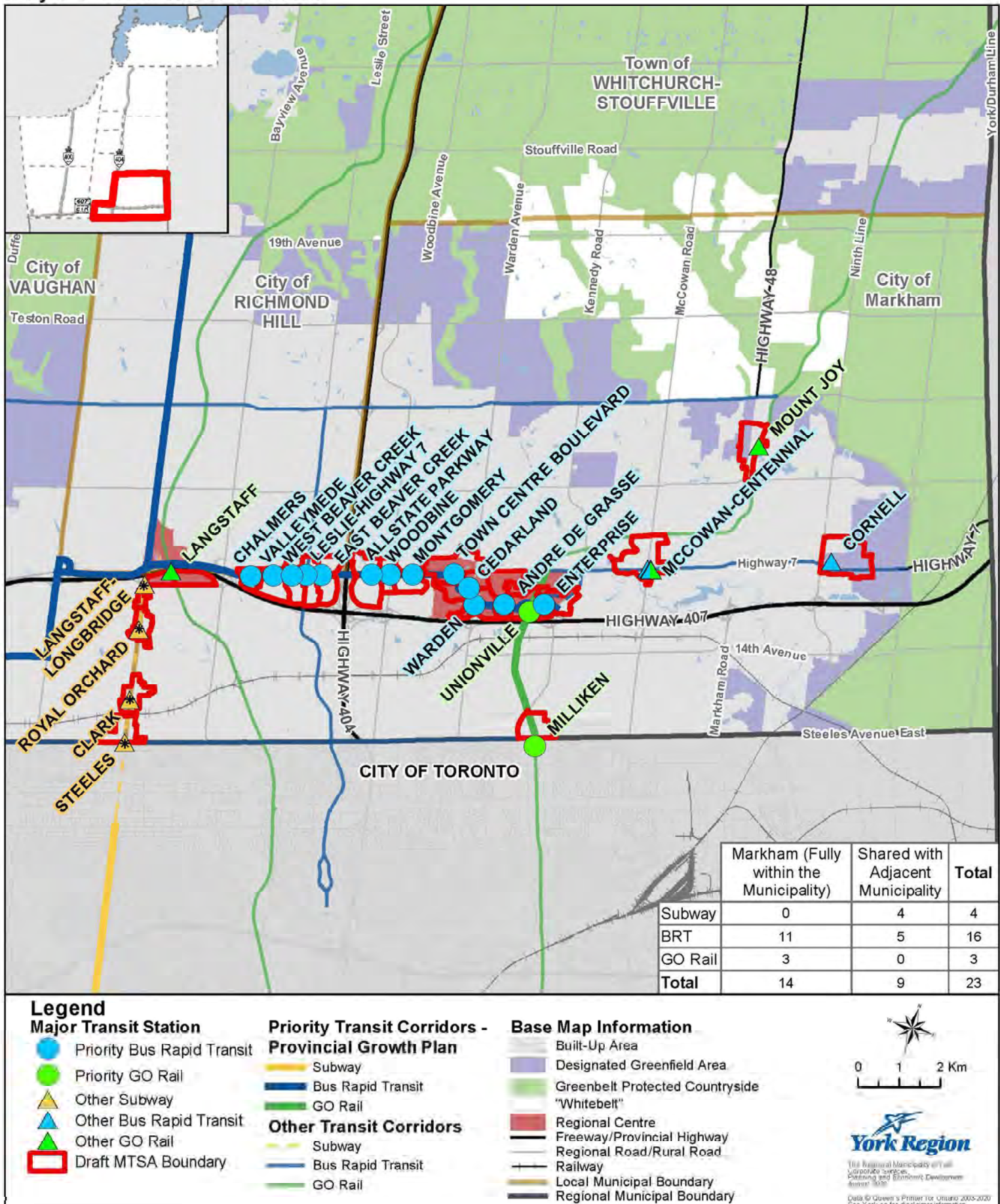
- Built-Up Area
- Designated Greenfield Area
- Designated Greenfield Area - Agricultural Area
- Greenbelt Protected Countryside "Whitebelt" Area
- Regional Centre
- Freeway/Provincial Highway
- Regional Road/Rural Road
- Railway
- Local Municipal Boundary
- Regional Municipal Boundary



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Markham

Major Transit Station Areas

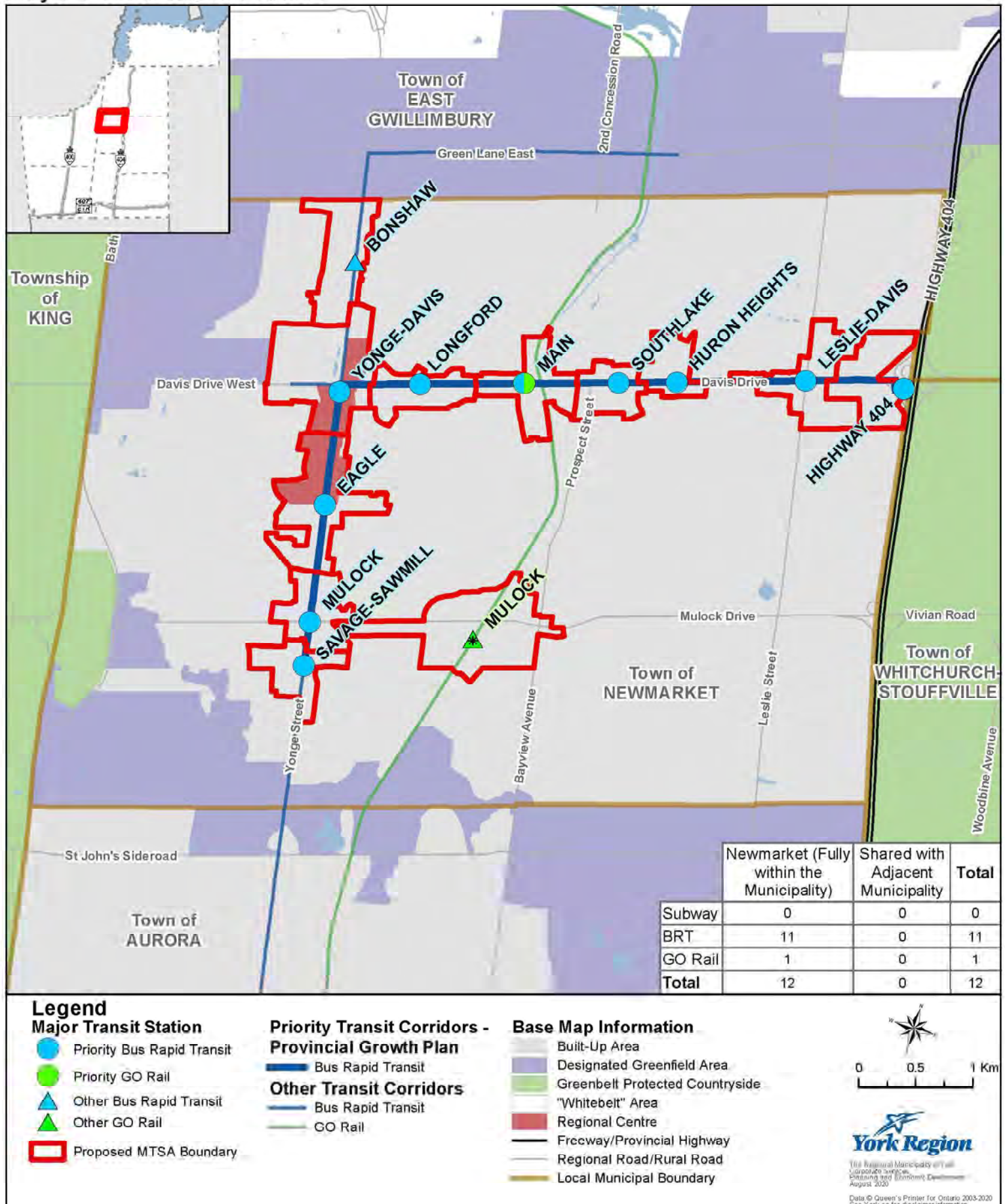


* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway Station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

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Newmarket

Major Transit Station Areas

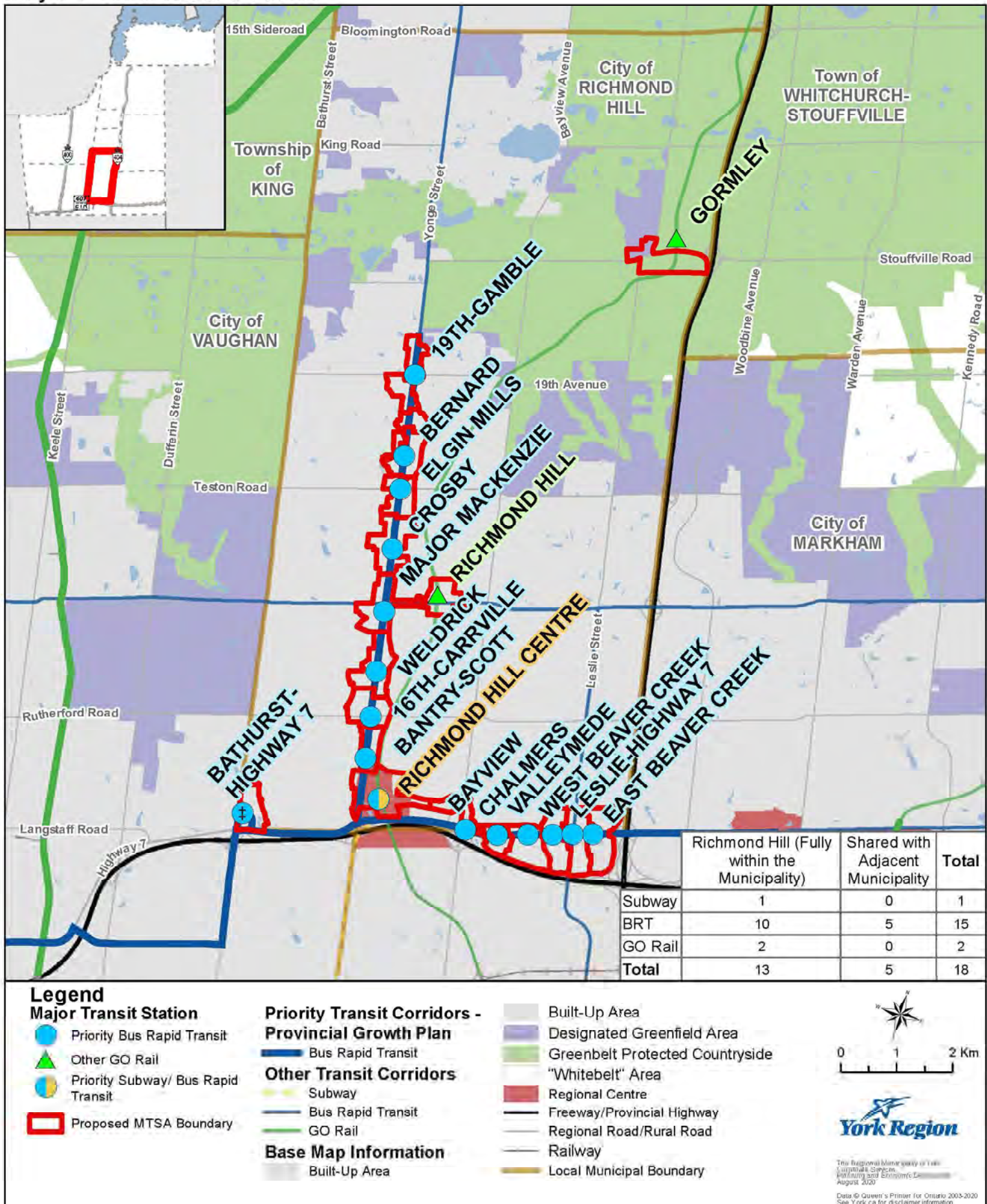


* Identification of this location as a MTSA is pending final approval from Metrolinx of a GO station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

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Richmond Hill

Major Transit Station Areas

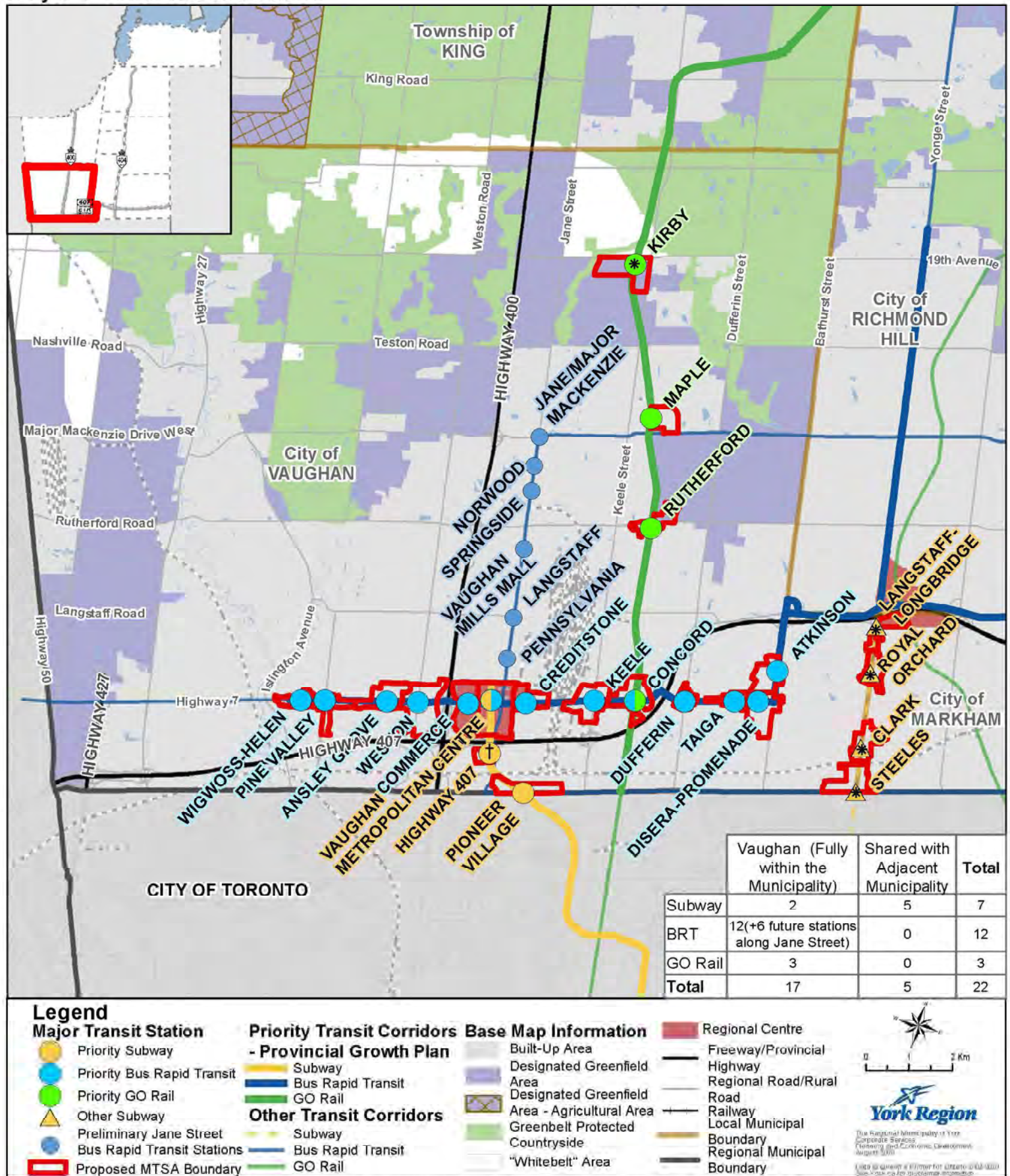


‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

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Vaughan

Major Transit Station Areas

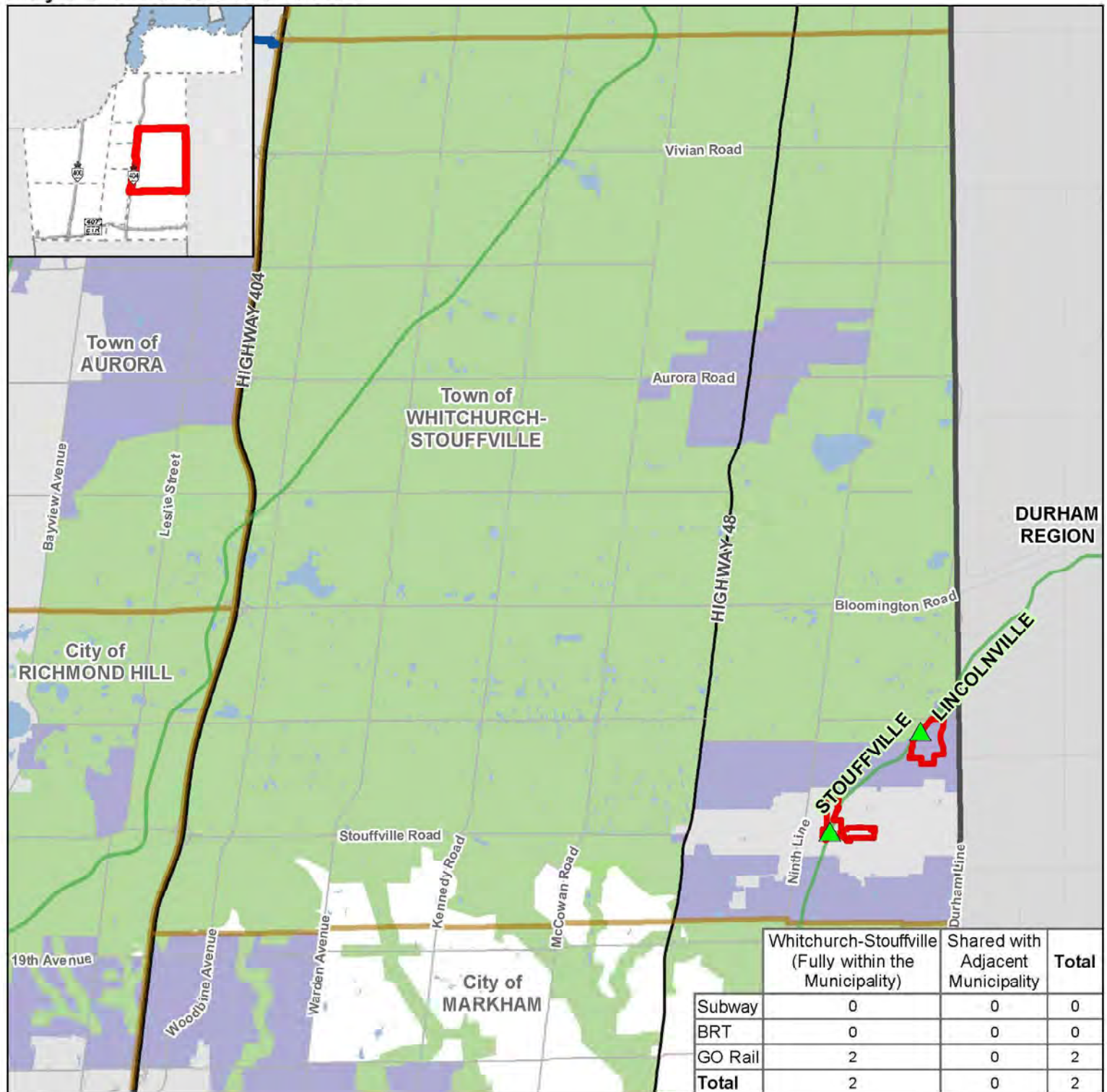


* Identification of this location as a MTSA is pending final approval from Metrolinx of either a GO or Subway Station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

† An alternative minimum density target of zero is currently proposed until these lands are removed from the Parkway Belt West Plan designation by the Province. Once the lands are removed, appropriate minimum density targets will be proposed for the Highway 407 Subway Station MTSA.

Whitchurch-Stouffville

Major Transit Station Areas



Legend

Major Transit Station

- Other GO Rail
- Proposed MTSA Boundary

Other Transit Corridors

- GO Rail

Base Map Information

- Built-Up Area
- Designated Greenfield Area
- Greenbelt Protected Countryside
- "Whitebelt" Area
- Freeway/Provincial Highway
- Regional Road/Rural Road
- Local Municipal Boundary
- Regional Municipal Boundary



0 1 2 Km



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MTSA INDEX

Municipality	Station Name	Station ID	Proposed Minimum Density Target (Sept 2020)	Growth Plan Minimum Density Target
Aurora	Aurora GO Station	61	150	150
East Gwillimbury	East Gwillimbury GO Station	63	200	150
East Gwillimbury	Green Lane BRT Station	50	160	160
King	King City GO Station	60	80	150
Markham	Allstate Parkway BRT Station	27	160	160
Markham	Andre De Grasse BRT Station	33	300	160
Markham	Cedarland BRT Station	31	300	160
Markham	Chalmers BRT Station§	22	200	160
Markham	Clark Subway Station*§	6	250	200
Markham	Cornell BRT Station	36	200	160
Markham	East Beaver Creek BRT Station§	26	200	160
Markham	Enterprise BRT Station	34	250	160
Markham	Langstaff GO Station	64	400	150
Markham	Langstaff-Longbridge Subway Station*§	5	400	200
Markham	Leslie-Highway 7 BRT Station§	25	200	160
Markham	McCowan BRT Station	35	200	160
Markham	Milliken GO Station	65	250	150
Markham	Montgomery BRT Station	29	200	160
Markham	Mount Joy GO Station	67	200	150
Markham	Royal Orchard Subway Station*§	70	250	200
Markham	Steeles Subway Station*§	7	300	200
Markham	Town Centre BRT Station	30	200	160
Markham	Unionville GO Station	66	300	150
Markham	Valleymede BRT Station§	23	250	160
Markham	Warden BRT Station	32	300	160
Markham	West Beaver Creek BRT Station§	24	250	160
Markham	Woodbine BRT Station	28	160	160
Newmarket	Bonshaw BRT Station	49	160	160
Newmarket	Eagle BRT Station	47	200	160
Newmarket	Highway 404 BRT Station	56	160	160
Newmarket	Huron Heights BRT Station	54	160	160
Newmarket	Leslie-Davis BRT Station	55	160	160
Newmarket	Longford BRT Station	51	200	160
Newmarket	Main BRT Station	52	160	160
Newmarket	Mulock BRT Station	46	160	160
Newmarket	Mulock GO StationΔ	62	150	150
Newmarket	Savage-Sawmill BRT Station	45	160	160
Newmarket	Southlake BRT Station	53	200	160
Newmarket	Yonge-Davis BRT Station	48	250	160

*Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.

ΔIdentification of this location as a MTSA is pending final approval from the Province of GO Train Station at this location.

† An alternative minimum density target of zero is currently proposed until lands in this MTSA are removed from the Parkway Belt West Plan designation by the Province. Once these lands are removed, appropriate minimum density targets will be proposed for this MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

§ MTSA is within multiple local municipalities, the minimum density target presented in each row is associated with the portion of the MTSA within that local municipality.

Municipality	Station Name	Station ID	Proposed Minimum Density Target (Sept 2020)	Growth Plan Minimum Density Target
Richmond Hill	16th-Carrville BRT Station	38	300	160
Richmond Hill	19th-Gamble BRT Station	44	160	160
Richmond Hill	Bantry-Scott BRT Station	37	200	160
Richmond Hill	Bathurst-Highway 7 BRT Station†	20	160	160
Richmond Hill	Bayview BRT Station	21	160	160
Richmond Hill	Bernard BRT Station	43	200	160
Richmond Hill	Chalmers BRT Station§	22	200	160
Richmond Hill	Crosby BRT Station	41	160	160
Richmond Hill	East Beaver Creek BRT Station§	26	200	160
Richmond Hill	Elgin Mills BRT Station	42	160	160
Richmond Hill	Gormley GO Station	72	10	150
Richmond Hill	Leslie-Highway 7 BRT Station§	25	200	160
Richmond Hill	Major Mackenzie BRT Station	40	160	160
Richmond Hill	Richmond Hill Centre Subway Station	4	400	200
Richmond Hill	Richmond Hill GO Station	71	150	150
Richmond Hill	Valleymede BRT Station§	23	250	160
Richmond Hill	Weldrick BRT Station	39	200	160
Richmond Hill	West Beaver Creek BRT Station§	24	160	160
Vaughan	Ansley Grove BRT Station	10	200	160
Vaughan	Atkinson BRT Station	19	160	160
Vaughan	Clark Subway Station*§	6	250	200
Vaughan	Commerce BRT Station	12	350	160
Vaughan	Concord Station BRT Station	15	160	160
Vaughan	Creditstone BRT Station	13	300	160
Vaughan	Disera-Promenade BRT Station	18	200	160
Vaughan	Dufferin BRT Station	16	160	160
Vaughan	Highway 407 Subway Station†	2	0	200
Vaughan	Keele BRT Station	14	160	160
Vaughan	Kirby GO StationΔ	59	150	150
Vaughan	Langstaff-Longbridge Subway Station*§	5	200	200
Vaughan	Maple GO Station	58	150	150
Vaughan	Pine Valley BRT Station	9	160	160
Vaughan	Pioneer Village Subway Station	3	200	200
Vaughan	Royal Orchard Subway Station*§	71	200	200
Vaughan	Rutherford GO Station	57	150	150
Vaughan	Steeles Subway Station*§	7	300	200
Vaughan	Taiga BRT Station	17	160	160
Vaughan	Vaughan Metropolitan Centre Subway	1	400	200
Vaughan	Weston BRT Station	11	250	160
Vaughan	Wigwoss-Helen BRT Station	8	160	160

*Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.

ΔIdentification of this location as a MTSA is pending final approval from the Province of GO Train Station at this location.

† An alternative minimum density target of zero is currently proposed until lands in this MTSA are removed from the Parkway Belt West Plan designation by the Province. Once these lands are removed, appropriate minimum density targets will be proposed for this MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

§ MTSA is within multiple local municipalities, the minimum density target presented in each row is associated with the portion of the MTSA within that local municipality.

Municipality	Station Name	Station ID	Proposed Minimum Density Target (Sept 2020)	Growth Plan Minimum Density Target
Whitchurch-Stouffville	Lincolnville GO Station	69	150	150
Whitchurch-Stouffville	Stouffville GO Station	68	150	150
Markham / Richmond Hill	Chalmers BRT Station	22	200	160
Markham / Richmond Hill	East Beaver Creek BRT Station	26	200	160
Markham / Richmond Hill	Leslie-Highway 7 BRT Station	25	200	160
Markham / Richmond Hill	Valleymede BRT Station	23	250	160
Markham / Richmond Hill	West Beaver Creek BRT Station	24	215	160
Markham / Vaughan	Clark Subway Station*	6	250	200
Markham / Vaughan	Langstaff-Longbridge Subway Station*	5	355	200
Markham / Vaughan	Royal Orchard Subway Station*	70	235	200
Markham / Vaughan	Steeles Subway Station*	7	300	200

*Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.

ΔIdentification of this location as a MTSA is pending final approval from the Province of GO Train Station at this location.

† An alternative minimum density target of zero is currently proposed until lands in this MTSA are removed from the Parkway Belt West Plan designation by the Province. Once these lands are removed, appropriate minimum density targets will be proposed for this MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

§ MTSA is within multiple local municipalities, the minimum density target presented in each row is associated with the portion of the MTSA within that local municipality.

Vaughan Metropolitan Centre Subway Station

MTSA 1

Near Highway 7 and Millway Avenue

Vaughan



Legend

Major Transit Station

Priority Subway/ Bus Rapid Transit

Propose MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Subway

Bus Rapid Transit

Other Transit Corridors

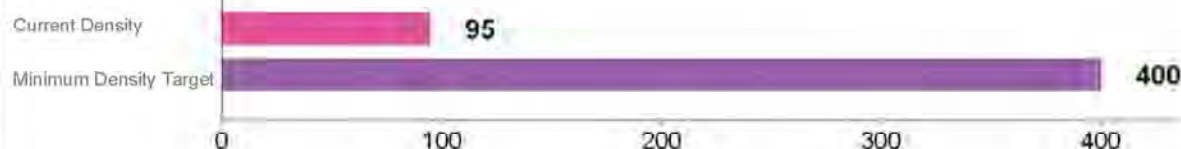
Bus Rapid Transit

Vaughan Metropolitan Centre Subway Station MTSA
Gross Area:
 99.41 ha



0 100 200 m

Density (People & Jobs per Hectare)



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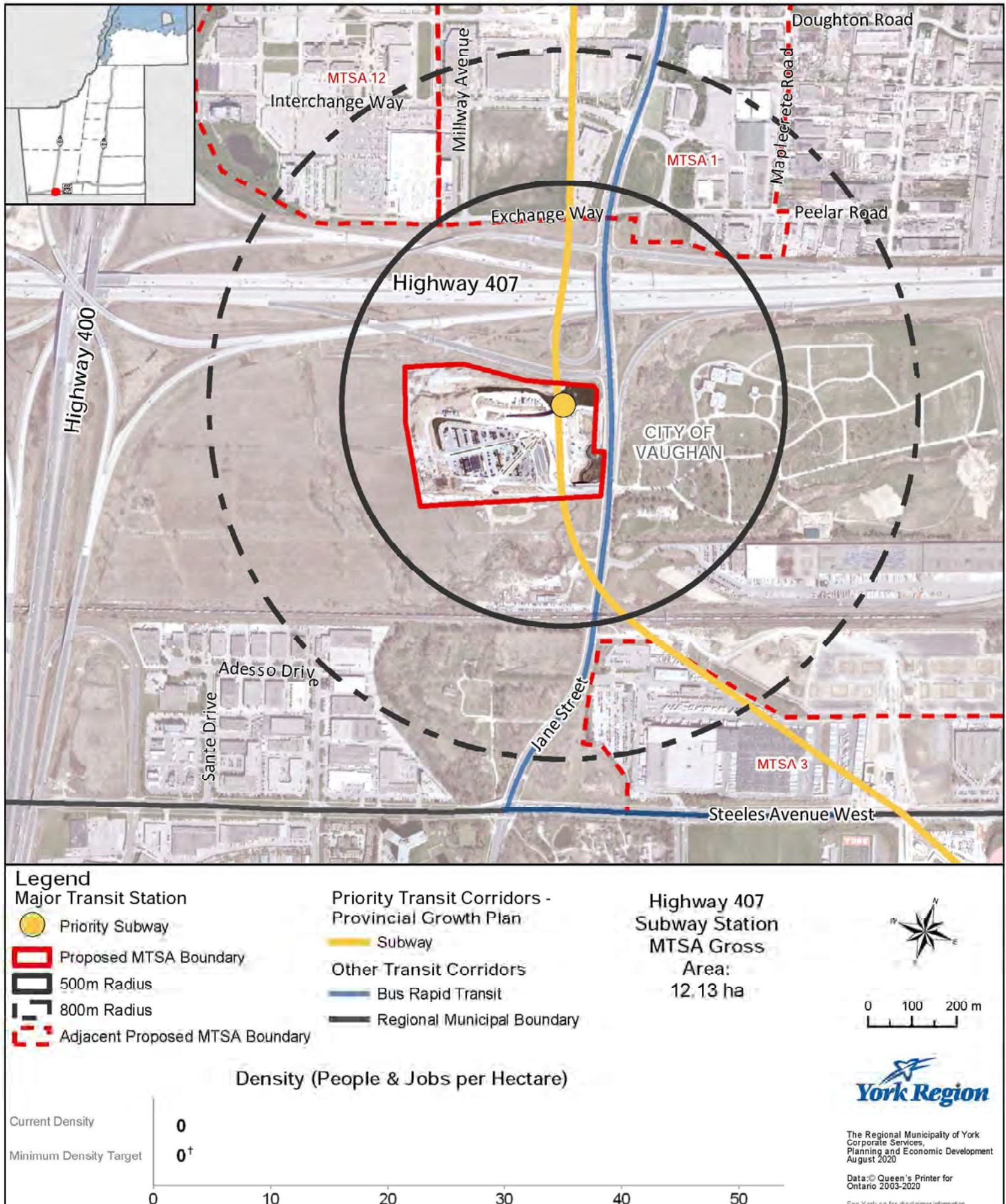
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Highway 407 Subway Station

Near Highway 407 and Jane Street

MTSA 2

Vaughan



† An alternative minimum density target of zero is currently proposed until these lands are removed from the Parkway Belt West Plan designation by the Province. Once the lands are removed, appropriate minimum density targets will be proposed for the Highway 407 Subway Station MTSA.

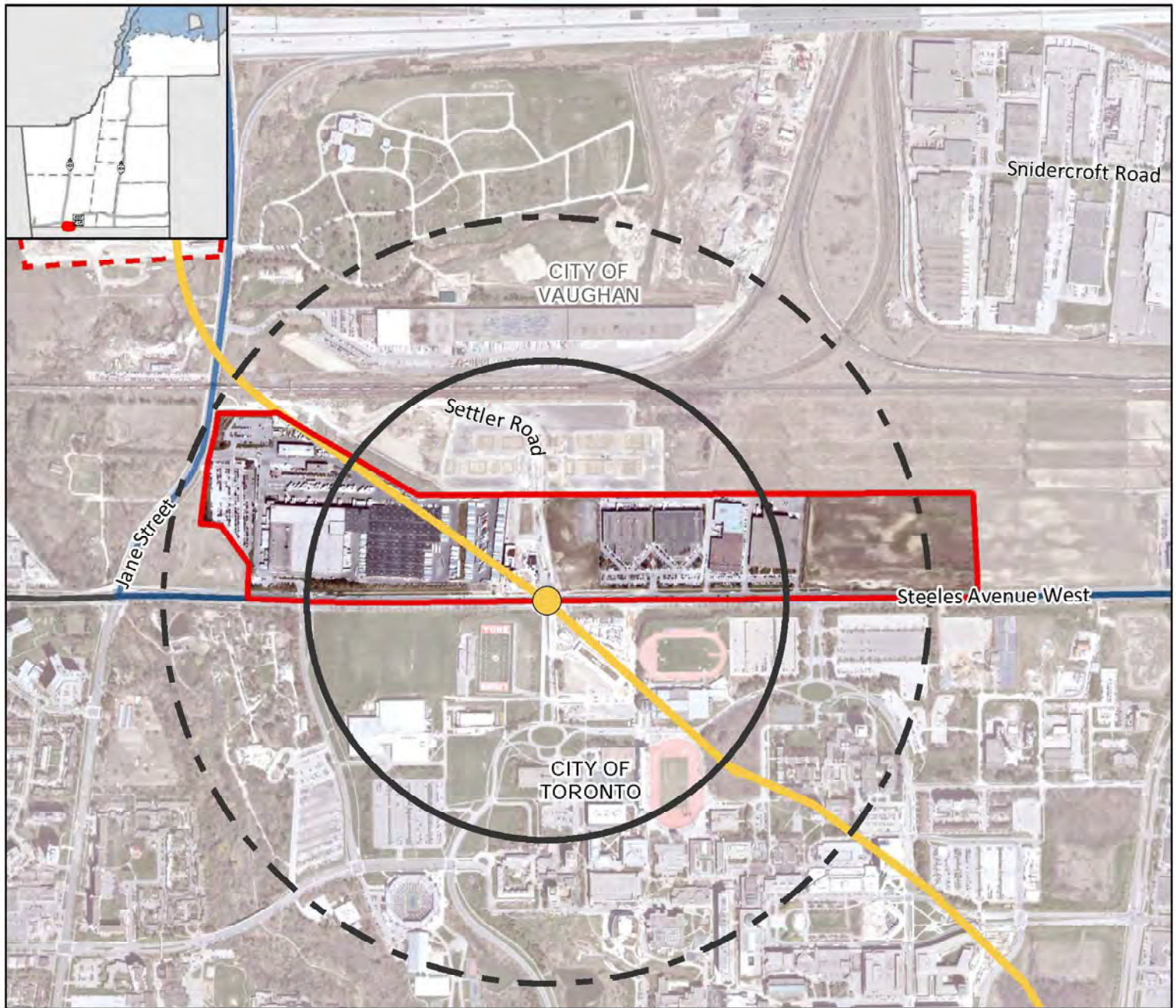
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Pioneer Village Subway Station

Near Steeles Avenue and Settler Road

MTSA 3

Vaughan



Legend

Major Transit Station

- Priority Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

- Subway
- ### Other Transit Corridors
- Bus Rapid Transit
 - Regional Municipal Boundary

**Pioneer Village
Subway Station
MTSA Gross
Area:
39.13 ha**



0 100 200 m

Density (People & Jobs per Hectare)



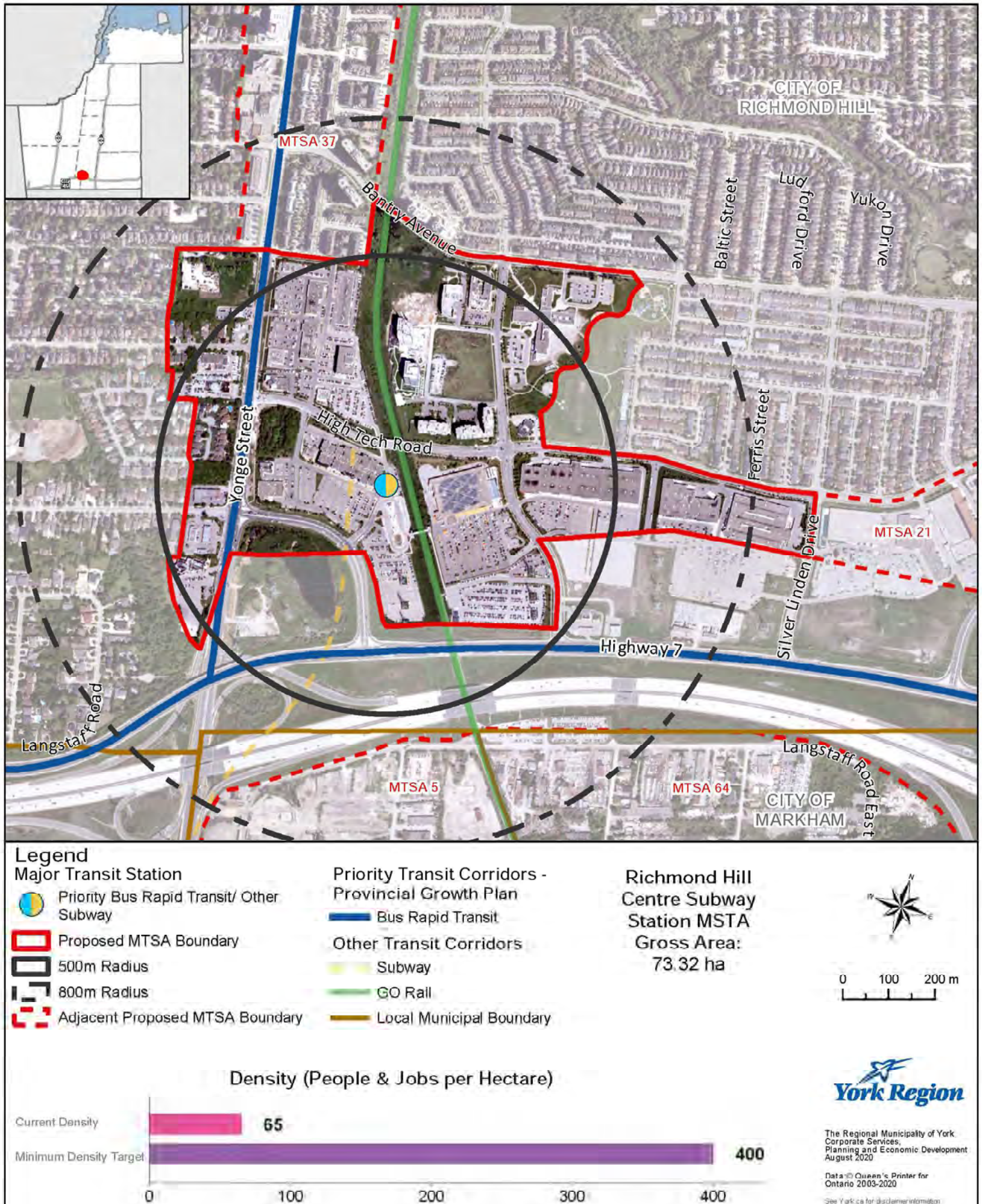
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Near High Tech Road and Yonge Street

Richmond Hill

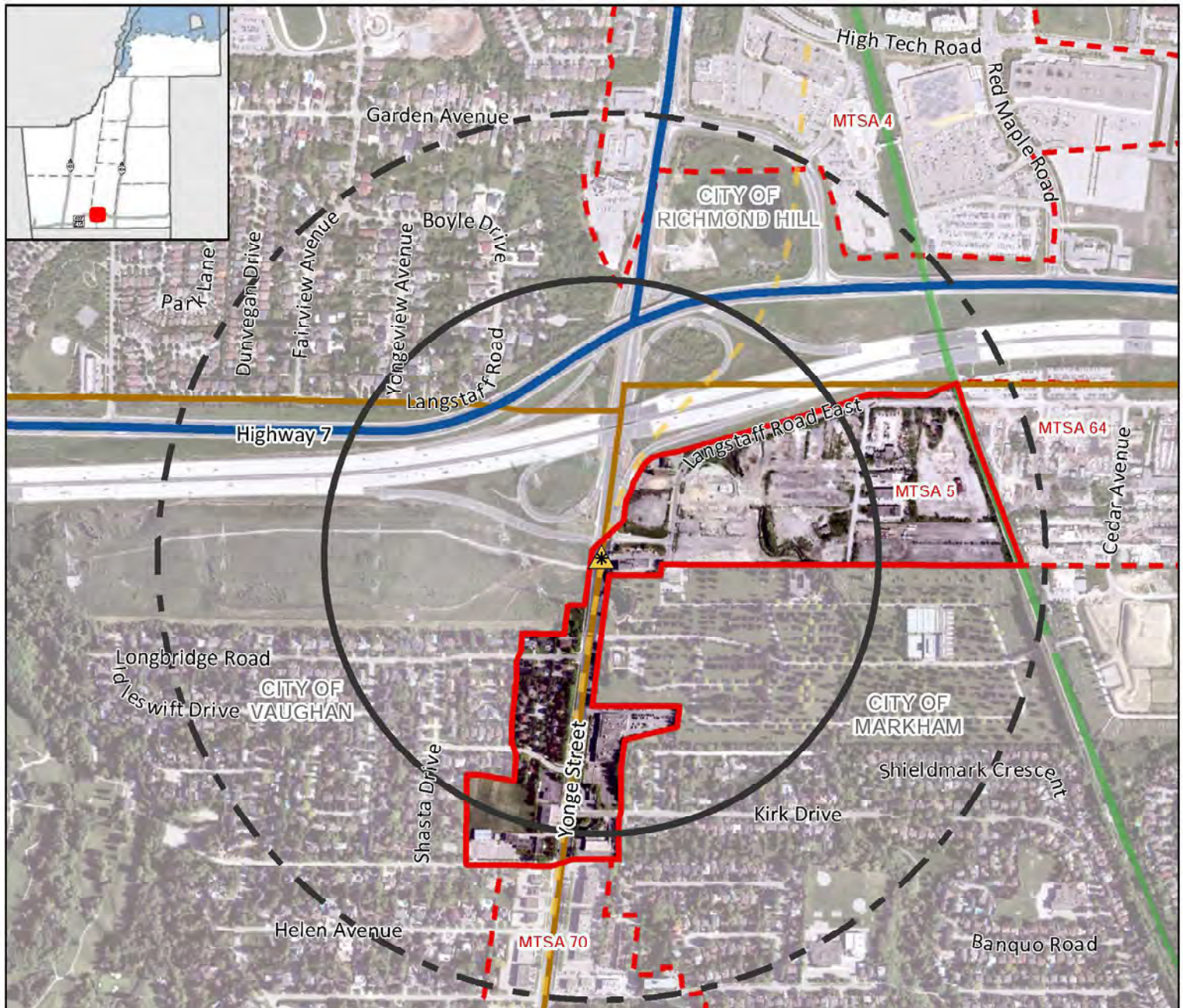


Langstaff-Longbridge Subway Station

MTSA 5

Near Longbridge Road and Yonge Street

Markham/Vaughan



Legend

Major Transit Station

Other Subway

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors -
Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Subway

GO Rail

Local Municipal Boundary

Langstaff-
Longbridge
Subway Station
MTSA Gross
Area:
27.51 ha



0 100 200 m

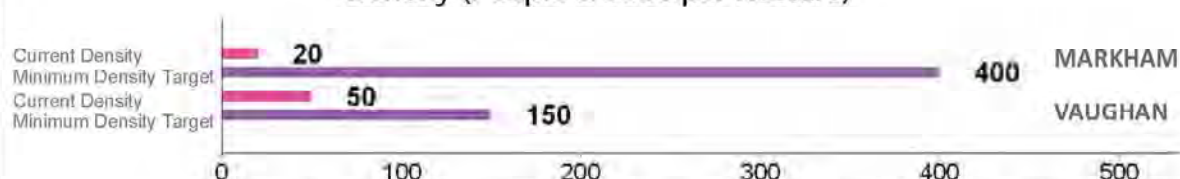


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Density (People & Jobs per Hectare)



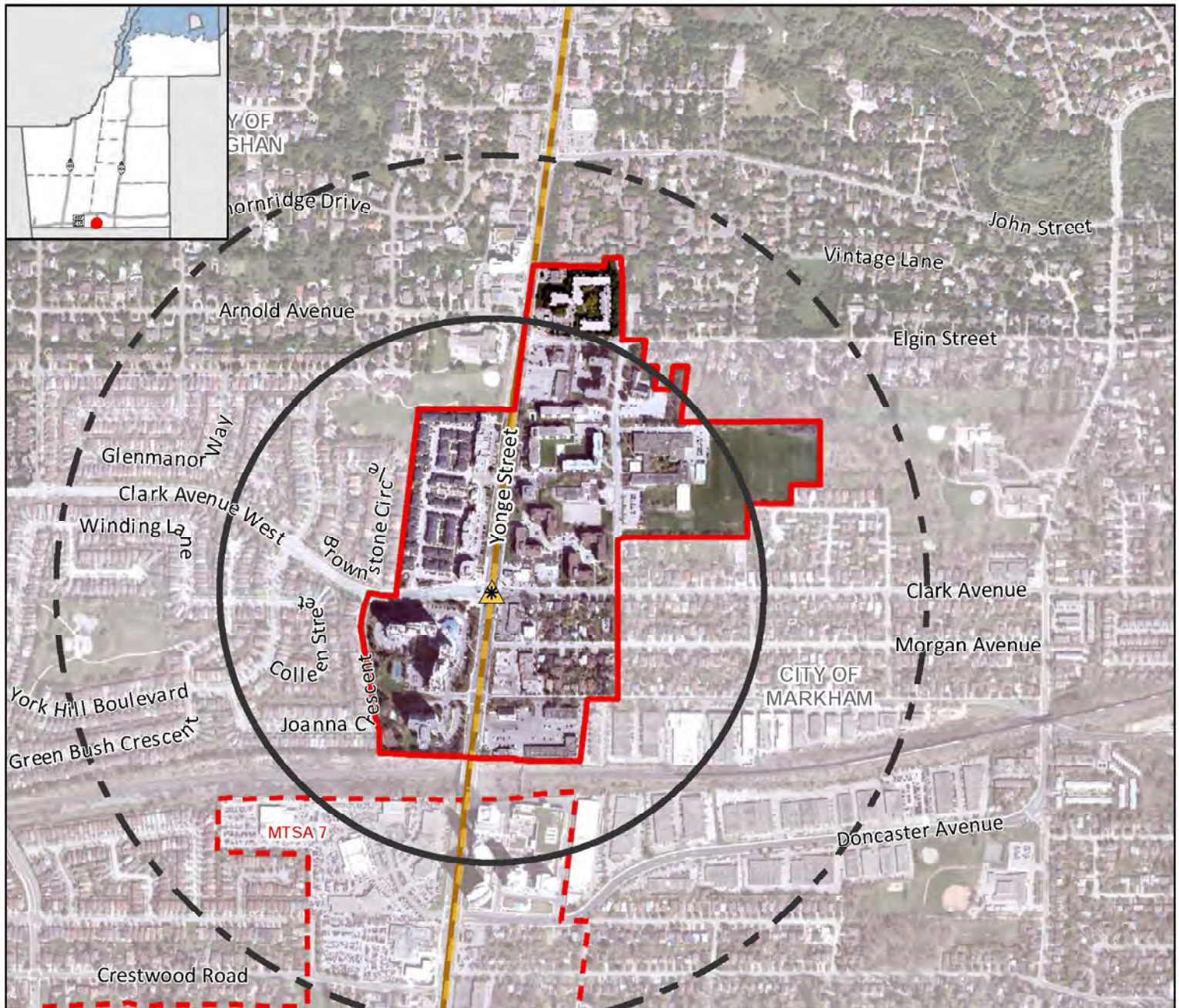
* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx

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Clark Subway Station

Near Clark Avenue and Yonge Street

Markham/Vaughan



Legend

Major Transit Station

- Other Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Other Transit Corridors

- Subway
- Local Municipal Boundary

Clark Subway Station MTSA
Gross Area:
39.10 ha



0 100 200 m

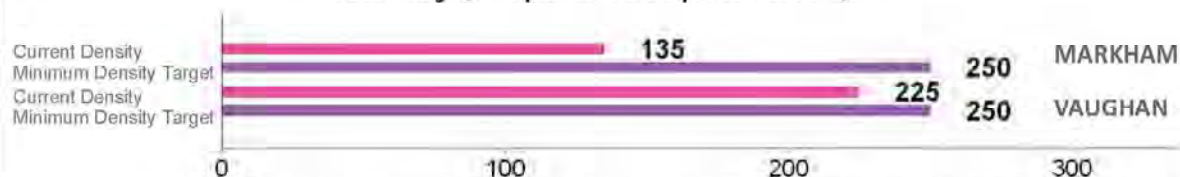


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Density (People & Jobs per Hectare)



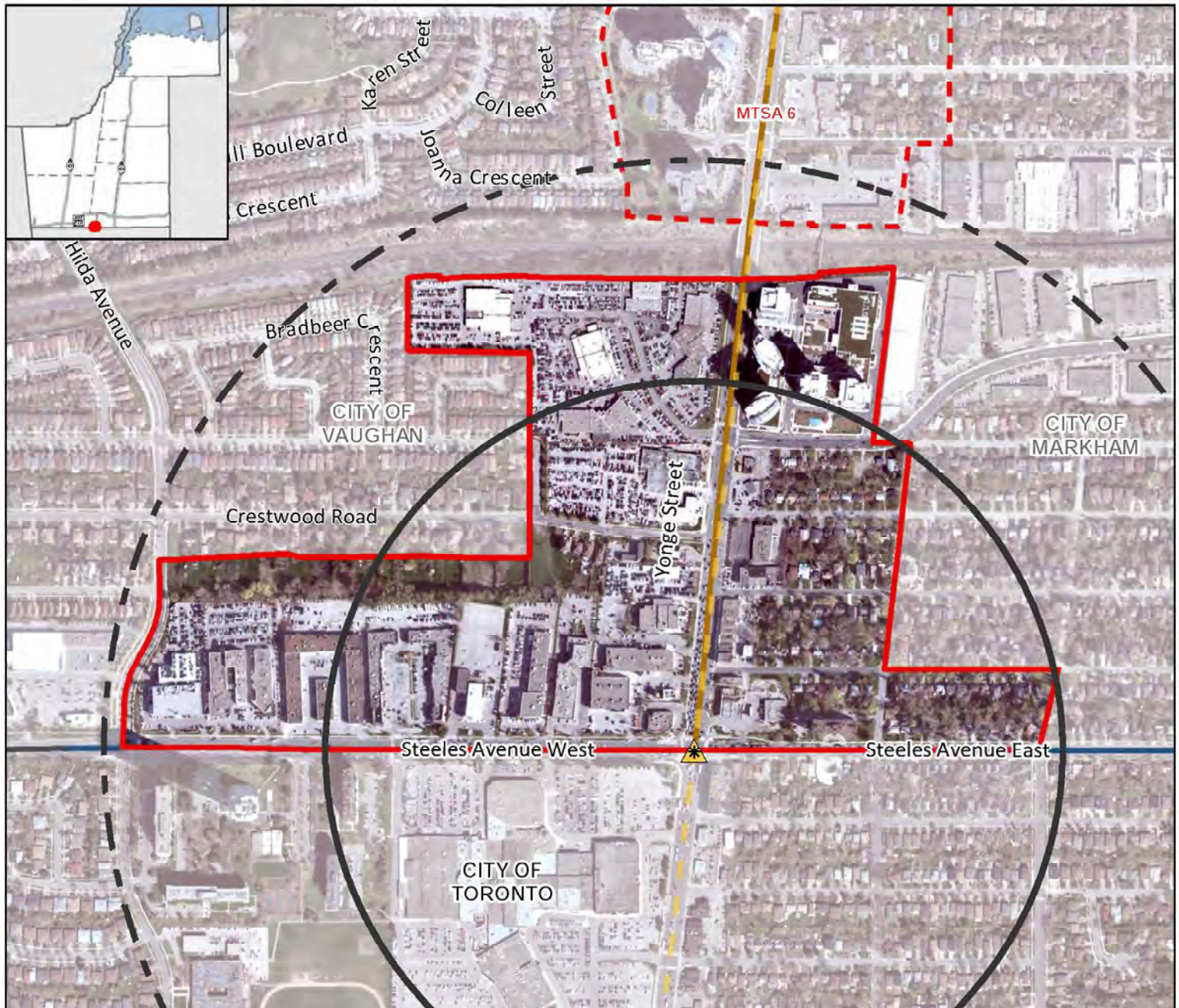
* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

Steeles Subway Station

MTSA 7

Near Steeles Avenue and Yonge Street

Markham/Vaughan



Legend

Major Transit Station

- Other Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Other Transit Corridors

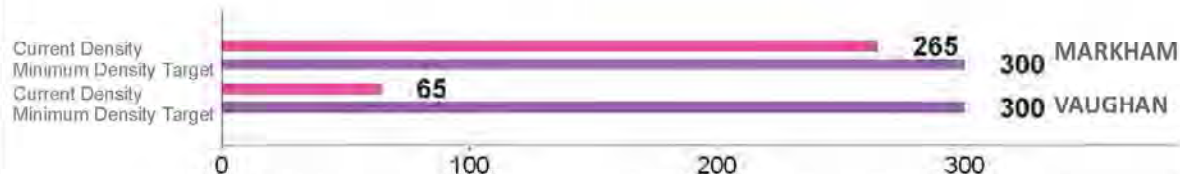
- Subway
- Bus Rapid Transit
- Local Municipal Boundary
- Regional Municipal Boundary

Steeles Subway Station MTSA
Gross Area:
49.17 ha



0 100 200 m

Density (People & Jobs per Hectare)



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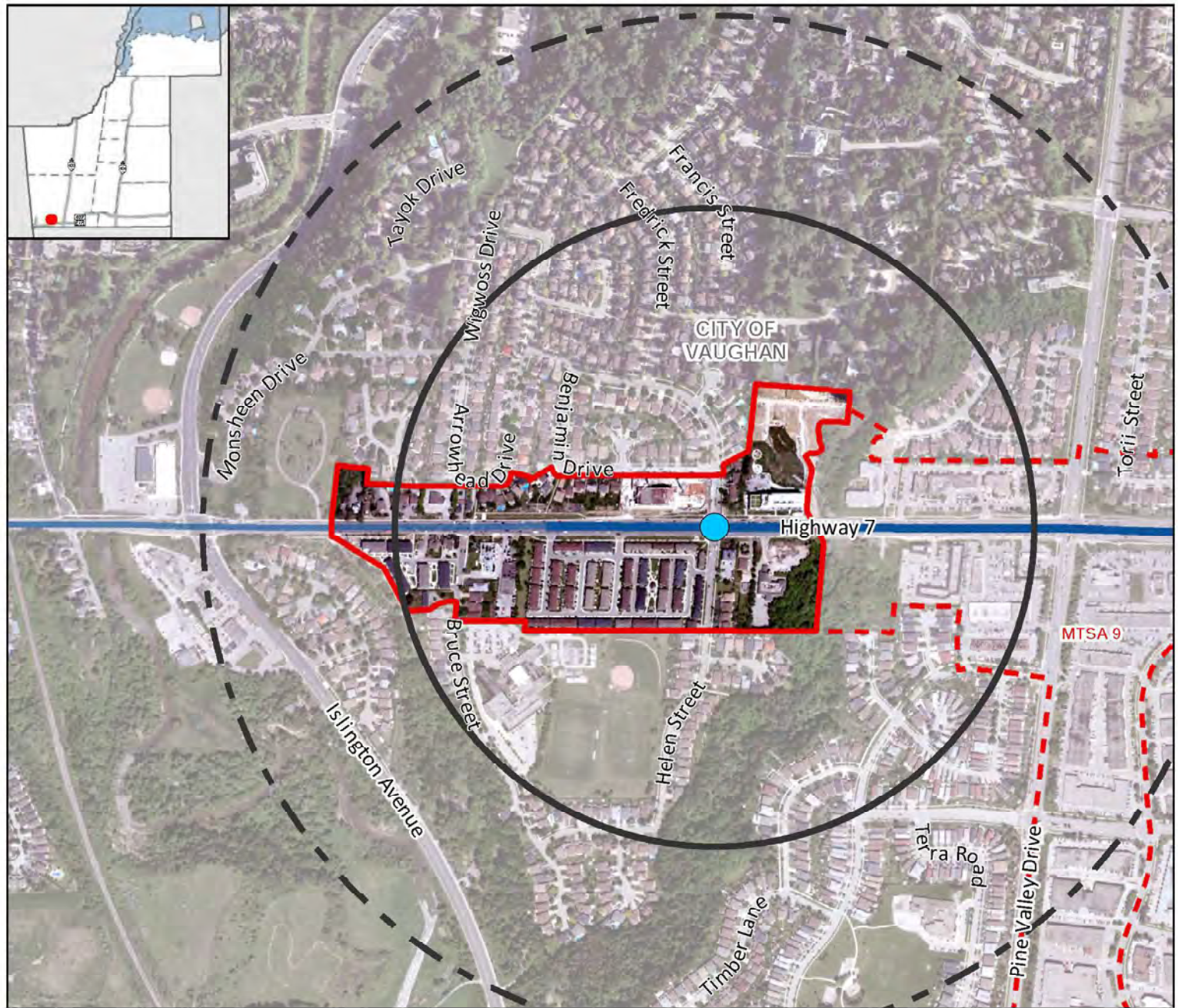
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* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

Wigwoss-Helen BRT Station

Along Highway 7 at Wigwoss Drive/Helen Street

Vaughan



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

Wigwoss-Helen
BRT Station
MTSA Gross
Area:
18.20 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

110

Minimum Density Target

160

0 50 100 150 200



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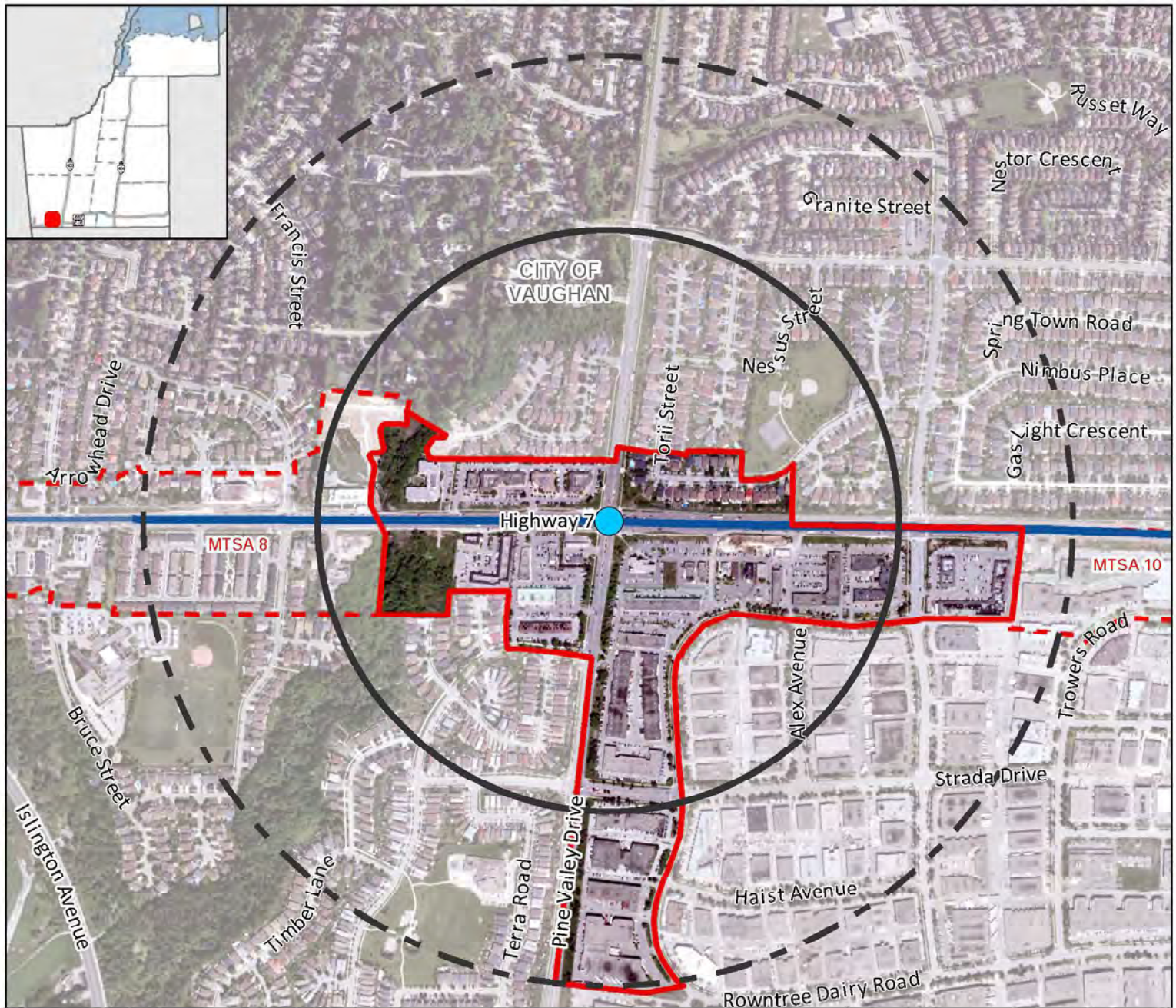
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Pine Valley BRT Station

Along Highway 7 at Pine Valley Drive

MTSA 9

Vaughan



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

Pine Valley BRT Station MTSA

Gross Area:

37.57 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

55

Minimum Density Target

160



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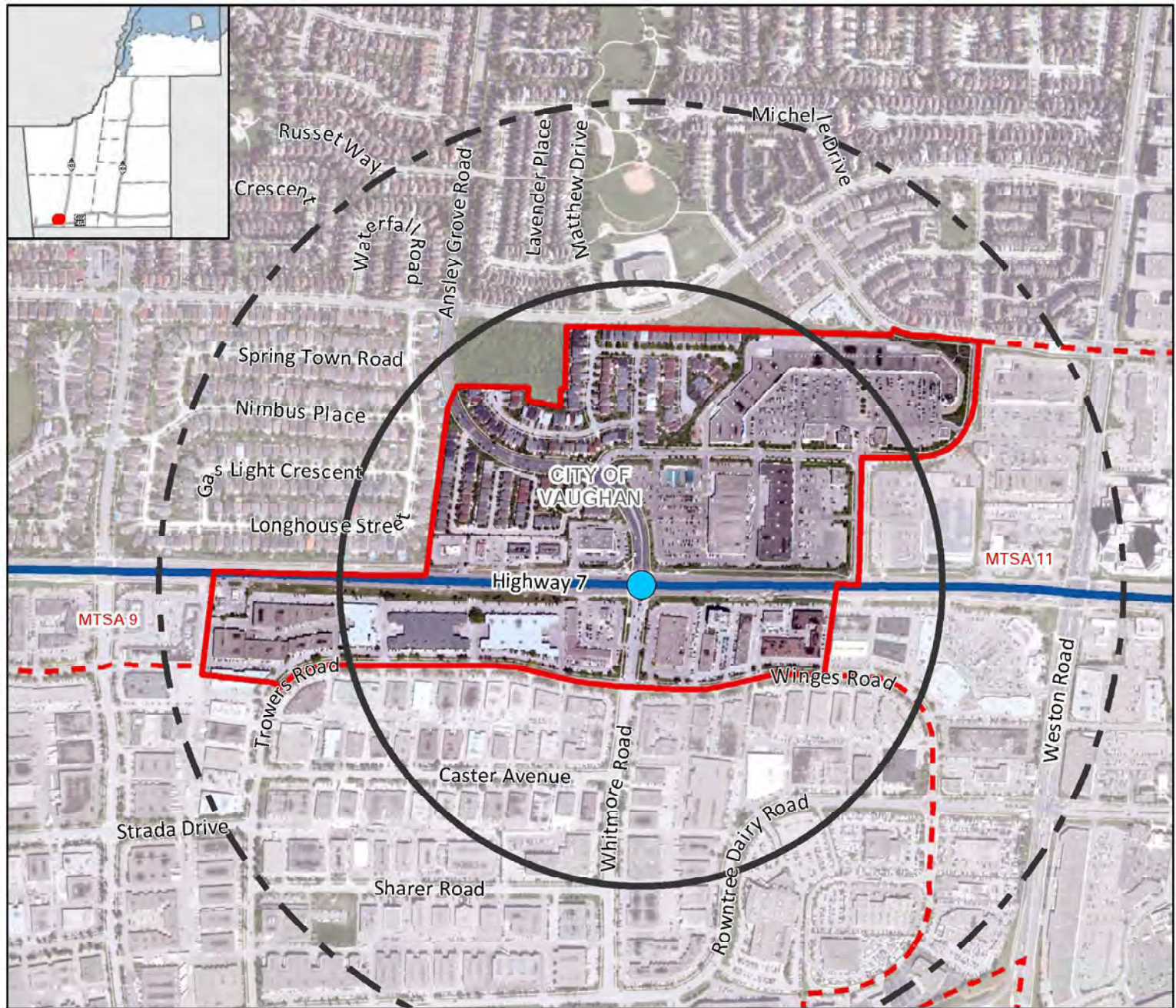
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Ansley Grove BRT Station

Along Highway 7 at Ansley Grove Road/Whitmore Road

Vaughan



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

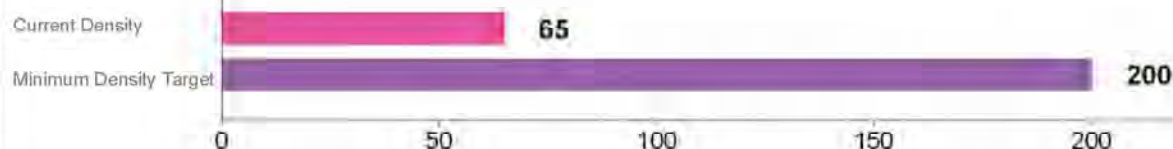
Bus Rapid Transit

**Ansley Grove
BRT Station
MTSA Gross
Area:
47.39 ha**



0 100 200 m

Density (People & Jobs per Hectare)



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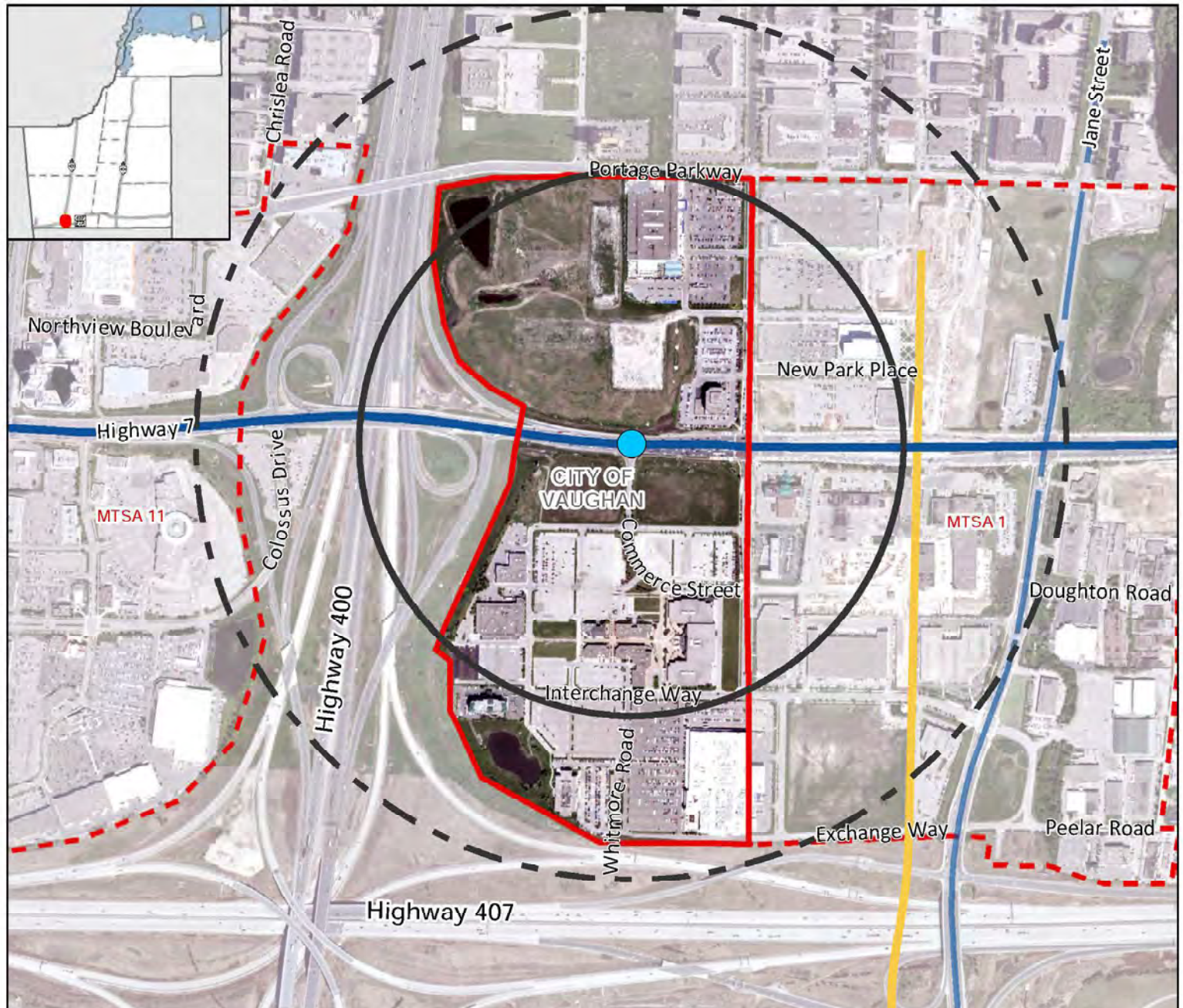


Commerce BRT Station

Along Highway 7 at Commerce Street

MTSA 12

Vaughan



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Subway

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

Commerce BRT Station MSTA
Gross Area:
61.88 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

40

Minimum Density Target

350

0 100 200 300 400

York Region

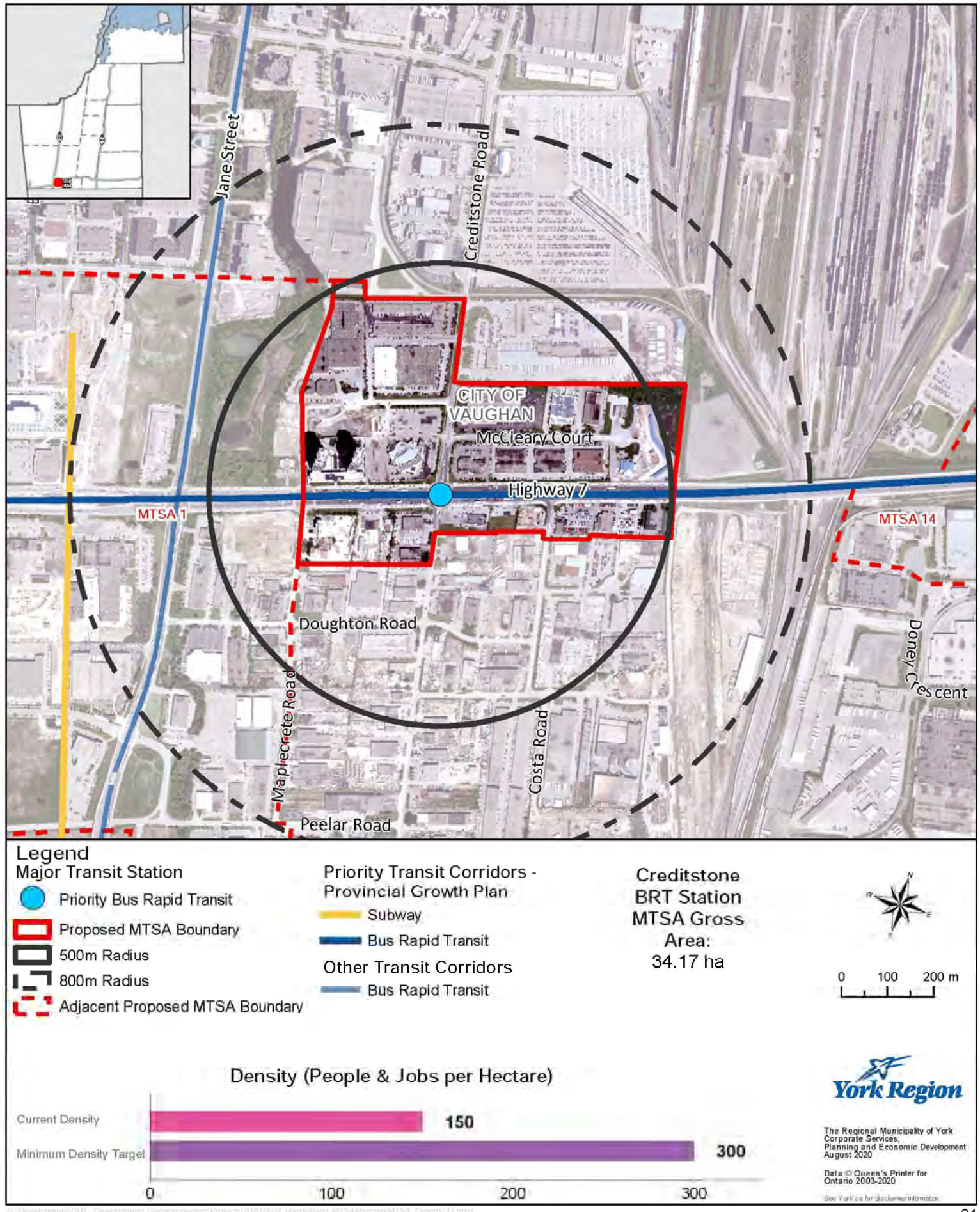
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Creditstone BRT Station

Along Highway 7 at Creditstone Road

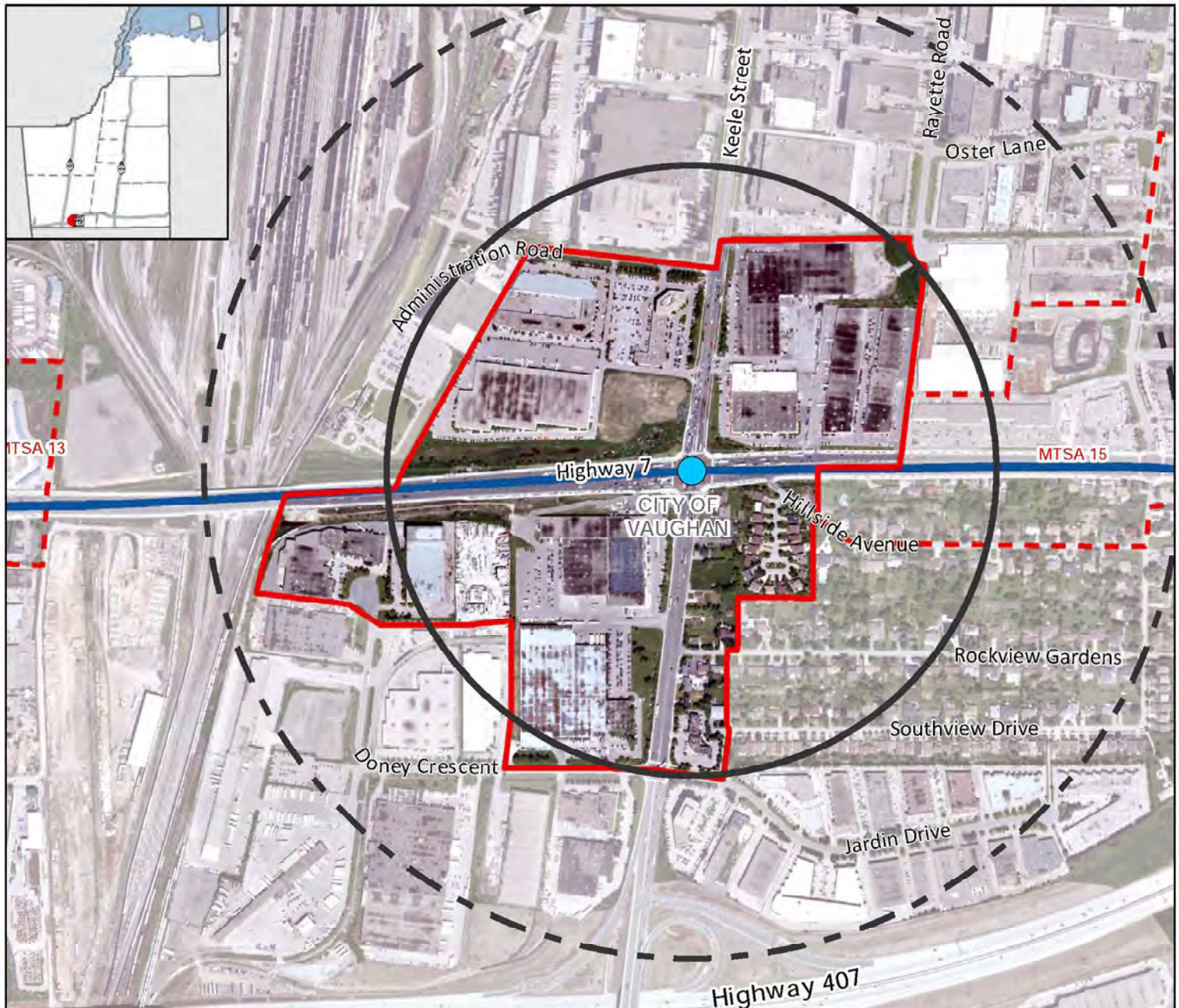


Keele BRT Station

Along Highway 7 at Keele Street

MTSA 14

Vaughan



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Keele BRT
Station MTSA
Gross Area:
55.83 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

45

Minimum Density Target

160

0 50 100 150 200



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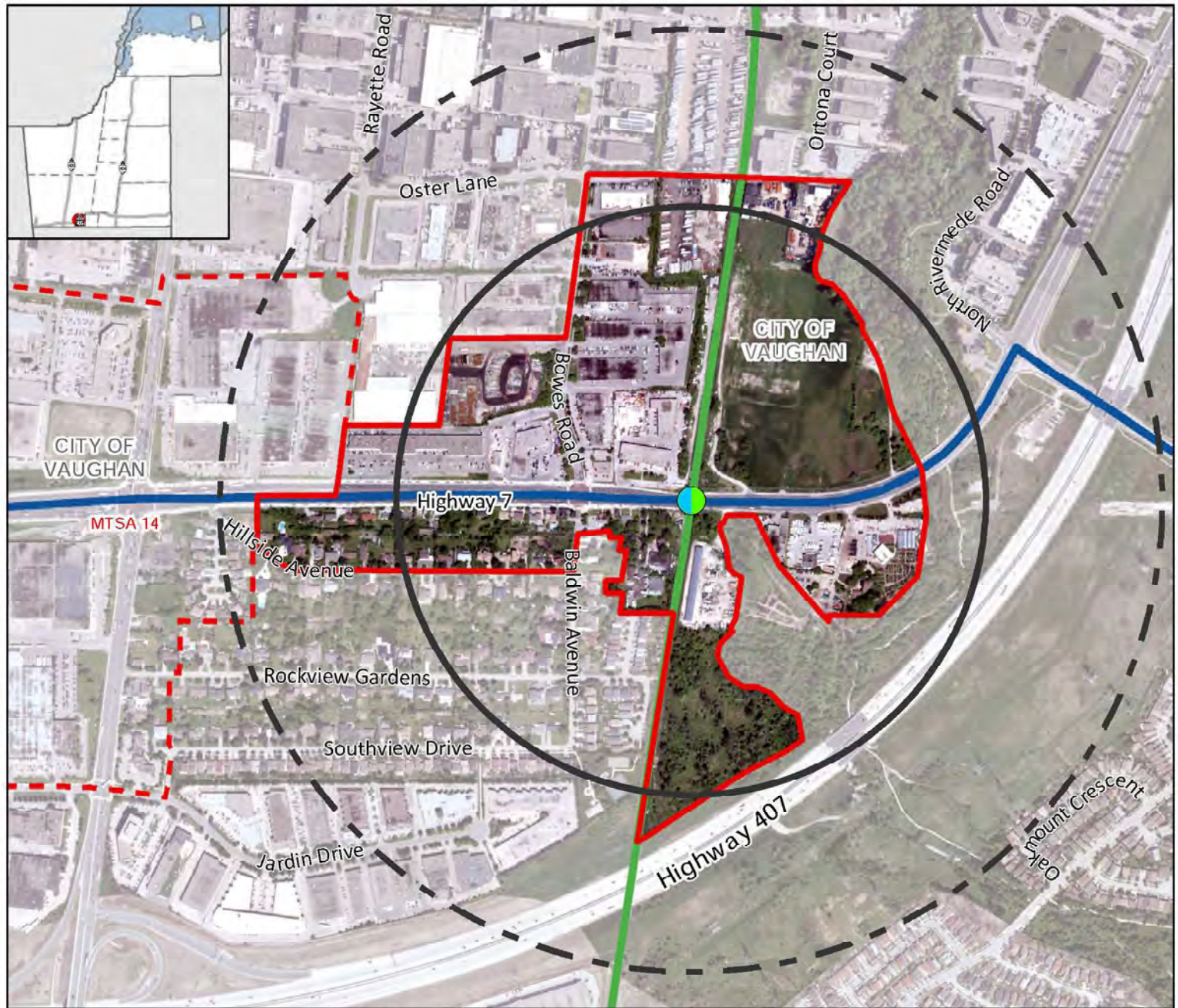
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Concord BRT Station

Along Highway 7 at Bowes Road/Baldwin Avenue

Vaughan



Legend

Major Transit Station

Priority Bus Rapid Transit/ GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

GO Rail

Concord BRT Station MTSA

Gross Area:
56.04 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

20

Minimum Density Target

160

0 50 100 150 200



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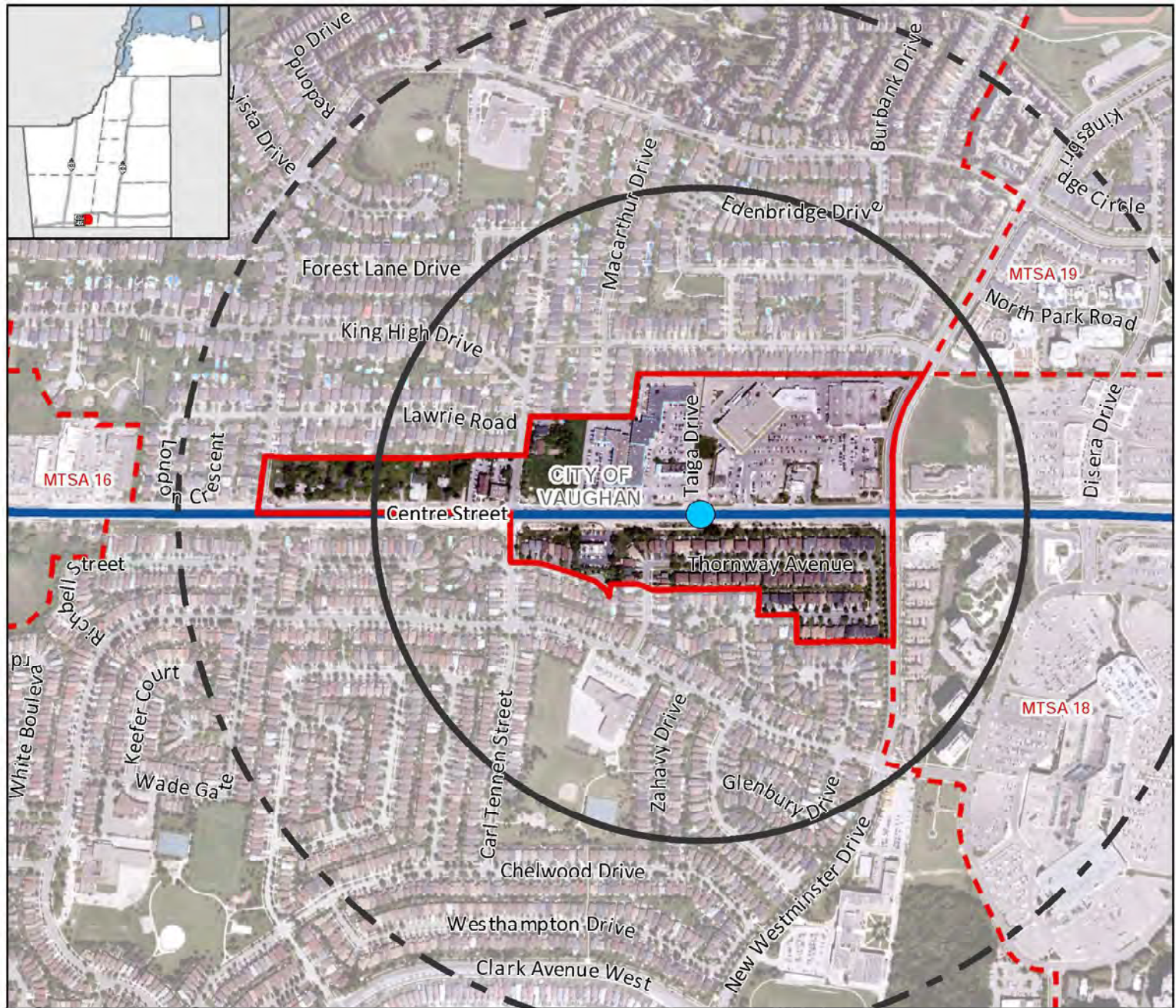
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Along Centre Street at Dufferin Street



Taiga BRT Station

Along Centre Street at Taiga Drive



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Taiga BRT
Station MTSA
Gross Area:
22.35 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

105

Minimum Density Target

160

0 50 100 150 200



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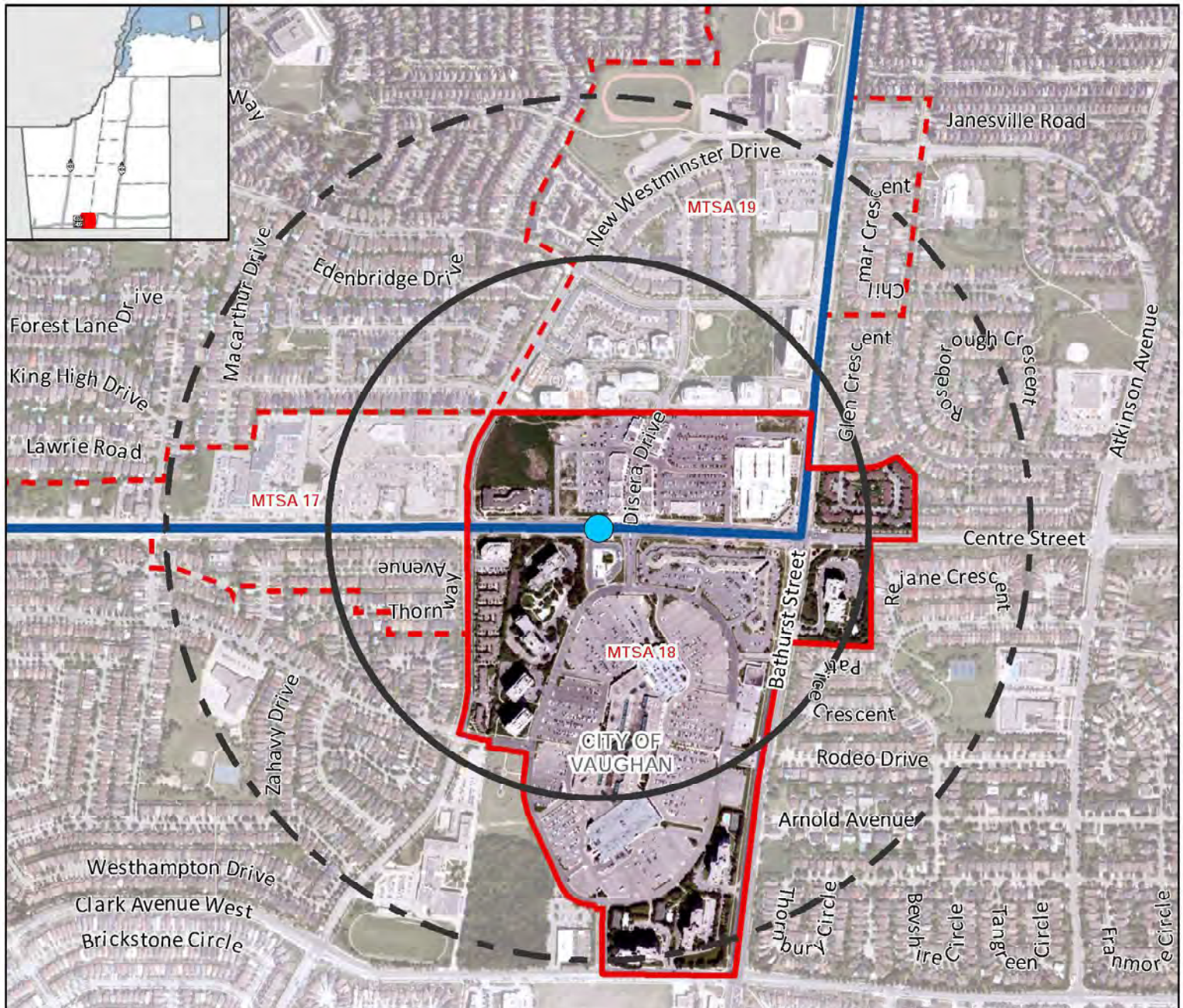
See York.ca for disclaimer information

Disera-Promenade BRT Station

MTSA 18

Along Centre Street at Disera Drive

Vaughan



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

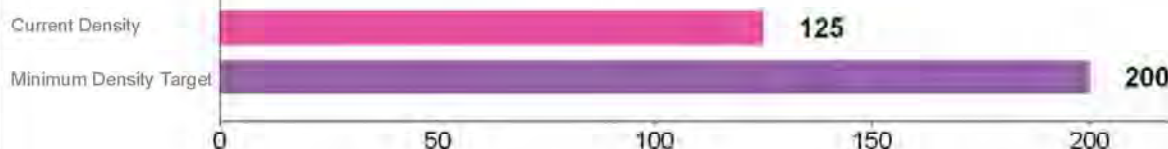
Bus Rapid Transit

Disera-Promenade
BRT Station
MTSA Gross
Area:
57.43 ha



0 100 200 m

Density (People & Jobs per Hectare)



York Region

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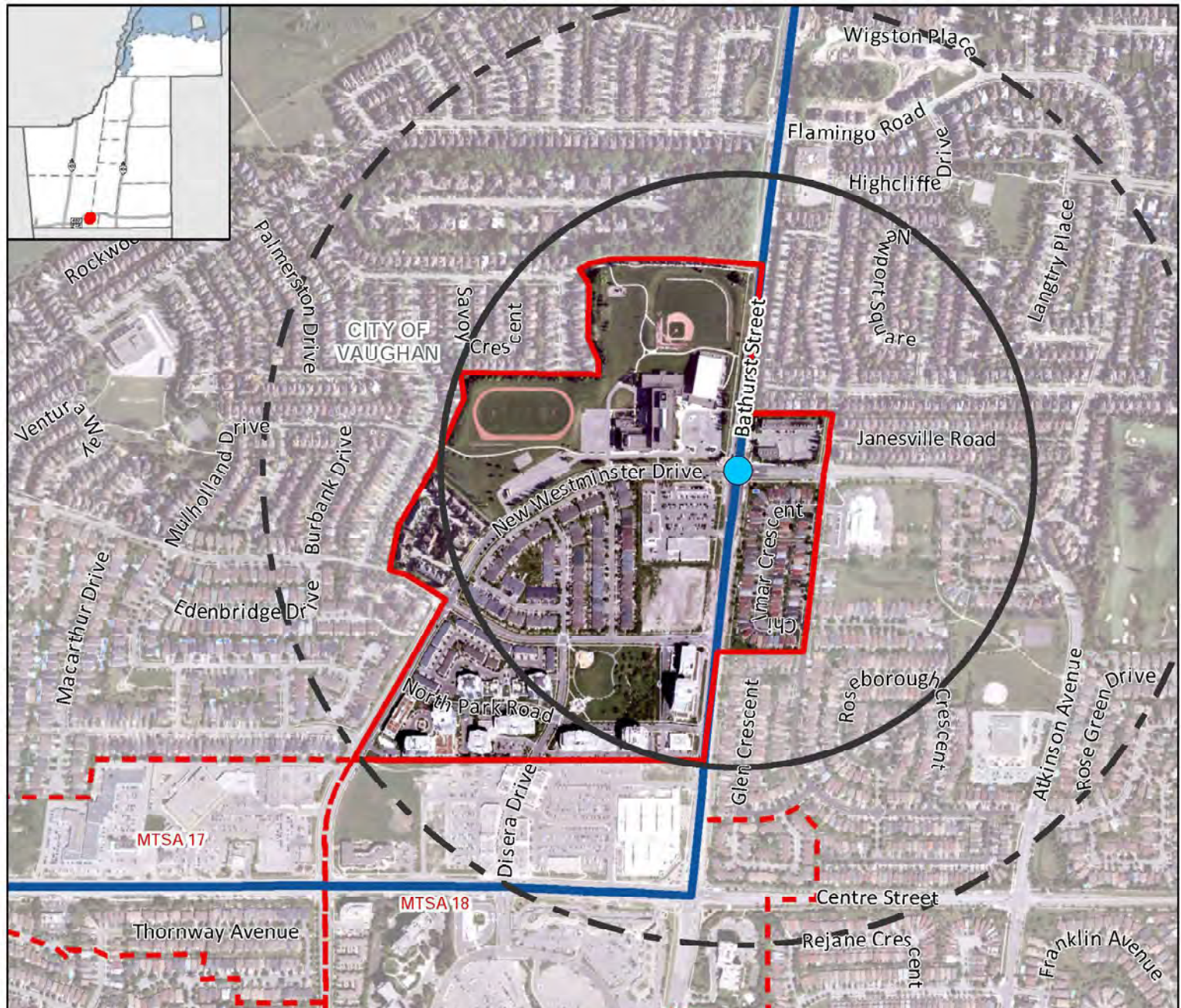
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Atkinson BRT Station

Along Bathurst Street at Atkinson Avenue/New Westminster Drive

Vaughan



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Atkinson BRT
Station MTSA
Gross Area:
45.30 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

125

Minimum Density Target

160

0 50 100 150 200



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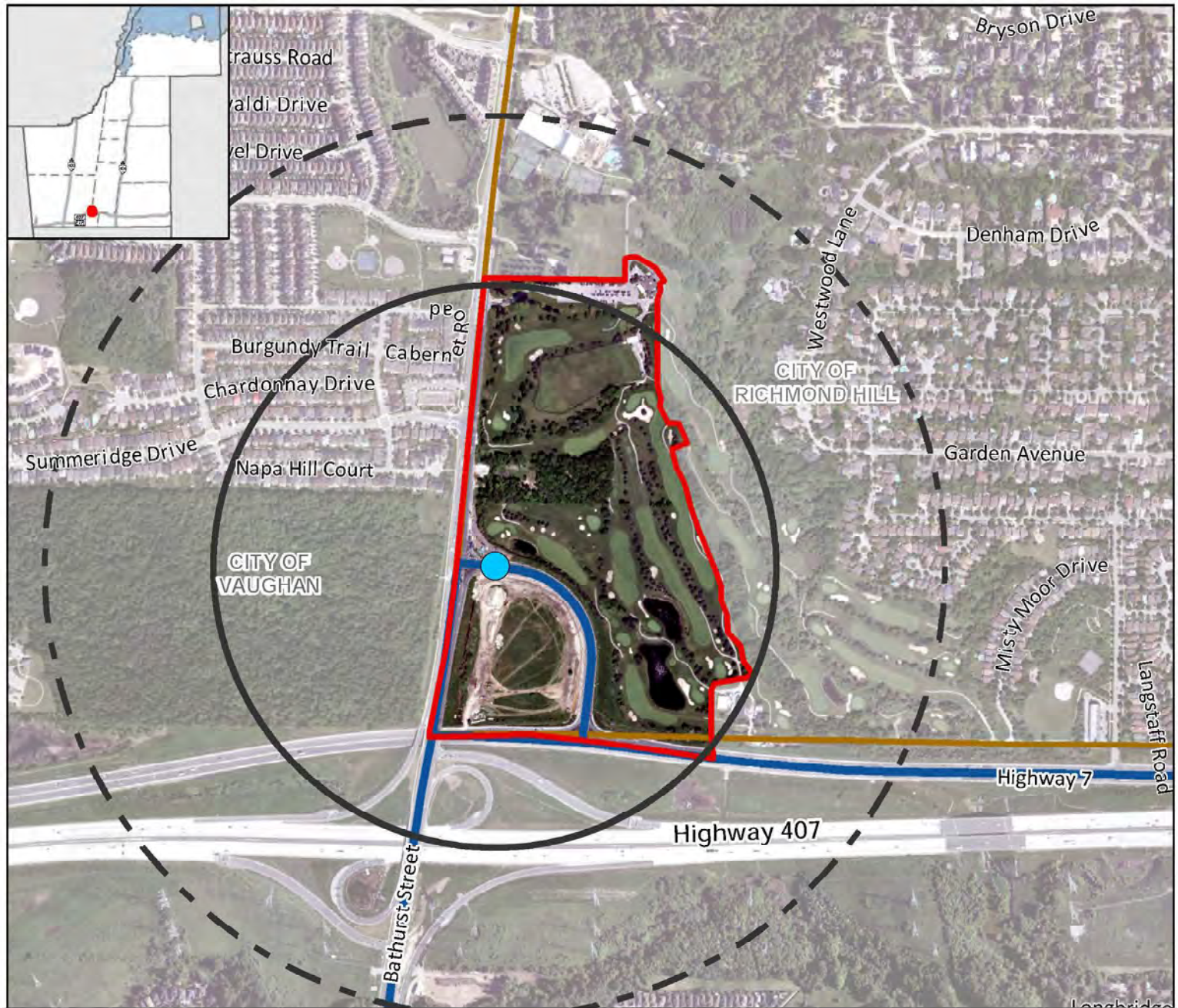
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Bathurst-Highway 7 BRT Station

Along Bathurst Street at Highway 7

Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Local Municipal Boundary

Bathurst-Highway 7 BRT Station MTSA

Gross Area:
34.28 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

0

Minimum Density Target

160†

0 50 100 150 200

† Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

C:\Development\00 - Development Services\regional projects\2020\004_Hayward\MTSA\mapping\MTSA_Experts\20.mxd

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Chalmers BRT Station

Along Highway 7 at Chalmers Road/South Park Road

Markham/Richmond Hill



Legend

Major Transit Station

● Priority Bus Rapid Transit

▭ Proposed MTSA Boundary

○ 500m Radius

○ 800m Radius

▭ Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

— Bus Rapid Transit

— Local Municipal Boundary

Chalmers BRT Station MTSA

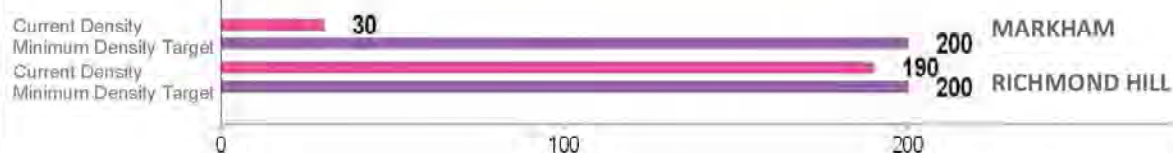
Gross Area:

22.60 ha



0 100 200 m

Density (People & Jobs per Hectare)



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Along Highway 7 at Valleymede Drive/Times Avenue

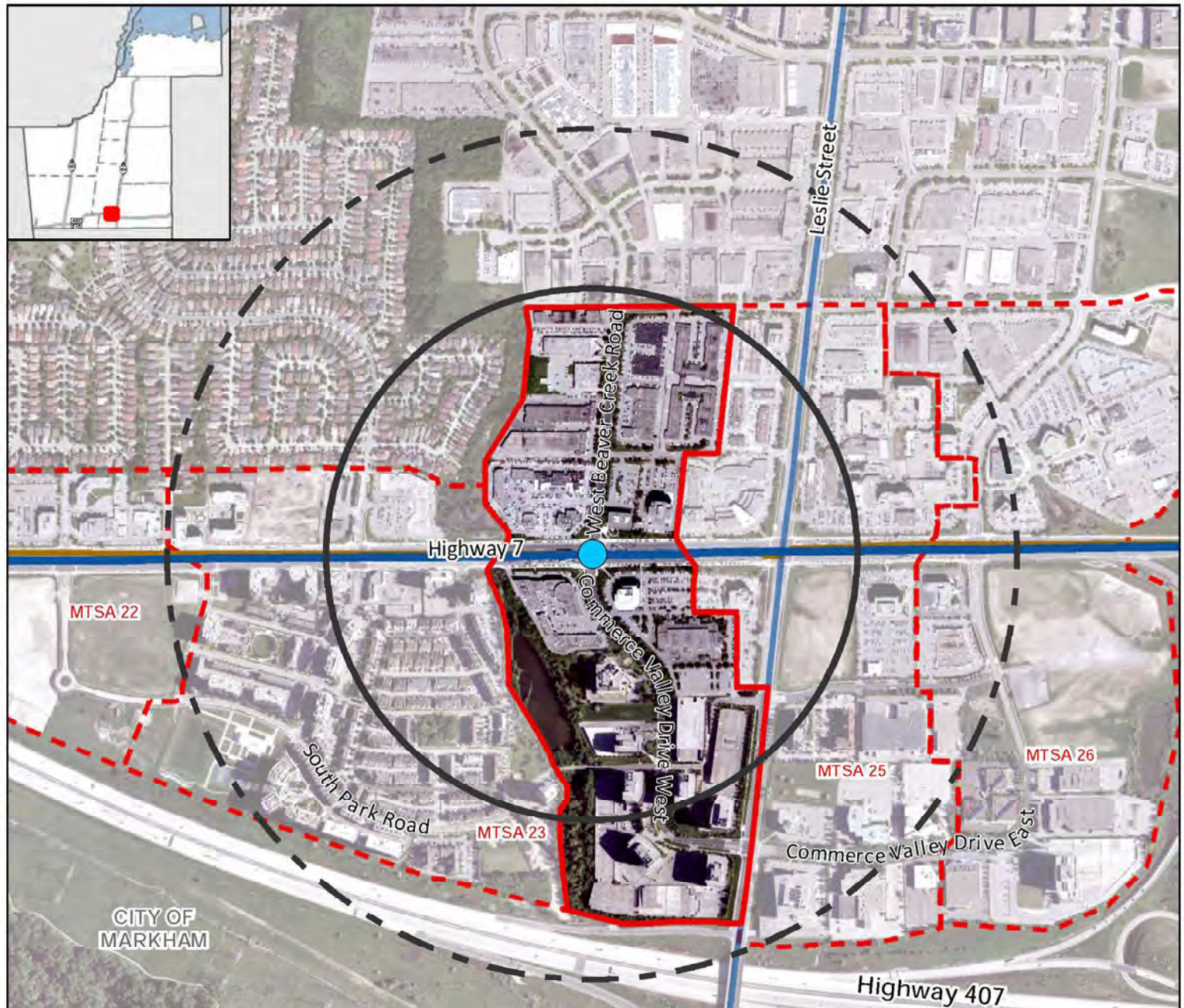
Markham/Richmond Hill



West Beaver Creek BRT Station

On Highway 7 at West Beaver Creek Rd/Commerce Valley Dr

Markham/Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

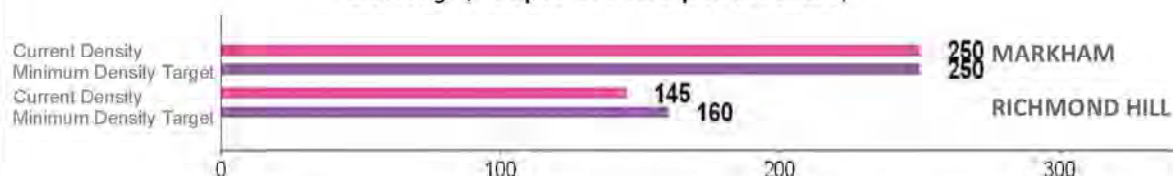
Local Municipal Boundary

West Beaver
Creek BRT
Station MTSA
Gross Area:
44.36 ha



0 100 200 m

Density (People & Jobs per Hectare)



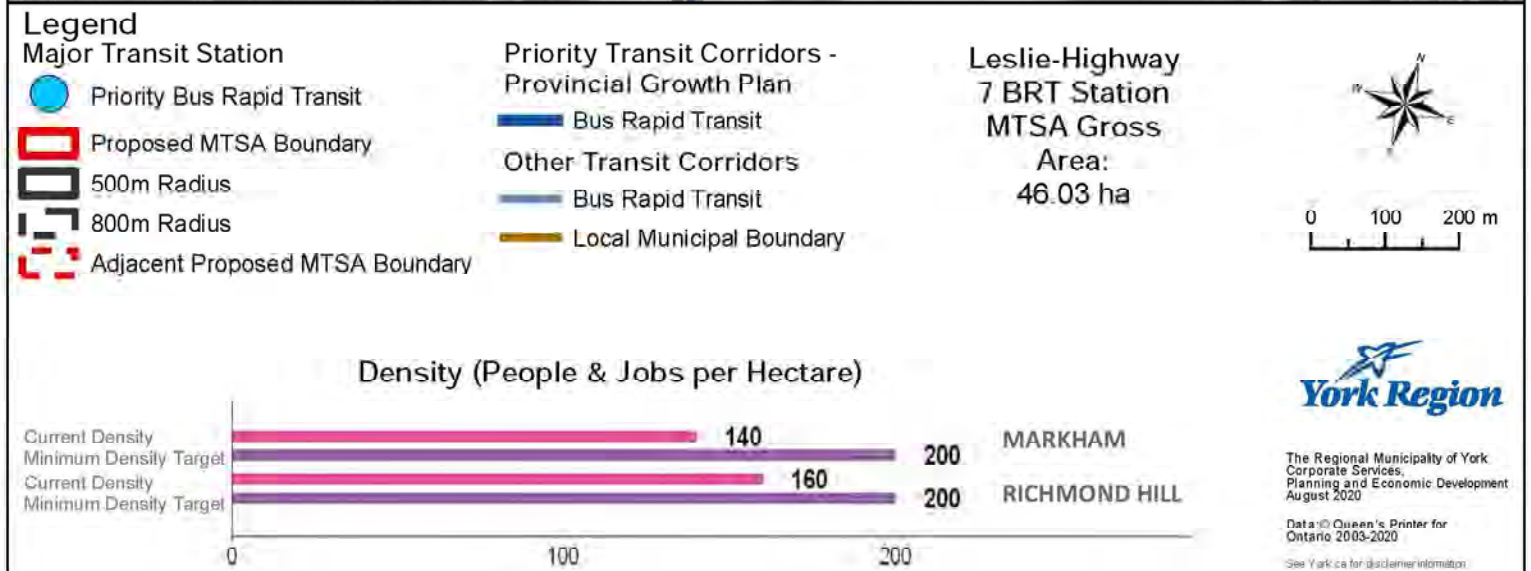
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Along Highway 7 at Leslie Street

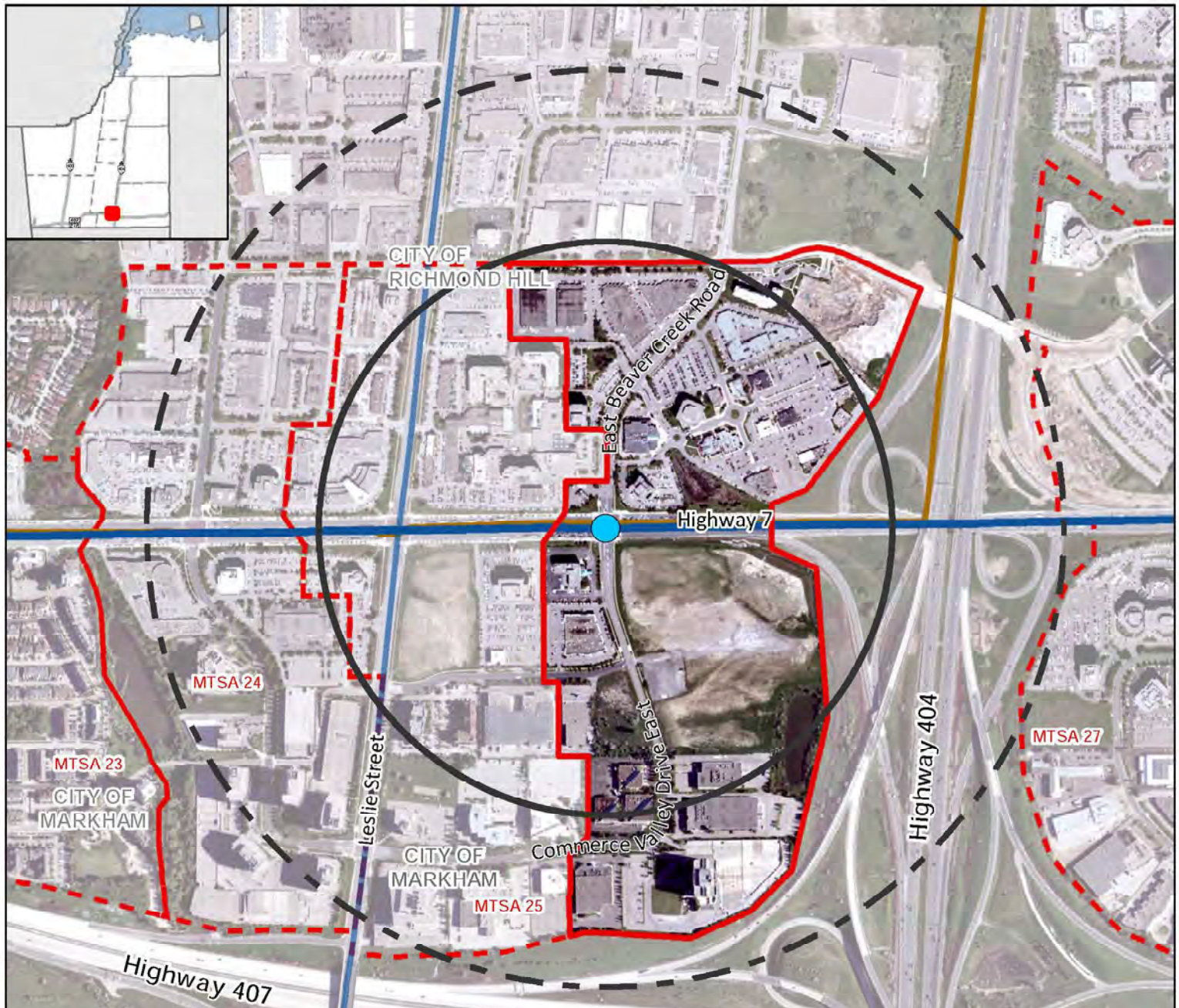
Markham/Richmond Hill



East Beaver Creek BRT Station

Along Highway 7 at East Beaver Creek Road

Markham/Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

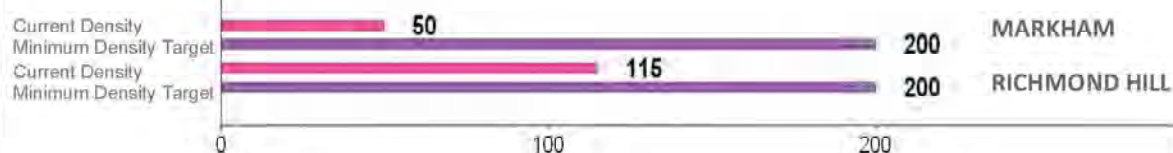
Local Municipal Boundary

East Beaver
Creek BRT
Station MTSA
Gross Area:
54.61 ha



0 100 200 m

Density (People & Jobs per Hectare)



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Along Highway 7 at Allstate Parkway/East Valhalla Drive

Markham

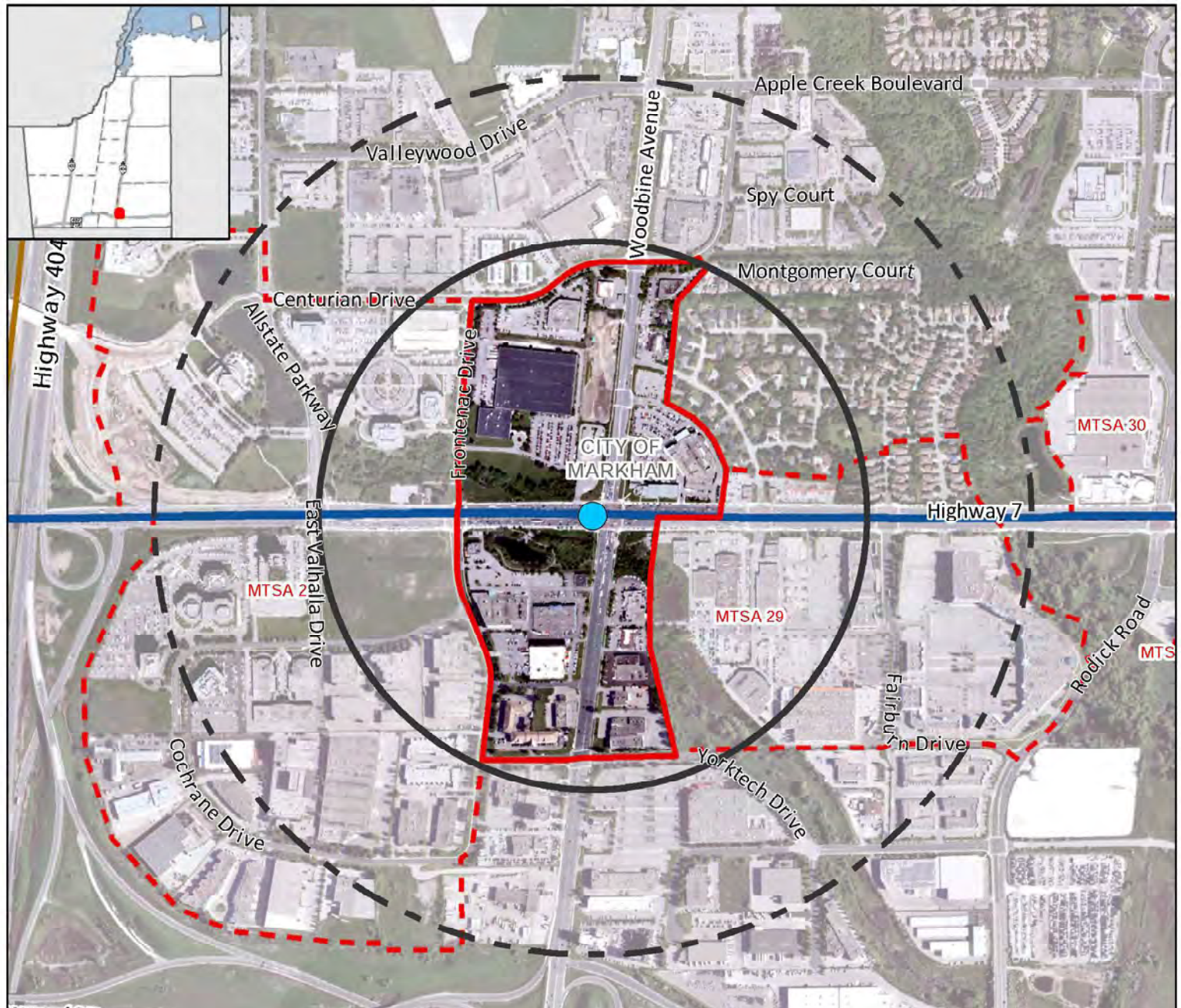


Woodbine BRT Station

Along Highway 7 at Woodbine Avenue

MTSA 28

Markham



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Local Municipal Boundary

Woodbine BRT Station MTSA
Gross Area:
33.02 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

30

Minimum Density Target

160



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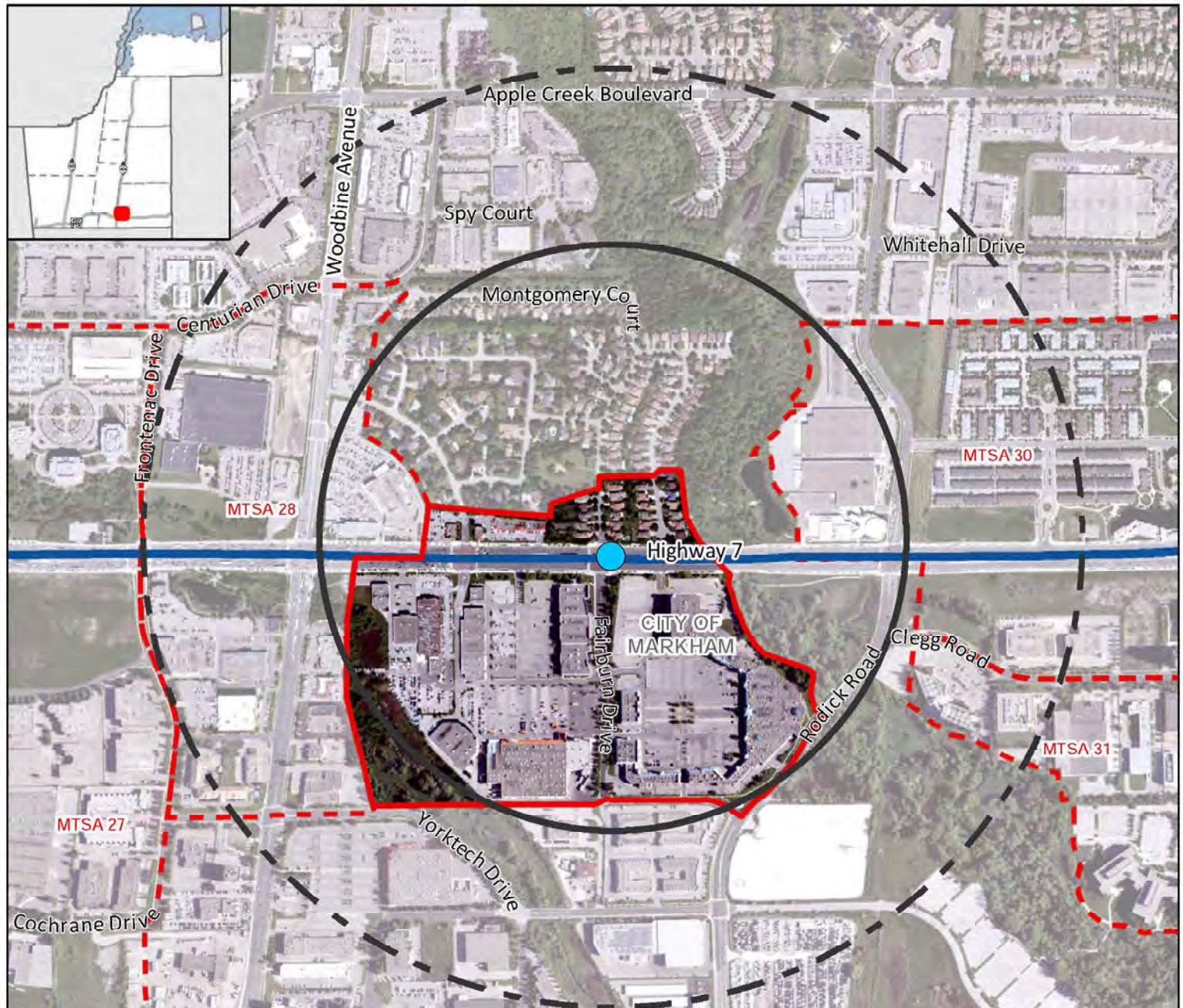
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Montgomery BRT Station

Along Highway 7 at Montgomery Court/Fairburn Drive

Markham



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Montgomery
BRT Station
MTSA Gross
Area:
34.89 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

50

Minimum Density Target

200

0 50 100 150 200

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Town Centre Boulevard BRT Station

Along Highway 7 at Town Centre Boulevard

Markham



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

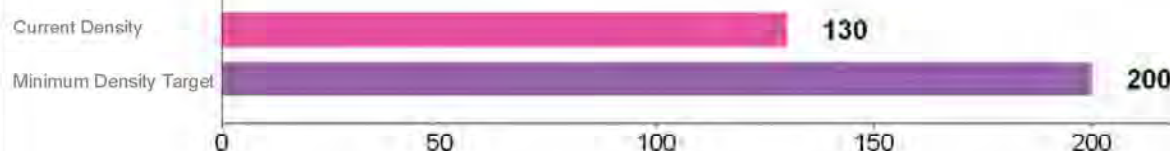
Bus Rapid Transit

Town Centre Boulevard BRT Station MTSA
Gross Area:
80.75 ha



0 100 200 m

Density (People & Jobs per Hectare)



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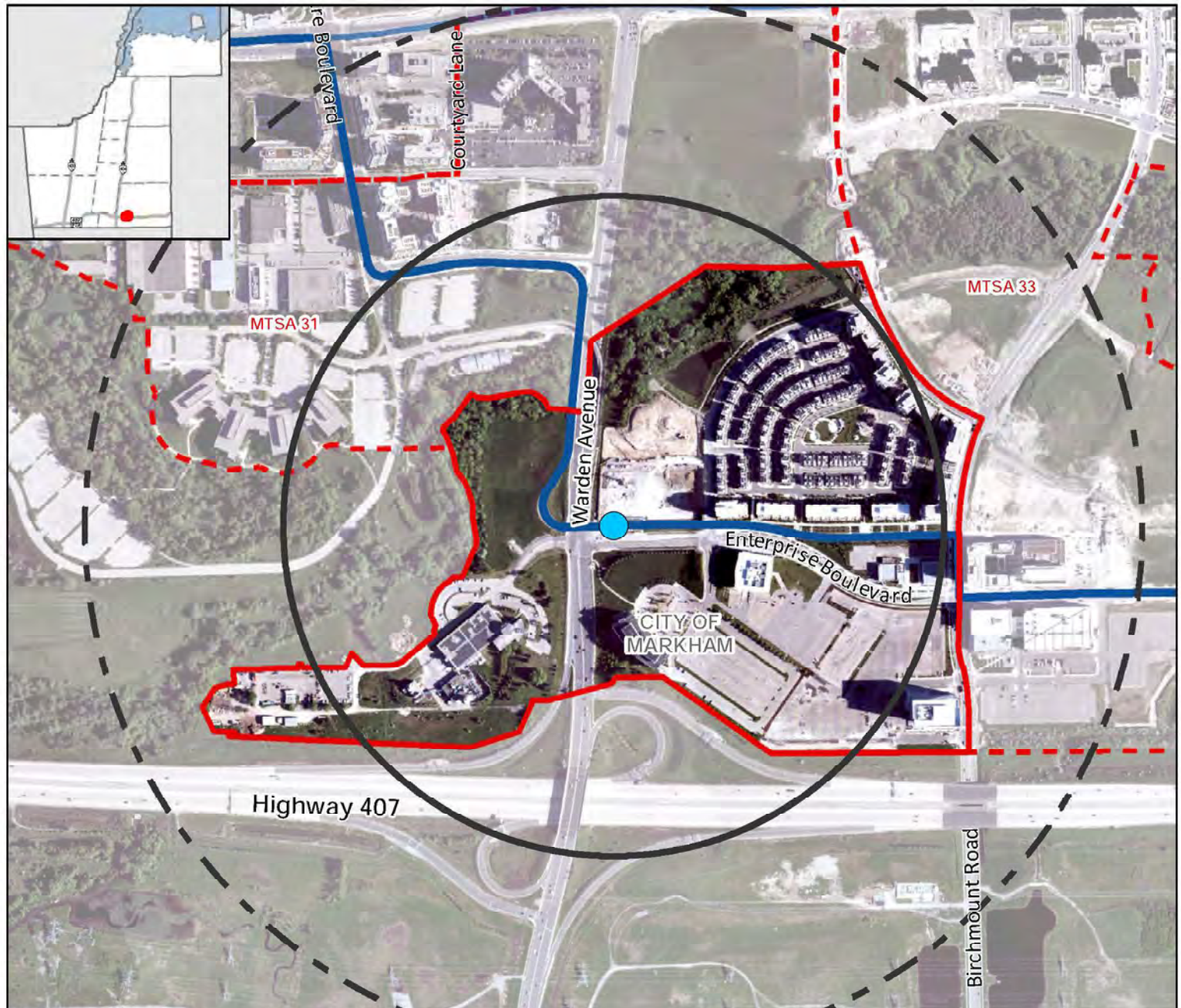
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Warden BRT Station

Along dedicated BRT road, near Enterprise Boulevard

Markham



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

Warden BRT
Station MTSA
Gross Area:
50.52 ha



0 100 200 m

Density (People & Jobs per Hectare)



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Along dedicated BRT road, North of Enterprise Boulevard

Markham

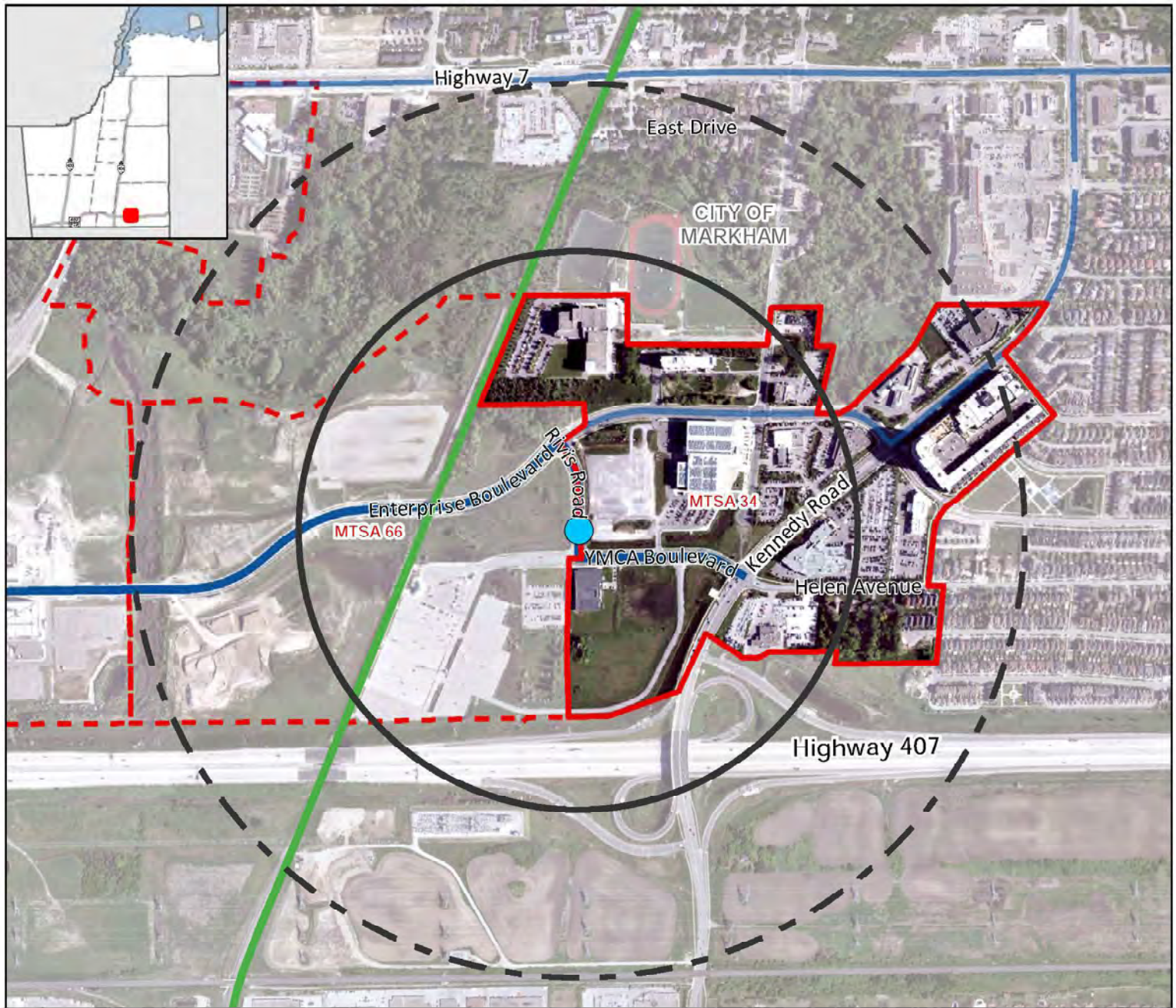


Enterprise BRT Station

MTSA 34

Along Rivis Road at YMCA Boulevard

Markham



Legend

Major Transit Station

- Priority Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

- Bus Rapid Transit
- GO Rail

Other Transit Corridors

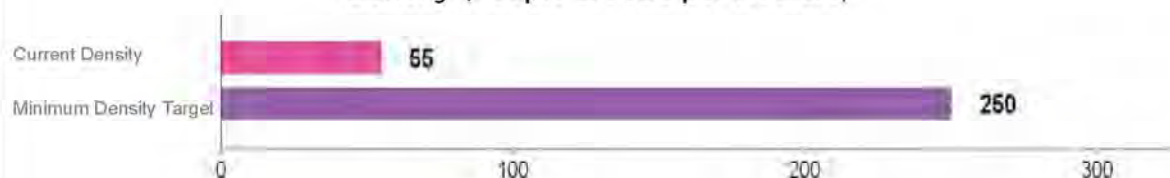
- Bus Rapid Transit
- GO Rail

Enterprise BRT
Station MTSA
Gross Area:
46.19 ha



0 100 200 m

Density (People & Jobs per Hectare)



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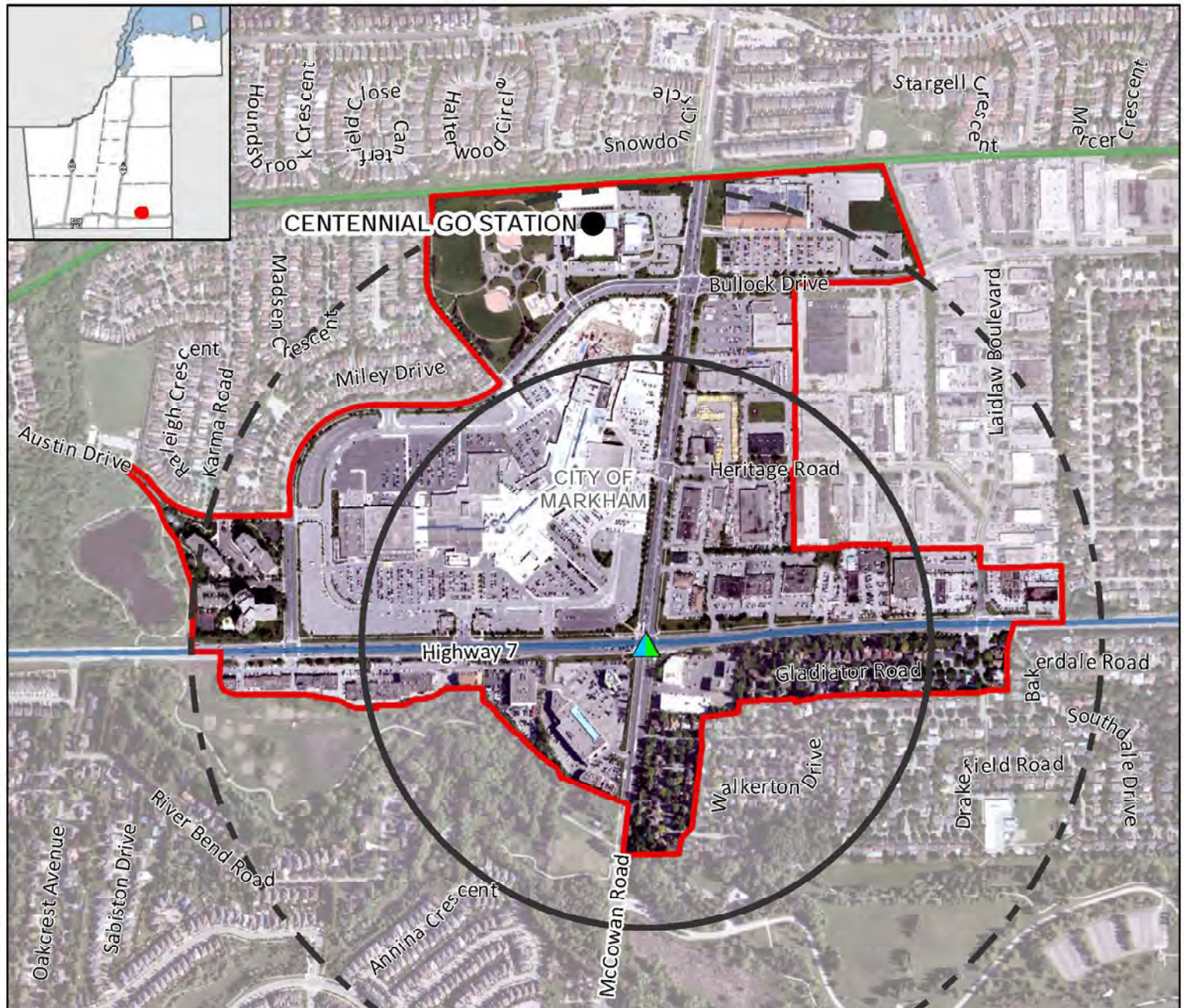
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McCowan-Centennial BRT/GO Station

MTSA 35

Along Highway 7 at McCowan Road

Markham



Legend

Major Transit Station

Other Bus Rapid Transit/ GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Other Transit Corridors

Bus Rapid Transit

GO Rail

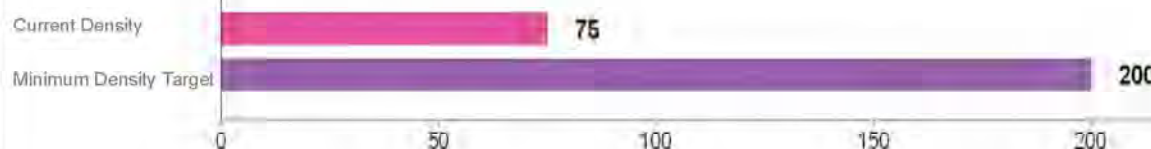
**McCowan-Centennial
BRT/GO Station**
MTSA Gross

Area:
95.09 ha



0 100 200 m

Density (People & Jobs per Hectare)



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Cornell BRT Station

Along Highway 7 at Bur Oak Avenue

MTSA 36

Markham



Legend

Major Transit Station

Other Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Other Transit Corridors

Bus Rapid Transit

Cornell BRT

Station MTSA

Gross Area:

100.45 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

65

Minimum Density Target

200

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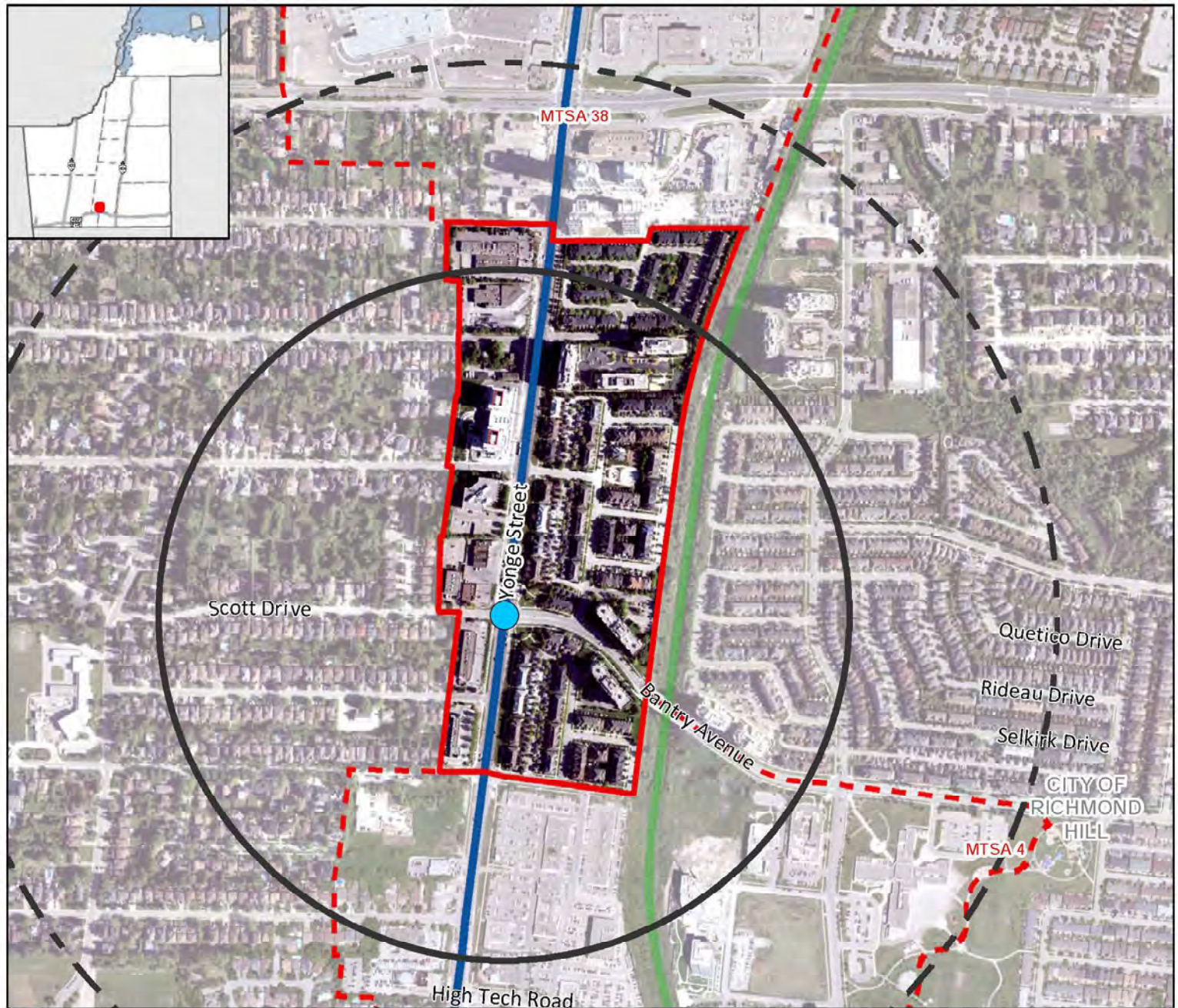
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Bantry-Scott BRT Station

Along Yonge Street at Bantry Avenue/Scott Drive

Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

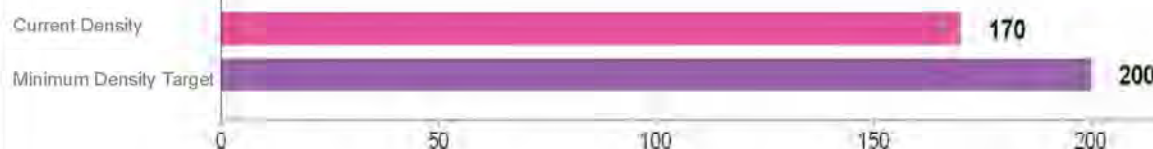
GO Rail

**Bantry-Scott
BRT Station
MTSA Gross
Area:
26.05 ha**



0 100 200 m

Density (People & Jobs per Hectare)



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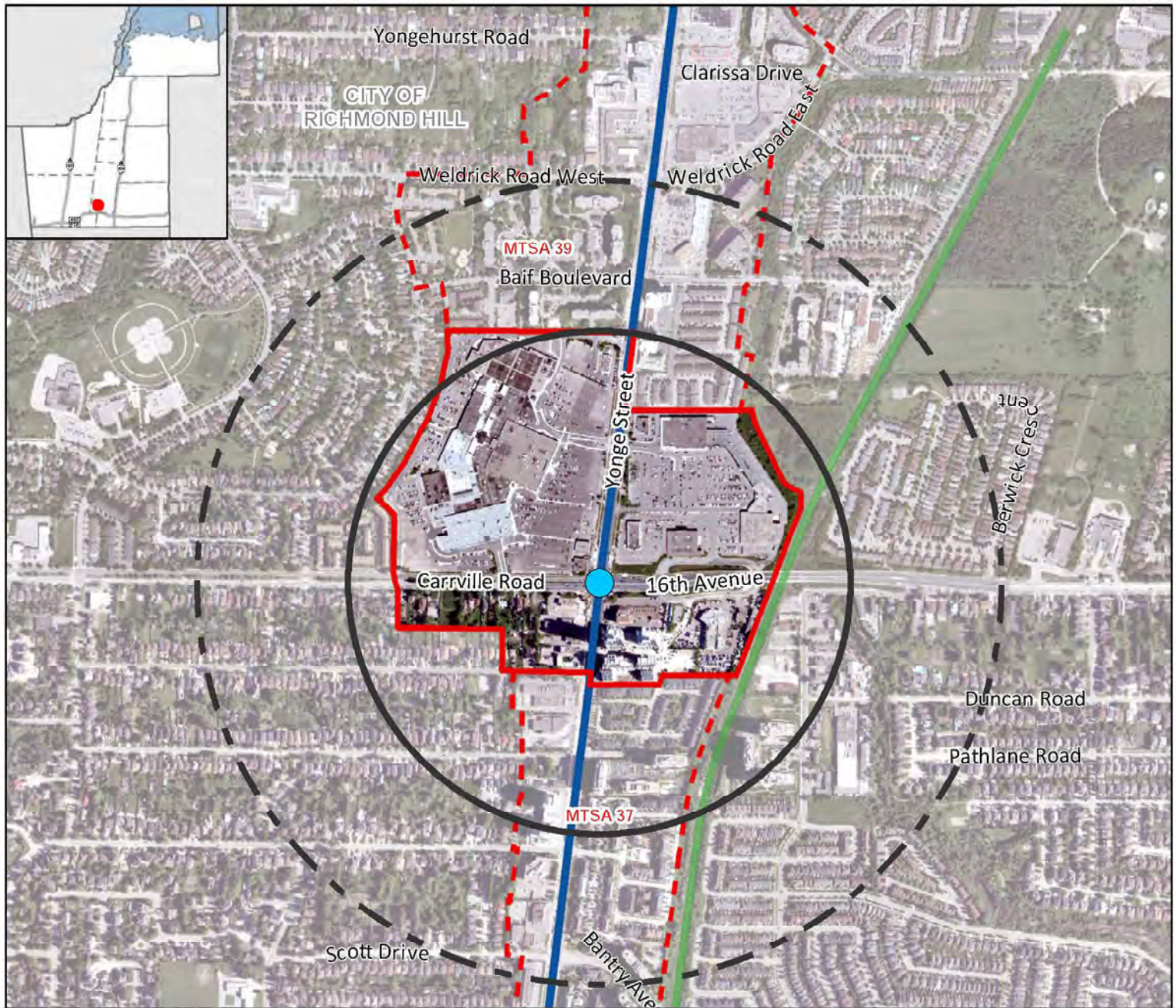
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16th-Carrville BRT Station

Along Yonge Street at 16th Avenue/Carrville Road

Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

GO Rail

**16th-Carrville
BRT Station
MTSA Gross
Area:
43.03 ha**



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

45

Minimum Density Target

300

0 100 200 300



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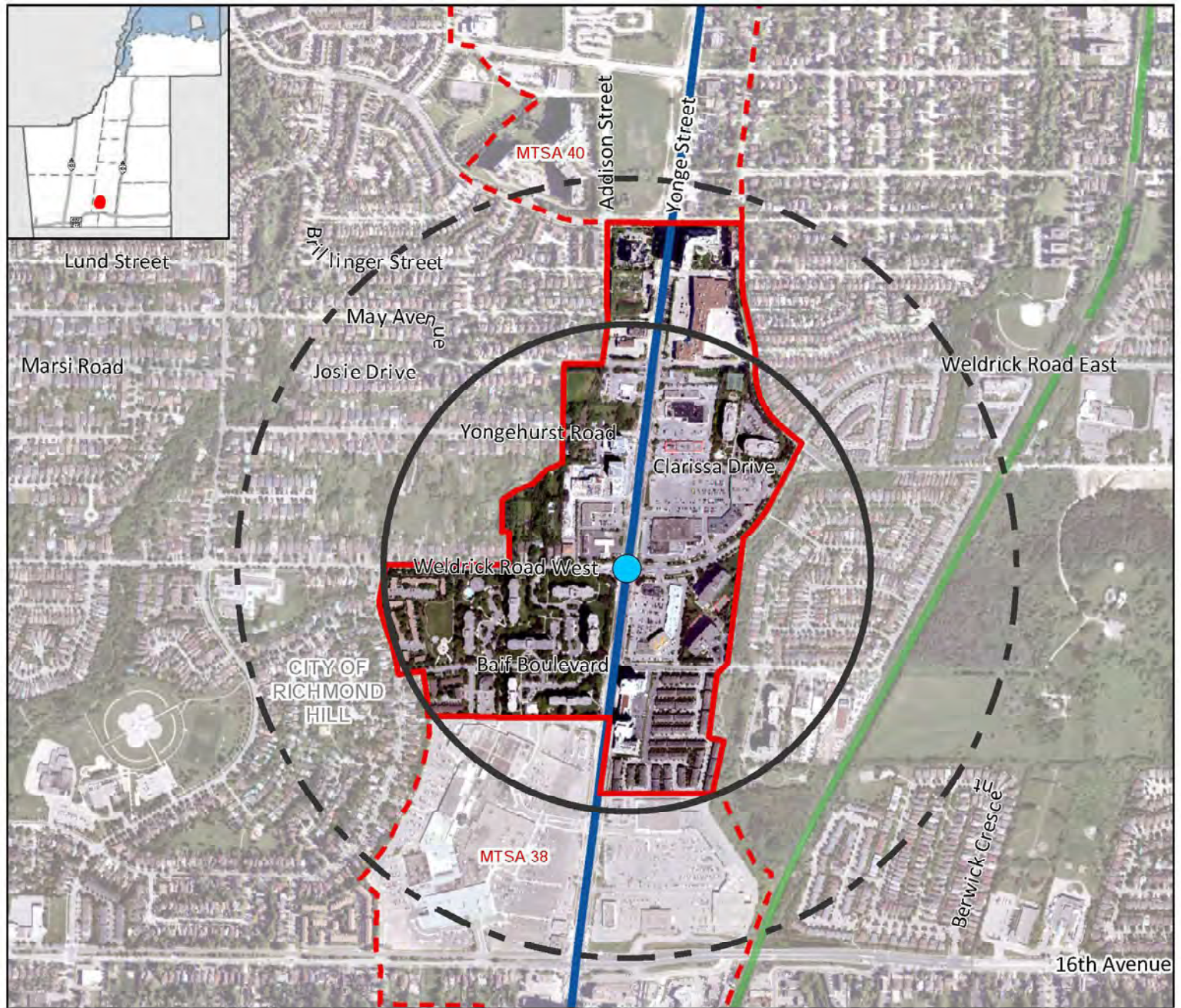
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Weldrick BRT Station

Along Yonge Street at Weldrick Road

Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

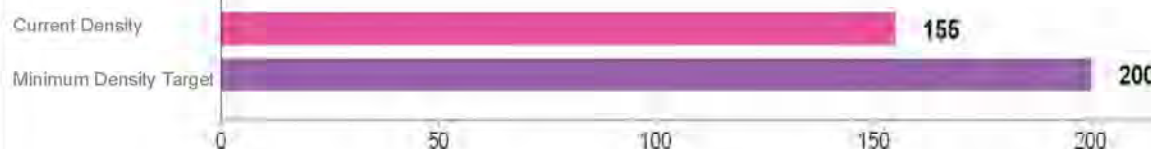
GO Rail

Weldrick BRT
Station MTSA
Gross Area:
52.47 ha



0 100 200 m

Density (People & Jobs per Hectare)



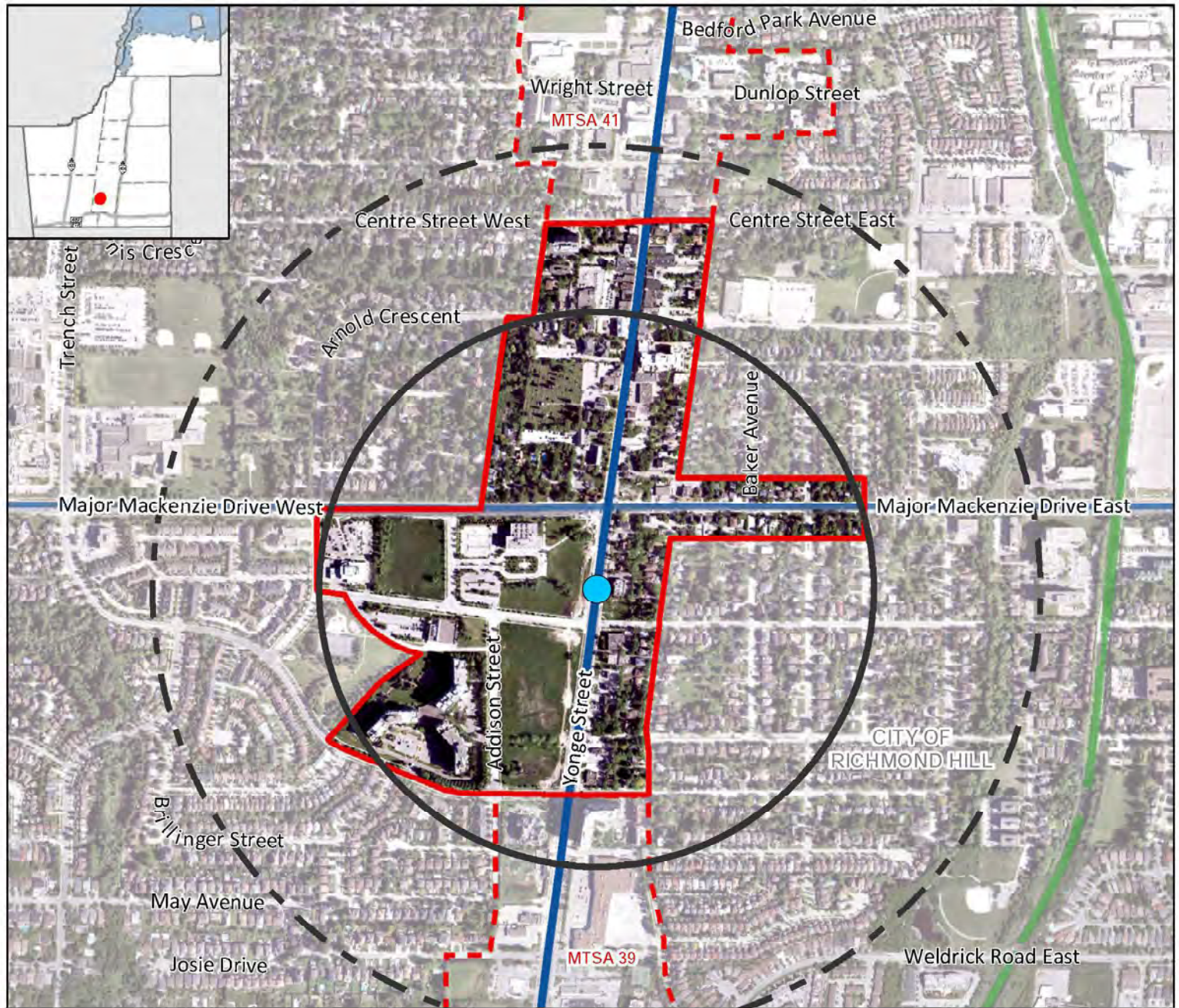
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Major Mackenzie BRT Station Along Yonge Street at Major Mackenzie Drive

Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

GO Rail

**Major
 Mackenzie BRT
 Station MTSA
 Gross Area:
 48.76 ha**



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

Minimum Density Target

66

160



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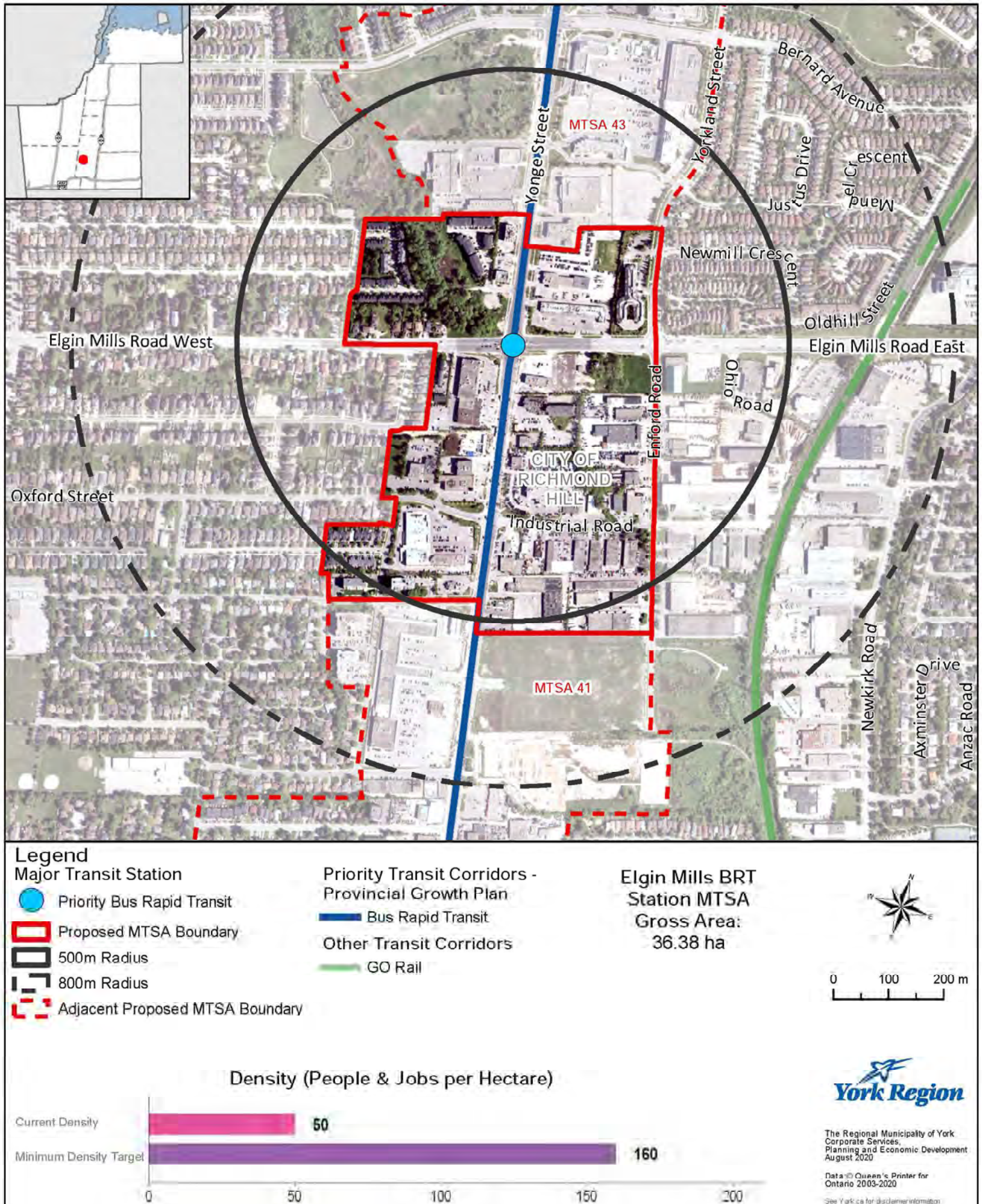
Along Yonge Street at Crosby Avenue

Richmond Hill



Along Yonge Street at Elgin Mills Road

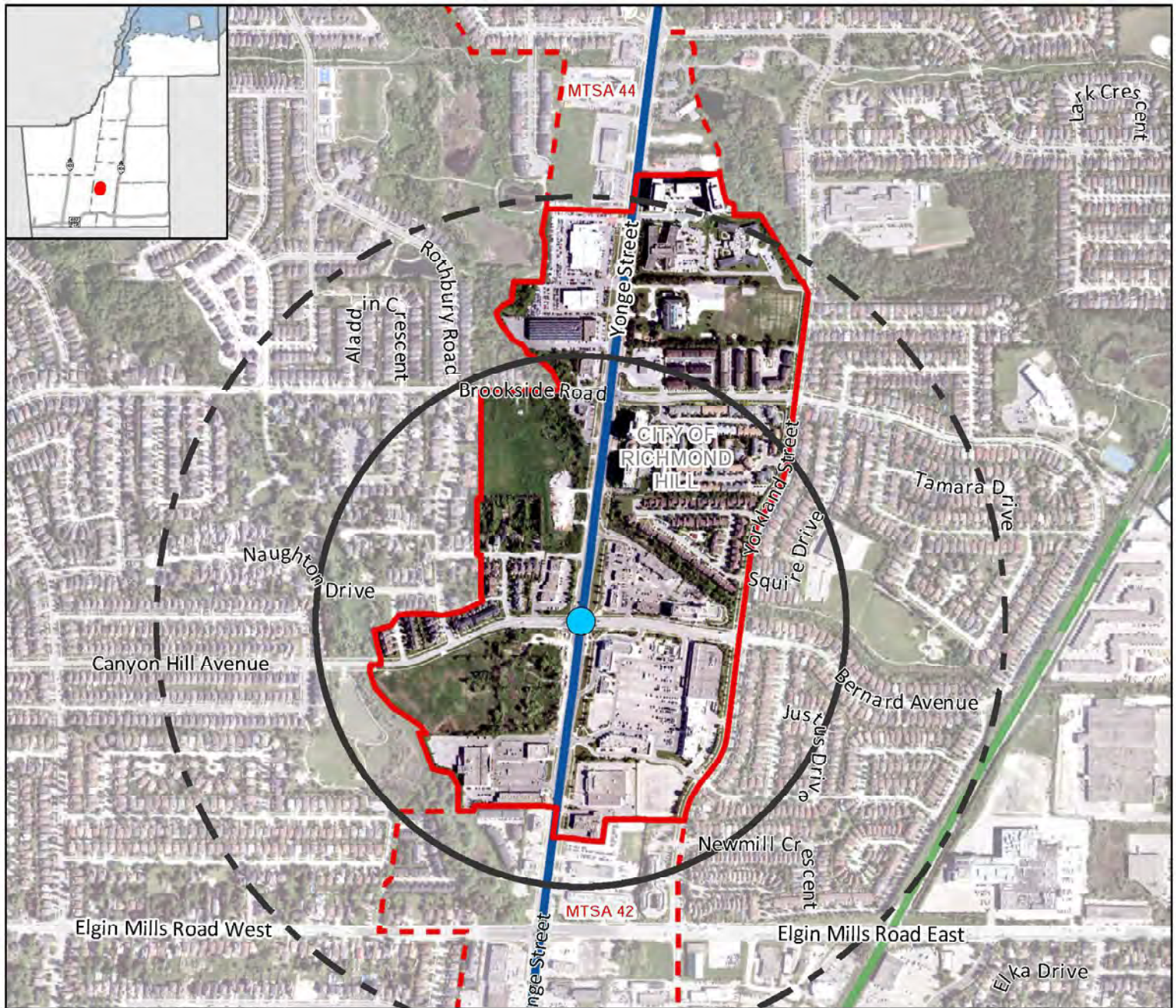
Richmond Hill



Bernard BRT Station

Along Yonge Street at Bernard Avenue/Canyon Hill Avenue

Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

GO Rail

Bernard BRT Station MTSA

Gross Area:

63.64 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

Minimum Density Target

80

200



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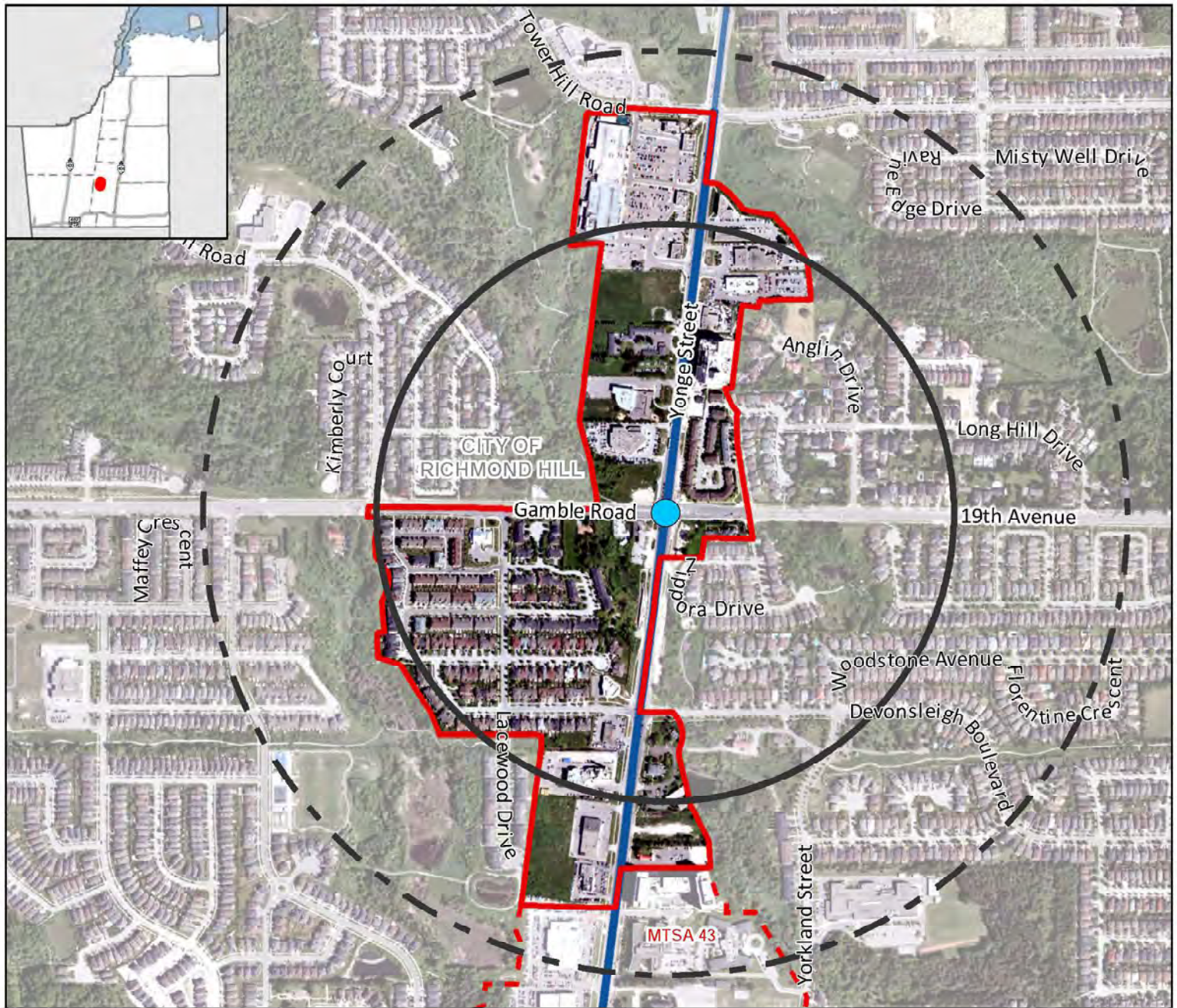
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19th-Gamble BRT Station

Along Yonge Street at 19th Avenue/Gamble Road

Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

**19th-Gamble
BRT Station
MTSA Gross
Area:
45.31 ha**



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

50

Minimum Density Target

160

0 50 100 150 200



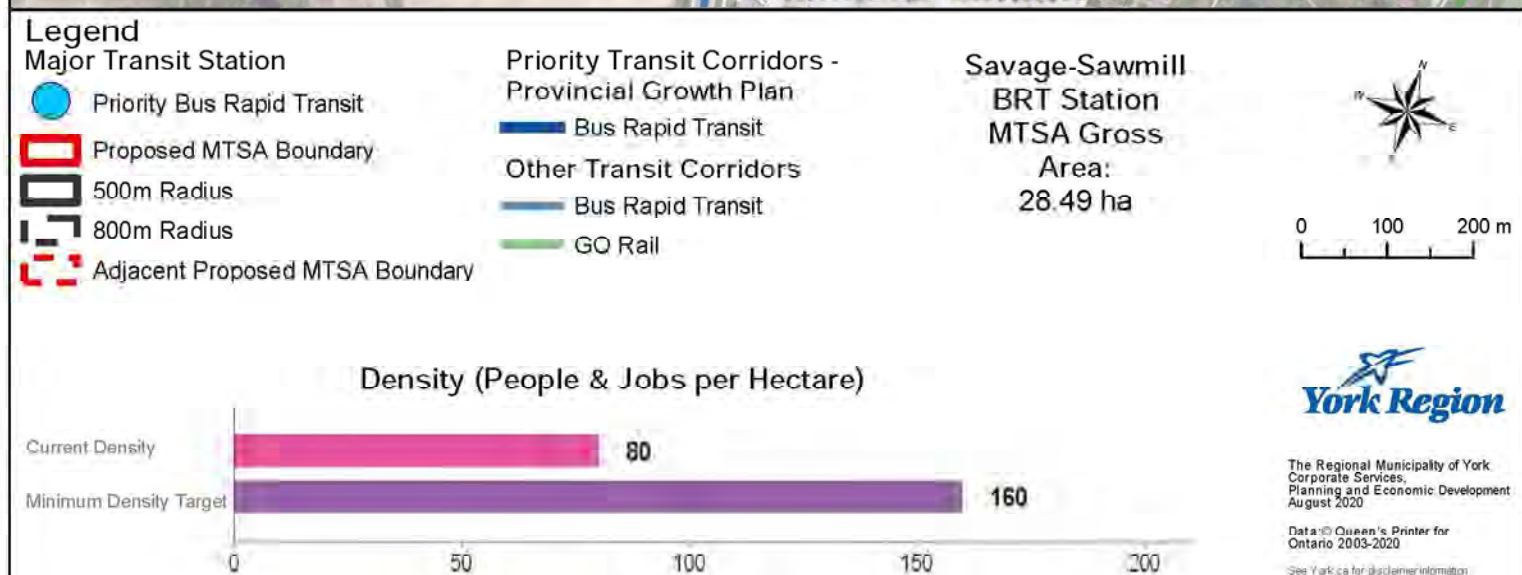
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Along Yonge Street at Savage Road/Sawmill Valley Drive

Newmarket

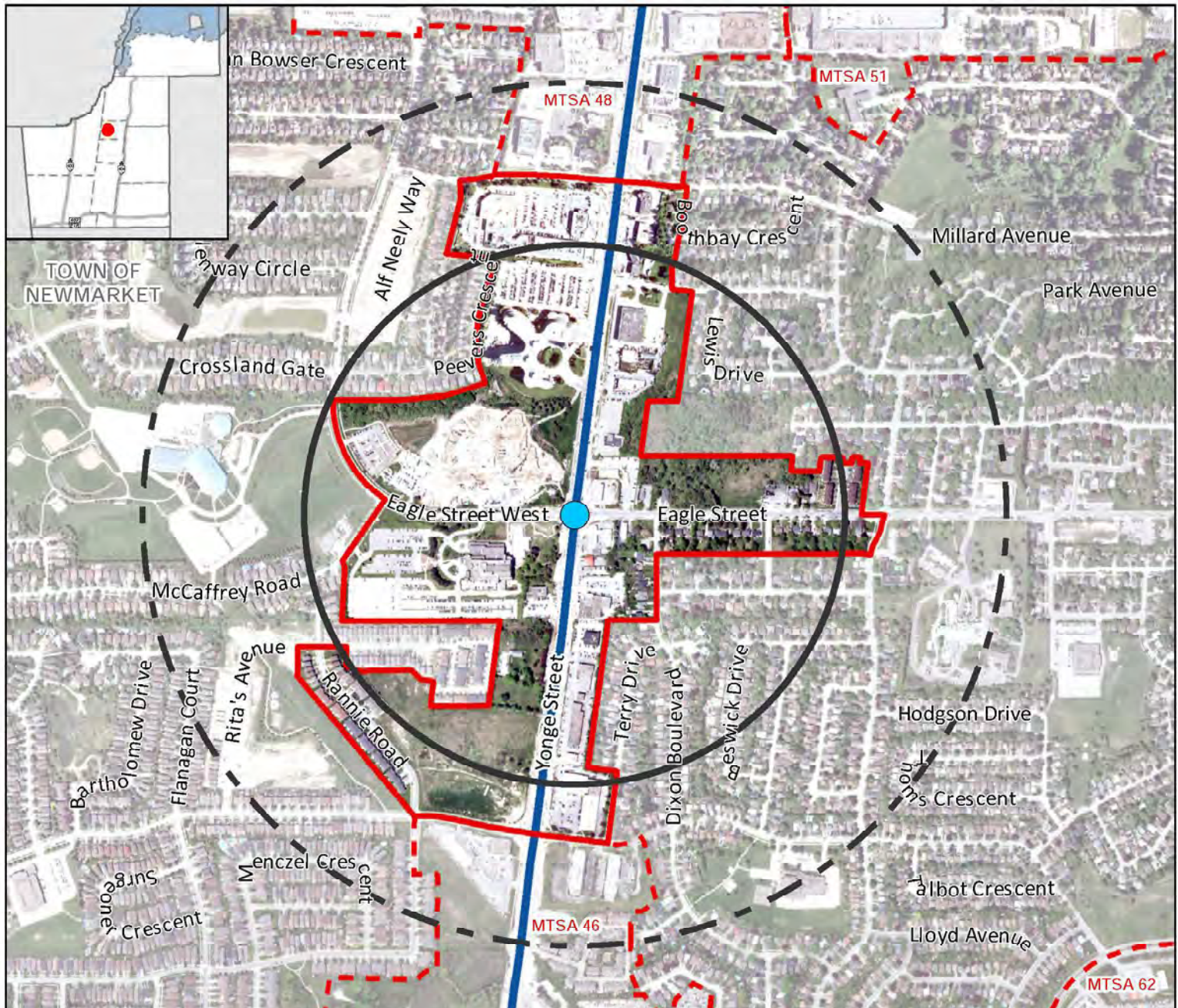




Eagle BRT Station

Along Yonge Street at Eagle Street

Newmarket



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

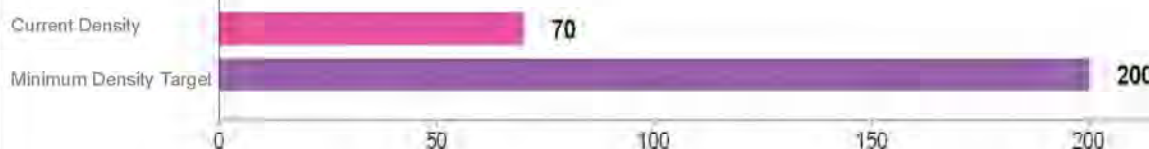
Bus Rapid Transit

Eagle BRT
Station MTSA
Gross Area:
60.66 ha



0 100 200 m

Density (People & Jobs per Hectare)



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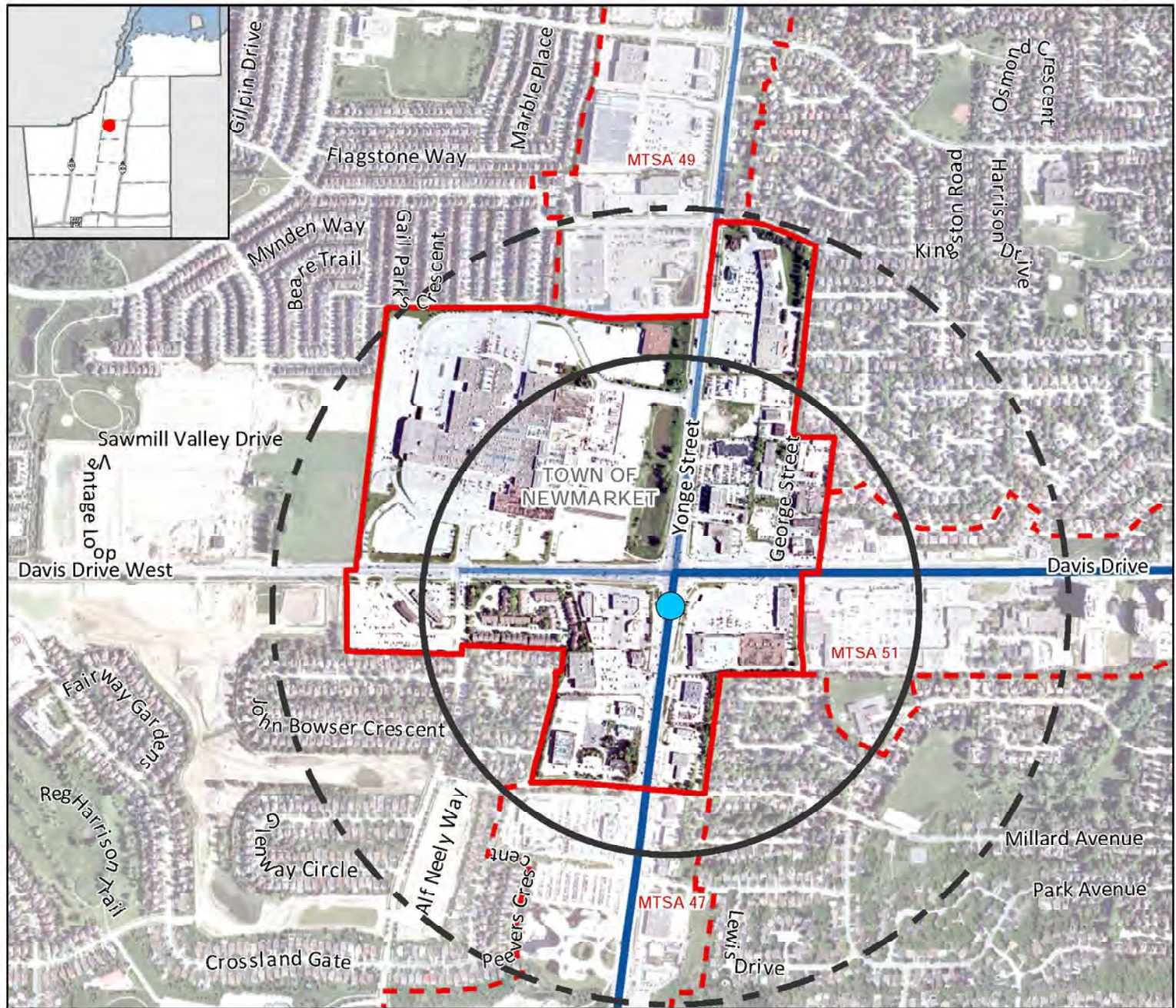
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Yonge-Davis BRT Station

MTSA 48

Along Yonge Street at Davis Drive

Newmarket



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

Yonge-Davis
BRT Station
MTSA Gross
Area:
74.27 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

65

Minimum Density Target

250

0 100 200 300



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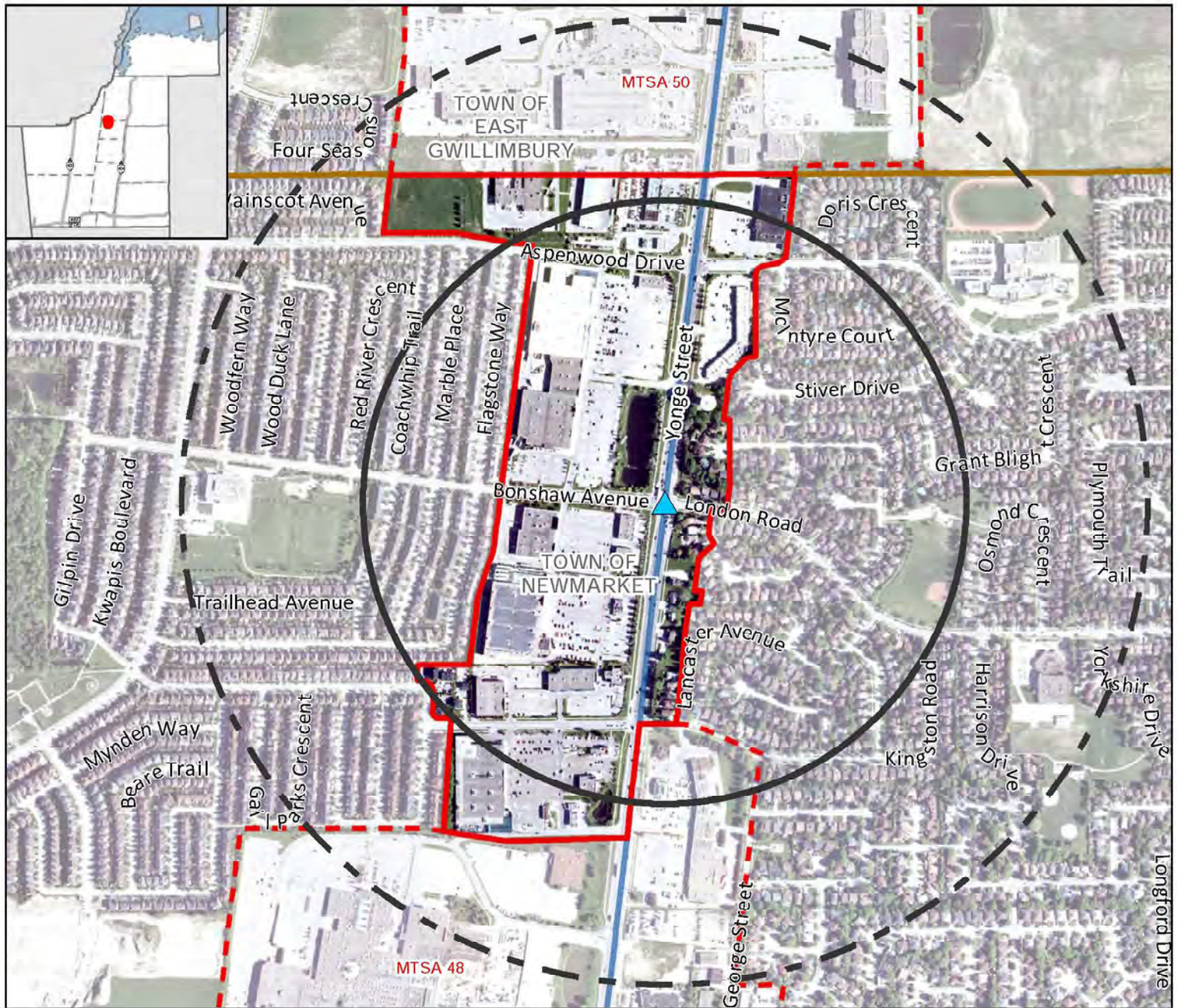
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Bonshaw BRT Station

MTSA 49

Along Yonge Street at Bonshaw Avenue/London Road

Newmarket



Legend

Major Transit Station

Other Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Other Transit Corridors

Bus Rapid Transit

Local Municipal Boundary

Bonshaw BRT

Station MTSA

Gross Area:

42.95 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

40

Minimum Density Target

160



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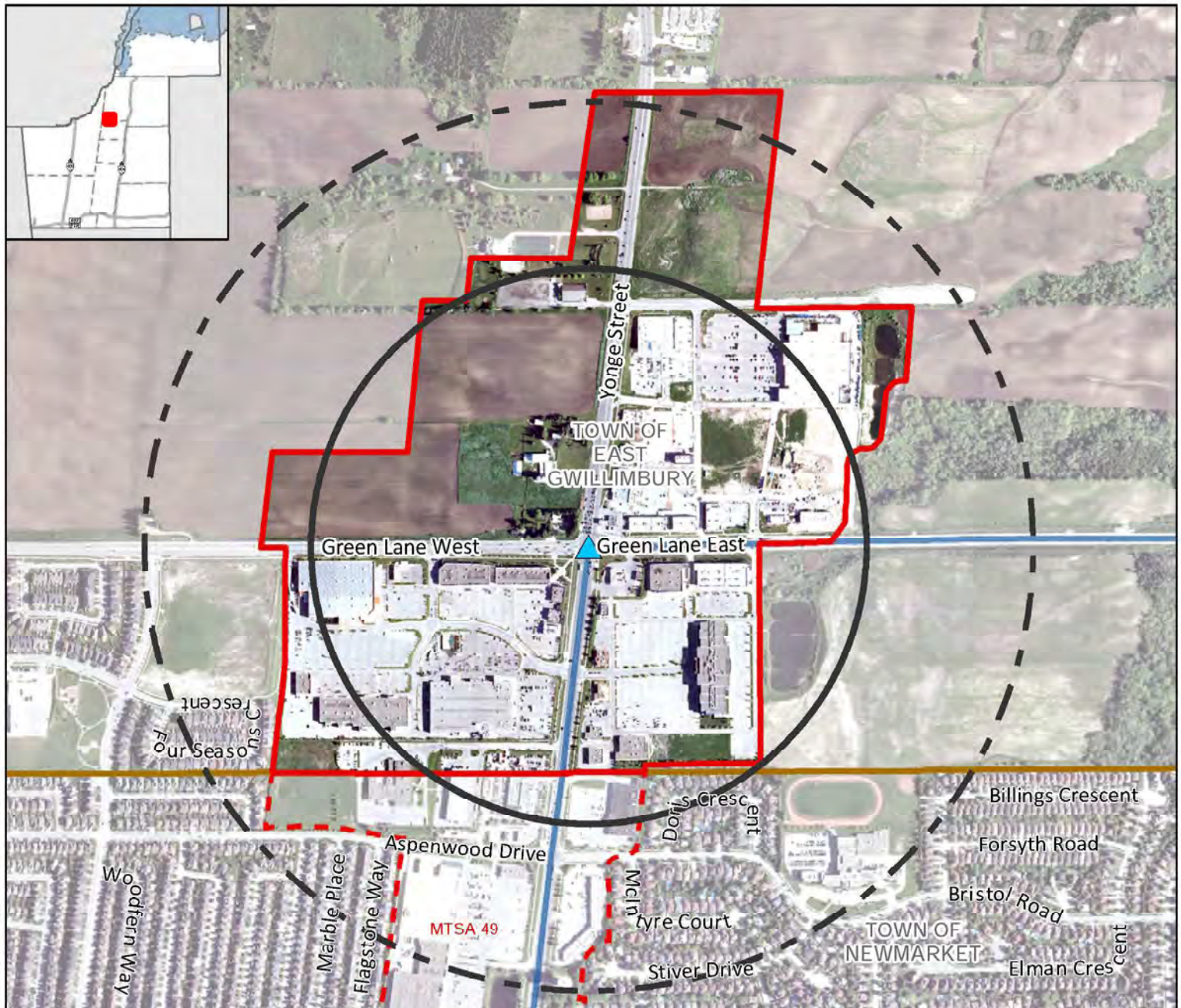
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Green Lane Station

Along Yonge Street and Green Lane

East Gwillimbury



Legend

Major Transit Station

Other Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Other Transit Corridors

Bus Rapid Transit

Local Municipal Boundary

Green Lane

BRT Station

MTSA Gross

Area:

89.82 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

26

Minimum Density Target

160



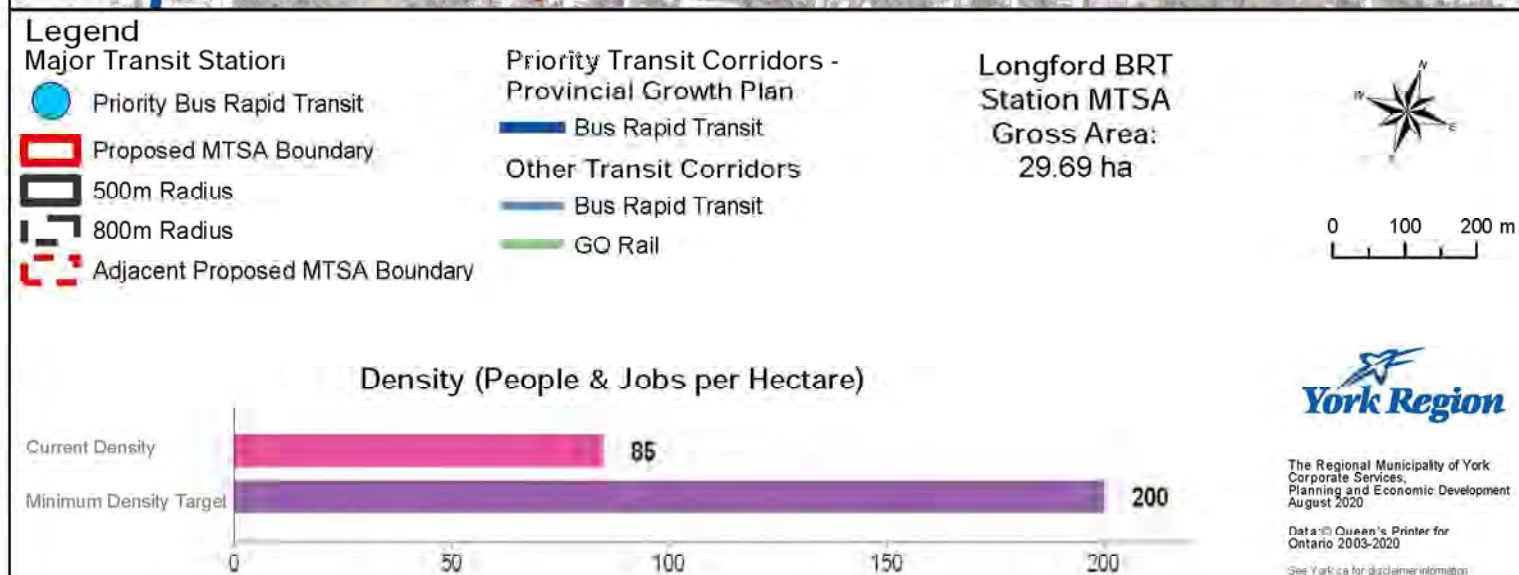
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Along Davis Drive at Longford Drive/Parkside Drive

Newmarket

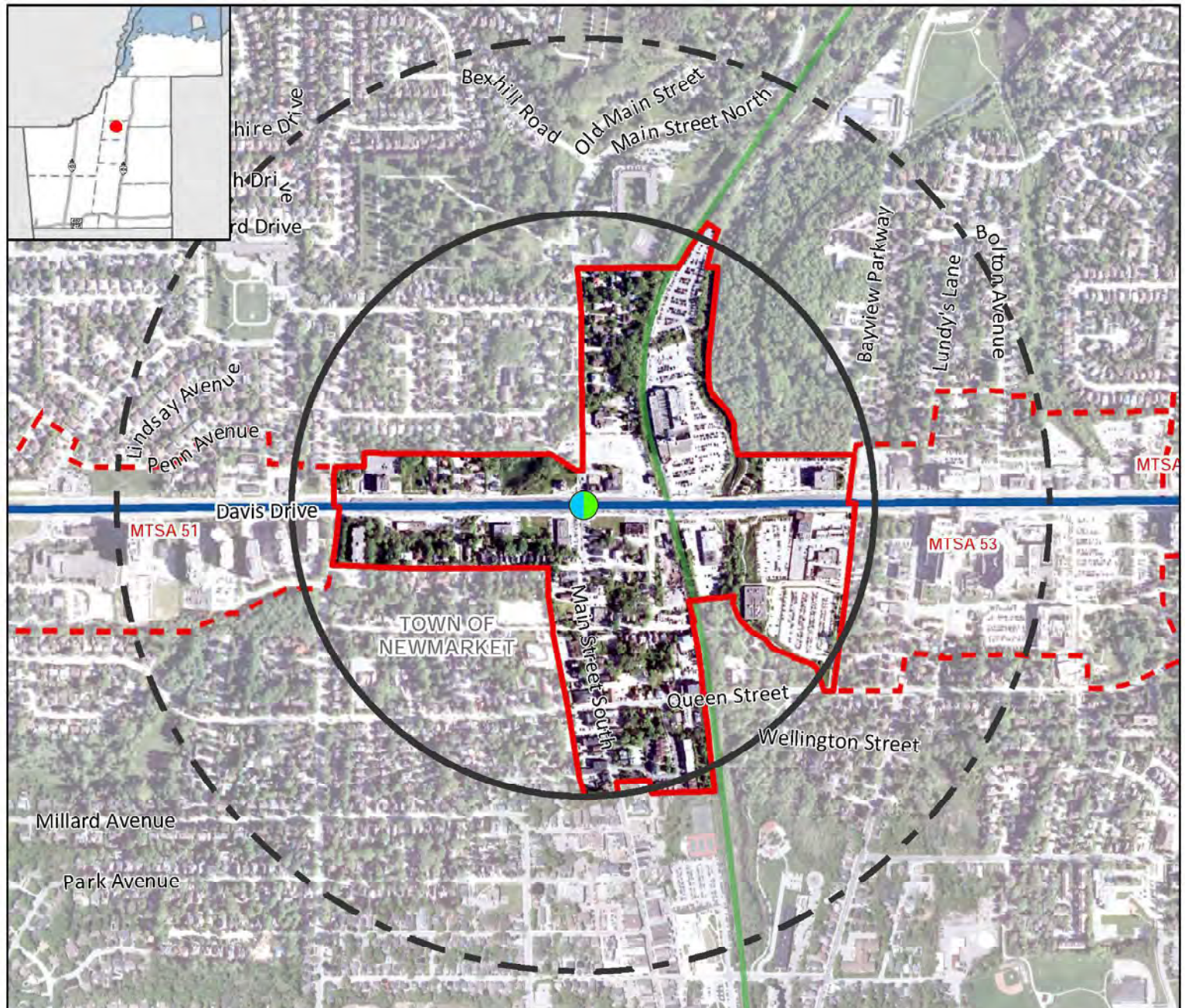


Main BRT Station

MTSA 52

Along Davis Drive at Main Street

Newmarket



Legend

Major Transit Station

Priority Bus Rapid Transit/ GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

GO Rail

Main BRT Station MTSA
Gross Area:
36.96 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

55

Minimum Density Target

160

0 50 100 150 200



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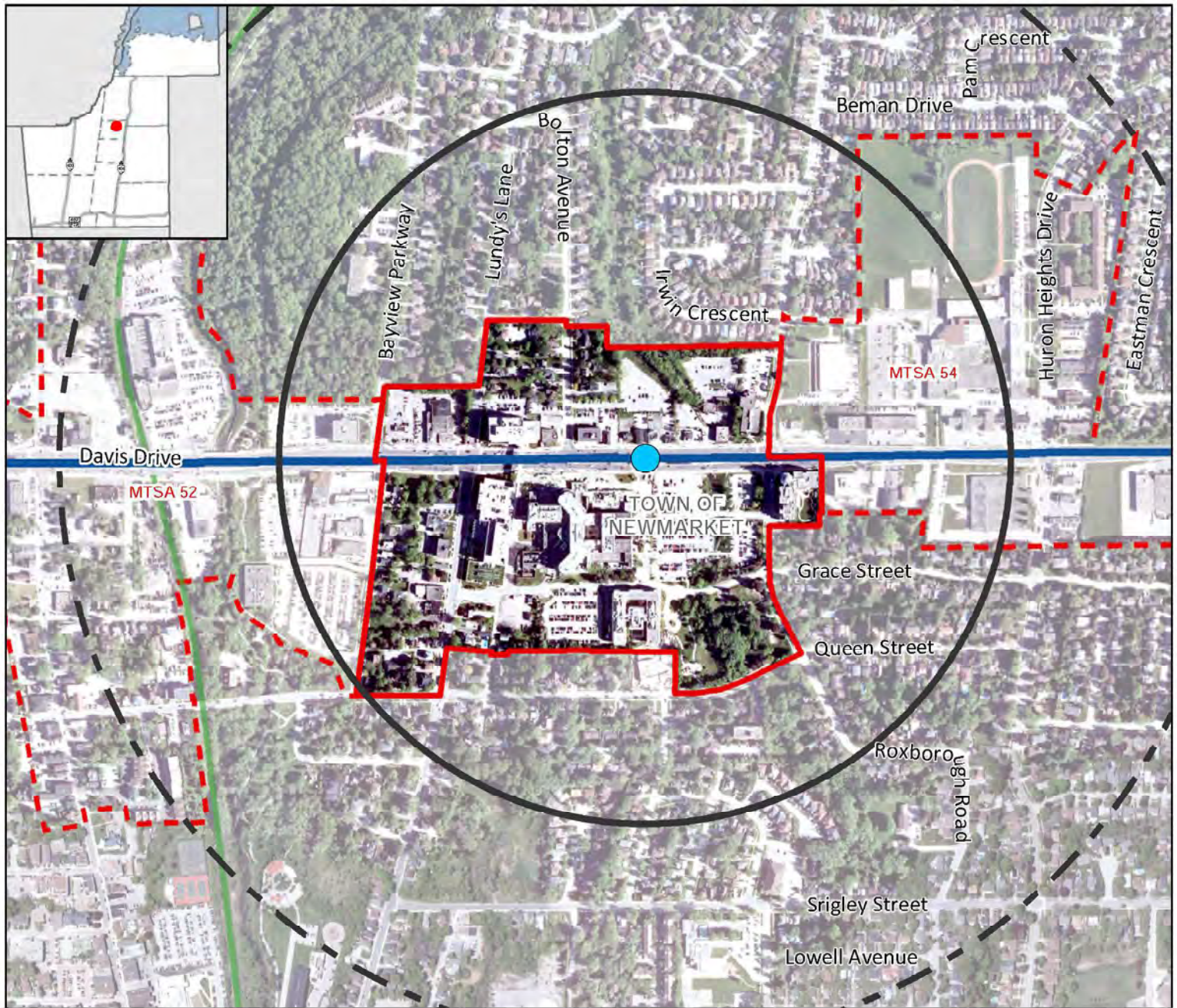
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Southlake BRT Station

Along Davis Drive at Bolton Avenue

Newmarket



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

GO Rail

Southlake BRT Station MTSA

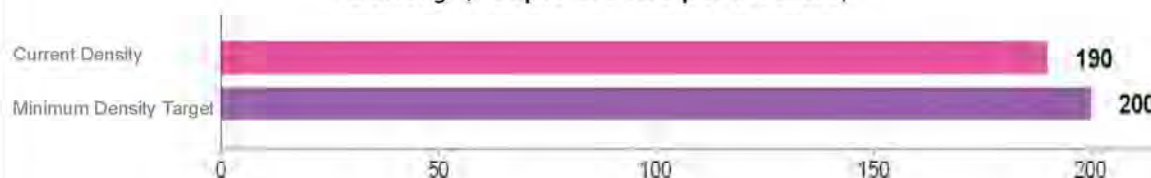
Gross Area:

24.50 ha



0 100 200 m

Density (People & Jobs per Hectare)



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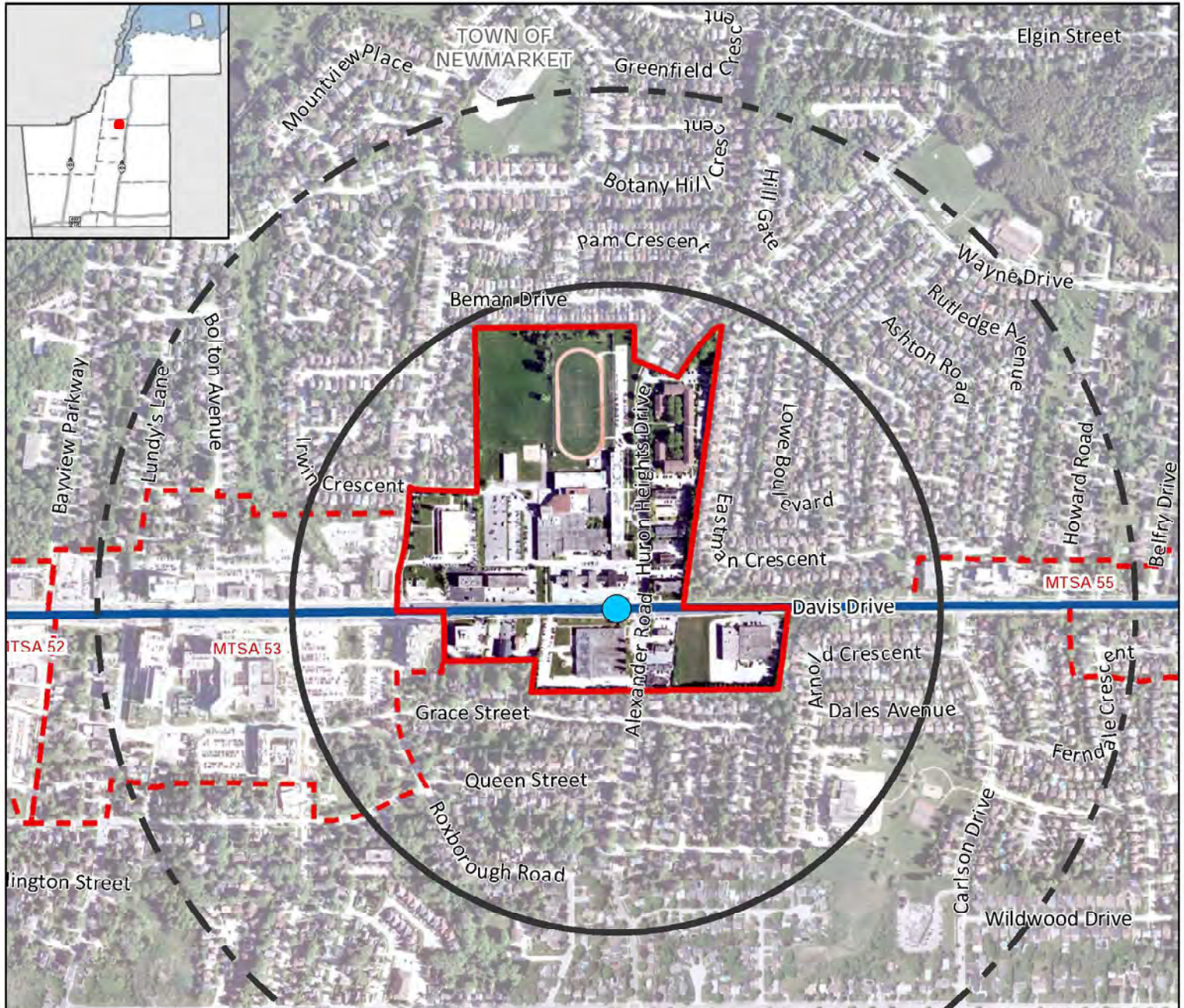
See York.ca for disclaimer information

Huron Heights BRT Station

MTSA 54

Along Davis Drive at Huron Heights Drive/Alexander Road

Newmarket



Legend

Major Transit Station

- Priority Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

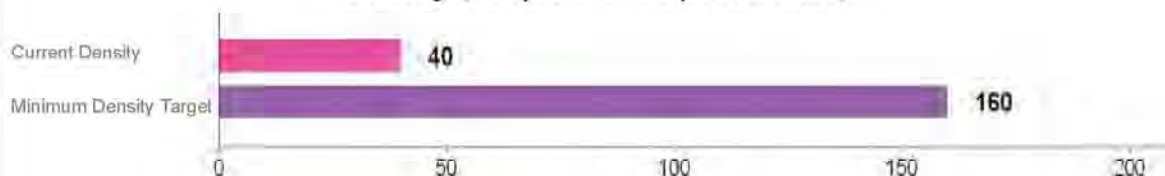
- Bus Rapid Transit
- Other Transit Corridors
- GO Rail

Huron Heights
BRT Station
MTSA Gross
Area:
22.58 ha



0 100 200 m

Density (People & Jobs per Hectare)



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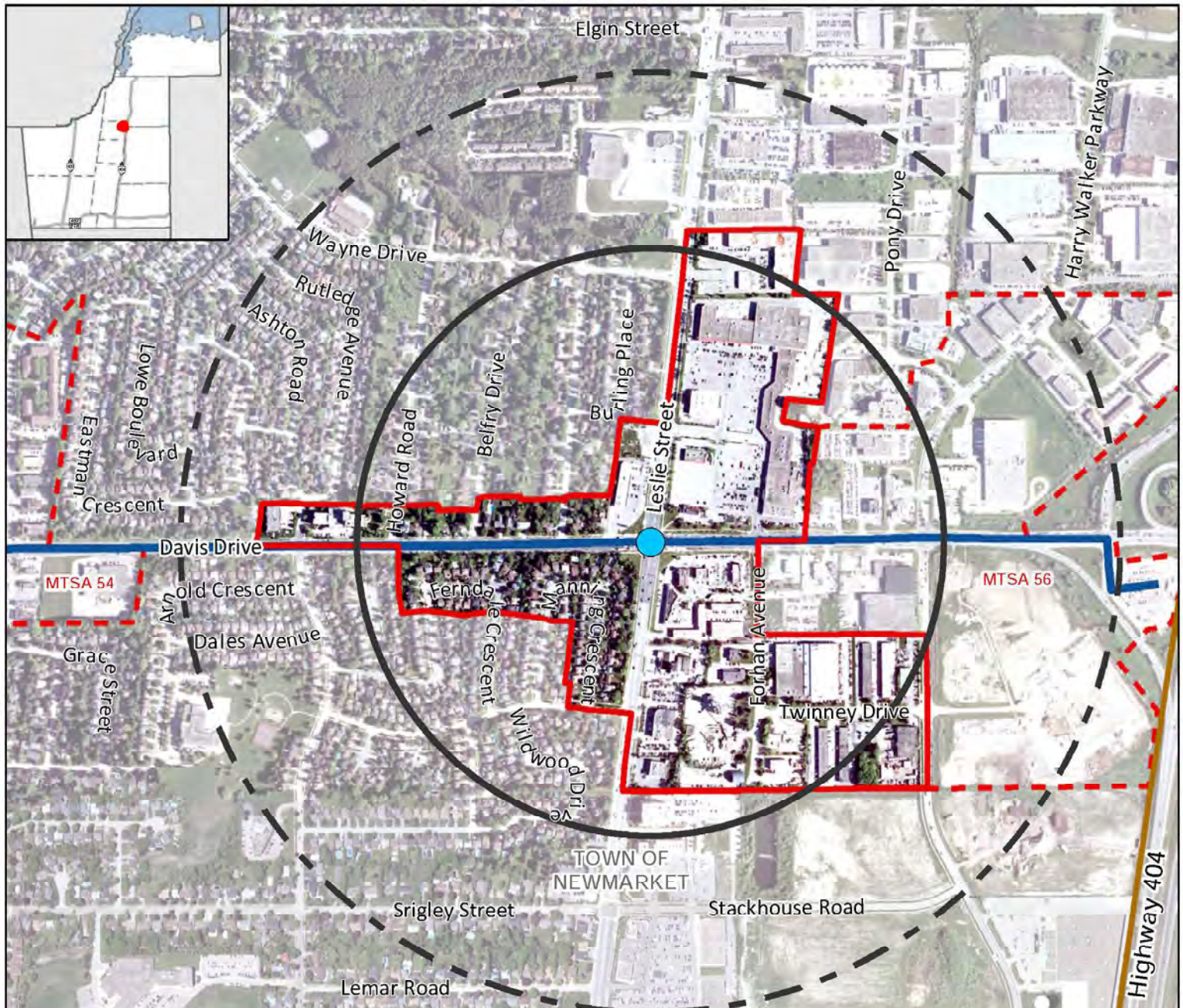
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Leslie-Davis BRT Station

MTSA 55

Along Davis Drive at Leslie Street

Newmarket



Legend

Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Local Municipal Boundary

Leslie-Davis BRT Station

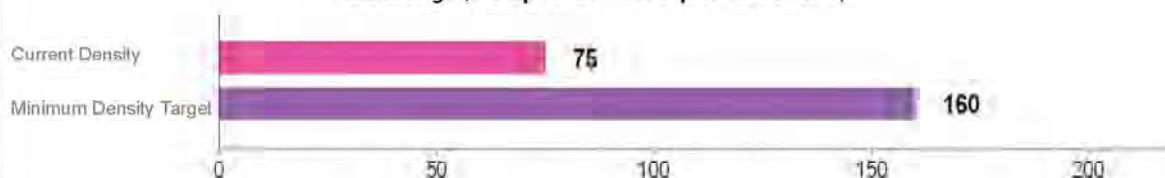
MTSA Gross Area:

42.12 ha



0 100 200 m

Density (People & Jobs per Hectare)



York Region

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Along Davis Drive at Highway 404

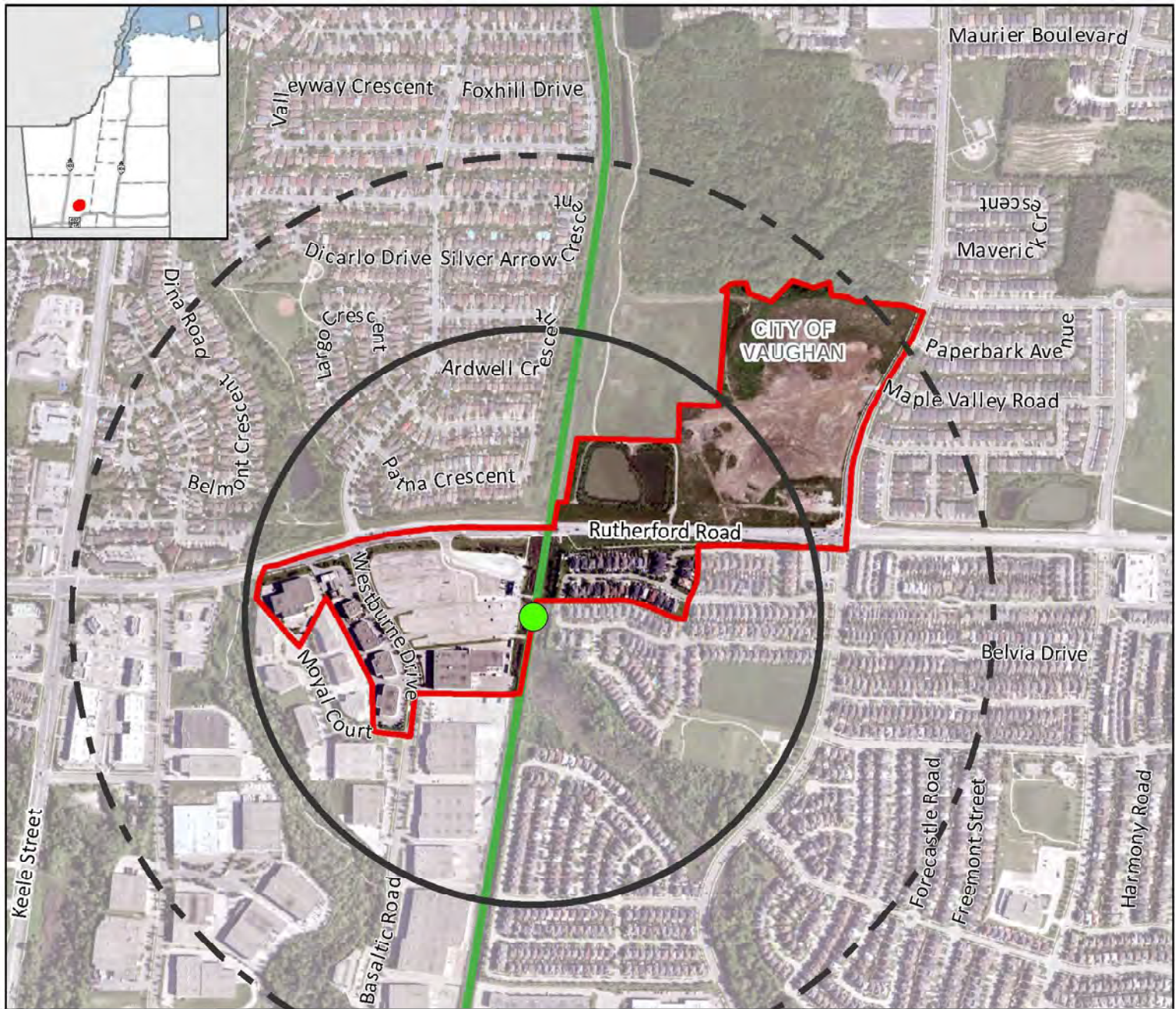
Newmarket



Rutherford GO Station

MTSA 57

Near Rutherford Road at Westburne Drive

Vaughan


Legend

Major Transit Station

Priority GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Priority Transit Corridors -
Provincial Growth Plan

GO Rail

Rutherford GO
Station MTSA
Gross Area:
31.03 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

15

Minimum Density Target

150

0 50 100 150 200

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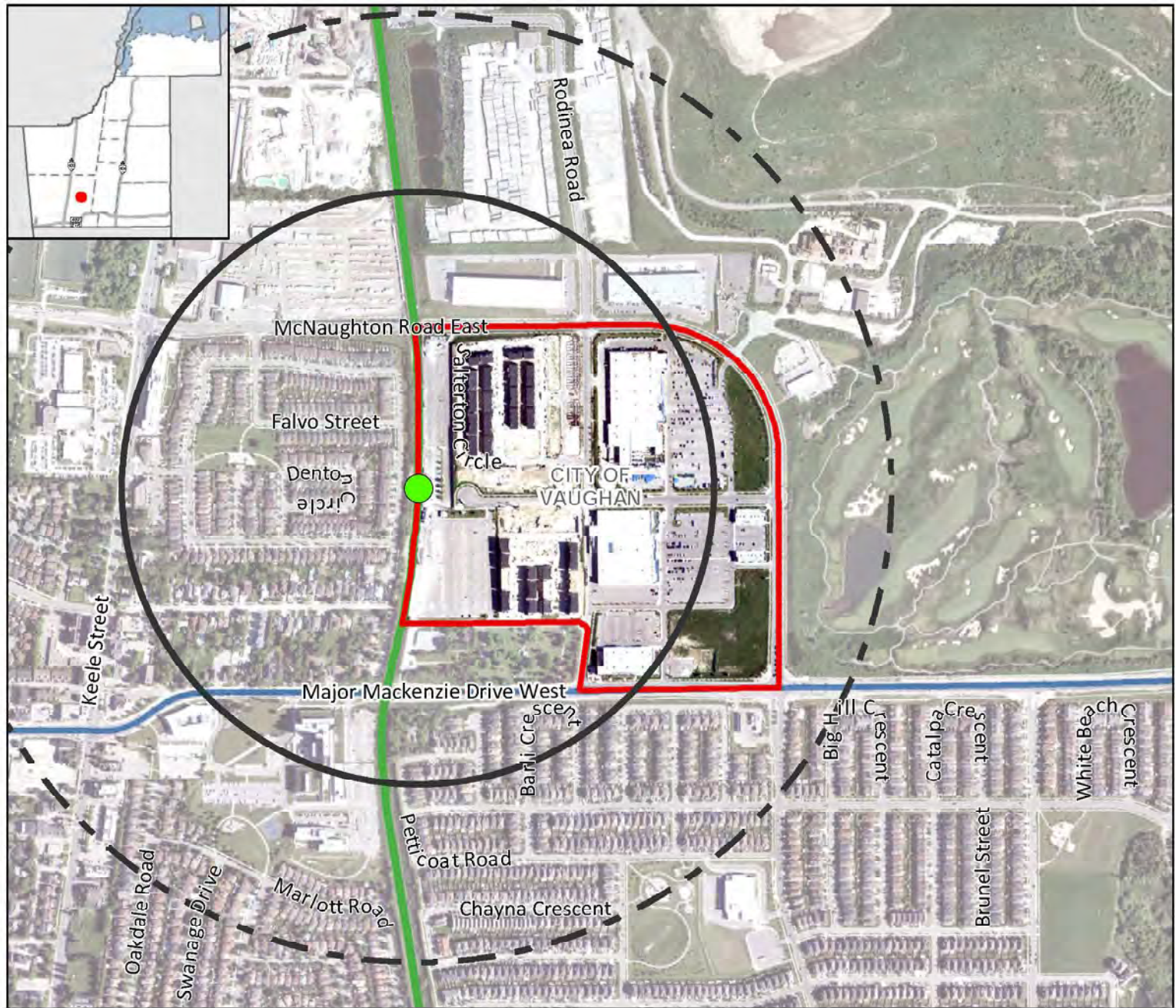
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Maple GO Station

Near Major Mackenzie Drive at Keele Street

MTSA 58

Vaughan



Legend

Major Transit Station

Priority GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Priority Transit Corridors -
Provincial Growth Plan

GO Rail

Other Transit Corridors

Bus Rapid Transit

Maple GO
Station MTSA
Gross Area:
33.44 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

50

Minimum Density Target

150

0 50 100 150 200



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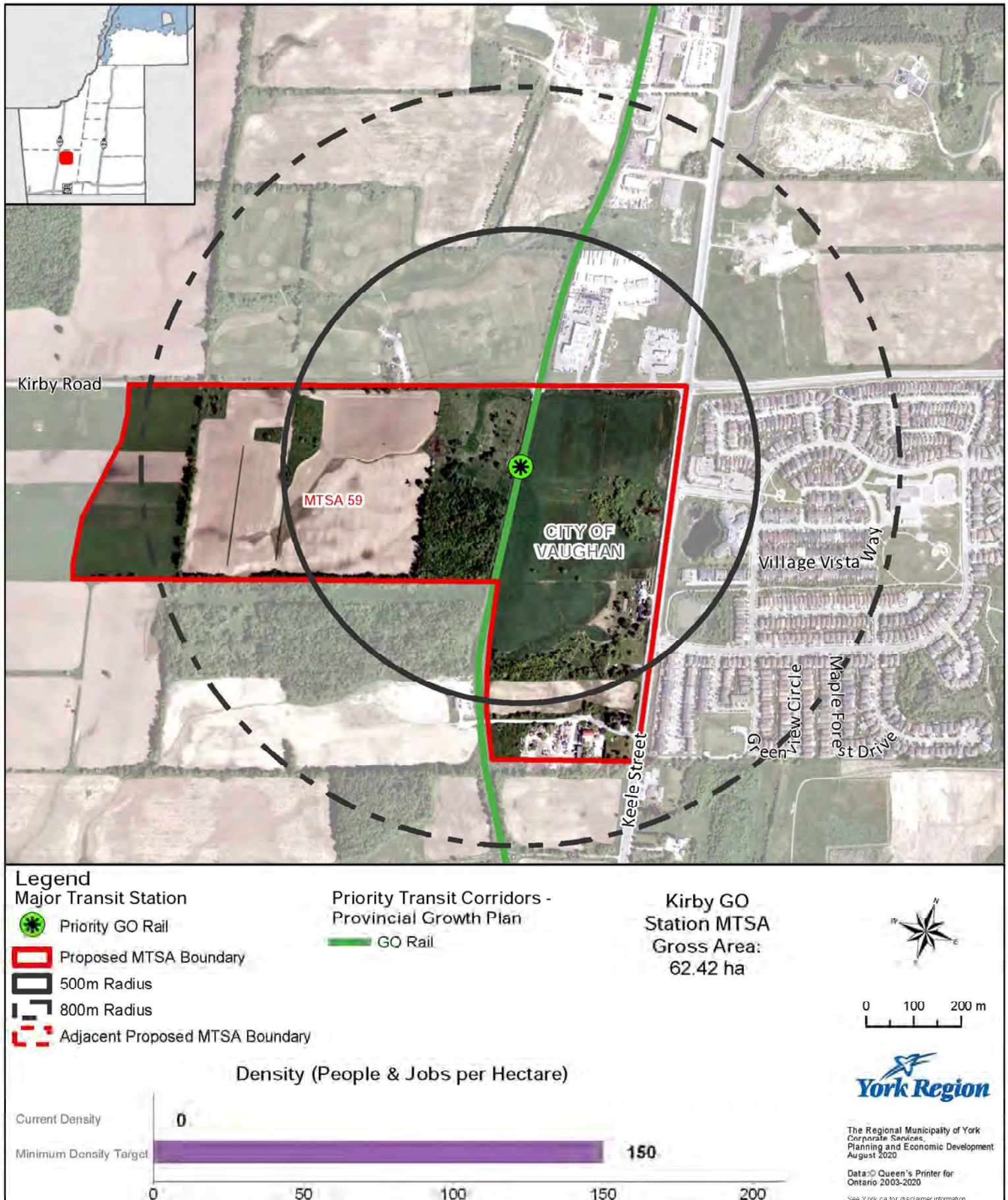
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Kirby GO Station

Near Kirby Road and Keele Street

MTSA 59

Vaughan



* Identification of this location as a MTSA is pending final approval from Metrolinx of a GO station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

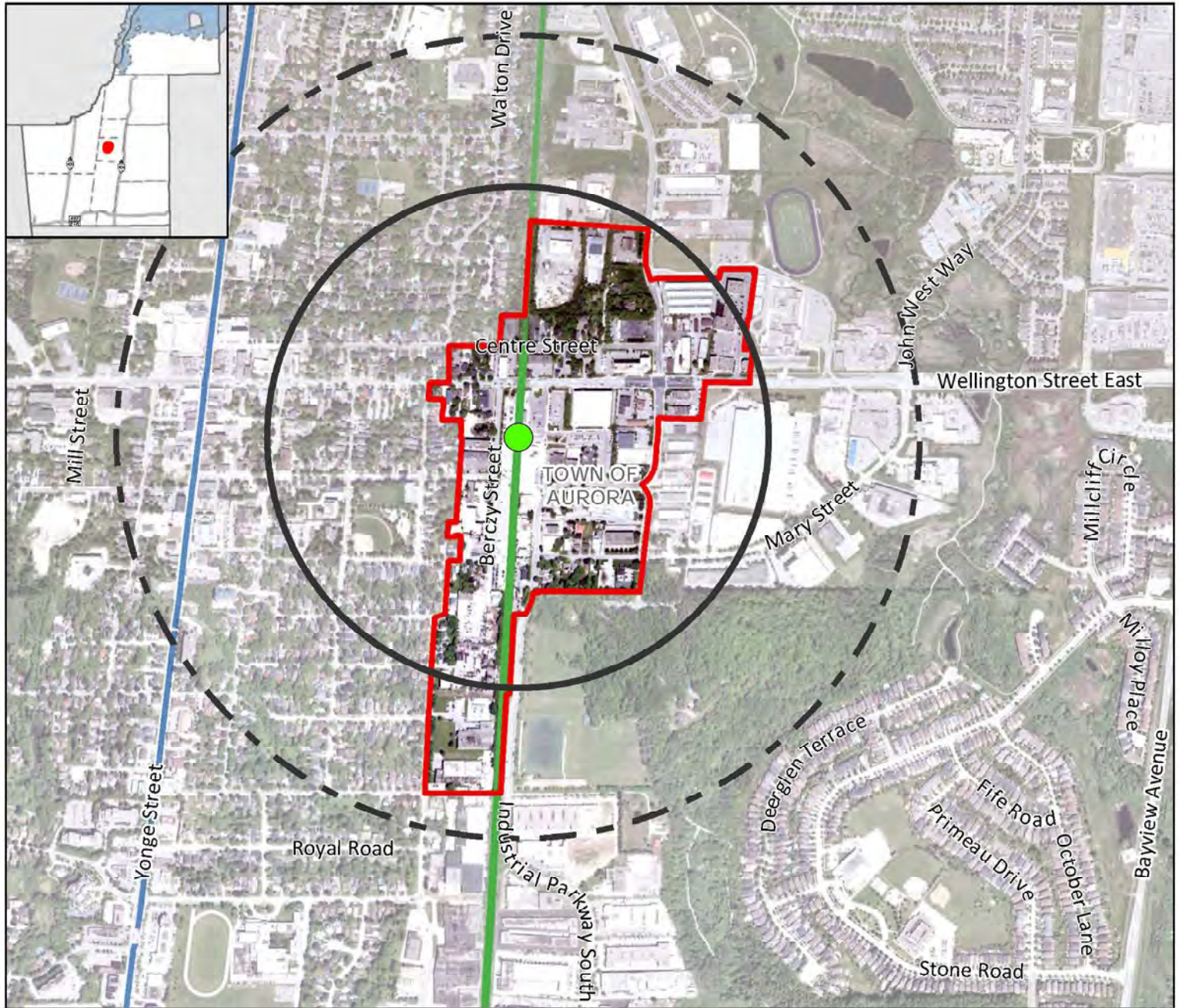
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King







Aurora GO Station Station

Near Wellington Street and Berczy Street



Legend



Major Transit Station

-  Priority GO Rail
-  Proposed MTSA Boundary
-  500m Radius
-  800m Radius

Priority Transit Corridors - Provincial Growth Plan

 GO Rail

Other Transit Corridors

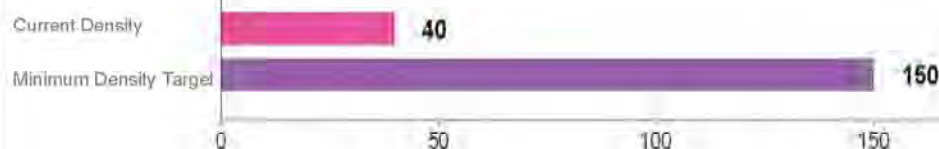
-  Bus Rapid Transit
-  GO Rail

**Aurora GO
Station Station
MTSA Gross
Area:**
36.64 ha



0 100 200 m

Density (People & Jobs per Hectare)



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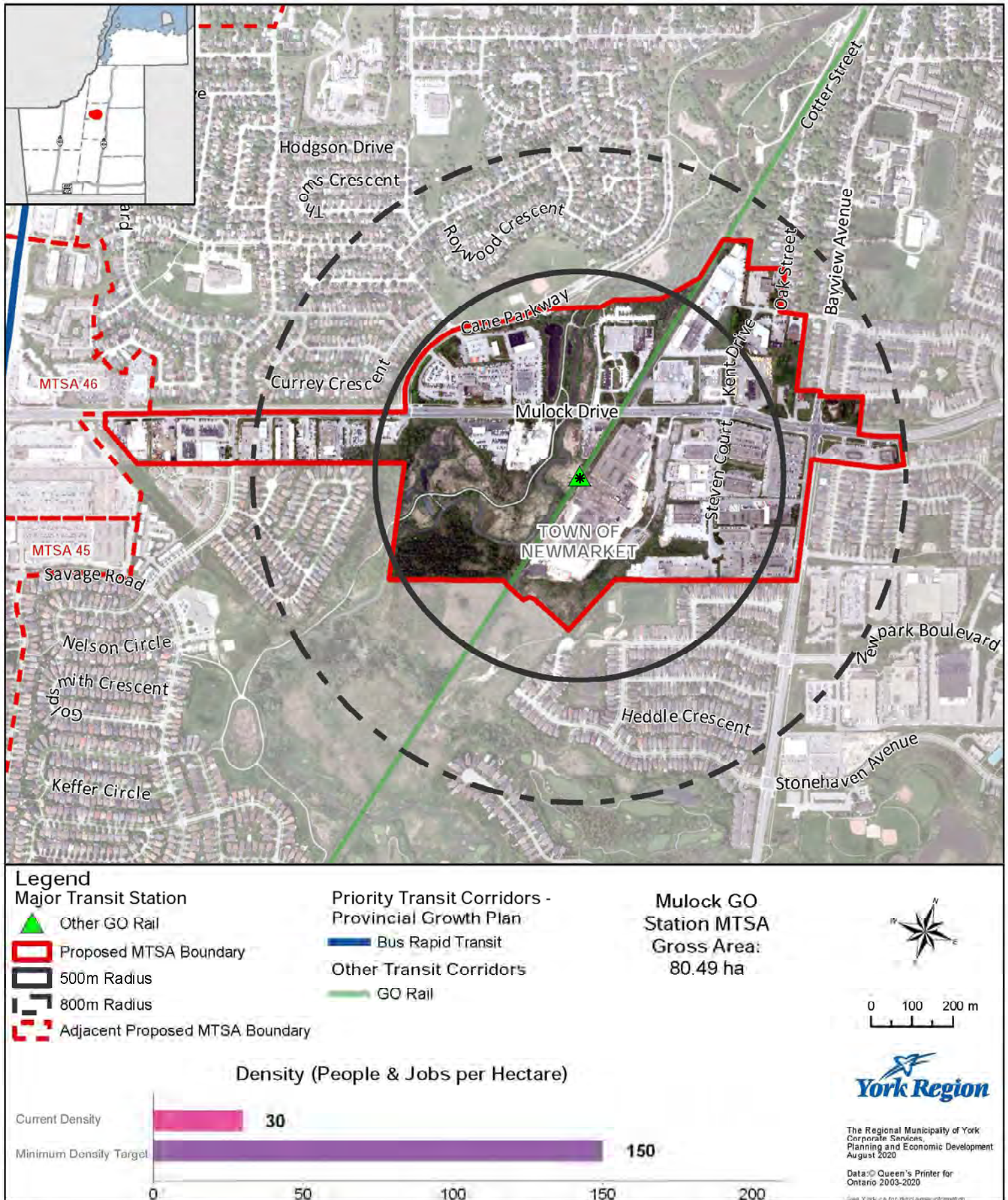
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Mulock GO Station

Near Mulock Drive and Bayview Avenue

Newmarket



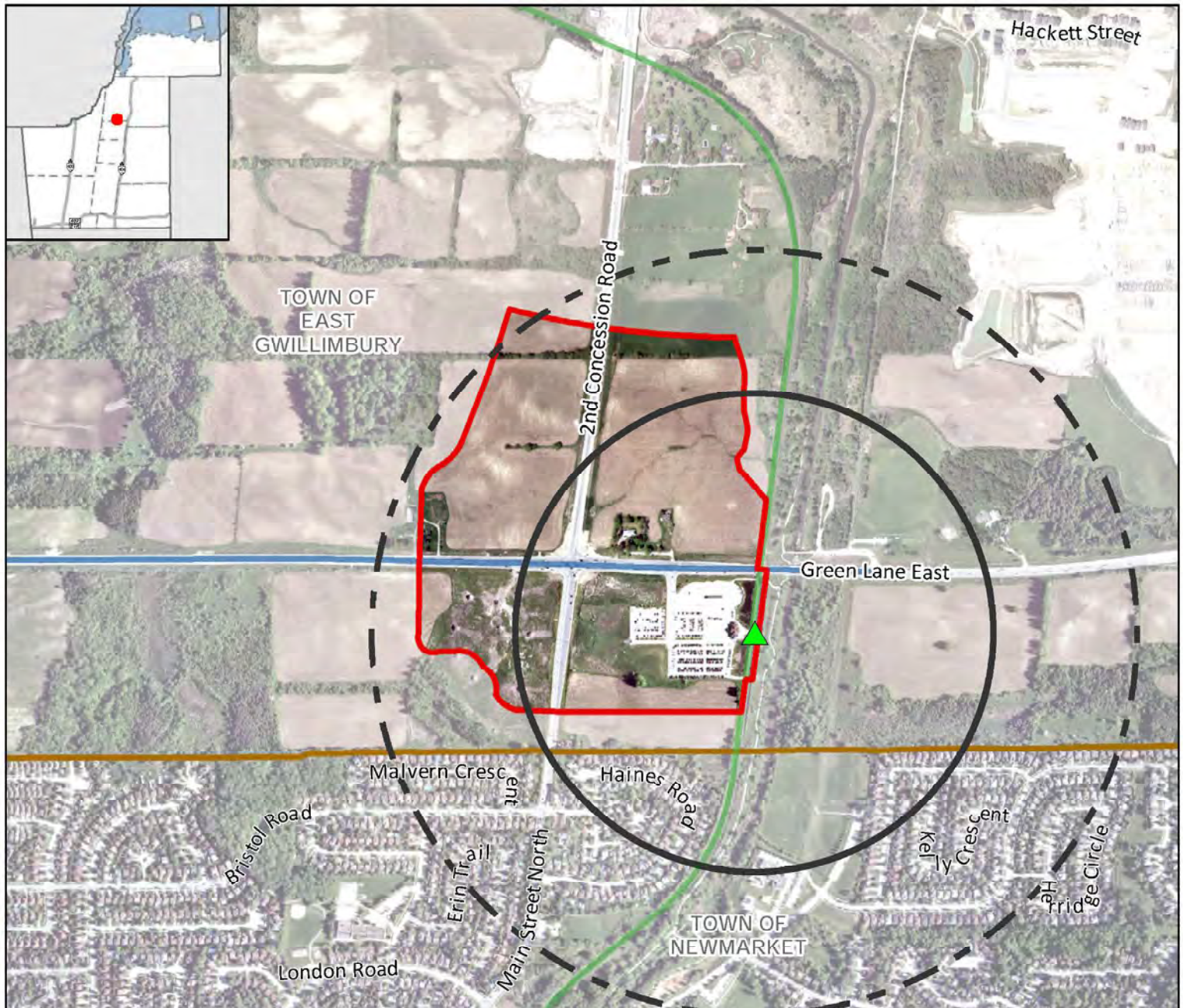
* Identification of this location as a MTSA is pending final approval from Metrolinx of a GO station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

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East Gwillimbury GO Station

Near Green Lane and Main Street

East Gwillimbury



Legend

Major Transit Station

Other GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Other Transit Corridors

Bus Rapid Transit

GO Rail

Local Municipal Boundary

East
Gwillimbury GO
Station MTSA
Gross Area:
50.22 ha

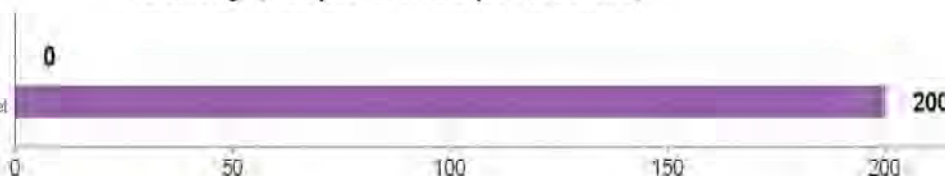


0 100 200 m

Density (People & Jobs per Hectare)

Current Density

Minimum Density Target



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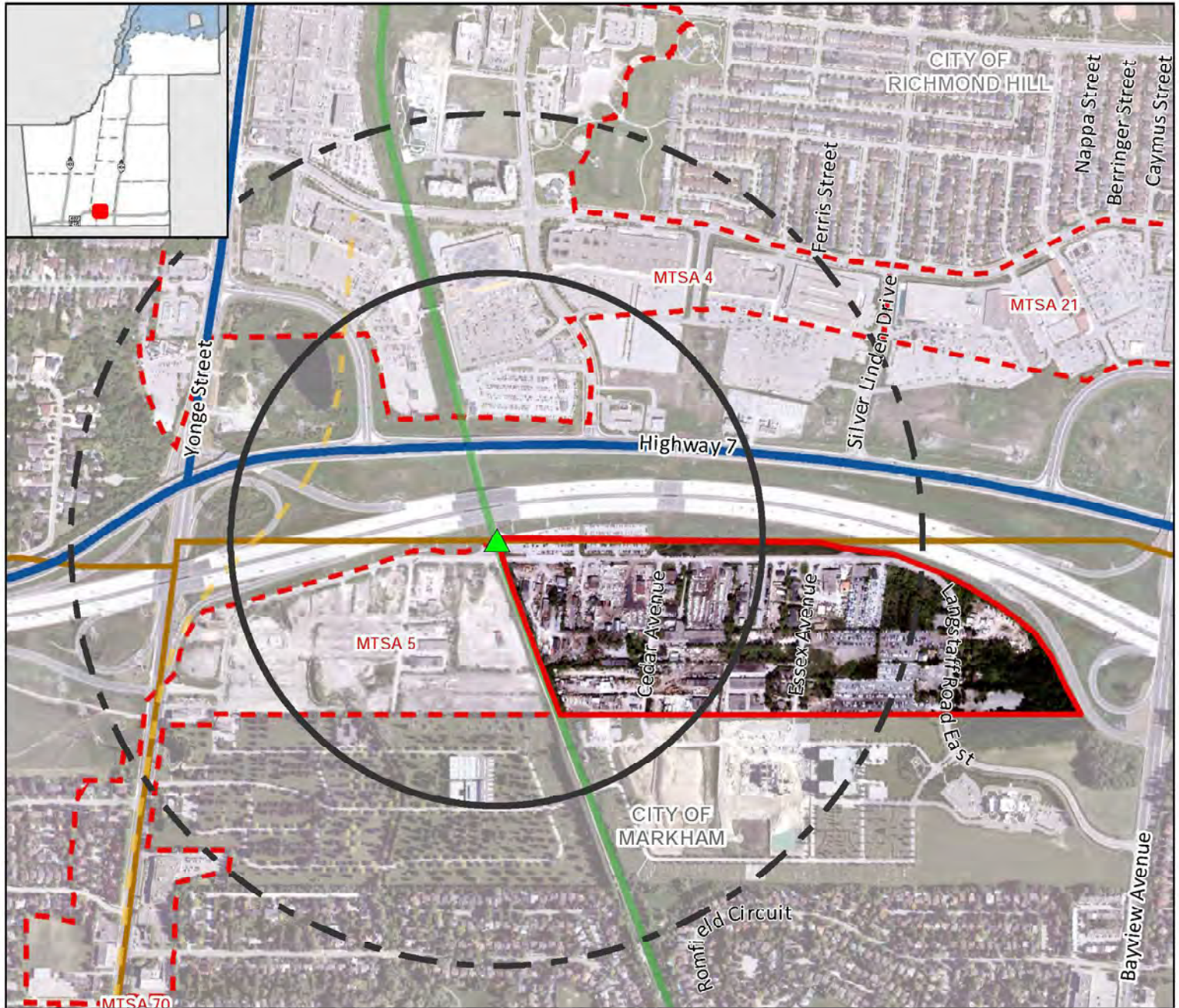
See York.ca for disclaimer information

Langstaff GO Station

Near Langstaff Road and Cedar Avenue

MTSA 64

Markham



Legend

Major Transit Station

Other GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors -
Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Subway

GO Rail

Local Municipal Boundary

Station MTSA

Gross Area:
29.25 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

15

Minimum Density Target

400



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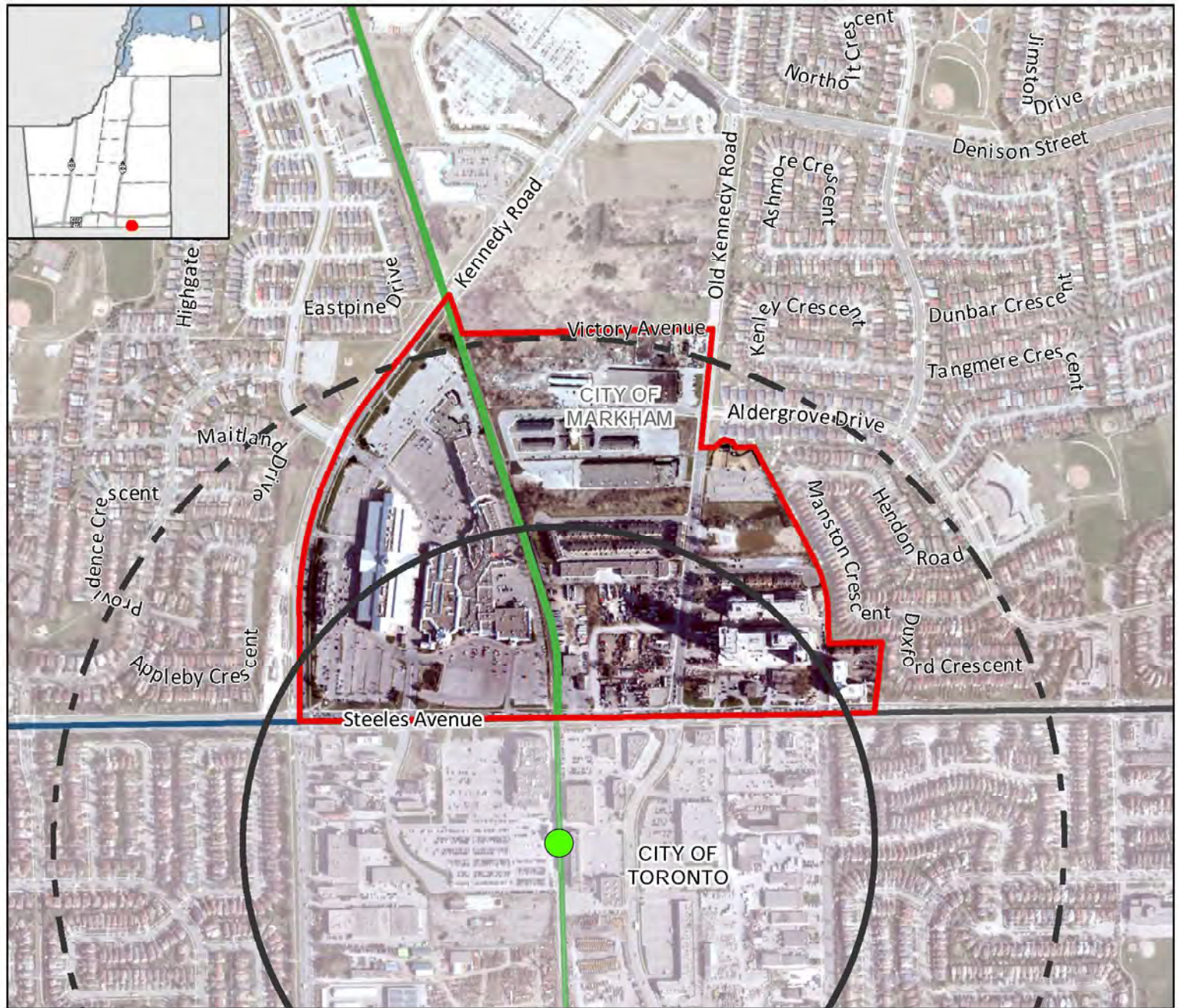
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Milliken GO Station

Near Steeles Avenue and Kennedy Road

MTSA 65

Markham



Legend

Major Transit Station

- Priority GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius

Priority Transit Corridors - Provincial Growth Plan

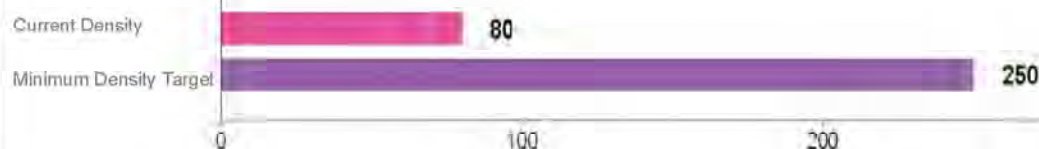
- GO Rail
- Other Transit Corridors
- Bus Rapid Transit
- GO Rail
- Regional Municipal Boundary

Milliken GO Station MTSA
Gross Area:
44.68 ha



0 100 200 m

Density (People & Jobs per Hectare)



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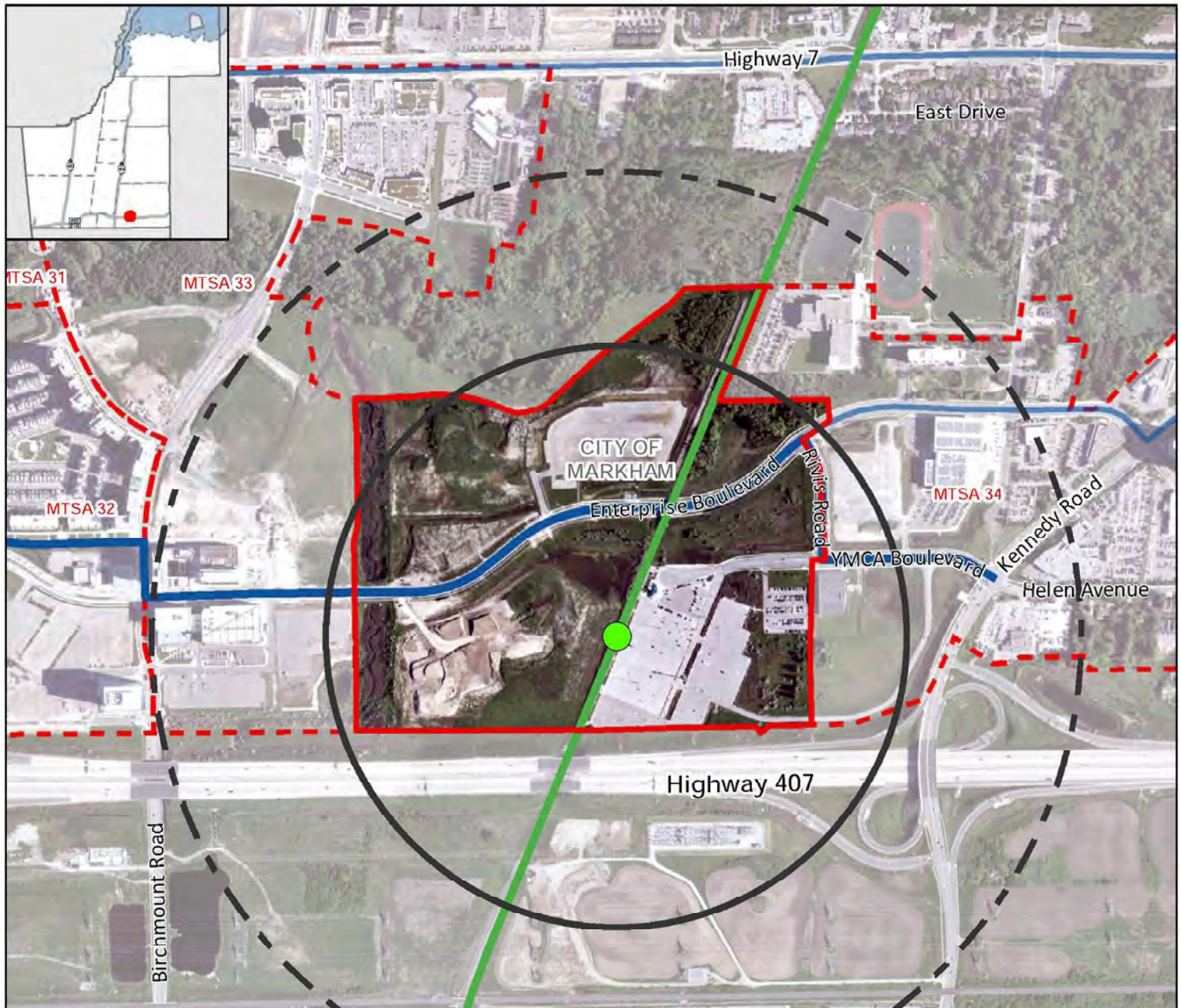
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Unionville GO Station

Near Enterprise Boulevard at Rivis Road

MTSA 66

Markham



Legend

Major Transit Station

- Priority GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

- Bus Rapid Transit
- GO Rail

Other Transit Corridors

- Bus Rapid Transit

Unionville GO
Station MTSA
Gross Area:
48.93 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

0

Minimum Density Target

300

0 100 200 300



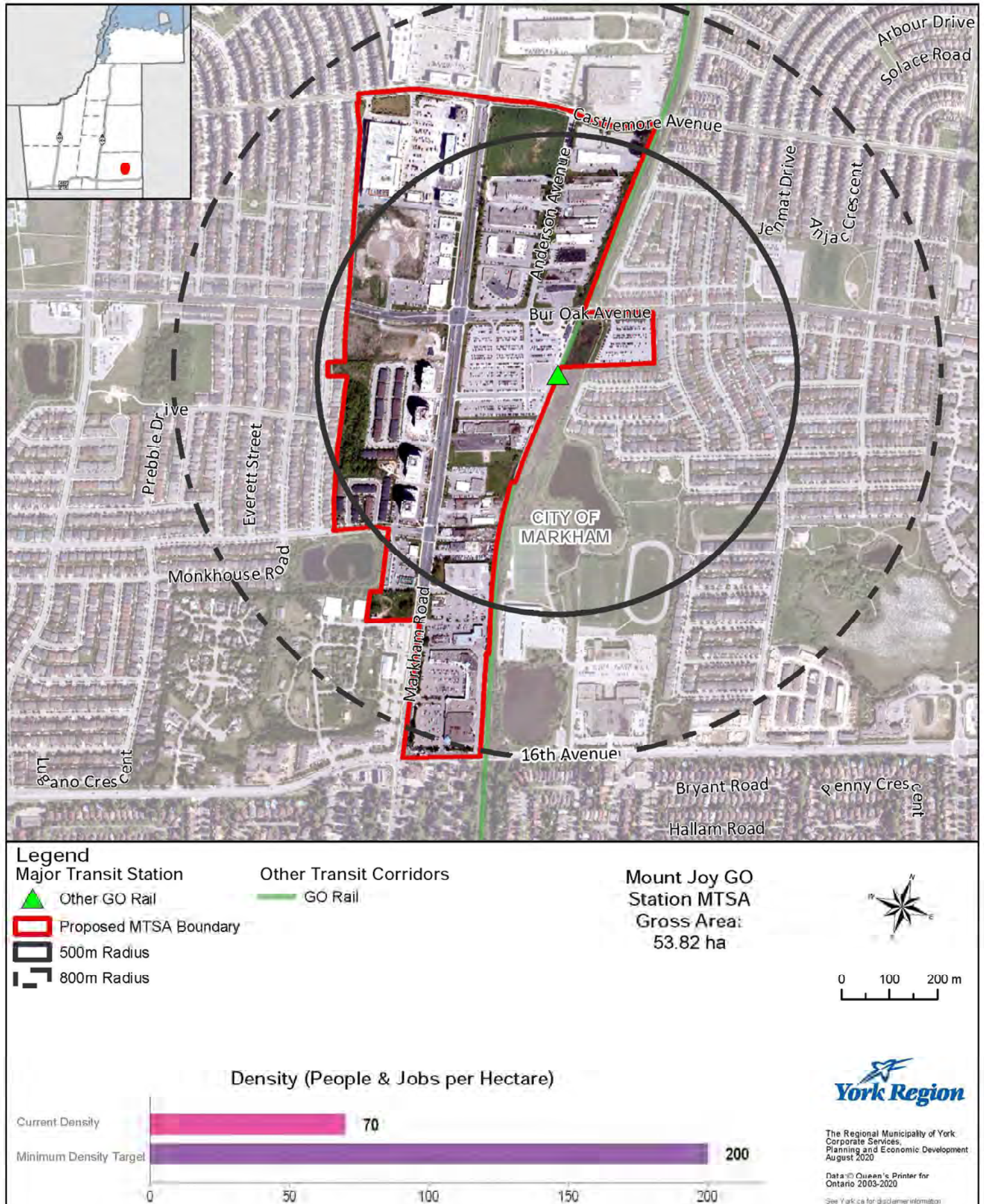
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Near Bur Oak Avenue and Markham Road

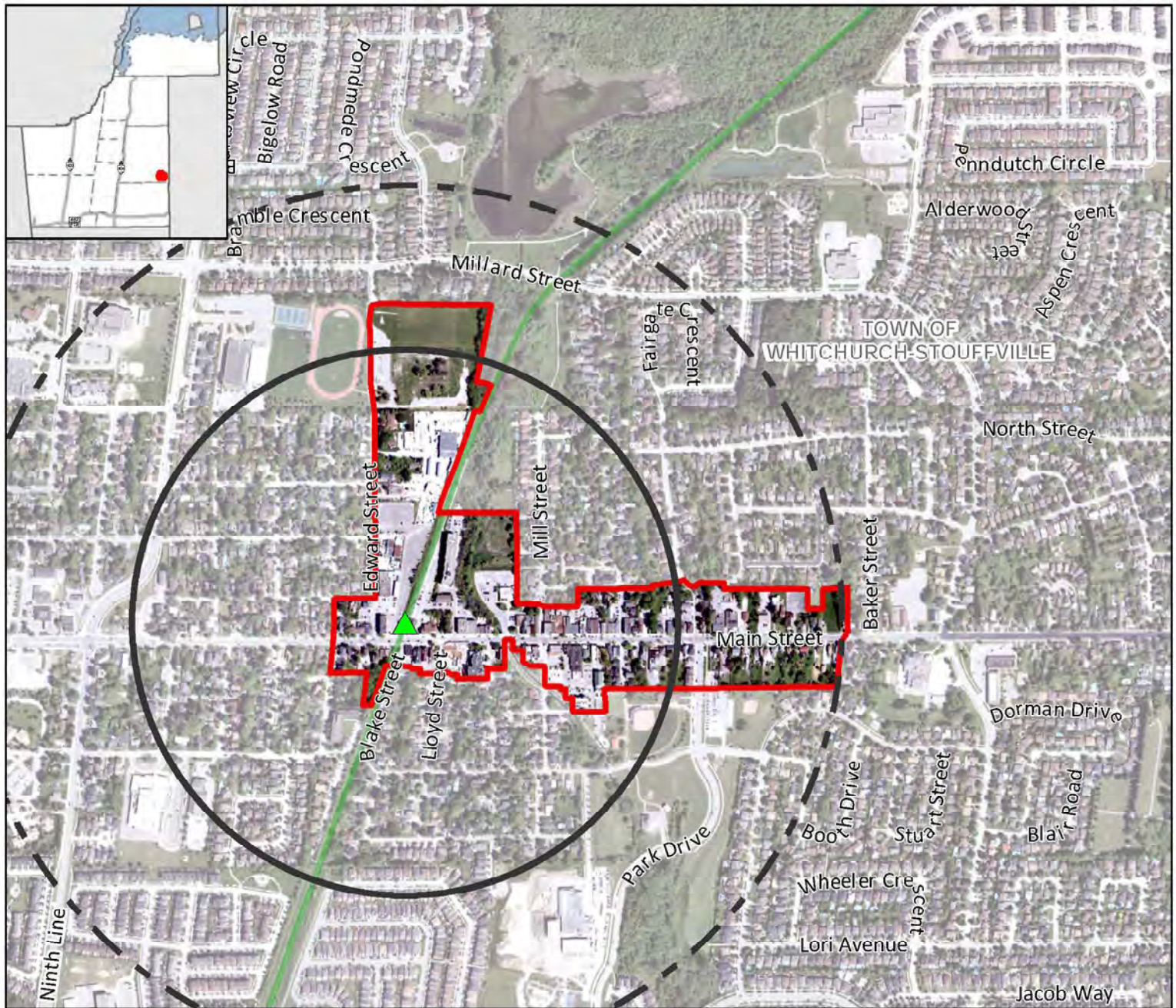
Markham



Stouffville GO Station

Near Main Street at Edward Street

Whitchurch-Stouffville



Legend

Major Transit Station

Other GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Other Transit Corridors

GO Rail

Stouffville GO

Station MTSA

Gross Area:

26.09 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

55

Minimum Density Target

150



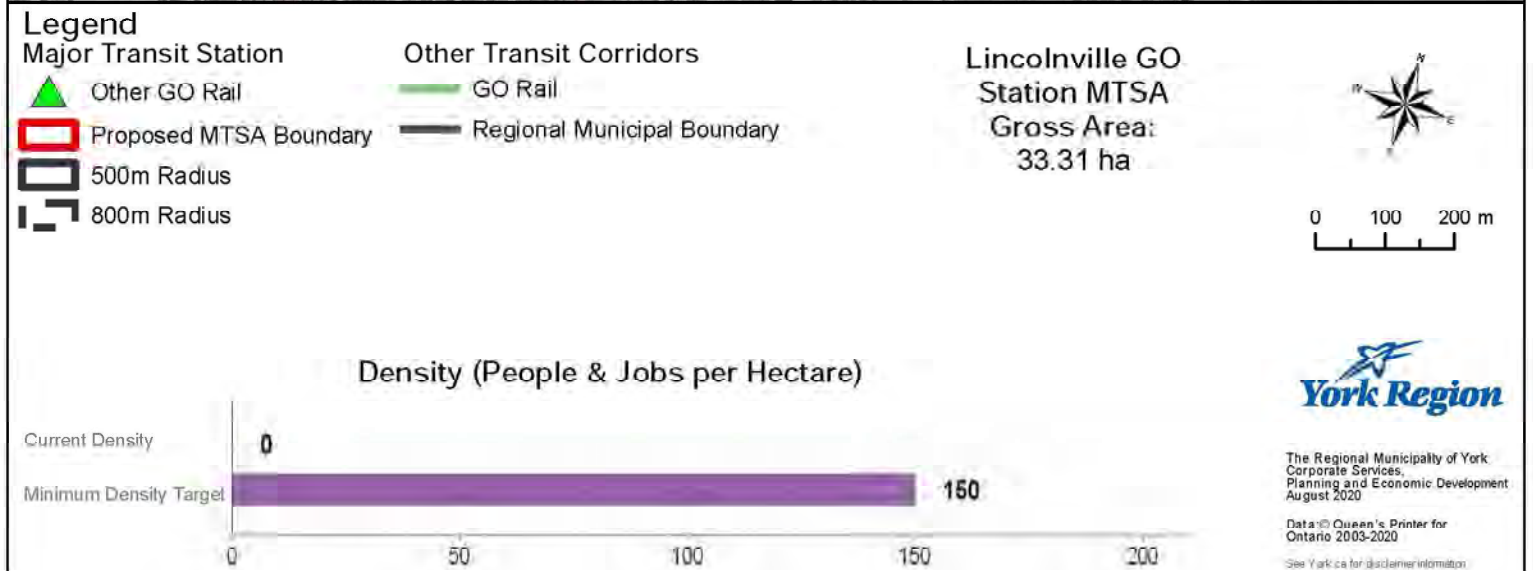
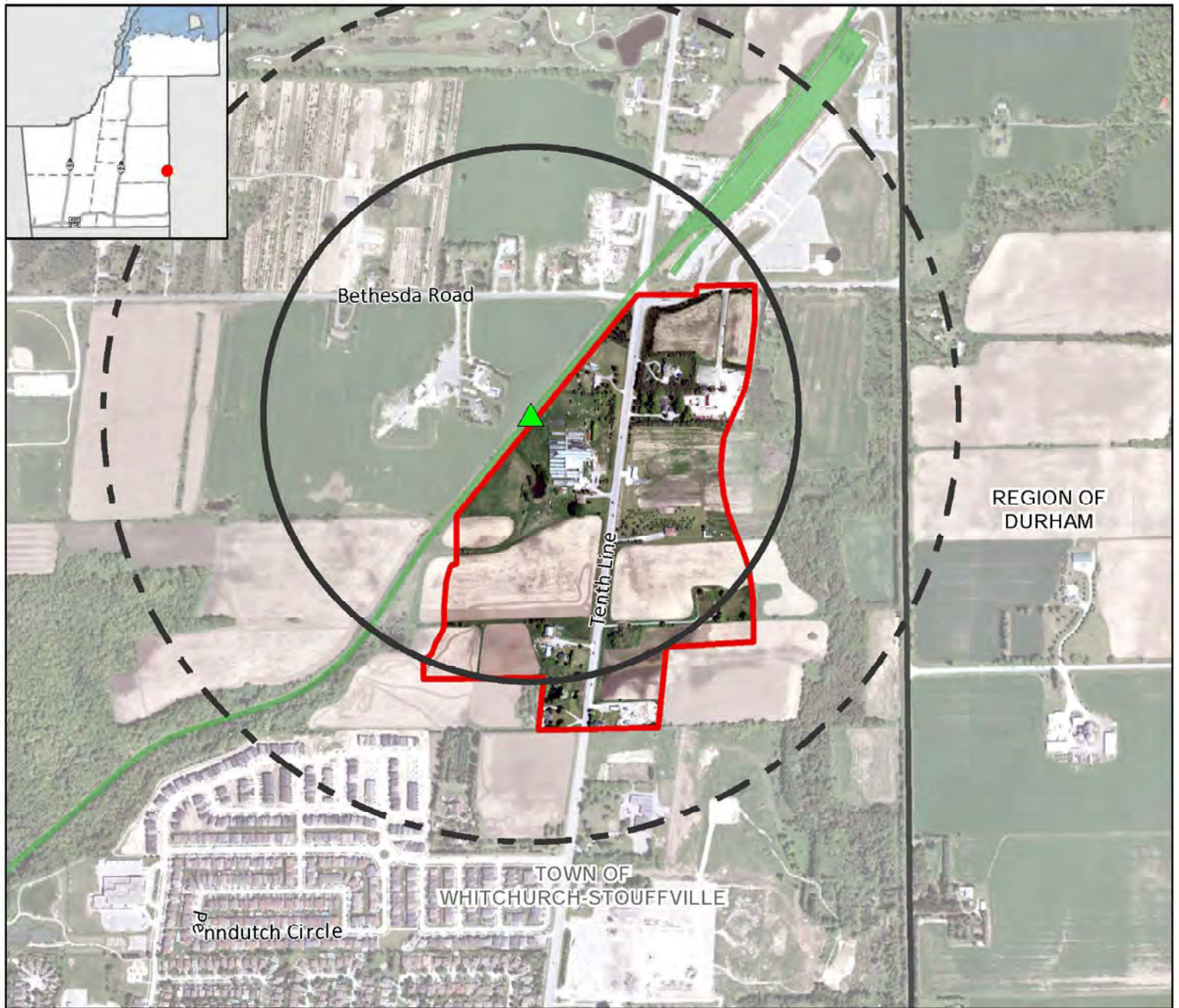
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Lincolnville GO Station Near Bethesda Road and Tenth Line

Whitchurch-Stouffville

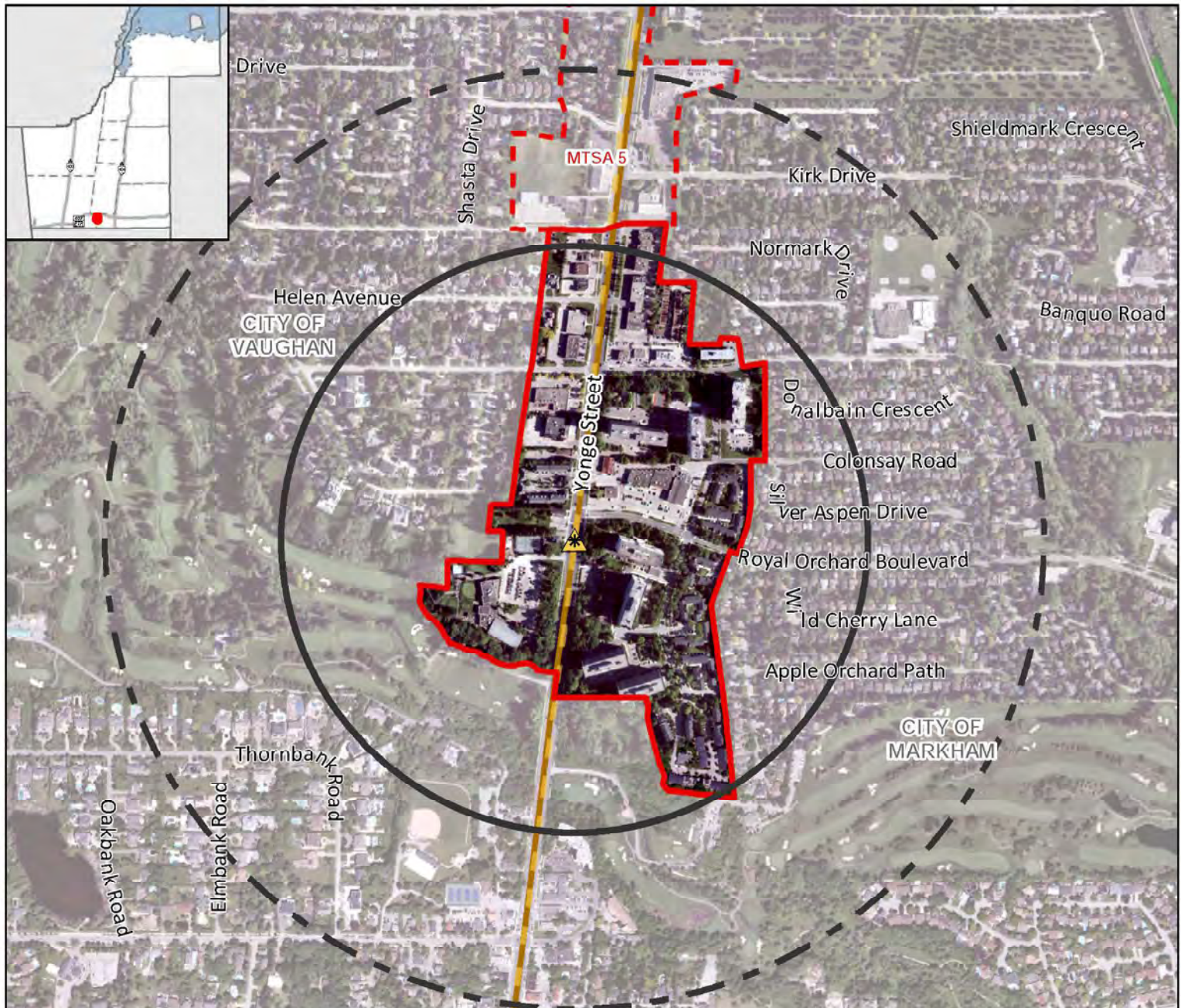


Royal Orchard Subway Station

MTSA 70

Along Yonge Street, near Royal Orchard Boulevard

Markham/Vaughan



Legend

Major Transit Station

- Other Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Other Transit Corridors

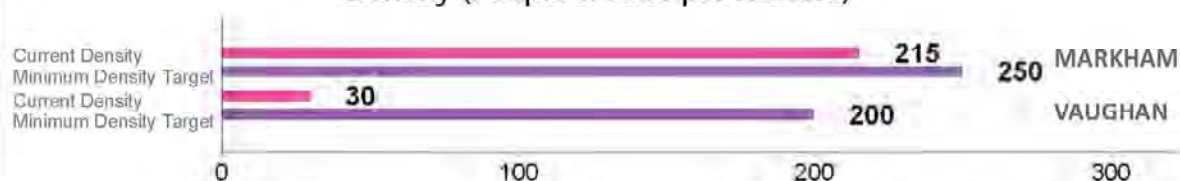
- Subway
- GO Rail
- Local Municipal Boundary

Royal Orchard
Subway Station
MTSA Gross
Area:
31.60 ha



0 100 200 m

Density (People & Jobs per Hectare)



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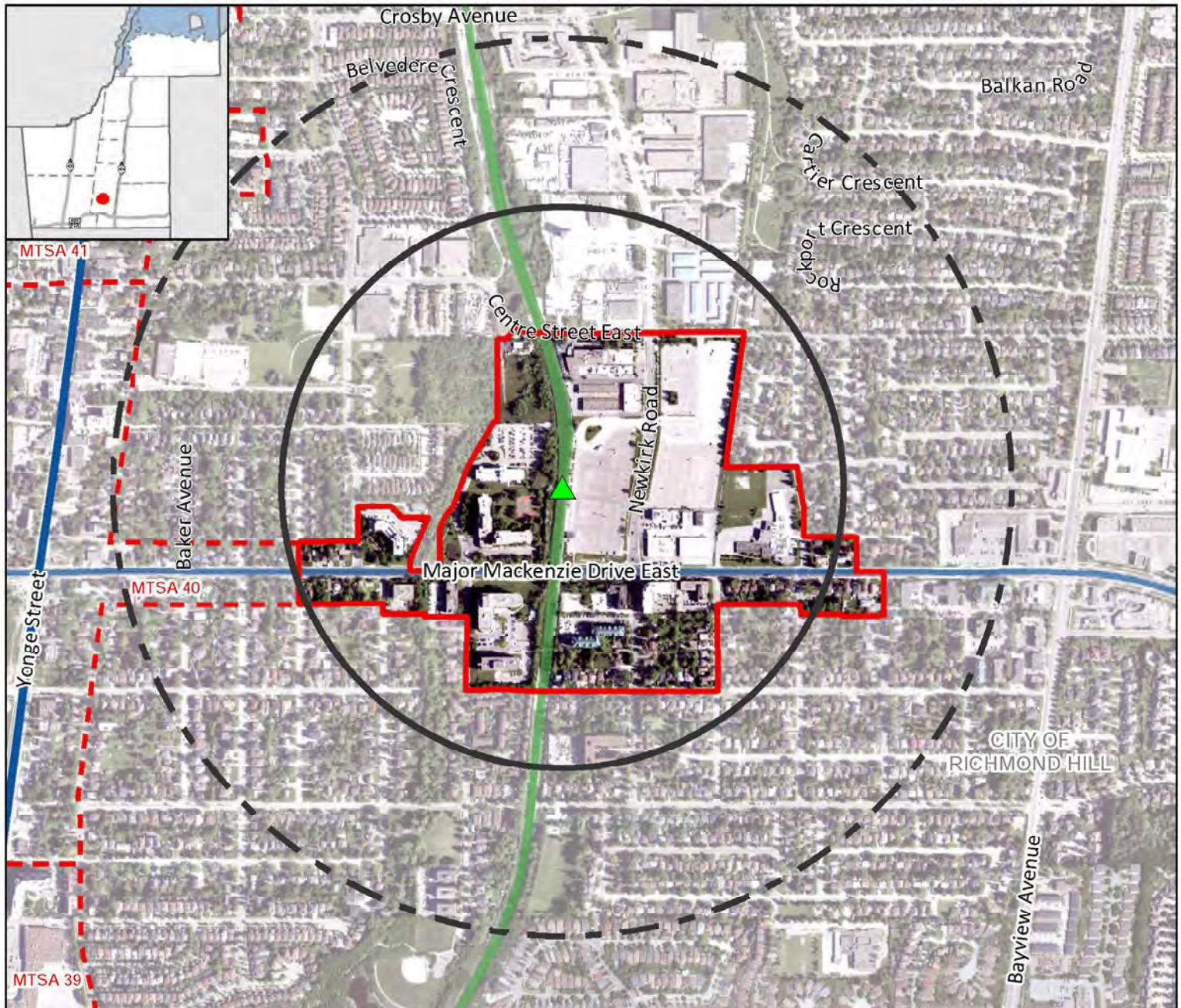
* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

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Richmond Hill GO Station

Near Newkirk Road and Major Mackenzie Drive East

Richmond Hill



Legend

Major Transit Station

- Other GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

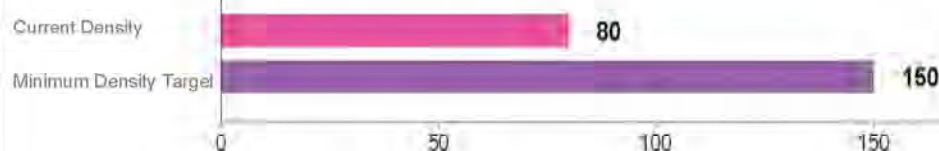
- Bus Rapid Transit
- Other Transit Corridors
- GO Rail

Richmond Hill
GO Station
MTSA Gross
Area:
37.90 ha



0 100 200 m

Density (People & Jobs per Hectare)



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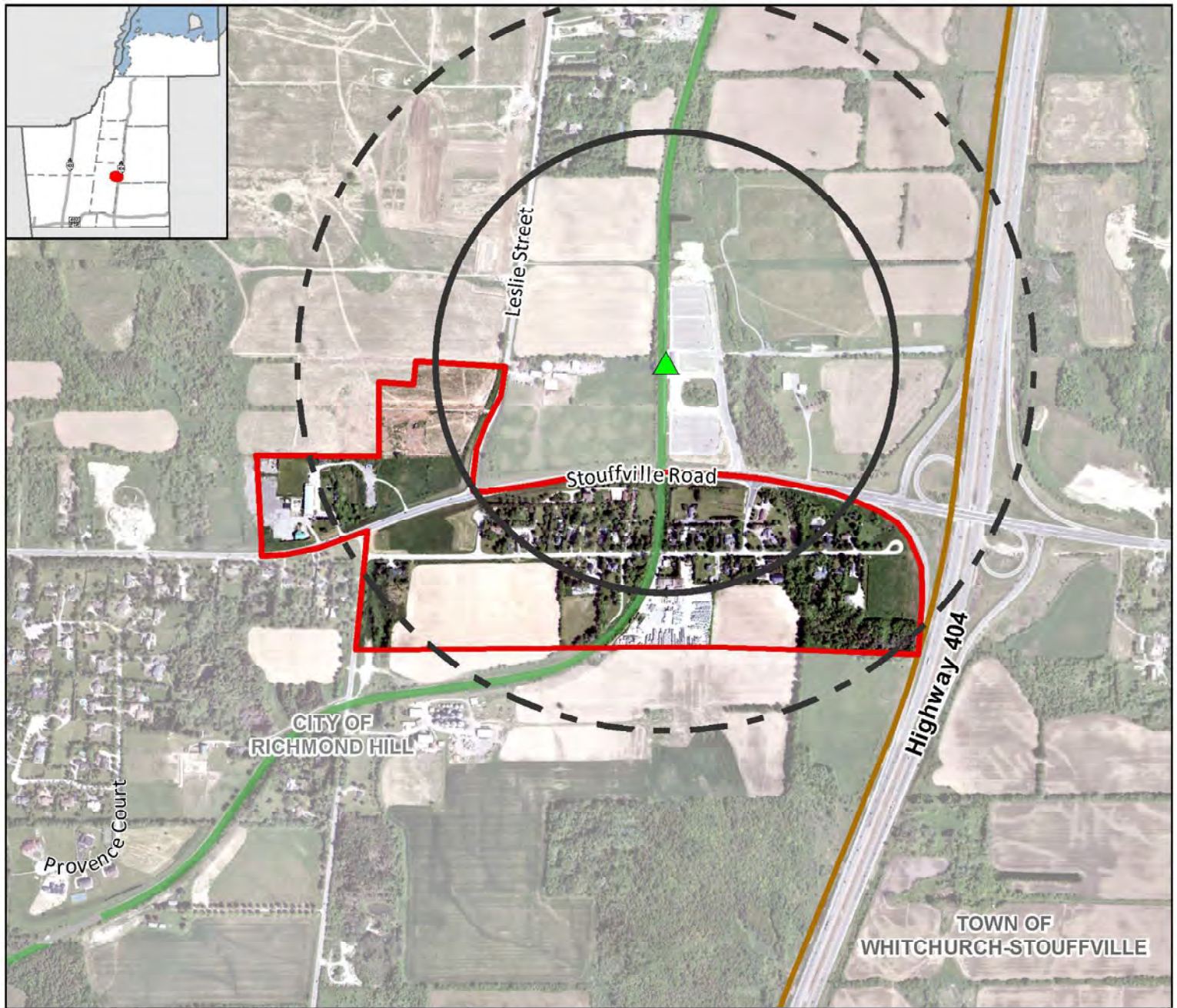
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Gormley GO Station

Near Leslie Street and Stouffville Road

Richmond Hill



Legend

Major Transit Station

Other GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Other Transit Corridors

GO Rail

Local Municipal Boundary

Gormley GO Station MTSA

Gross Area:

53.59 ha



0 100 200 m

Density (People & Jobs per Hectare)



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August 2020

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Summary of Comments from Local Municipalities and Recommended Changes from York Region Staff on Proposed Major Transit Station Areas in York Region

Station ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Proposed Minimum Density Target (Sept 2020)	Proposed Minimum Density Target (Apr 2019)	Target Difference (Apr 2019- Sept 2020)	Local Municipal Staff and/or Council Comments (2020)	York Region Comments and Changes (2020)
61	Aurora GO Station	Aurora	GO TRAIN	Yes	150	200	-50	Suggestions for technical boundary adjustments, reducing the size of the MTSA to align with employment lands, land owner requests and the Aurora Promenade boundary which will be updated. Lower the density target from 200 to 150.	Technical adjustments to the boundary to better align with employment lands, land owner requests and the Aurora Promenade which will eventually be updated. Density target has been lowered to 150.
63	East Gwillimbury GO Station	East Gwillimbury	GO TRAIN	No	200	200	0	No changes.	
50	Green Lane BRT Station	East Gwillimbury	BRT	No	160	160	0	No changes.	
60	King City GO Station	King	GO TRAIN	No	80	80	0	No changes.	
27	Allstate Parkway BRT Station	Markham	BRT	No	160	300	-140	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target to provide flexibility in accommodating new employment development.
33	Andre De Grasse BRT Station	Markham	BRT	Yes	300	450	-150	Rename station name to "Andre De Grasse". Apply 300 density target pending confirmation through Secondary Plan. Expand the boundary north to include lands along Highway 7.	Renamed from "Post" to "Andre De Grasse". Reduced density target to provide increased flexibility to local municipality to plan to achieve density target. Boundary was expanded to include lands along Highway 7.
31	Cedarland BRT Station	Markham	BRT	No	300	400	-100	Apply 300 density target pending confirmation through Secondary Plan.	Reduced density target to provide increased flexibility to local municipality to plan to achieve density target.
22	Chalmers BRT Station (M)	Markham	BRT	No	200	200	0	No changes.	
6	Clark Subway Station (M)*	Markham	SUBWAY	No	250	200	50	Increase density to 250 to be consistent with Royal Orchard Subway Station.	Increased density target to 250.
36	Cornell BRT Station	Markham	BRT	No	200	200	0	No changes.	
26	East Beaver Creek BRT Station (M)	Markham	BRT	No	200	250	-50	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target to provide flexibility in accommodating new employment development.
34	Enterprise BRT Station	Markham	BRT	Yes	250	250	0	Adjust boundary delineation and transfer a few parcels by the railroad track into the Unionville GO Station MTSA.	Minor boundary adjustment which transferred a few parcels from the Enterprise BRT MTSA into the Unionville GO Station MTSA.
64	Langstaff GO Station	Markham	GO TRAIN	Yes	400	500	-100	Minor technical boundary adjustment to align with Markham municipal boundary.	Reduced density target to provide flexibility for local municipalities to achieve density target. Minor boundary adjustment to align with Markham municipal boundary.
5	Langstaff-Longbridge Subway Station (M)*	Markham	SUBWAY	No	400	450	-50	Lands south of the cemetery would be equally appropriate within the Royal Orchard MTSA.	Reduced density target to provide flexibility for local municipalities to achieve density target. No change to boundary.
25	Leslie-Highway 7 BRT Station (M)	Markham	BRT	No	200	250	-50	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target to provide flexibility in accommodating new employment development.
35	McCowan BRT Station	Markham	BRT	No	200	200	0	No changes.	
65	Milliken GO Station	Markham	GO TRAIN	Yes	250	250	0	Extend the delineation north, as far northward as reasonable within an 800 m radius.	Boundary was expanded to include additional parcels to the north within the 800 m radius of the station.
29	Montgomery BRT Station	Markham	BRT	No	200	200	0	No changes.	
67	Mount Joy GO Station	Markham	GO TRAIN	Yes	200	200	0	Remove some or all of the residential low rise lands east of the rail corridor.	Boundary was adjusted to exclude the residential low rise lands east of the railway corridor. Captured GO station parking lot east of railway.
70	Royal Orchard Subway Station (M)*	Markham	SUBWAY	No	250	250	0	No changes.	
7	Steeles Subway Station (M)*	Markham	SUBWAY	No	300	300	0	No changes.	
30	Town Centre BRT Station	Markham	BRT	No	200	200	0	No changes.	
66	Unionville GO Station	Markham	GO TRAIN	Yes	300	450	-150	Apply 300 density target pending confirmation through Secondary Plan. Boundary adjustment to include a few additional parcels by the railroad tracks from the Enterprise BRT MTSA.	Reduced density target to provide flexibility for local municipalities to achieve density target. Minor boundary adjustment to include a few additional parcels from the Enterprise MTSA.

Summary of Comments from Local Municipalities and Recommended Changes from York Region Staff on Proposed Major Transit Station Areas in York Region

Station ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Proposed Minimum Density Target (Sept 2020)	Proposed Minimum Density Target (Apr 2019)	Target Difference (Apr 2019- Sept 2020)	Local Municipal Staff and/or Council Comments (2020)	York Region Comments and Changes (2020)
23	Valleymede BRT Station (M)	Markham	BRT	No	250	250	0	No changes.	
32	Warden BRT Station	Markham	BRT	No	300	300	0	Apply 300 density target pending confirmation through Secondary Plan.	Acknowledged, no change necessary.
24	West Beaver Creek BRT Station (M)	Markham	BRT	No	250	300	-50	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target, taking into consideration the existing density in the MTSA.
28	Woodbine BRT Station	Markham	BRT	No	160	200	-40	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target to provide flexibility in accommodating new employment development.
49	Bonshaw BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
47	Eagle BRT Station	Newmarket	BRT	No	200	200	0	No changes.	
56	Highway 404 BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
54	Huron Heights BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
55	Leslie-Davis BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
51	Longford BRT Station	Newmarket	BRT	No	200	200	0	No changes.	
52	Main BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
46	Mulock BRT Station	Newmarket	BRT	Yes	160	160	0	Revise boundary after Mulock GO MTSA changes, remove United Circle and hydro corridor areas.	Boundary revised to remove United Circle and hydro corridor.
62	Mulock GO StationΔ	Newmarket	GO TRAIN	Yes	150	150	0	Match Mulock GO Station Secondary Plan Boundary.	Boundary revised to match Mulock GO Station Secondary Plan.
45	Savage-Sawmill BRT Station	Newmarket	BRT	Yes	160	160	0	Remove Hope Circle area.	Boundary revised to remove Hope Circle area.
53	Southlake BRT Station	Newmarket	BRT	No	200	250	-50	Agree with the reduction of the proposed density target.	Reduced density target to provide flexibility for local municipalities to achieve density target.
48	Yonge-Davis BRT Station	Newmarket	BRT	No	250	250	0	No changes.	
38	16th-Carrville BRT Station	Richmond Hill	BRT	No	300	300	0	No changes.	
44	19th-Gamble BRT Station	Richmond Hill	BRT	No	160	160	0	No changes.	
37	Bantry-Scott BRT Station	Richmond Hill	BRT	No	200	200	0	No changes.	
20	Bathurst-Highway 7 BRT Station (R)‡	Richmond Hill	BRT	Yes	160	0	160	Investigate the inclusion of lands on the east side of Bathurst Street.	Lands east of Bathurst Street are currently within the Parkway Belt West Lands. Development of the MTSA is contingent upon removal by the Province from the Parkway Belt West Plan. A minimum density target of 160 p+j/ha has been proposed for this MTSA.
21	Bayview BRT Station	Richmond Hill	BRT	Yes	160	160	0	Expand boundary on the east side of the proposed MTSA to link to Richmond Hill Centre MTSA in order to create a continuous corridor of intensification. Increase the residents to jobs target to a ratio of 80 residents and 20 jobs.	Boundary was expanded on the west side to connect to the Richmond Hill Centre Subway Station MTSA. Preliminary policy directions are proposed to encourage local municipalities to set residents to job targets, if desired.
43	Bernard BRT Station	Richmond Hill	BRT	No	200	200	0	No changes.	
22	Chalmers BRT Station (R)	Richmond Hill	BRT	No	200	200	0	No changes.	
41	Crosby BRT Station	Richmond Hill	BRT	No	160	160	0	No changes.	
26	East Beaver Creek BRT Station (R)	Richmond Hill	BRT	No	200	250	-50	Agree with Regional staff in reducing the density target to align with Markham side and to allow for more flexibility.	Reduced density target to provide flexibility in accommodating new employment development and to align with Markham MTSA density target.
42	Elgin Mills BRT Station	Richmond Hill	BRT	No	160	160	0	No changes.	
72	Gormley GO Station	Richmond Hill	GO TRAIN	Yes	10	0	10	Add Gormley GO Station as a MTSA.	New station added to the Region's MTSA network.
25	Leslie-Highway 7 BRT Station (R)	Richmond Hill	BRT	No	200	250	-50	Agree with Regional staff in reducing the density target to align with Markham side and to allow for more flexibility.	Reduced density target to provide flexibility in accommodating new employment development and to align with Markham MTSA density target.
40	Major Mackenzie BRT Station	Richmond Hill	BRT	No	160	160	0	No changes.	
4	Richmond Hill Centre Subway Station	Richmond Hill	SUBWAY	Yes	400	500	-100	Expand boundary on the west side of the proposed MTSA to Bayview BRT Station MTSA in order to create a continuous corridor of intensification.	Boundary was expanded on the east side to connect to the Bayview BRT Station MTSA. Reduced density target to provide flexibility for local municipalities to achieve density target.
71	Richmond Hill GO Station	Richmond Hill	GO TRAIN	Yes	150	150	0	No changes.	

Summary of Comments from Local Municipalities and Recommended Changes from York Region Staff on Proposed Major Transit Station Areas in York Region

Station ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Proposed Minimum Density Target (Sept 2020)	Proposed Minimum Density Target (Apr 2019)	Target Difference (Apr 2019- Sept 2020)	Local Municipal Staff and/or Council Comments (2020)	York Region Comments and Changes (2020)
23	Valleymede BRT Station (R)	Richmond Hill	BRT	No	250	250	0	No changes.	
39	Weldrick BRT Station	Richmond Hill	BRT	No	200	200	0	Increase residents to jobs target to a ratio of 80 residents and 20 jobs.	Preliminary policy directions are proposed to encourage local municipalities to set residents to job targets, if desired.
24	West Beaver Creek BRT Station (R)	Richmond Hill	BRT	No	160	160	0	No changes.	
10	Ansley Grove BRT Station	Vaughan	BRT	No	200	200	0	No changes.	
19	Atkinson BRT Station	Vaughan	BRT	Yes	160	160	0	Exclude single-detached houses, parkland, 2 schools.	Removed 1 school and townhouses in southwest corner due to its proximity from the transit station. Single-detached houses adjacent to the station is retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
20	Bathurst-Highway 7 BRT Station (V)	Vaughan	BRT	Yes	0	80	-80	Exclude single-detached houses.	Removed Vaughan portion of this MTSA.
6	Clark Subway Station (V)*	Vaughan	SUBWAY	No	250	250	0	No changes.	
12	Commerce BRT Station	Vaughan	BRT	No	350	350	0	Local staff comments regarding the land owner requests on the various parcels on Portage Parkway: If the Regional Council decision is that the lands should not be within the Employment Area, then include the lands within the MTSA boundary. If Regional Council's decision is that the lands should be within the Employment Area, then do not include the lands within the MTSA.	Regional staff will review the MTSA boundary pending the results of the Regional Council decision on the employment area conversion request.
15	Concord Station BRT Station	Vaughan	BRT	Yes	160	160	0	Exclude natural heritage system (NHS).	Adjustments made to boundary for natural heritage system (NHS). Aligned with the Concord Secondary Plan along Baldwin Ave.
13	Creditstone BRT Station	Vaughan	BRT	No	300	300	0	No changes.	
18	Disera-Promenade BRT Station	Vaughan	BRT	No	200	200	0	No changes.	
16	Dufferin BRT Station	Vaughan	BRT	No	160	160	0	No changes.	
2	Highway 407 Subway Station†	Vaughan	SUBWAY	No	0	200	-200	Lower target to zero due to Parkway Belt.	Target lowered to zero.
14	Keele BRT Station	Vaughan	BRT	No	160	160	0	Exclude single-detached houses.	Single-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
59	Kirby GO StationΔ	Vaughan	GO TRAIN	No	150	150	0	No changes.	
5	Langstaff-Longbridge Subway Station (V)*	Vaughan	SUBWAY	Yes	200	200	0	No changes.	Adjustments made to match revised adjacent MTSA.
58	Maple GO Station	Vaughan	GO TRAIN	No	150	150	0	No changes.	No changes to the MTSA boundary.
9	Pine Valley BRT Station	Vaughan	BRT	No	160	160	0	Exclude single-detached houses.	Singles-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
3	Pioneer Village Subway Station	Vaughan	SUBWAY	No	200	250	-50	No changes.	Reduced density target to provide flexibility for local municipalities to achieve density target.
70	Royal Orchard Subway Station (V)*	Vaughan	SUBWAY	Yes	200	200	0	Exclude parkland.	Removed parkland.
57	Rutherford GO Station	Vaughan	GO TRAIN	No	150	150	0	Exclude stormwater management pond and semi-detached houses.	Stormwater management pond retained due to potential future development potential. Semi-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
7	Steeles Subway Station (V)*	Vaughan	SUBWAY	No	300	250	50		Density target has been increased to reflect the development potential for this MTSA and to better align with the Steeles MTSA portion in Markham.
17	Taiga BRT Station	Vaughan	BRT	No	160	160	0	Exclude single-detached houses.	Single-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.

Summary of Comments from Local Municipalities and Recommended Changes from York Region Staff on Proposed Major Transit Station Areas in York Region

Station ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Proposed Minimum Density Target (Sept 2020)	Proposed Minimum Density Target (Apr 2019)	Target Difference (Apr 2019- Sept 2020)	Local Municipal Staff and/or Council Comments (2020)	York Region Comments and Changes (2020)
1	Vaughan Metropolitan Centre Subway Station	Vaughan	SUBWAY	No	400	500	-100	Lower target to 400.	Reduced density target to provide flexibility for local municipalities to achieve density target.
11	Weston BRT Station	Vaughan	BRT	No	250	250	0	No changes.	
8	Wigwoss-Helen BRT Station	Vaughan	BRT	Yes	160	160	0	Exclude single-detached houses and school.	Removed school site. Single-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
69	Lincolnville GO Station	Whitchurch-Stouffville	GO TRAIN	Yes	150	150	0	Boundary provided by Town's consultant.	Proposed MTSA boundary is consistent with boundary provided by the Town of Whitchurch-Stouffville.
68	Stouffville GO Station	Whitchurch-Stouffville	GO TRAIN	No	150	150	0	No changes.	

*Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.

ΔIdentification of this location as a MTSA is pending final approval from the Province of GO Train Station at this location.

† An alternative minimum density target of zero is currently proposed until lands in this MTSA are removed from the Parkway Belt West Plan designation by the Province. Once these lands are removed, appropriate minimum density targets will be proposed for this MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

OTHER GENERAL MTSA COMMENTS

Municipality	Local Municipal Comments	York Region Staff Comments
Markham	New GO Station at Denison Street: Recommend continuing to pursue a new GO station at Denison Street at the northern limit of the Milliken Centre Secondary Plan area, and may provide a delineation and density target at a later date.	Future GO transit, future bus rapid transit and subway stations located outside of the Provincial Priority Transit Corridors will be assessed and considered for their potential to be included as MTSA's, as appropriate.
	Inclusionary Zoning: Staff are supportive of additional MTSA's identified on the Region's Other Transit Corridors to ensure transit-supportive development and inclusionary zoning (Steeles Subway, Clark Subway, Royal Orchard Subway, Langstaff-Longbridge Subway, Langstaff GO, McCowan BRT, Cornell BRT, Mount Joy GO MTSA's)	Regional staff are in agreement with this comment.
	Additional MTSA's: Staff recommend limiting additional MTSA's at this time to those areas where there is anticipated funding for transit, or where there is already development interest.	Regional staff are in agreement with this comment. GO transit, future bus rapid transit and subway corridors located outside of the Provincial Priority Transit Corridors were assessed and considered for their potential to be included as MTSA's. Recommended MTSA's on Other Transit Corridors are generally located on a Regional corridor, have planned intensification potential and have some certainty for approved or committed funding for construction.
	Expedite MTSA's in Advance of Finalizing the ROP: Staff recommend the Region to bring forward a separate Regional Official Plan Amendment (ROPA) in advance of the completion of the MCR and the new ROP to allow municipalities to begin applying inclusionary zoning as quickly as possible.	Options to expedite being explored.
Richmond Hill	Residents to Job Ratios: Recommend the Region to consider Employment Conversion requests in setting of residents to job ratios.	Preliminary policy directions are proposed to allow local municipalities to set residents to job targets, if desired.
Vaughan	Boundary Adjustments to Exclude Stable Low-Density and Other Land Uses: Recommend MTSA boundary adjustments to exclude stable low-density land uses, schools, stormwater ponds and natural heritage systems, where possible. The inclusion of stable lands would put greater pressure on the remaining lands to meet the minimum density requirements for the MTSA. Recommend excluding existing single detached homes from 6 of the proposed MTSA boundaries.	These existing land uses located in close proximity to the transit station continue to be included in the MTSA boundaries. Local municipalities will have the flexibility to determine the detailed planning for these parcels within MTSA's, including the planning for permitted uses and structures, building heights, minimum and/or maximum densities and other planning considerations.

Summary of Feedback from Stakeholders and the Public on Proposed Major Transit Station Areas
From the Planning for Intensification Background Report ([April 2019](#)) and the Major Transit Station Areas Update Report ([March 2020](#))

Stakeholder	Theme(s)	Regional Response(s)
External Stakeholders		
Metrolinx	<ul style="list-style-type: none"> Supported only existing or funded transit stations 	<ul style="list-style-type: none"> All existing and fully funded transit stations on Provincial Priority Transit Corridors were considered to be part of the Region's MTSA network All five planned subway stations on the Yonge North Subway Extension corridors were included in the MTSA network Recommended MTSA's on Other Transit Corridors generally be located on a Regional corridor and/or have planned intensification potential
York Region Rapid Transit Corporation (YRRTC)	<ul style="list-style-type: none"> Request the protection of unfunded rapid transit corridors in the Region through identifying MTSA's Comments regarding the boundary considerations and additional MTSA's to be considered in the Region's MTSA network 	<ul style="list-style-type: none"> MTSA's can be added outside of the Municipal Comprehensive Review process Regional staff reviewed and considered comments provided and made updates and refinements to boundary delineations, density targets and additional MTSA's, as appropriate
Toronto Region Conservation Authority (TRCA)	<ul style="list-style-type: none"> Identified floodplain areas, restriction levels, and natural heritage system areas for a number of MTSA's 	<ul style="list-style-type: none"> Information provided was incorporated into MTSA boundary delineations. Some NHS areas are included to create a contiguous boundary with adjoining MTSA's, eliminating any holes or gaps

Stakeholder	Theme(s)	Regional Response(s)
Lake Simcoe Region Conservation Authority (LSRCA)	<ul style="list-style-type: none"> No comments received 	<ul style="list-style-type: none"> N/A
York Catholic and York District School Boards (joint response)	<ul style="list-style-type: none"> Agree with the inclusion of existing and designated school sites within MTSA's where appropriate, but exclude them from the density calculations 	<ul style="list-style-type: none"> All parcels within an MTSA are included in the density calculation for people, jobs or both; inclusion of schools is included due to the existing number of jobs that contributes to the density
Public	<ul style="list-style-type: none"> Recognized the importance of intensification to support transit and suggested areas for potential redevelopment Supported active transportation connections and increased opportunities for transportation options within and around MTSA's Comments regarding revitalization opportunities within certain MTSA's Comments regarding the desire for more walkable and environmentally friendly communities built with attractive urban form within and around MTSA's Support for different built forms and mixed-use development within MTSA's, and minimizing big-box developments Suggestion of additional stations on Other Transit Corridors to be included as MTSA's Minor adjustments to boundary and/or density targets Concerns with increased traffic congestion and impact on community amenities Comments regarding the current low level of 	<ul style="list-style-type: none"> Regional staff reviewed and considered all comments provided and made updates and refinements to boundary delineations, density targets and additional MTSA's, as appropriate

Stakeholder	Theme(s)	Regional Response(s)
	<p>transit use and infrequent service levels and concerns as to why additional infrastructure is needed</p> <ul style="list-style-type: none"> • Comments received regarding the desire for additional community amenities such as parks and dog parks • Comments regarding transit infrastructure timing, especially of proposed GO stations 	

Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
Land Owners (alphabetical by applicant name)				
Evans Planning Inc. on behalf of Ms. Asha Rani Batra	Richmond Hill	72	<ul style="list-style-type: none"> • Inclusion of subject properties on the northwest corner of Highway 404 and Stouffville Road in potential Gormley GO Station MTSA 	<ul style="list-style-type: none"> • Gormley GO station has been added to the Region's MTSA network • Property will not be included in the Gormley GO Station MTSA as it is currently located in the Oak Ridges Moraine Conservation Plan
Evans Planning Inc. on behalf of 2585231 Ontario Inc.	Markham	67	<ul style="list-style-type: none"> • Include all or a portion of 9999 Markham Road in the Mount Joy GO Station MTSA 	<ul style="list-style-type: none"> • Property will not be included in the Mount Joy GO Station MTSA due to its location beyond the 800m radius
Gatzios Planning + Development Consultants Inc. on behalf of Enterprise Boulevard Inc.	Markham	34, 66	<ul style="list-style-type: none"> • Revise the area MTSA's so that two properties north and south of Enterprise Boulevard and east of Rivis Road be included in the Unionville GO Station MTSA boundary as opposed to the Enterprise BRT Station MTSA 	<ul style="list-style-type: none"> • Subject properties included in the Unionville GO Station MTSA • Proposed density targets for both MTSA's are above the Growth Plan minimum • Density targets are an average of

Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
			<ul style="list-style-type: none"> Support higher density targets 	densities of properties within the entire MTSA which allows site specific densities to be higher or lower than the target
Gatzios Planning + Development Consultants Inc. on behalf of Greenpark Group	Markham	70	<ul style="list-style-type: none"> Supports delineation and density target of Royal Orchard Subway Station MTSA and the inclusion of 10 Royal Orchard Boulevard in this MTSA 	<ul style="list-style-type: none"> Agree with inclusion of the noted property; Royal Orchard Subway Station has been added to the Region's MTSA network
Goldberg Group on behalf of Baif Developments Ltd.	Richmond Hill	40	<ul style="list-style-type: none"> Request higher density for Major Mackenzie BRT Station MTSA where subject properties are located 	<ul style="list-style-type: none"> The Major Mackenzie BRT Station's proposed density target of 160 will be maintained to provide the local municipality with more flexibility
Goldberg Group on behalf of Acorn Development Corporation	Richmond Hill	40	<ul style="list-style-type: none"> Inclusion of subject property at northwest corner of Major Mackenzie Drive and Arnold Crescent in the Major Mackenzie BRT Station MTSA 	<ul style="list-style-type: none"> Regional and local planning staff are in agreement that the property will not be included in the Major Mackenzie BRT Station as it is located in the City's Neighbourhood designation, and is outside of the City of Richmond Hill's Downtown Local Centre and Local Mixed Use Corridor. The subject property is fairly disconnected from the proposed MTSA boundary.
Goldberg Group on behalf of Whitehorn Investments Ltd., 891566 Ontario Ltd., and Ledbrow Investments Ltd.	Richmond Hill	38	<ul style="list-style-type: none"> Inclusion of subject property adjacent South Hill Shopping Centre at the northeast corner Yonge Street and 16th Avenue and railway in the 16th-Carrville BRT Station MTSA 	<ul style="list-style-type: none"> Regional and local planning staff are in agreement that the property will not be included in the 16th-Carrville BRT Station MTSA. The property is part of the Natural Core designation. There is no development potential on the subject property and it is located on the outer edge of the MTSA boundary. Based on the Region's MTSA boundary delineation principles, NHS lands located on the outer edge are excluded

Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
				as much as possible unless they are required to create a continuous boundary or to eliminate holes or gaps within and between adjoining MTSA's.
Goldberg Group on behalf of Upper Yonge Properties Ltd.	Richmond Hill	41	<ul style="list-style-type: none"> Increase density target for Crosby BRT Station MTSA 	<ul style="list-style-type: none"> The Crosby BRT Station's proposed density target of 160 will be maintained to provide local municipalities with more flexibility
Humphries Planning on behalf of NSDM2 Corporation	Newmarket	53	<ul style="list-style-type: none"> Inclusion of 66 Roxborough Road in the Southlake BRT Station MTSA 	<ul style="list-style-type: none"> Property not added to MTSA as Queen Street acts as a natural divider between intensification and established areas
KLM Planning on behalf of York Major Holdings Inc.	Vaughan	58	<ul style="list-style-type: none"> Expand Maple GO MTSA east of McNaughton Road 	<ul style="list-style-type: none"> Lands not included in the MTSA as they are designated Private Open Space in City of Vaughan Official Plan
LandLaw	Vaughan	5	<ul style="list-style-type: none"> Inclusion of 8100 Yonge Street, Vaughan into the Langstaff-Longbridge Subway Station MTSA 	<ul style="list-style-type: none"> Subject property included in the draft Royal Orchard Subway Station MTSA
Larkin+ Land Use Planners Inc.	Aurora	61	<ul style="list-style-type: none"> Inclusion of 180-182 Centre Street in Aurora GO Station MTSA 	<ul style="list-style-type: none"> Subject properties have been considered and included in the draft Aurora GO Station MTSA
Malone Given Parsons Ltd. on behalf of the Stouffville Phase 3 East Landowners Group	Whitchurch-Stouffville	69	<ul style="list-style-type: none"> Exclude the area west of the railway line on draft delineated Lincolnville GO Station MTSA Concerned density target is too high in an area surrounded by rural lands 	<ul style="list-style-type: none"> Draft Lincolnville boundary excludes lands west of railway The Growth Plan minimum density target is proposed for the Lincolnville GO Station MTSA The Town's Land Use Study indicates that the proposed density target is achievable

Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
Malone Given Parsons Ltd. on behalf of the Portage Landowners Group	Vaughan	1, 12	<ul style="list-style-type: none"> Inclusion of properties on Portage Parkway between Applewood Crescent and Jane Street in Vaughan in the Commerce BRT Station and Vaughan Metropolitan Centre Subway Station MTSA 	<ul style="list-style-type: none"> Pending the Regional Council decision on the proposed employment area conversions, the MTSA boundary will be reassessed
MPLAN Inc.	Richmond Hill	71, 72	<ul style="list-style-type: none"> Suggested the inclusion of additional MTSA's including: <ul style="list-style-type: none"> Richmond Hill GO Station Gormley GO Station 	<ul style="list-style-type: none"> Richmond Hill GO Station and Gormley GO Station has been added to the Region's MTSA network
MSH Plan	Markham	23	<ul style="list-style-type: none"> Inclusion of subject property at southeast corner of Times Avenue and Highway 7 in an MTSA 	<ul style="list-style-type: none"> Subject property is included in the draft Valleymede BRT Station MTSA
Paul Cooke	Aurora	61	<ul style="list-style-type: none"> Inclusion of 111 Metcalfe Street in Aurora GO Station MTSA 	<ul style="list-style-type: none"> Subject property is included in the draft Aurora GO Station MTSA
Remington Group Inc.	Markham	32	<ul style="list-style-type: none"> Questions regarding the assumptions used to determine density and jobs for Warden BRT Station MTSA 	<ul style="list-style-type: none"> Staff responded by email to explain population calculations, people per unit (PPU) assumptions, employment survey information, work at home assumptions, and job density assumptions
Weston Consulting on behalf of 1529749 Ontario Ltd. Co.	Vaughan	18	<ul style="list-style-type: none"> Supports delineation and density target of Disera/Promenade BRT Station MTSA and the inclusion of 7700 Bathurst Street in this MTSA 	<ul style="list-style-type: none"> Agree with inclusion of the noted property
Weston Consulting on behalf of land owner	Vaughan	8	<ul style="list-style-type: none"> Inclusion of 4850 Highway 7 and 79 Arrowhead Drive in the Wigwoss-Helen BRT Station MTSA 	<ul style="list-style-type: none"> Agree with inclusion of the 2 noted properties

Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
Weston Consulting on behalf of 7553 Islington Holding Inc.	Vaughan	8	<ul style="list-style-type: none"> Inclusion of 7553 Islington Avenue and 150 Bruce Street in the Wigwoss-Helen BRT Station MTSA 	<ul style="list-style-type: none"> Property will not be included in the Wigwoss-Helen BRT Station MTSA as lands are designated Natural Area in the City of Vaughan Official Plan

Preliminary Policy Directions for Major Transit Station Areas in York Region

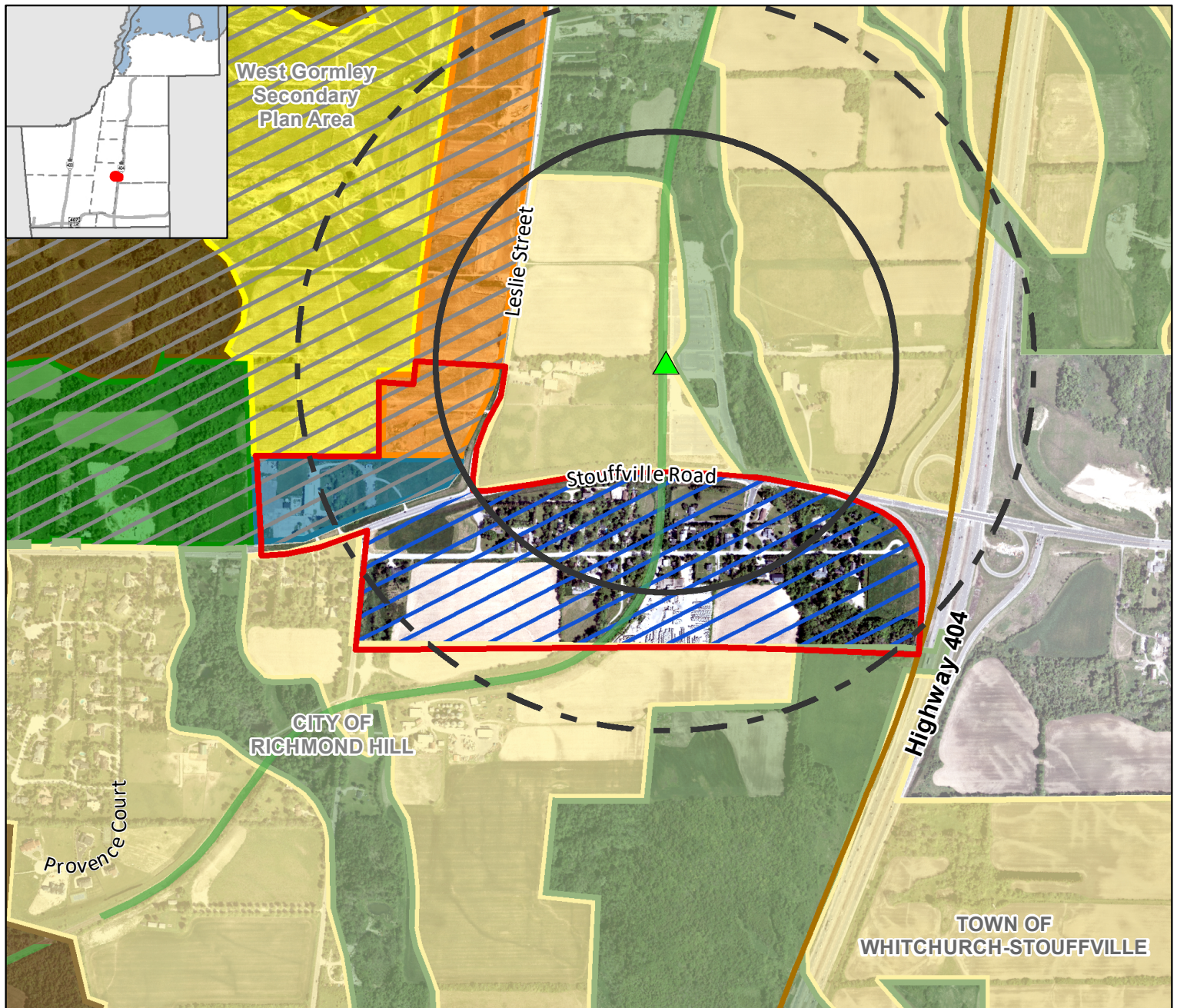
Theme Area	Policy Directions
<p>1. MTSA Mapping and Density Targets</p> <p>The Growth Plan requires MTSA in Priority Transit Corridors to be identified and delineated with minimum density targets in the Regional Official Plan. Provincial requirements for transit corridors and MTSA will be provided in the Regional Official Plan to support the Region's Intensification Strategy and to enhance the planned urban structure. A well-established and comprehensive MTSA framework will support the development of high quality, compact urban areas that will be transit-supportive.</p>	<p>The Regional Official Plan will include:</p> <ul style="list-style-type: none"> • Definitions and mapping for MTSA and Priority Transit Corridors • Minimum density targets and detailed mapping of the boundary delineation for each individual MTSA • MTSA classified as Protected MTSA • Policies regarding additional approvals required prior to development occurring for specific MTSA (e.g. Provincial confirmation on a planned potential GO/subway stations and approval for lands to be removed from the Parkway Belt West Plan) • Policies addressing future refinements to MTSA delineations and/or minimum density targets
<p>2. Municipal Planning for MTSA</p> <p>Local municipalities play a key role in implementing MTSA. Once MTSA are approved in the Regional Official Plan, local municipalities will be required to update their official plans and secondary plans to be consistent with the Region's MTSA policies. The Regional Official Plan will provide guidance for local municipalities on planning for MTSA by specifying clear roles and responsibilities.</p>	<p>Local municipalities will:</p> <ul style="list-style-type: none"> • Have the flexibility to determine how to meet the MTSA minimum density targets established in the Regional Official Plan • Provide the detailed planning framework with respect to permitted uses, building heights, minimum and/or maximum densities and other planning considerations within MTSA, as appropriate • Develop secondary plans for MTSA, if desired • Be encouraged to set residents to job ratio target for each MTSA, if desired • Be encouraged to implement the provisions for inclusionary zoning within MTSA

	<ul style="list-style-type: none"> Implement transitional planning policies to ensure land use compatibility with adjacent land uses, particularly areas in close proximity to stable low-rise residential neighbourhoods and sensitive land uses
<p>3. MTSAs within Employment Areas</p> <p>York Region is committed to maintaining and enhancing the long term viability of employment areas, as these areas play a significant role in the Region's economy. Effective planning and design of employment areas located within MTSAs will play an important role in the ongoing viability of these lands and economic activity in the Region. MTSAs within employment areas can contribute to a balanced transit system by providing centres for higher density employment uses along transit corridors.</p>	<p>The Regional Official Plan will include:</p> <ul style="list-style-type: none"> Policies to protect employment area lands within MTSAs to ensure that employment area designations continue to apply while still encouraging higher density employment uses to meet the applicable MTSA minimum density target
<p>4. Transit-Oriented Development in MTSAs</p> <p>MTSAs will be designed to accommodate a range of land uses, as appropriate, supporting a high level of transit-usage and active transportation. Creating transit-oriented communities in MTSAs will require consideration of urban design, and the public realm including planning to encourage active transportation in order to support a diverse and compatible mix of land uses, including residential and employment uses where people can live, work and play.</p>	<p>To create high-quality transit-oriented communities, policies should require local municipalities to plan for MTSA with the objective of providing:</p> <ul style="list-style-type: none"> Mix of land uses, where appropriate High quality urban design and built form Pedestrian-oriented development Active transportation facilities to facilitate first and last mile transportation connections Public service facilities and services Major office and appropriate institutional development Connections to natural heritage and open space systems

<p>5. Monitoring Progress in MTSAs</p> <p>Comprehensive monitoring and on-going assessment will help measure progress towards achieving the MTSA minimum density targets and creating successful transit-oriented development. Regular monitoring will also allow the Region to identify emerging trends, provide the basis for adjustments as required and allow for continuous improvement for MTSAs.</p>	<p>MTSAs will be monitored and evaluated by:</p> <ul style="list-style-type: none"> • Working with local municipalities to monitor and report on planning and development activity within MTSAs
<p>6. Prioritization and Optimization of Infrastructure Investments for MTSAs</p> <p>The Region supports efficient use of land and infrastructure by directing growth to settlement areas and prioritizing intensification in strategic locations such as MTSAs. Prioritizing growth and intensification in locations with existing and/or committed infrastructure will maximize the overall return on investment.</p>	<p>Policy directions will include:</p> <ul style="list-style-type: none"> • Recognizing major transit station areas as a Regional strategic investment priority and a key element of York Region's urban structure • Working with local municipalities to provide transit facilities and amenities that support existing and planned transit infrastructure

Gormley GO Station

Near Leslie Street and Stouffville Road



Legend

Major Transit Station

- Other GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius

Other Transit Corridors

- GO Rail
- Hamlet of Gormley
- West Gormley Secondary Plan Area

Regional Official Plan 2010 - ORMCP Designations

- Natural Core Area
- Natural Linkage Area
- Countryside Area

West Gormley Secondary Plan - Land Use Designations

- Institutional
- ORMCP Natural Core Area

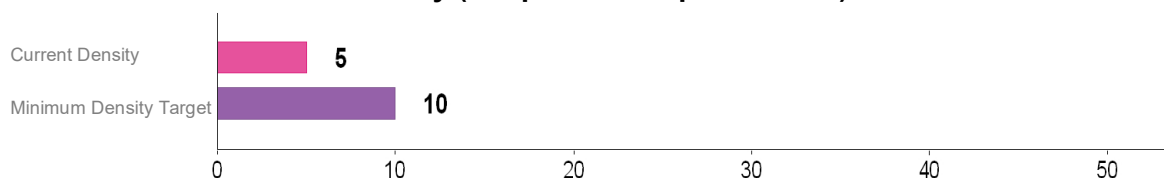
- ORMCP Natural Linkage Area
- Residential Low Density
- Residential Medium Density
- Local Municipal Boundary

Gormley GO Station MTSA
Gross Area:
53.59 ha



0 100 200 m

Density (People & Jobs per Hectare)



The Regional Municipality of York
 Corporate Services,
 Planning and Economic Development
 August 2020

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Office of the Chief Planner
Corporate Services Department

MEMORANDUM

To: Regional Chair Emmerson and Members of Regional Council

From: Paul Freeman
Chief Planner

Date: September 22, 2020

Re: MTSA Endorsement Report Follow-up Items

This memorandum provides a follow up to the Major Transit Station Areas Endorsement Report from the [September 10, 2020](#) Committee of the Whole (COW) meeting to consider revising the proposed minimum density target from 10 to 150 people and jobs per hectare for Gormley GO Station in Richmond Hill (MTSA 72) and to expand the boundary of the Maple GO Station MTSA (MTSA 58) in Vaughan as part of the Regional Official Plan update.

The Gormley GO Station MTSA will not meet a density target of 150 people and jobs per hectare with the current provincial land use designations

The proposed MTSA boundary with a revised proposed minimum density target of 15 people and jobs per hectare for Gormley GO Station is provided in Attachment 1.

The proposed Gormley GO Station MTSA is located within the Oak Ridges Moraine Conversation Plan, Greenbelt Plan, Gormley Heritage Conservation District Plan and West Gormley Secondary Plan. Approximately 42 hectares of the total 53.6 hectares in the potential MTSA is designated as Rural Settlement Area (Hamlet of Gormley). Under the Oak Ridges Moraine Conservation Plan and the Growth Plan, development within rural settlement areas is limited to minor infill and small-scale commercial and institutional uses; the purpose being to preserve, sustain and strengthen the rural heritage character of the area over the long term. This objective is also reflected in the Gormley Heritage Conservation District Study and Plan.

The proposed MTSA also includes portions of the West Gormley Secondary Plan area located west of Leslie Street. It includes areas of the Secondary Plan designated for institutional and medium density residential within an 800 metre radius and approximately a 10-minute walk to

the transit station. There are currently active development applications within the medium density residential designation of the West Gormley Secondary Plan in the draft approval stage.

As shown in Attachment 1 and Table 1, the maximum density of the medium density residential of the West Gormley Secondary plan is 75 people and jobs per hectare, based on a submitted development application for the site. The maximum density within the Rural Settlement Area portion of the MTSA is approximately 9 people and jobs per hectare, assuming minor residential infill and small-scale commercial and/or institutional development of the vacant parcels within the Hamlet of Gormley boundary. As a result, staff feel an increased minimum density target from 10 to 15 people and jobs per hectare is reasonable for this MTSA to match the maximum build out potential that can be achieved for the Gormley GO Station MTSA given its current land use designations. MTSA targets are minimums and do not preclude the ability for local municipalities to plan for higher densities within these areas.

Table 1
Density Breakdown at Build Out for the Gormley GO Station MTSA

Location	Gross Area (Hectares)	Total People	Total Jobs	Density (people & jobs per hectare)
Hamlet of Gormley	41.6	310 (130 existing + 180 potential)	70 (35 existing + 35 potential)	9.1
WGSP – Institutional	7.4	5 (0 existing + 5 potential)	50 (1 existing + 49 potential)	7.4
WGSP – Medium Density Residential	4.6	330 (0 existing + 330 potential)	15 (0 existing + 15 potential)	75.0
Total	53.6	645	135	14.5*

*Build Out Weighted by Gross Area

The Gormley GO Station MTSA will not be able to meet the Growth Plan minimum density target of 150 residents and jobs per hectare for GO stations due to limited development potential in the rural settlement, restricted by the Oak Ridges Moraine Conservation Plan, and conservation district area and the density of the developing subdivisions west of Leslie Street. An alternative density target request from the Province is not required for Gormley GO Station

as the Province has not identified this station as being located on a Provincial Priority Transit Corridor and therefore not subject to Provincial minimums.

Development of lands beyond the current urban and rural settlement areas included within the Gormley GO Station MTSA will first require amendments by the Province to the Oak Ridges Moraine Conservation Plan. If the Province amends provincial policies in this regard, a revised MTSA boundary and minimum density target could be considered.

Maple GO Station MTSA can be expanded to include part of the current Eagles Nest Golf Club subject to confirmation from Vaughan Planning staff that the lands to be included are developable

Council also directed staff to consider lands at 10000 Dufferin Street, (approximately 2.8 hectares on the north side of Major Mackenzie Drive) as part of the proposed Maple GO MTSA.

The lands proposed to be included in the Maple GO Station MTSA boundary are currently part of Eagles Nest Golf Club and are designated Private Open Space on Schedule 13 of the 2010 Vaughan Official Plan. The lands are also identified in the 2010 Vaughan Official Plan as Private Open Space and Policy Area 3 on Map 12.3.A being within the Keele Valley Landfill Area. These designations do not permit residential development. While staff are not opposed to including the requested additional lands in the MTSA if developable, to date staff have not received sufficient information to confirm that the restrictions imposed by the former landfill can be addressed.

Two MTSA boundary options are attached for the Maple GO Station. Option 1 as shown in Attachment 2 is the originally proposed MTSA boundary from the [September 2020](#) MTSA Endorsement Report currently proposed for the Regional Official Plan update. In the event the additional lands are confirmed as being developable by City of Vaughan staff, Regional staff will bring forward Option 2 for the Maple GO MTSA in the updated Regional Official Plan. Both options propose a minimum density target of 150 people and jobs per hectare.

For more information on this memo, please contact Sandra Malcic, Director of Long Range Planning, at Sandra.Malcic@york.ca.

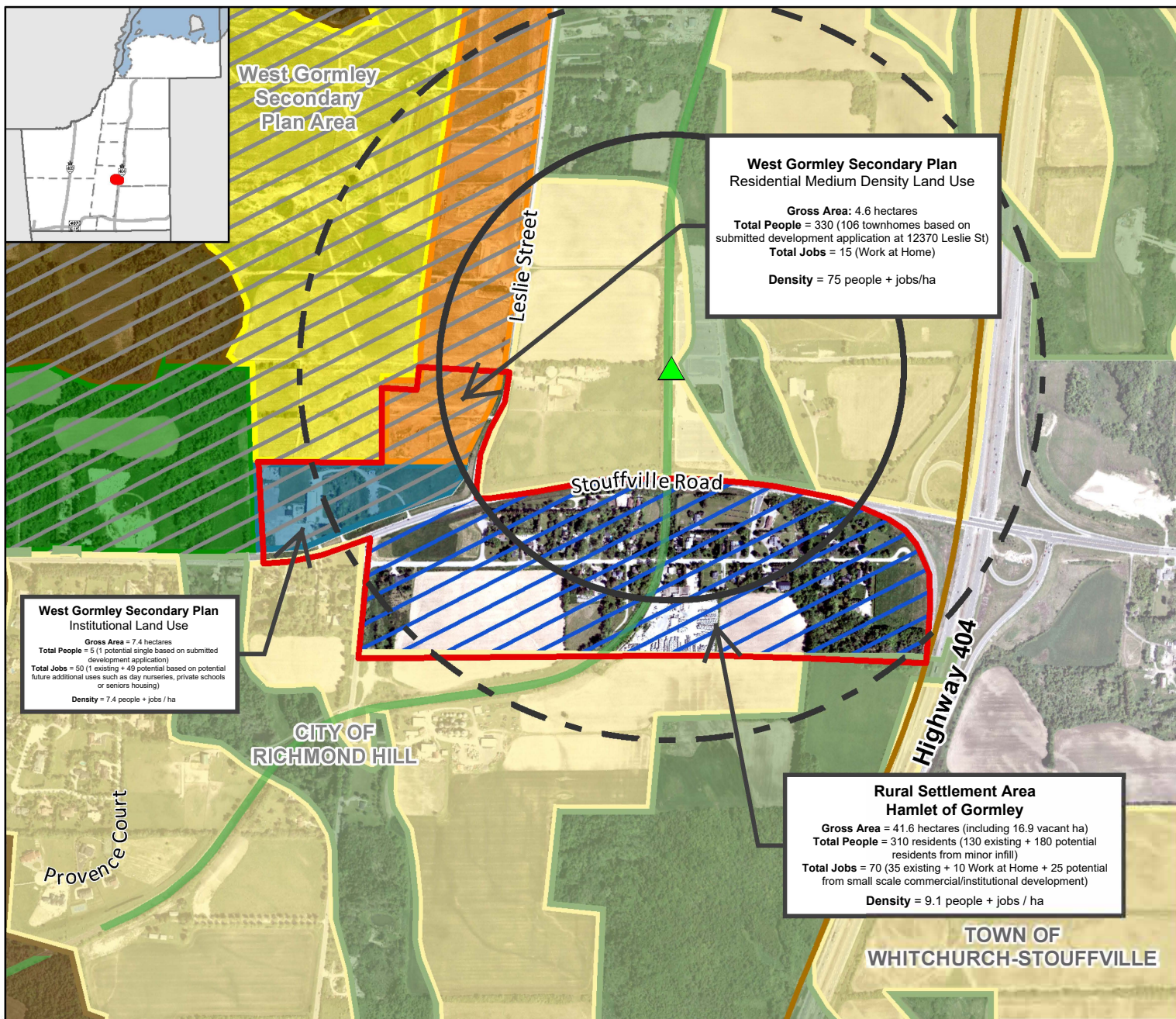
Paul Freeman, MCIP, RPP
Chief Planner

Bruce Macgregor
Chief Administrative Officer

Attachments (3)
#11638438

Gormley GO Station

Near Leslie Street and Stouffville Road



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The Regional Municipality of York
 Corporate Services,
 Planning and Economic Development
 August 2020

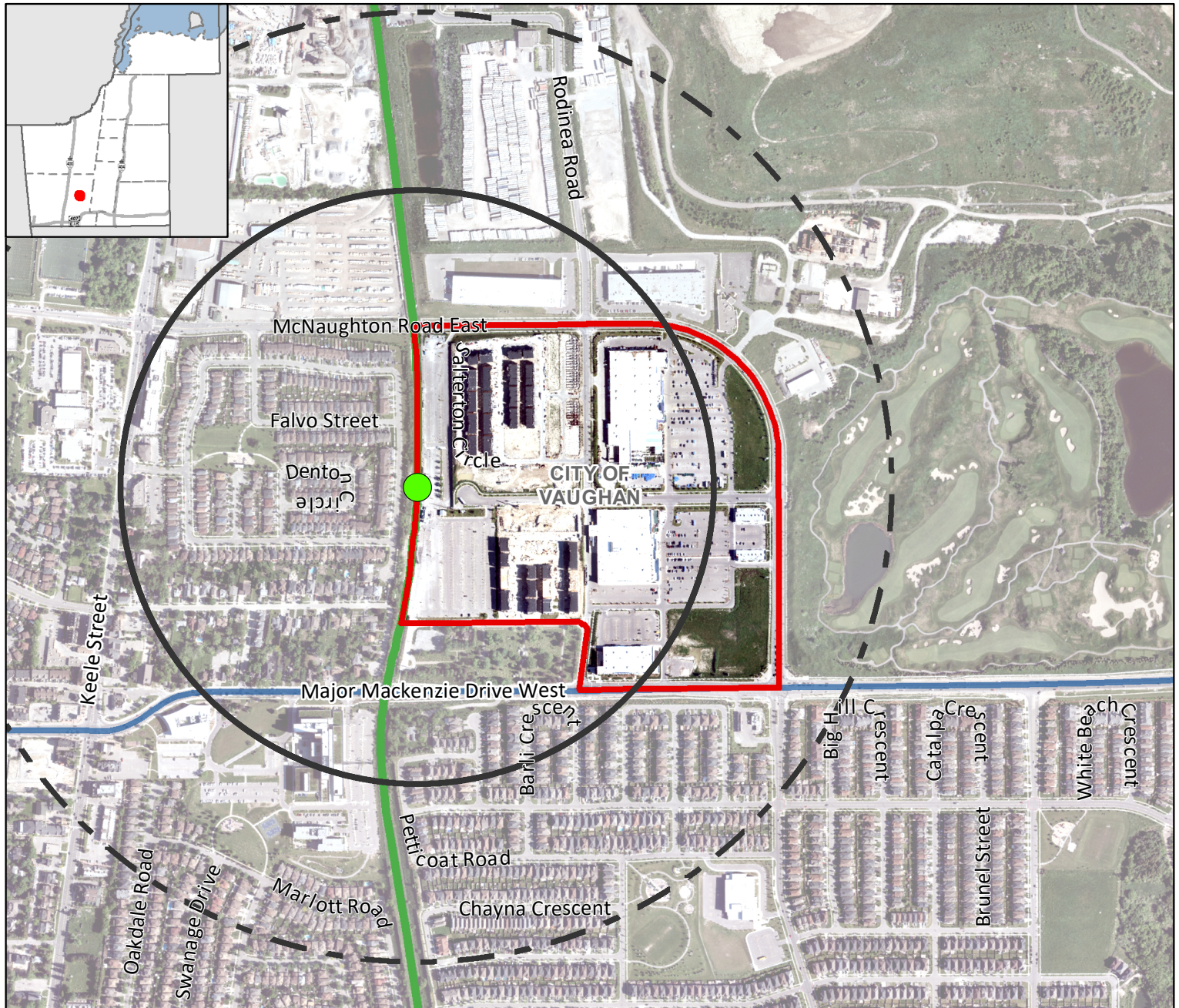
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Maple GO Station - OPTION 1

Near Major Mackenzie Drive at Keele Street

MTSA 58
Vaughan



Legend

Major Transit Station

- Priority GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius

Priority Transit Corridors - Provincial Growth Plan

— GO Rail

Other Transit Corridors

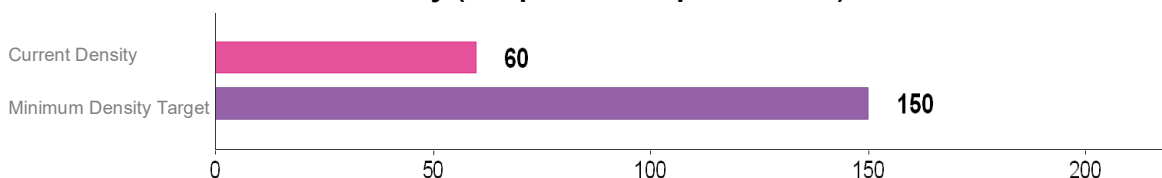
— Bus Rapid Transit

Maple GO Station MTSA
Gross Area:
33.44 ha



0 100 200 m

Density (People & Jobs per Hectare)



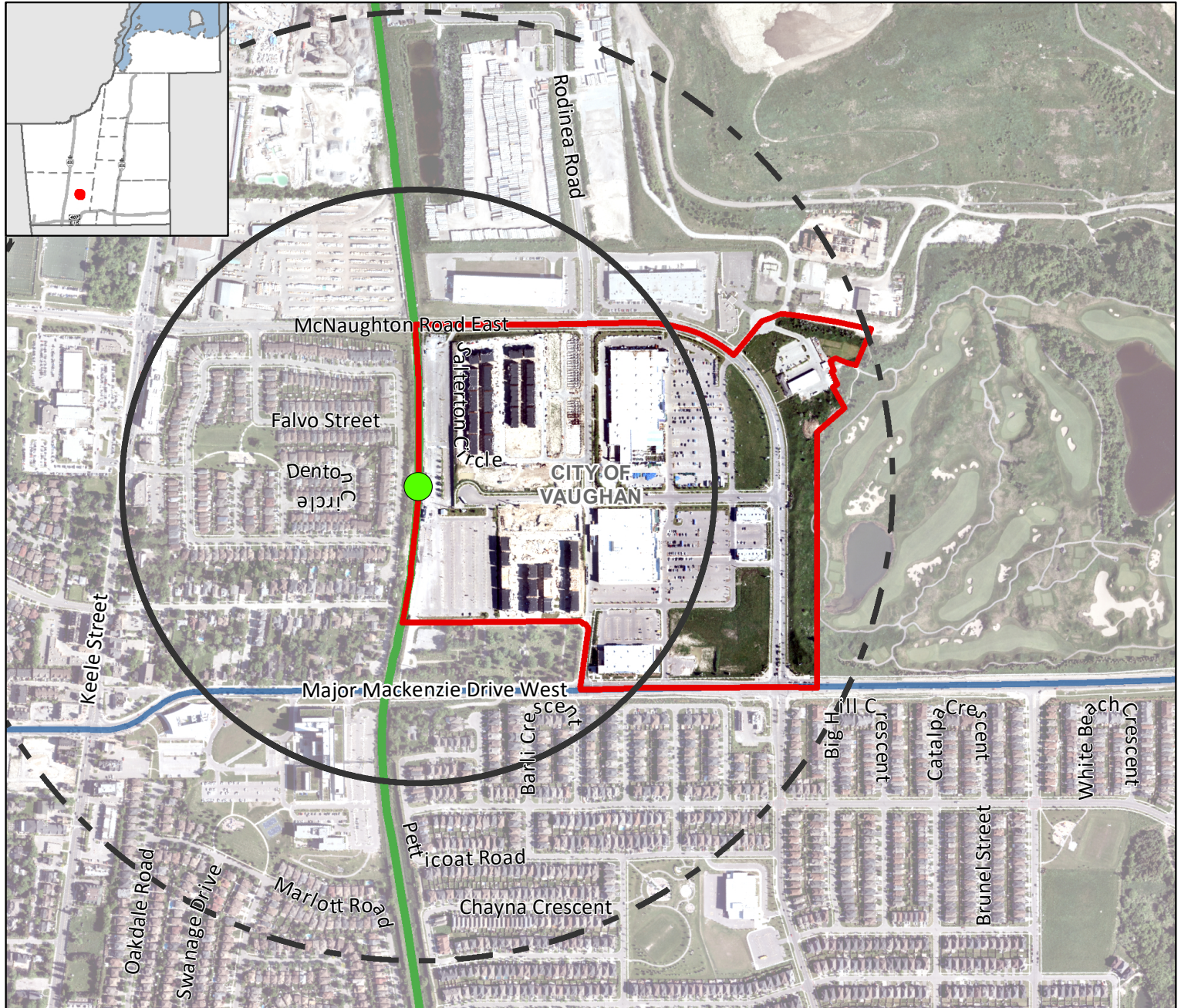
The Regional Municipality of York
Corporate Services,
Planning and Economic Development
August 2020

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Maple GO Station - OPTION 2

Near Major Mackenzie Drive at Keele Street



- Legend**
- Major Transit Station
 - Priority GO Rail
 - Proposed MTSA Boundary
 - 500m Radius
 - 800m Radius

Priority Transit Corridors - Provincial Growth Plan

— GO Rail

Other Transit Corridors

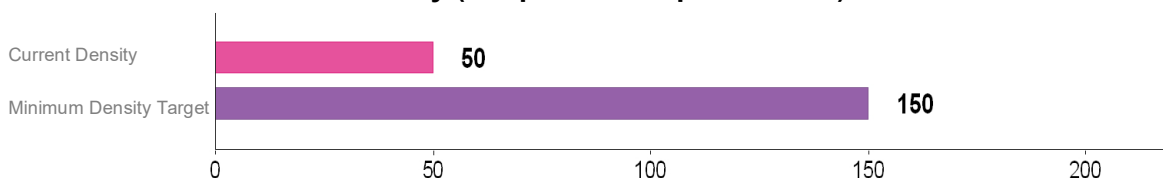
— Bus Rapid Transit

Maple GO Station MTSA
Gross Area:
38.95 ha



0 100 200 m

Density (People & Jobs per Hectare)



The Regional Municipality of York
Corporate Services,
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September 2020

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AGENDA 2.1**MARKHAM PUBLIC LIBRARY BOARD****Regular Meeting****Minutes of Regular Meeting held on Monday, June 22, 2020 8:12 p.m. Virtual Meeting**

Please note the delayed start time as the meeting followed the Strategic Planning Workshop, facilitated by Ms. Rebecca Jones, Dysart & Jones Associates

Present from Board: Mr. Alick Siu, Chair
 Ms. Margaret McGrory, Vice-Chair
 Ms. Iqra Awan
 Mr. Raymond Chan
 Mr. Edward Choi
 Deputy Mayor Don Hamilton
 Mr. Ben Hendriks
 Councillor Keith Irish
 Councillor Andrew Keyes
 Mr. Anthony Lewis
 Mrs. Pearl Mantell
 Mrs. Lillian Tolensky
 Mr. David Whetham
 Mr. Jay Xie

Present from Staff: Mrs. Catherine Biss, CEO & Secretary-Treasurer
 Ms. Andrea Cecchetto, Director, Service Excellence
 Mrs. Diane Macklin, Director, Community Engagement
 Ms. Michelle Sawh, Director, Administration
 Ms. Debbie Walker, Director, Library Strategy & Planning
 Ms. Polly Chan, Financial Analyst
 Mr. Shaun McDonough, Research Analyst
 Mr. Patrick Pan, Manager, Facilities & Workplace Safety
 Mrs. Angela Tse, Manager, Aaniin Library
 Mr. David Zambrano, Organizational Transformation Manager
 Mrs. Susan Price, Board Secretary

Regrets: Youth Representative: Ms. Timea Gergely

1.0 **Call to Order/Approval of Agenda**

Mr. Alick Siu, Chair called the meeting to order at 8:12 p.m.

Moved by Mrs. Lillian Tolensky
 Seconded by Mr. Ben Hendriks

Resolved that the agenda be approved.

Carried.

1.1 **Declaration of Conflict of Pecuniary Interest**

None.

AGENDA 2.1**1.2 Delegation**

None.

1.3 Chair's Remarks**CHAIR'S INDIGENOUS LAND ACKNOWLEDGMENT**

We begin today by acknowledging that we walk upon the traditional territories of Indigenous Peoples and we recognize their history, spirituality, culture and stewardship of the land. We are grateful to all Indigenous groups for their commitment to protect the land and its resources and we are committed to reconciliation, partnership and enhanced understanding.

The Chair asked the Directors to introduce any "guest" staff members present.

Mr. Siu advised the Board that it has been recommended that we count votes at virtual meetings and asked Members if they are in favor of a motion to keep their hands raised until they can be tallied.

Volunteers will be needed to prepare for the Presentation to Council tentatively scheduled for General Committee, Monday, October 19, 2020 (daytime meeting). The Working Group will need to meet (virtually) a couple of times over the summer. Volunteers are: Alick Siu, Margaret McGrory, Raymond Chan, Edward Choi and David Whetham.

2.0 Approval of Minutes:**2.1 Library Board Minutes May 25, 2020**

Moved by Mrs. Pearl Mantell
Seconded by Deputy Mayor Don Hamilton

Resolved that the minutes of the May 25, 2020 Library Board Meeting be confirmed.

Carried.

2.2 Consent Agenda:

Moved by Mrs. Lillian Tolensky
Seconded by Ms. Margaret McGrory

Resolved that the Consent Agenda comprising Agenda items 2.2 to 2.4.7 and the same are hereby approved as written and the CEO of the Library is hereby authorized and directed to take such action that may be necessary to give effect to the recommendations as therein contained:

2.3 Declaration of Due Diligence by the CEO**2.4 Communication and Correspondence:**

2.4.1 Ming Pao Newspaper (May 31): Markham cancels summer camp summer activities

http://www.mingpaocanada.com/Tor/htm/News/20200531/tga3_r.htm

2.4.2 A Framework for Reopening Our Province: Stage 2

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- <http://s3.documentcloud.org/documents/6939238/A-Framework-for-Reopening-Our-Province-Stage-2.pdf>
- 2.4.3 yorkregion.com: 'Oh my goodness' Vaughan libraries see huge spike in demand during COVID-19 pandemic
<https://www.yorkregion.com/news-story/10017292--oh-my-goodness-vaughan-libraries-see-huge-spike-in-demand-during-covid-19-pandemic>
- 2.4.4 yorkregion.com: What went wrong in Vaughan? City became York Region's COVID-19 hot spot
<https://www.yorkregion.com/news-story/9991460-what-went-wrong-in-vaughan-city-became-york-region-s-covid-19-hot-spot/?s=n1?source>
- 2.4.5 yorkregion.com: Richmond Hill Public Library offers curbside pickup during COVID-19 shutdown
<https://www.yorkregion.com/news-story/10018544-richmond-hill-public-library-offers-curbside-pickup-during-covid-19-shutdown/>
- 2.4.6 Mayor of Markham: Renewed call for mandatory masks
- 2.4.7 Ontario NEWS: More people can get back to work as additional businesses and services to reopen this week

Carried.

3.0 CEO's Highlights:

The Chair asked the CEO to comment on any content of the Highlights.

Mrs. Biss pointed out the following items to Board members:

- **COVID-19 Re-Opening Services-York Region Moves to Stage 2.** For Libraries Stage 2 provides that all libraries can re-open with limited on-site services, such as computer access and contactless book pick up and drop off. Community centres are also permitted to re-open to the public with limited or modified on-site programs and services that follow workplace guidance and public health advice. Markham Public Library has not as yet resumed any non-virtual services and a Memorandum will be presented to the Mayor and Members of Council June 23, 2020 in order to initiate curbside services at three standalone library branches. Complaints have been received from many parents with young children who are anxious to be able to borrow materials again. MPL is hoping that the initial curbside services proposed will be approved by Council June 23 and that Curbside Services can commence July 6.
- **MPL's Pension Plan**
 During the Library Board meeting on May 25, 2020, a question arose from the Board regarding the financial security of the Library's pension plan and whether or not it is fully funded. The Board member questioned whether the Board is responsible for oversight of this plan. The Library's pension plan is through the Ontario Municipal Employees Retirement System (OMERS), which is a Canadian Province of Ontario Government pension fund. OMERS is a defined benefit plan with their own Board of Governors who oversee its operations. OMERS is governed by the *Ontario Municipal Employees Retirement Act, 2006*, an Ontario law which superseded the older *Ontario Municipal Employees Retirement System Act*.

AGENDA 2.1

- **Quarterly Statistical Report**

The CEO pointed out the success of Virtual Programs and the increase in usage in relation to the COVID-19 pandemic.

Moved by Mrs. Pearl Mantell

Seconded by Deputy Mayor Don Hamilton

Resolved that the report entitled “CEO’s Highlight’s June 2020” be received.

Carried.

4.0 **Annual Monthly Policy Review**

(To be undertaken at the January meeting)

5.0 **Internal Monitoring Reports:**

(Compliance list of internal monitoring reports and discussion led by members)

5.1 **Executive Limitation: EL-2c Budgeting/Forecasting**

(Assigned to Mr. Edward Choi)

Mr. Choi reviewed the report EL-2c, Budgeting/Forecasting. He explained that the report provides the Board with a semi-annual update regarding Markham Public Library’s future budget planning.

Mr. Choi received no questions or concerns from Board members.

The report confirmed that the CEO and MPL’s practices relative to MPL’s Budgeting/Forecasting comply with the requirements of EL-2c policy.

Moved by Mr. Edward Choi

Seconded by Mr. Raymond Chan

Resolved that the Board receives the report entitled “Internal Monitoring Report-Executive Limitation, Budgeting/Forecasting” be received.

Carried.

5.2 **Executive Limitation: EL-2h Community Relations**

(Assigned to Mr. Ben Hendriks)

Mr. Hendriks reviewed the report EL-2h Community Relations. He sent an e-mail to Board members and did not receive any questions.

The report confirmed that the CEO and MPL’s practices relative to MPL’s Community Relations comply with the requirements of EL-2h policy.

Moved by Mr. Ben Hendriks

Seconded by Mrs. Lillian Tolensky

Resolved that the report entitled “Internal Monitoring Report: Executive Limitation, EL-2h Community Relations” be received.

Carried.

AGENDA 2.1

5.3 **Executive Limitation: EL-2i Compensation and Benefits**

(Assigned to Ms. Margaret McGrory)

Ms. McGrory advised that the purpose of this report is to provide the Board with an overview of MPL's practices with regard to employee compensation and benefits and that the CEO will ensure that the Library's fiscal integrity and public image remain un-jeopardized.

The report is broken up into three limitations which she explained. It is clear from the report that MPL is in compliance.

Ms. McGrory contacted the Board and did not receive any questions or comments

The report confirmed that the CEO and MPL's practices relative to MPL's Compensation and Benefits comply with the requirements of EL-2i policy.

Moved by Ms. Margaret McGrory
Seconded by Deputy Mayor Don Hamilton

Resolved that the report entitled "Internal Monitoring Report-Executive Limitation EL-2i, Compensation and Benefits" be received.

Carried.

5.4 **Executive Limitation: EL-2j Communication and Counsel to the Board (February to May 2020)**

(Assigned to Mr. Jay Xie)

Mr. Xie reviewed the report EL-2j, Communication & Counsel to the Board (February to May 2020) and found it to be satisfactory. The report provides the Board with a tri-annual affirmation that the Board is informed and supported in its work. He did not receive any questions from the Board.

The report confirmed that the CEO and MPL's practices relative to MPL's Communication and Counsel to the Board comply with the requirements of EL-2j policy.

Moved by Mr. Jay Xie
Seconded by Ms. Margaret McGrory

Resolved that the internal monitoring report entitled "Executive Limitation: EL-2j Communication & Counsel to the Board (February to May 2020)" be received.

Carried.

6.0 **Ends:**

6.1 **Strategic Planning Initial Workshop**

Conducted by Ms. Rebecca Jones, Dysart & Jones Associates in advance of regular meeting call to order.

7.0 **Governance:**

7.1 **OLBA Update: Ben Hendriks**

Mr., Hendriks advised the Board that OLBA will be conducting a webinar on Thursday, June 25, 2020. The webinar will include representatives from SOLS, OLS-N, FOPL, OLBA and a Regional

AGENDA 2.1

Representative from Waterloo. The webinar will focus on facilitating the reopening of public libraries and the role of advocacy during a pandemic.

The Vice-chair asked about the status of the amalgamation of the SOLS (Southern Ontario Library Services) and OLS-N (Northern Ontario Library Services). Mr. Hendriks advised that there is an OLS Working Group designing an implementation plan that should be ready for approval in the fall of 2020 and ready for implementation spring 2021. There will be a press release at that time.

7.2 **Delegation of Board's Authority over the summer**

Moved by Mrs. Pearl Mantell
Seconded by Mr. Raymond Chan

Resolved that responsibility for all Board decisions over the summer be delegated to the Board Chair in consultation with the Vice-Chair;

And that if the Chair or Vice-Chair cannot be contacted in a reasonable time frame, a designated Board member will be consulted.

Carried.

8.0 **Ownership Linkage:**

8.1 **Input from Board Members**

There were no reports from Board members attending events at this time.

9.0 **Board Advocacy:**

9.1 **Events (Virtual Programs) for the Next Quarter**

Staff explained that the report contained virtual programs that will be offered over the summer. The list is a work in progress and programs will be added as they become available. Any additions will be noted on the website and in the e-newsletter.

There was a question about Not for Profit partnerships and how they are faring during the pandemic. Staff responded that some were facing challenges but thus far were not having a significant impact on most programs, depending on the organization. Newcomer programs have been negatively affected.

Moved by Mr. Ben Hendriks
Seconded by Mrs. Lillian Tolensky

Resolved that the report "Events (Virtual Programs) for the Next Quarter" be received.

Carried.

10.0 **Education:**

Strategic Planning Workshop prior to meeting.

11.0 **Incidental Information** (None)

AGENDA 2.1**12.0 New Business:****12.1 Update on Proposed Curbside Services at Markham Public Library**

At the May 25th meeting, the MPL Board passed a motion directing staff to prepare a Memorandum to Council outlining its proposed curbside service model. On June 12, 2020, Catherine Biss and Andrea Cecchetto provided an overview of this proposal to the Executive Leadership Team at the City of Markham. The presentation of this proposal has since been added to the agenda of the June 23rd Council Meeting. The proposal is appended to this report. There was a lot of discussion and clarification on the potential roll out of Curbside Services, most of which was covered during the May 25 meeting and contained in the Memorandum to Council. There was a question about any additional employee liability and Staff confirmed that this was covered under current employment conditions.

Moved by Mr. Edward Choi
 Seconded by Mr. Ben Hendriks

Resolved that the Board receives the following update on MPL's proposed Curbside Service and the attached Memorandum to Council, scheduled to be presented June 23, 2020.

Carried.

13.0 Board Evaluation:**13.1 Questionnaire Results: Performance of Individual Board Members**

Moved by Mrs. Lillian Tolensky
 Seconded by Ms. Margaret McGrory

Resolved that report entitled "Questionnaire Results: Performance of Individual Board Members" be received.

Carried.

**14.0 In Camera Agenda:
(None)****15.0 Adjournment**

Prior to adjournment the Chair asked the Board if there were any comments or discussion on the Strategic Planning Workshop held prior to the Board meeting. Being none the meeting was adjourned.

Moved by Mrs. Pearl Mantell and seconded by Deputy Mayor Don Hamilton that the meeting be adjourned at 9:00 p.m.



Report to: General Committee

Date Report Authored: October 19, 2020

SUBJECT: 2021 Interim Spending Authority Pending Approval of Budget

PREPARED BY: Lisa Chen – Senior Manager, Financial Planning & Reporting

RECOMMENDATIONS:

- 1) That the report titled “2021 Interim Spending Authority Pending Approval of Budget”, be received; and
- 2) THAT Council approve 50% of the City’s 2020 Operating, Waterworks, Planning & Design, Building Standards and Engineering budgets, equal to \$205,261,876, as a pre-budget approval for 2021 operating expenditures; and
- 3) THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

To obtain Council approval for the Treasurer to have authority to make payments necessary to support the ongoing business of the City, prior to the approval of the 2021 Operating, Waterworks, Planning & Design, Building Standards and Engineering budgets.

BACKGROUND:

The 2021 Interim Spending Authority is intended to allow each of the City’s Operating, Waterworks, Planning & Design, Building Standards and Engineering departments to spend up to 50% of the 2020 approved budgets for operating expenditures. This approval will enable the City operations to continue at existing approved service levels until the City’s 2021 departmental budgets for operating expenditures are approved. The City’s 2020 approved budgets for operating expenditures are:

	<u>2020 Approved Budget</u>
Operating	\$ 240,962,772
Waterworks	140,669,974
Planning & Design	10,568,647
Building Standards	9,534,885
Engineering	8,787,473
Total	<u>\$ 410,523,751</u>
50% of the above total	<u>\$ 205,261,876</u>

All expenditures for goods and services will conform to existing by-laws and policies.

OPTIONS/ DISCUSSION:

Not applicable

FINANCIAL CONSIDERATIONS AND TEMPLATE:

Not applicable

HUMAN RESOURCES CONSIDERATIONS

Not applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

Not applicable

BUSINESS UNITS CONSULTED AND AFFECTED:

Not applicable

RECOMMENDED BY:

Joel Lustig
Treasurer

Trinela Cane
Commissioner, Corporate Services



Report to: General Committee

Meeting Date: October 19, 2020

SUBJECT: 2021 Interim Spending Authority Pending Approval of Unionville Business Improvement Area and Markham Village Business Improvement Area Budgets

PREPARED BY: Lisa Chen – Senior Manager, Financial Planning & Reporting

RECOMMENDATION:

- 1) That the report titled “2021 Interim Spending Authority Pending Approval of Unionville Business Improvement Area and Markham Village Business Improvement Area Budgets”, be received; and,
- 2) That Council approve 50% of the 2020 Operating Budget equivalent to the amounts of \$107,111 for the Unionville BIA (UBIA) and \$154,976 for the Markham Village BIA (MVBIA) as pre-budget approval for 2021 operating expenditures; and further,
- 3) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

To obtain Council approval for the UBIA and MVBIA to have the authority to make payments necessary to support their ongoing businesses prior to the approval of their respective 2021 operating budgets.

BACKGROUND:

The 2021 Interim Spending Authority is intended to allow the UBIA and MVBIA to spend up to 50% of the 2020 approved budget for operating expenditures. This approval will enable BIA operations to continue at existing levels until the 2021 Budgets for operating expenditures are approved.

The BIAs’ 2020 approved operating budgets are \$214,221 for the UBIA and \$309,951 for the MVBIA. Therefore, the interim spending equivalent to 50% of the 2020 operating budgets will be \$107,111 and \$154,976 respectively.

OPTIONS/ DISCUSSION:

Not applicable

FINANCIAL CONSIDERATIONS

Not applicable

HUMAN RESOURCES CONSIDERATIONS

Not applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

Not applicable

BUSINESS UNITS CONSULTED AND AFFECTED:

Not applicable

RECOMMENDED BY:

Joel Lustig
Treasurer

Trinela Cane
Commissioner, Corporate Services

ATTACHMENTS:

Not applicable



Report to: General Committee

Meeting Date: October 19, 2020

SUBJECT: 2021 Temporary Borrowing By-law
PREPARED BY: Lisa Chen – Senior Manager, Financial Planning & Reporting

RECOMMENDATION:

1. THAT the report titled “2021 Temporary Borrowing By-law” be received; and
2. THAT a by-law be brought forward for Council approval to authorize the temporary borrowing, if required, of amounts not to exceed \$205,261,876 from January 1, 2021 to September 30, 2021, and \$102,630,938 from October 1, 2021 to December 31, 2021 to meet the expenditures of the municipality until taxes are collected and other revenues are received; and
3. THAT the Treasurer report to Council in advance of borrowing, if temporary borrowing is required; and
4. THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

To obtain Council approval to allow the City of Markham to temporarily borrow funds, if required to do so.

BACKGROUND:

Section 407(1) of the *Municipal Act, 2001* states:

“At any time during a fiscal year, a municipality may authorize temporary borrowing until the taxes are collected and other revenues are received, of the amount Council considers necessary to meet the current expenditures of the municipality for the year...”

The City of Markham (the City) is known for its financial performance, fiscal responsibility and operational excellence. With sound cash management practices and policies in place, the City’s strong financial position has not necessitated bank financing for operating purposes in the past. However, a temporary borrowing by-law is recommended for unforeseen circumstances.

On an annual basis, the City’s banker, TD Canada Trust, has requested a copy of the by-law in order to be aware of the limits, should a necessity to borrow arise.

Subsection 407(2) of the *Municipal Act, 2001* governs the upper limits on the amounts the City can borrow, as follows:

(a) From January 1 to September 30 in the year, 50 per cent of the total estimated revenues of the municipality, as set out in the budget adopted for the year; and

(b) From October 1 to December 31 in the year, 25 per cent of the total estimated revenues of the municipality as set out in the budget adopted for the year.

Section 407(3) of the *Municipal Act, 2001* provides that until the budget is adopted in a year, the limits upon borrowing under subsection (2) shall temporarily be calculated using the estimated revenues of the municipality set out in the budget adopted for the previous year.

OPTIONS/ DISCUSSION:

Not applicable

FINANCIAL CONSIDERATIONS

The City would be required to pay interest on any short-term borrowing. The City does not budget for interest expense, as borrowing has not been required in the past.

The City has secured a temporary borrowing facility with the City's financial institution to bridge potential cash flow shortfalls due to the impacts of COVID-19.

The Treasurer will report to Council prior to borrowing, if short-term borrowing is required.

HUMAN RESOURCES CONSIDERATIONS

Not applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

Not applicable

BUSINESS UNITS CONSULTED AND AFFECTED:

Not applicable

RECOMMENDED BY:

Joel Lustig
Treasurer

Trinela Cane
Commissioner, Corporate Services

ATTACHMENTS:

Appendix A, "2021 Temporary Borrowing Bylaw"

APPENDIX A: 2021 Temporary Borrowing Bylaw

By-law to authorize temporary borrowing to meet the expenditures of the City of Markham until taxes are collected and other revenues received.

A by-law to authorize the temporary borrowing of an amount not to exceed \$205,261,876 from January 1 to September 30, 2021 and \$102,630,938 from October 1 to December 31, 2021 to meet the current expenditures of the Corporation for the year, until taxes are collected and other revenues received.

WHEREAS Section 407 (1) of The Municipal Act authorizes that Council may borrow from time to time such sums as Council considers necessary to meet, until the taxes are collected and other revenues received, the current expenditures of the Corporation for the year; and

WHEREAS Section 407 (2) of The Municipal Act states the amount to be borrowed shall not exceed from January 1st to September 30th of the year, 50 per cent of the total estimated revenues of the Corporation, and from October 1st to December 31st, 25 per cent of the total estimated revenues for the Corporation; and

WHEREAS Section 407 (3) of The Municipal Act states that until the budget is adopted in a year, the limits upon borrowing shall temporarily be calculated using the estimated revenues of the municipality set out in the budget adopted for the previous year; and

WHEREAS the total revenues of the Corporation as set forth for the year 2020 are \$410,523,751 which was adopted by Council at the Council meeting on December 10, 2019.

NOW THEREFORE THE CORPORATION OF THE CITY OF MARKHAM HEREBY ENACTS AS FOLLOWS:

1. The Treasurer is hereby authorized on behalf of the Municipality to borrow from time to time by way of promissory note from the Municipality's banker a sum or sums not exceeding from January 1 to September 30 of the year \$205,261,876 and from October 1 to December 31 \$102,630,938 to meet, until the taxes and other revenues are received, the current expenditures of the Municipality for the year, including the amount required for the purposes mentioned in Subsection 1 of Section 407 of The Municipal Act and to give on behalf of the Municipality to the Bank a promissory note or notes sealed with the Corporate Seal and signed by the Treasurer for the monies so borrowed, with interest, which may be paid in advance or otherwise.
2. All sums borrowed pursuant to the authority of this by-law from the said bank for any or all purposes mentioned in the said Section 407 shall with interest thereon, be a charge upon the whole of the revenues of the Municipality for the current year.

READ A FIRST, SECOND, AND THIRD TIME AND PASSED THIS

_____ DAY OF _____ 2020.

KIMBERLEY KITTERRINGHAM
CITY CLERK

FRANK SCARPITTI, MAYOR



Report to: General Committee

Meeting Date: October 19, 2020

SUBJECT: Staff Awarded Contracts for the Month of September
PREPARED BY: Alex Moore Ext, 4711

RECOMMENDATION:

1. THAT the report entitled “Staff Awarded Contracts for the Month of September” be received; and
2. That Staff be authorized and directed to do all things necessary to give effect to this resolution

PURPOSE:

Pursuant to Part III section 15 of the Procurement Bylaw (No. 2017-8), passed by Council on March 21, 2017, a report shall be submitted to Council on a monthly basis to advise of awarded contracts greater than \$50,000.

This report advises Council of all contracts, awarded by the Chief Administrative Officer or Commissioners, or Directors with a total cost exceeding \$50,000 for the month of September.

BACKGROUND:

The Procurement Bylaw delegates authority to staff to award contracts if the contract award meets specific criteria. The following chart outlines the contract award approval authority:

Dollar threshold	Within Criteria*	Outside Criteria*
\$50,000 or greater, but less than \$100,000	Director	Commissioner
\$100,000 or greater, but less than \$350,000	Commissioner	CAO
\$350,000 or greater	CAO	Council

* If one (1) of the below noted criteria is not met then the contract award is identified as outside criteria and the approval authority.

- The Contract Award is to the lowest priced or highest ranked (as applicable), compliant Bidder
- The expenses relating to the goods/ services being procured are included in the budget (Operating/Capital).
- The Contract Award is within the approved budget.
- The term of the Contract is for a maximum of four (4) years.
- There is no litigation between the Successful Bidder and the City at the time of Contract Award.
- There is no disqualified Bidder (which disqualified Bidder is also the lowest priced or highest ranked Bidder (as applicable) pursuant to the Quotation process) at the time of Contract Award.

Number	BMFT Objective	Description	Award Details	Commission
1	Exceptional Services by Exceptional People	143-T-20 Overhead Door Replacement at Civic Centre & 555 Miller	Lowest Priced Bidder	CS
2	Exceptional Services by Exceptional People	159-Q-20 Markham Civic Centre Garage Ramp Concrete and Wall Sealing	Lowest Priced Bidder	CS
3	Safe & Sustainable Community	036-T-20 Erosion Restoration at German Mills Creek and East Don River Tributary	Lowest Priced Bidder	C&FS
4	Safe & Sustainable Community	089-Q-20 Rejuvenation of Community Centre Landscapes	Lowest Priced Bidder	C&FS
5	Safe & Sustainable Community	095-Q-20 Consulting Services for Condition Inspection – Suspended Watermain over Crossing Structures.	Lowest Priced Bidder	C&FS
6	Safe & Sustainable Community	157-T-20 Tomlinson Park Spray Pad Redevelopment	Lowest Priced Bidder	C&FS
7	Safe & Sustainable Community	171-T-20 Angus Glen Community Centre Arena Condenser Replacement	Lowest Priced Bidder	C&FS
8	Safe & Sustainable Community	172-Q-20 Angus Glen Community Centre Rooftop Condensor Replacement	Lowest Priced Bidder	C&FS
9	Safe & Sustainable Community	187-T-20 Pedestrian Accessibility Improvements	Lowest Priced Bidder	DS
10	Safe & Sustainable Community	189-T-20 New Infill Residential Service Connections at Various Locations	Lowest Priced Bidder	DS

Number	BMFT Objective	Description	Award Details	Commission
11	Safe & Sustainable Community	190-T-20 City Owned Fence Replacement	Lowest Priced Bidder	C&FS
12	Safe & Sustainable Community	200-Q-20 New Infill Residential Service Connections at Various Locations	Lowest Priced Bidders	DS
13	Safe & Sustainable Community	169-Q-20 Angus Glen Community Centre Flooring Replacement	2 nd Lowest Priced Bidder	C&FS
14	Safe & Sustainable Community	193-S-20 Metrolinx Crossing Rehabilitation of Castlemore	Non-Competitive Bidder	C&FS
15	Stewardship of Money and Resources	085-T-20 Supply and Delivery of Thirteen (13), 60" Zero-Turn Mowers	Lowest Priced Bidder	C&FS
16	Stewardship of Money and Resources	090-T-20 Supply and Delivery of Three (3) Crew Cab Flatbed Diesel Trucks	Lowest Priced Bidder	C&FS
17	Stewardship of Money and Resources	185-T-20 Supply and Delivery of Four (4) High Roof Cargo Vans	Lowest Priced Bidder	C&FS
18	Stewardship of Money and Resources	191-Q-20 Supply and Delivery of Two (2) Full Sized Cargo Vans	Lowest Priced Bidder	C&FS
19	Stewardship of Money and Resources	208-S-20 Supply and Delivery of Toughbook Tablets	Non-Competitive Bidder	CS
20	Stewardship of Money and Resources	207-Q-20 Supply and Installation of Truck Mounts for Toughbook Tablets, Waterworks Fleet	Lowest Priced Bidder	CS

RECOMMENDED BY:

Joel Lustig
Treasurer

Trinela Cane
Commissioner, Corporate Services

#1

**STAFF AWARD REPORT****Page 1 of 2**

To:	Trinela Cane, Commissioner, Corporate Services
Re:	143-T-20 Overhead Door Replacement at Civic Centre & 555 Miller
Date:	August 19, 2020
Commission:	Corporate Services

BID INFORMATION

Bids closed on	August 18, 2020
Number picking up bid documents	7
Number responding to bid	5*

*2 of 5 bids were rejected as non-compliant due to failure to meet mandatory bonding or alternatives to bonding requirements as set out in the tender.

BACKGROUND

The scope of work includes replacement nineteen (19) overhead doors at the 555 Miller Ave and one (1) overhead door at the Civic Centre garage. The work will be completed by October 31, 2020.

RECOMMENDATION

Recommended bidder	Candoor Overhead Door Ltd. (lowest priced bidder)	
Current budget available	\$275,000.00 <u>\$ 42,000.00</u> \$317,000.00	270-101-5399-20076 Operations Facilities Repair/Replacement 270-101-5399-20069 Civic Centre Repair/Replacement Total Budget
Less cost of award	\$141,395.52 <u>\$ 14,139.55</u> \$155,535.07 \$ 38,770.56 <u>\$ 3,101.64</u> 41,872.20 \$197,407.27	555 Miller Ave Contingency 10% Cost of award - 555 Miller Ave Civic Centre Contingency 8% Cost of Award - Civic Centre Total Award (incl. HST impact)
Budget remaining after award	\$119,592.73	**

*The standard contingency of 10% has been reduced to 8% to meet budget.

** Budget surplus is attributable to value engineering of the design specifications, favourable market prices and volume discounts for doors at 555 Miller Ave. Of the remaining budget of \$119,592.73

- \$3,557.27 will be used to fund budget shortfall in RFQ 180-Q-20 (project 20076) for overhead door replacement at Central park shop,
- \$115,907.66 and \$127.80 will be returned to the original funding sources, project 20076 and project 20069, respectively.

143-T-20 Overhead Door Replacement at Civic Centre & 555 Miller**Page 2 of 2****OPERATING BUDGET AND LIFE CYCLE IMPACT**

There is no incremental impact to the operating budget. The Life Cycle Reserve Study will be adjusted upon project completion with latest prices. Staff will monitor and update accordingly.

ENVIRONMENTAL CONSIDERATIONS

All waste will be properly sorted, recycled and disposed of at an authorized dump, waste treatment site or recycling facility.

#2

**STAFF AWARD REPORT****Page 1 of 2**

To:	Andy Taylor, Chief Administrative Officer
Re:	159-Q-20 Markham Civic Centre Garage Ramp Concrete and Wall Sealing
Date:	August 17, 2020
Commission:	Corporate Services

BID INFORMATION

Bids closed on	July 3, 2020
Number picking up bid documents	4
Number responding to bid	2*

*The bid was sent 7 companies who specialize in this type of work and had experience with the specified injection resin, epoxy and concrete material. Bidders who picked up the document and did not bid was due to their current workload.

BACKGROUND

The purpose of project is to address the leaks and cracks of concrete ramp and walls at the garage of the Markham Civic Centre. The scope of work includes cleaning, concrete repair, crack repair and sealant.

The work will be completed by September 30, 2020.

RECOMMENDATION

Recommended bidder	United Building Restoration Ltd. (lowest priced bidder)	
Current budget available	\$ 80,000.00	270-101-5399-20069 (CC Garage Ramp Concrete Sealing)
	<u>\$ 39,240.94</u>	
	\$119,240.94	270-101-5399-20069 (CC Painting and Air Handling Unit)
		Total
Less cost of award	\$146,432.64	Cost of award*
	<u>\$ 14,643.26</u>	Contingency 10%
	\$161,075.90	Total Award (incl. HST impact)
Budget Shortfall	(\$41,834.96)	**

*The cost of award reflects a negotiated reduction of \$5,088.00 and extended warranty from 1 year to 2 years for concrete repairs and from 1 year to 3 years for sealant.

**The shortfall was mainly due to cost under-estimation that is resulted from accelerated deterioration of the ramp since the initial assessment was completed 2 years ago and that extensive repair and specialized products are required based on latest detailed condition assessment.

Staff recommends to proceed with full scope of work immediately based on latest condition assessment and safety risks. The shortfall will be funded as follows:

1. Re-allocate \$39,240.94 from the following components that were included within the same Project #20069.
 - a. Painting (\$23,640.94) - The deferred painting work includes window trims, service areas and various ceilings. It can be deferred due to minimal staff and no public in the building. Any painting needs that emerge in 2020 can be completed by Staff;

159-Q-20 Markham Civic Centre Garage Ramp Concrete and Wall Sealing**Page 2 of 2****RECOMMENDATION (Continued)**

- b. Air handling unit replacement (\$15,600.00) - The deferred air handling unit serves the Civic Centre Chapel and its replacement can be delayed as this space is not currently used and will not be in the foreseeable future, due to the current pandemic. The unit is past its lifecycle, however, the unit is operational and it is feasible to be maintained until replacement in 2022.
2. Fund the balance of the budget shortfall in the amount of \$41,834.96 from Non-DC Capital Contingency.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to operating budget. The life cycle for the ramp traffic coating will be increased from a 3-year lifespan to a 10-year lifespan based on the specified premium product, ultimately reducing the 25-year Life Cycle Reserve Study by \$92,500. There is no incremental impact to the Life Cycle Reserve Study associated with the wall work.

ENVIRONMENTAL CONSIDERATIONS

All waste will be properly sorted, recycled and disposed of at an authorized dump, waste treatment site or recycling facility.

#3

**STAFF AWARD REPORT**

To:	Andy Taylor, Chief Administrative Officer
Re:	036-T-20 Erosion Restoration at German Mills Creek and East Don River Tributary
Date:	August 28, 2020
Commission:	Community and Fire Services

BID INFORMATION

Bid closed on	Aug 19, 2020
Number picking up document	14
Number responding to bid	10*

*1 of 10 bids were rejected as non-compliant due to failure to meet mandatory bonding requirements as set out in the tender.

BACKGROUND

To obtain approval to award the contract for erosion restoration at German Mills Creek (located south of John Street and west of German Mills Road) and at East Don River Tributary (located at 53 Steele Valley Road).

Work will be completed by November 2020, with planting to be done in Spring 2021.

RECOMMENDATION

Recommended bidder	560789 Ontario Limited o/a R&M Construction (lowest priced bidder)	
Current budget available	\$589,505.24	750-101-5699-19232 Erosion Restoration Program
Less cost of award	\$533,179.86 <u>\$ 53,317.99</u> \$586,497.85	Cost of Award Contingency (10%) Award Incl. of HST & Contingency (10%)
Budget remaining after this award	\$ 3,007.39	*

*The remaining budget of \$3,007.39 will be returned to the original funding source.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to operating budget and Life Cycle Reserve over the next 25 years. The next restoration at these sites are anticipated to be beyond 25 years.

ENVIRONMENTAL CONSIDERATIONS

Erosion restoration reduces downstream sedimentation and improves water quality and fish habitat while contributing to a sustainable, healthy ecosystem that is in line with the City's Greenprint initiative. The restoration construction will endeavour to restore the natural form and function of both German Mills Creek and the East Don River Tributary system while limiting the hazards to the existing infrastructure. Special consideration will be given to improving aquatic habitat targeting Redside Dace that is protected under the Endangered Species Act (ESA) 2007.

#4

**STAFF AWARD REPORT**

o:	Morgan Jones, Director, Operations
Re:	089-Q-20 Rejuvenation of Community Centre Landscapes
Date:	September 14, 2020
Commission	Community & Fire Services

BID INFORMATION

Bid closed on	September 9, 2020
Number picking up bid document	16
Number responding to bid	10

BACKGROUND

To obtain approval to award the contract for the landscape modifications to rejuvenate three City locations 1. Unionville Library, 2. Rouge River Community Centre and 3. Angus Glen Community Centre.

The scope of work is as follows:

- Removal of existing material;
- Strip dead sod and re-sod;
- Backfill or top dress of top soil;
- Supply and install filter cloth and mulch; and
- Supply and install specified plants, shrubs, ornamental grass and stone.

It is anticipated that construction will commence following contract award and be completed by December 15, 2020.

RECOMMENDATION

Recommended bidder	Environmental Contracting Ontario Inc. (lowest priced bidder)	
Current budget available	\$63,700.00	700-101-5399-20212 Rejuvenation of Community Centre Landscapes
Less cost of award	\$55,927.30	Total cost of award (Incl. of HST)
Budget remaining after this award	\$ 7,772.70	*

*The remaining budget of \$7,772.70 will be returned to the original funding source.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to the operating budget or Life Cycle Reserve Study.

ENVIRONMENTAL CONSIDERATIONS

Shrubs, ornamental grasses, and perennial flowering plants are ideal for both winter and summer climates. They are adaptable and require minimal maintenance once fully established. Filter cloth and mulch will reduce weed growth and help with water retention adding to healthier plants.

#5

**STAFF AWARD REPORT**

To:	Phoebe Fu, Director of Environmental Services
Re:	095-Q-20 Consulting Services for Condition Inspection – Suspended Watermain over Crossing Structures.
Date:	August 27, 2020
Commission:	Community and Fire Services

BID INFORMATION

Bids closed on	July 17, 2020
Number picking up bid documents	6
Number responding to bid	2*

* The bid was sent 6 companies who specialize in this type of work and had experience. Reasons for no-bid includes current workload, resource constraints, and ability to quote competitively.

BACKGROUND

To obtain approval to award the consulting engineering services for condition inspection of suspended watermain on crossing structures at nine (9) locations. Work includes field condition assessment and risk assessment. The work will be completed by December 2020.

To date, the City owns and operates more than 1,089 km of watermain and the watermain are suspended on to bridges at thirteen (13) locations. Water main failure at these crossings could have major impacts on the nearby infrastructure and environment, including disruption to water services and traffic.

RECOMMENDATION

Recommended bidder	Cole Engineering Group Ltd. (lowest priced bidder)	
Current budget available	\$52,900.00	760-101-5699-20262 Suspended Watermain-Condition Inspection
Less cost of award	\$51,395.92	Cost of Award (inclusive of HST) *
Budget remaining after this award	\$ 1,504.08	**

*The original bid price was \$71,806.94 for 13 crossing structures and over budget. Staff recommends to defer inspection at 4 crossing structures that were recently replaced and/ or rehabilitated in conjunction with bridge widening work to the next 5-year cycle and remove the standard contingency of 10% to meet budget based on expected risks and through consultation with the successful bidder.

**The remaining budget of \$1,504.08 will be returned to original funding source.

OPERATING BUDGET AND LIFE CYCLE IMPACT

Staff will update the Waterworks Lifecycle Reserve Study to reflect the current market rates. There is no incremental operating budget impact.

ENVIRONMENTAL CONSIDERATIONS

N/A

#6

**STAFF AWARD REPORT**

To:	Andy Taylor, Chief Administrative Officer
Re:	157-T-20 Tomlinson Park Spray Pad Redevelopment
Date:	August 31, 2020
Commission	Community & Fire Services

BID INFORMATION

Bid closed on	August 14, 2020
Number picking up bid document	12
Number responding to bid	8

BACKGROUND

To obtain approval to award the contract for the Tomlinson Park Spray Pad Redevelopment. The scope of work shall include, but is not limited to:

- Remove and replace existing splash pad with similar size pad;
- Relocate electrical panel to same location as feature controllers; and
- Replace dated water features with more engaging features.

It is anticipated that construction will be completed by October 31, 2020.

RECOMMENDATION

Recommended bidder	Mopal Construction Limited (lowest priced bidder)	
Current budget available	\$315,377.00	059-6150-20218-005 Tomlinson Waterplay Replacement
Less cost of award	\$221,685.25 \$ 22,168.52 \$243,853.77	Award (Incl. of HST) Contingency @ 10%* Total cost of award (Incl. of HST)
Budget remaining after this award	\$ 71,523.23	**

*The most recent life cycle update included a 5% contingency, however as part of this award, it was increased to 10% for this particular location due to potential drainage issues. With condition assessment of the structure, it appears that drainage may be contributing to ground and structural issues. Once removed and excavated, drainage at this location will be assessed and improved as required.

**The remaining budget of \$71,523.23 will be returned to the original funding source.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to the operating budget. The Life Cycle Reserve Study will be monitored and any adjustments deemed necessary will be made in the future based on staff awards.

ENVIRONMENTAL CONSIDERATIONS

All materials removed will be disposed of/recycled in accordance with best practices.

#7

**STAFF AWARD REPORT**

To:	Andy Taylor, Chief Administrative Officer
Re:	171-T-20 Angus Glen Community Centre Arena Condenser Replacement
Date:	August 19, 2020
Commission:	Community & Fire Services

BID INFORMATION

Bids closed on	August 19, 2020
Number picking up bid documents	9
Number responding to bid	4

BACKGROUND

To obtain approval to award the contract for the removal and replacement of the arena condenser inclusive of all piping, insulation and pumps. The existing condenser was installed in 2004 and replacement is warranted based on condition assessment.

The work will be completed by December 2020.

RECOMMENDATION

Recommended bidder	Cimco Refrigeration (lowest priced bidder)	
Current budget available	\$199,737.00	500-101-4299-20096– Condenser Replacement
Less cost of award	\$184,671.00	Total cost of award (Incl. of HST)
Budget remaining after this award	\$15,066.00	*

*Remaining budget of \$15,066.00 will be returned to original funding source.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental operating budget or life cycle impact.

ENVIRONMENTAL CONSIDERATIONS

N/A

#8

**STAFF AWARD REPORT**

To:	Andy Taylor, Chief Administrative Officer
Re:	172-Q-20 Angus Glen Community Centre Rooftop Condenser Replacement
Date:	September 14, 2020
Commission:	Community & Fire Services

BID INFORMATION

Bids closed on	August 19, 2020
Number picking up bid documents	8
Number responding to bid	6

BACKGROUND

To obtain approval to award the contract for the replacement of two (2) rooftop condenser units at the Angus Glenn Community Centre. The dehumidification units work in conjunction with the air handling unit to maintain lower ice temperatures in the arenas. The existing condensers were installed in 2004 and replacement is warranted based on conditions assessment.

The Work includes but is not limited to:

- Removal and disposal of existing, supply, and installation of equipment, testing, start-up and warranty of a rooftop condensing units;
- Supply and install dehumidification system components, including a condensing unit, direct-expansion coils, equipment supports, sensors, valves, and refrigerant piping.

Work to be completed by November 2020.

RECOMMENDATION

Recommended bidder	Sharpline HVAC (lowest priced bidder)	
Current budget available	\$126,776.00	500-101-4299-20100 – Condenser Replacement
Less cost of award	\$130,504.15	Total cost of award (Incl. of HST)
Budget remaining after this award	(\$3,728.15)	*

* The shortfall of \$3,728.15 will be funded from the Non-DC capital contingency account.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There will be no impact to operation budget. The Life Cycle Reserve Study will be updated to reflect the additional useful life of the system.

ENVIRONMENTAL CONSIDERATIONS

N/A

#9

**STAFF AWARD REPORT**

To:	Arvin Prasad, Commissioner, Development Services
Re:	187-T-20 Pedestrian Accessibility Improvements
Date:	September 11, 2020
Commission	Development Services

BID INFORMATION

Bid closed on	Aug. 27, 2020
Number picking up bid document	11
Number responding to bid	6

BACKGROUND

To obtain approval to award the contract for pedestrian accessibility improvements at the following four (4) signalized intersections:

1. Alden Road and Bentley Street
2. Esna Park Drive and IBM Access
3. Bullock Drive and Loblaws Access
4. Golden Avenue and Fonda Road

It is anticipated that the project will be completed by November 2020.

RECOMMENDATION

Recommended Bidder	On-Tek Electric Services Limited (lowest priced bidder)	
Current Budget Available	\$510,077.00	083-5350-20041-005 Pedestrian Accessibility
Less cost of award	\$241,158.61 \$ 24,115.86 \$265,274.47	Construction (Incl. of HST) Contingency @ 10% Total Construction Award (Incl. of HST)*
	\$ 34,833.00 \$300,107.47	Internal Management Fee Total Cost of Award
Budget Remaining after this award	\$209,969.53	**

* The cost of award is significantly lower as staff reviewed the design drawings and completed a site visit to assess the feasibility of reducing item quantities from the scope of work for the purposes of reducing construction costs. Items reduced included civil works and will have no impact on service levels at these locations. In addition, cost estimates received in 2015 were overestimated.

**The remaining budget will be returned to the original funding source.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental operating budget impact. The Life Cycle Reserve Study will be adjusted accordingly.

ENVIRONMENTAL CONSIDERATIONS

N/A

#10

**STAFF AWARD REPORT**

To:	Brian Lee, Director, Engineering
Re:	189-T-20 New Infill Residential Service Connections at Various Locations
Date:	September 2, 2020
Commission	Development Services

BID INFORMATION

Bid closed on	August 26, 2020
Number picking up bid document	9
Number responding to bid	5

BACKGROUND

To obtain approval to award the contract for water, sanitary and storm sewer connections at various locations. Upon receipt of applications from City of Markham property owners, engineering staff obtain pricing from qualified companies for the installation of water, storm and/or sanitary service connections to service residential lots. The locations identified in this Request for Tender are as follows:

Location 1: 48 Grandview Ave

Location 4: 8 Hughson Dr

Location 2: 18A Oakcrest Ave

Location 5: 8A Hughson Dr

Location 3: 28 Church St

Location 6: 20 Pheasant Valley Crt

RECOMMENDATION

Recommended bidder	MAAD Excavation Inc. (lowest priced bidder locations 2,4-6) 2708268 Ont. Inc O/A Nelli Construction (lowest priced bidder locations 1,3)	
Budget allocated to award	\$74,742.72	083-5350-20303-005 Residential Water Service*
Less cost of award	\$74,742.72	Construction (Incl. of HST)**
Budget remaining after this award	\$0.00	

* Service connections are fully recoverable from homeowners and work does not commence until payment is received by the City. The issuance of a Purchase Order is contingent upon receipt of payment from homeowners.

**The City will be collecting the tendered cost and the 1.76% HST impact from homeowners for the service connections.

OPERATING BUDGET AND LIFE CYCLE IMPACT

N/A

ENVIRONMENTAL CONSIDERATIONS

N/A

#11

**STAFF AWARD REPORT**

To:	Andy Taylor, Chief Administrative Officer
Re:	190-T-20 City Owned Fence Replacement
Date:	August 31, 2020
Commission	Community & Fire Services

BID INFORMATION

Bid closed on	August 26, 2020
Number picking up bid document	10
Number responding to bid	6

BACKGROUND

To obtain approval to award the contract for the removal and replacement of City-owned fences.

The four locations with the estimated volumes are as follows:

- 1) Bullock Drive, south side, from pathway east of Laidlaw Blvd to Jug Lane
Remove +/- 323 lm precast fence panels, masonry pillars complete with footings and restore excavation with fill/top soil to grade and replace with wooden fence.
- 2) 5567 14th Avenue, Fire Hall 96
Remove and replace +/- 60 lm existing wooden fence.
- 3) Apple Creek Handrail
Remove and replace +/- 16 lm galvanized steel handrail.
- 4) Wetherby Circle, along John St.
Remove and replace +/- 16 lm wrought iron fence and non-operational gate.

It is anticipated that construction will be completed by December 2020.

RECOMMENDATION

Recommended bidder	M&E General Contracting Inc. (lowest priced bidder)	
Current budget available	\$128,800.00	050-6150-20183-005 City Owned Fence Replacement Program
Less cost of award	\$121,633.73	Total cost of award (Incl. of HST)
Budget remaining after this award	\$ 7,166.27	*

*The remaining budget of \$7,166.27 will be returned to the original funding source.

\$5,418.00 of the \$7,166.27 budget being returned to source is for work at Apple Creek Park, which has already been completed in 2018.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to the operating budget or Life Cycle Reserve Study.

ENVIRONMENTAL CONSIDERATIONS

Existing fencing will be removed and recycled in keeping with best practices.

#12

**STAFF AWARD REPORT**

To:	Brian Lee, Director, Engineering
Re:	200-Q-20 New Infill Residential Service Connections at Various Locations
Date:	September 14, 2020
Commission	Development Services

BID INFORMATION

Bid closed on	Sept. 9, 2020
Number picking up bid document	9
Number responding to bid	6

BACKGROUND

To obtain approval to award the contract for water, sanitary and storm sewer connections at various locations. Upon receipt of applications from City of Markham property owners, engineering staff obtain pricing from qualified companies for the installation of water, storm and/or sanitary service connections to service residential lots. The locations identified in this Request for Tender are as follows:

Location 1: 59 George Street	Location 5: 21 Summerfeldt Crescent
Location 2: 30B Rouge Street	Location 6: 45 John Street
Location 3: 33 Eureka Street	Location 7: 32 Liebeck Crescent
Location 4: 126 Church Street	Location 8: 75 Havagal Crescent

RECOMMENDATION

Recommended bidder	2708268 Ont. Inc O/A Nelli Construction (lowest priced bidder locations 1 - 7) N.S.J WaterWorX Group Ltd. (lowest priced bidder location 8)	
Budget allocated to award	\$89,336.12	083-5350-20303-005 Residential Water Service*
Less cost of award	\$89,336.12	Construction (Incl. of HST)**
Budget remaining after this award	\$0.00	

* Service connections are fully recoverable from homeowners and work does not commence until payment is received by the City. The issuance of a Purchase Order is contingent upon receipt of payment from homeowners.

**The City will be collecting the tendered cost and the 1.76% HST impact from homeowners for the service connections.

OPERATING BUDGET AND LIFE CYCLE IMPACT

N/A

ENVIRONMENTAL CONSIDERATIONS

N/A

#13

**STAFF AWARD REPORT**

To:	Mary Creighton, Director, Recreation Services
Re:	169-Q-20 Angus Glen Community Centre Flooring Replacement
Date:	August 11, 2020
Commission:	Community & Fire Services

BID INFORMATION

Bids closed on	August 6, 2020
Number picking up bid documents	18
Number responding to bid	14

BACKGROUND

To obtain approval to award the contract for the removal and replacement of the rubber floors in the multipurpose rooms, kitchen, and storage rooms at the Angus Glen Community Centre. The existing floors were installed in 2005 and replacement is warranted based on condition assessment.

It is anticipated that the work will be completed by October 2020.

RECOMMENDATION

Recommended bidder	Athletica Sport Systems Inc. (second lowest priced bidder)*	
Current budget available	\$75,700.00	500-101-4299-20096 – Flooring Replacement
Less cost of award	\$62,480.64	Total cost of award (Incl. of HST)
Budget remaining after this award	\$13,219.36	**

*Staff does not recommend awarding the contract to lowest priced bidder, pursuant to Part II, Section 17.4 of the City of Markham's General Terms and Conditions where the City reserves the right, in its sole discretion, not to award to the lowest priced Bidder whose reference checks do not meet or exceed the expectations of the City. The low bidder was unable to provide references of past projects of similar size and scope within the last 5 years and have limited experience with installing rubber flooring.

**Remaining budget of \$13,219.36 will be returned to original funding source.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental operating budget or life cycle impact.

ENVIRONMENTAL CONSIDERATIONS

N/A

#14

**STAFF AWARD REPORT**

To:	Andy Taylor, Chief Administrative Officer
Re:	193-S-20 Metrolinx Crossing Rehabilitation of Castlemore
Date:	August 17, 2020
Commission	Community & Fire Services

BACKGROUND

To obtain approval to issue a purchase order to pay an invoice from Metrolinx for railway crossing rehabilitation at the Castlemore crossing. The City and Metrolinx entered into an agreement that obligated the City to pay for the costs associated with the rehabilitation work at the Castlemore crossing.

The work completed involved the removal of the existing crossing material and replacement with rubber mud rails, tie, track, asphalt repairs and traffic control.

RECOMMENDATION

Recommended bidder	Metrolinx (non-competitive procurement)	
Current budget available	\$163,600.00	050-6150-20192-005 Railway Crossing Rehabilitation – Castlemore
Less cost of award	\$163,586.32	Total cost of award (Incl. of HST)
Budget remaining after this award	\$ 13.68	*

* The remaining budget of \$13.68 will be returned to the original funding source.

Staff further recommends:

That the tendering process be waived in accordance with Purchasing By-Law 2017-8, Part II, Section 11.1, item 1 (b) - where there is only one source of supply for the goods to be purchased

And

11.2, Item (c) - when goods and services to be provided by Provincial and federal government agencies or Crown corporations

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to the operating budget or Life Cycle Reserve Study.

ENVIRONMENTAL CONSIDERATIONS

N/A

#15

**STAFF AWARD REPORT**

o:	Andy Taylor, Chief Administrative Officer
Re:	085-T-20 Supply and Delivery of Thirteen (13), 60" Zero-Turn Mowers
Date:	August 26, 2020
Commission	Community & Fire Services

BID INFORMATION

Bid closed on	August 17, 2020
Number picking up bid document	10
Number responding to bid	3

BACKGROUND

To obtain approval to award the contract for the supply and delivery of thirteen (13), 60" zero-turn mowers.

The units being replaced (#3400, 3401, 3402, 3403, 3473, 3476, 3480, 3481, 3482, 3495, 4035, 4193 and 4218) will be sold upon delivery of the new units in accordance with Purchasing By-Law 2017-8, Part V, Disposal of Personal Property. Proceeds will be posted to account 890 890 9305 (Proceeds from the Sale of Other Fixed Assets).

It is anticipated that the vehicles will be delivered by September 2020.

RECOMMENDATION

Recommended bidder	BE Larkin Equipment (lowest priced bidder)	
Current budget available	\$188,800.00	057-6150-20223-005 Corporate Fleet Replacement-Non-Fire
Less cost of award	\$192,259.82 (\$ 1,922.60) \$190,337.22	Inclusive of HST) * Payment discount (1% net 15 days) Total Award
Budget remaining after this award	(\$ 1,537.22)	**

*Bids received in response to this Request for Tender exceeded the City's budget. Procurement Staff entered into negotiations with the low bidder in order to reduce the budget shortfall. Staff were able to negotiate a price reduction, which resulted in savings of \$1,942.02 (\$194,201.84 - \$192,259.82). Additionally, Procurement negotiated a 1% discount if the invoice is paid within 15 days, the City will ensure this discount is realized, and therefore, this amount has been reduced from the award.

**The budget shortfall of \$1,537.22 will be funded from the Non-DC Capital Contingency.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to the operating budget. The Life Cycle Reserve Study will be monitored and any adjustments deemed necessary will be made in the future based on staff awards.

ENVIRONMENTAL CONSIDERATIONS

N/A

#16

**STAFF AWARD REPORT****Page 1 of 2**

To:	Andy Taylor, Chief Administrative Officer
Re:	090-T-20 Supply and Delivery of Three (3) Crew Cab Flatbed Diesel Trucks
Date:	August 28, 2020
Commission	Community & Fire Services

BID INFORMATION

Bid closed on	July 6, 2020
Number picking up bid document	10
Number responding to bid	1*

* Due to COVID-19, dealers had a limited number of staff in their location to respond to tenders.

BACKGROUND

The City issued a Request for Tender to the market for the supply and delivery of five (5) different vehicles with the opportunity to award whole or in part. Upon closing of the Tender, the City received the following bids:

1. Sprinter Cargo Vans (Quantity – 2) – No Bids
2. 16' cube van (Quantity – 1) – One Bid (23% or \$9,627 over budget)
3. 2500 series 4x4 pick-up truck (Quantity – 1) – One Bid (32% or \$13,079 over budget)
4. 2500 series 2WD crew cab pick-up truck (Quantity – 1) - One Bid (21% or \$7,686 over budget)
5. **Crew cab flatbed diesel trucks (Quantity – 3) - One Bid (7% or \$14,443 or \$4,814/vehicle over budget)**

Staff are recommending awarding the three crew cab flatbed diesel trucks (item 5) under this report and re-issuing items 1-4 to the market with a more strategic procurement approach to increase bid response.

Based on the condition assessment there is a current need to procure the crew cab flatbed diesel trucks (item 5), the remaining items 1-4 can be procured later in 2020 or early 2021.

The units being replaced (#3322, 3325 and 3340) will be sold upon delivery of the new units in accordance with Purchasing By-Law 2017-8, Part V, Disposal of Personal Property. Proceeds will be posted to account 890 890 9305 (Proceeds from the Sale of Other Fixed Assets).

It is anticipated that the vehicles will be delivered by January 31, 2021.

090-T-20 Supply and Delivery of Various Vehicles – Three (3) Flatbed Diesel Trucks Page 2 of 2**RECOMMENDATION**

Recommended bidder	East Court Ford Lincoln (lowest priced bidder)	
Current budget available	\$189,013.00	057-6150-19207-005 Corporate Fleet Replacement Non-Fire
Less cost of award	\$201,181.96	Total cost of award (Incl. of HST)*
Budget remaining after this award	(\$12,168.96)	**

* Bids received in response to this Request for Tender exceeded the City's budget. Procurement Staff entered into negotiations with the low bidder to reduce price in order to reduce the budget shortfall. Staff were able to negotiate a price reduction, which resulted in a savings of \$2,274.34 (\$203,456.30 - \$201,181.96).

A portion of the shortfall is due to the budget submission from 2 years ago and CPI has increased by 2.02% over this period of time.

**The budget shortfall of \$12,168.96 (\$4,056.32/unit) will be funded from the Non-DC Capital Contingency.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to the operating budget. The Life Cycle Reserve Study will be monitored and any adjustments deemed necessary will be made in the future based on staff awards.

ENVIRONMENTAL CONSIDERATIONS

N/A

#17

**STAFF AWARD REPORT**

To:	Andy Taylor, Chief Administrative Officer
Re:	185-T-20 Supply and Delivery of Four (4) High Roof Cargo Vans
Date:	September 21, 2020
Commission	Community & Fire Services

BID INFORMATION

Bid closed on	September 9, 2020
Number picking up bid document	8
Number responding to bid	6

BACKGROUND

To obtain approval to award the contract for the supply and delivery of four (4) high roof cargo vans (Ford Transit 250 Cargo Van). It is anticipated that the vehicles will be delivered by February 28, 2021. The units being replaced (#1251, 1252, 5369, and 5378) will be sold upon delivery of the new units in accordance with Purchasing By-Law 2017-8, Part V, Disposal of Personal Property. Proceeds will be posted to account 890 890 9305 (Proceeds from the Sale of Other Fixed Assets).

RECOMMENDATION

Recommended bidder	East Court Ford Lincoln (lowest priced bidder)	
Current budget available	\$186,031.00	See Financial Considerations
Less cost of award	\$168,245.91	Total cost of award (Incl. of HST)
Budget remaining after this award	\$ 17,785.09	*

*The remaining budget of \$17,785.09 will be returned to the original funding source. A change in scope resulted in the procurement of 4 gasoline powered Ford Transit vans instead of 2 gasoline and 2 diesel vans. The gasoline vans are lower in cost. .

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to the operating budget. The Life Cycle Reserve Study will be monitored and any adjustments deemed necessary will be made in the future based on staff awards.

FINANCIAL CONSIDERATIONS

Account Name	Account #	Amount Allocated for this Purchase	Cost of Award	Budget Remaining/ (Shortfall)
Corporate Fleet Replacement - Non-Fire	057-6150-19207-005	\$ 103,985.00	\$ 84,122.96	\$ 19,862.04
Corporate Fleet Replacement - Non-Fire	057-6150-20223-005	\$ 82,046.00	\$ 84,122.95	\$ (2,076.95)
Total		\$ 186,031.00	\$ 168,245.91	\$ 17,785.09

The total budget amount of \$186,031.00 is net of Markhamizing costs of \$12,769.00. The budget shortfall in project #20223 of \$(2,076.95) will be funded by the budget surplus in project #19207. The net budget surplus of \$17,785.09 (\$19,862.04 less \$2,076.95) will be returned to the original funding source in project #19207.

ENVIRONMENTAL CONSIDERATIONS

N/A

#18

**STAFF AWARD REPORT**

To:	Andy Taylor, Chief Administrative Officer
Re:	191-Q-20 Supply and Delivery of Two (2) Full Sized Cargo Vans
Date:	September 11, 2020
Commission	Community & Fire Services

BID INFORMATION

Bid closed on	August 27, 2020
Number picking up bid document	9
Number responding to bid	7*

*One bidder was declared non-compliant as the proposed vehicle did not meet the mandatory specifications as per the bid document.

BACKGROUND

To obtain approval to award the contract for the supply and delivery of two (2) full-sized cargo vans (Chevrolet Express 2500).

The units being replaced (#2171 and 2186) will be sold upon delivery of the new units in accordance with Purchasing By-Law 2017-8, Part V, Disposal of Personal Property. Proceeds will be posted to account 890 890 9305 (Proceeds from the Sale of Other Fixed Assets).

It is anticipated that the vehicles will be delivered by December 31, 2020.

RECOMMENDATION

Recommended bidder	Finch Auto Group (lowest priced bidder)*	
Current budget available	\$61,789.00	057-6150-20224-005 Corporate Fleet Replacement – Waterworks (net of Markhamizing cost of \$7,411)
Less cost of award	\$64,857.75	Total cost of award (Incl. of HST)**
Budget remaining after this award	(\$3,068.75)	*

*The budget shortfall of \$3,068.75 or \$1,534.38 per vehicle will be funded from the Waterworks Capital Contingency.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to the operating budget. The Life Cycle Reserve Study will be monitored and any adjustments deemed necessary will be made in the future based on staff awards.

ENVIRONMENTAL CONSIDERATIONS

N/A

#19

**STAFF AWARD REPORT****Page 1 of 2**

To:	Andy Taylor, Chief Administrative Officer
Re:	208-S-20 Supply and Delivery of Toughbook Tablets
Date:	September 17, 2020
Commission	Corporate Services

BACKGROUND

To obtain approval to award a contract, through the Ontario Provincial Government purchasing agreement for thirty (30) Toughbook tablets and accessories, six (6) docking stations and six (6) adapters used by the Waterworks Operation and Maintenance Staff.

The Panasonic Toughbook Laptops (CF19) were deployed to Waterworks Operations and Maintenance Staff in 2013. These Toughbooks have reached the end of life cycle and must be replaced to ensure reliable service.

RECOMMENDATION

Recommended bidder	Compucom Canada Co. (non-competitive procurement) through the Ontario Government Contract	
Current budget available	\$172,000.00	049-6150-19060-005 Waterworks – Computer Truck Mounts and Toughbooks
Less cost of award	\$105,257.49	Total cost of award (Incl. of HST)
Budget remaining after this award	\$ 66,742.51	*

* The remaining budget will be used to purchase keyboards (\$6,000) and the supply and installation of truck mounts (\$52,394.32) with the remaining budget in the amount of \$8,348.19 being returned to original funding source.

Staff further recommends:

That the tendering process be waived in accordance with City's Purchasing By-law # 2017-8, Part II, Section 7(1) (g) "where it is in the City's best interest not to solicit a competitive bid".

In 2017, Compucom Canada Co. was designated the City's preferred supplier for desktops, laptops, tablets, monitors and accessories per Contract 074-S-17 (Purchase of Desktops, Laptops, Tablets and Monitors through the Ontario Government – Ministry of Government Services Desktop Management Services and Products Purchasing Agreement).

Included with the Ontario Government contract is pricing for Toughbook tablet computers. These devices are PCs that have touch screens and are "ruggedized" for the field environment and provide the power and flexibility of tablet computing for various departments.

By utilizing the Ontario Government contract, the City is able to achieve substantial savings as prices are 20-30% lower than the current marketplace.

208-S-20 Supply and Delivery of Toughbook Tablets**Page 2 of 2****OPERATING BUDGET AND LIFE CYCLE IMPACT**

There is no incremental impact to the operating budget. The Life Cycle Reserve Study will be adjusted upon project completion with latest prices.

ENVIRONMENTAL CONSIDERATIONS

The disposal of the old Toughbook laptops will be done in accordance with the City's Purchasing By-law # 2017-8, Part V and shall be disposed by means of public auction, tender, quotation, donation or recycling. If disposal is required, Staff will work with the Senior Manager of waste management to recycle these Toughbook laptops in the most environmentally approved manner and will pursue any stewardship funding for the recycling.

#20

**STAFF AWARD REPORT****Page 1 of 2**

To:	Nasir Kenea, Chief Information Officer
Re:	207-Q-20 Supply and Installation of Truck Mounts for Toughbook Tablets, Waterworks Fleet
Date:	September 16, 2020
Commission	Corporate Services

BID INFORMATION

Bid closed on	By Invitation
Number picking up bid document	4
Number responding to bid	4

BACKGROUND

To obtain approval to award the supply and installation of twenty nine (29) units of truck mounts for the new Panasonic Toughbook tablets that will be deployed to Waterworks Operation fleet.

The Panasonic Toughbook Laptops (CF19) were deployed to Waterworks Operations and Maintenance Staff in February 2013. These Toughbooks have reached the end of life cycle and must be replaced to ensure reliable services.

The aging Toughbooks (CF 19), which have been discontinued as of July 2017, are being replaced with Toughpads (FZ-G1). ITS Investigated and confirmed that existing truck mount deployed for Toughbooks (CF 19) are not reusable for Toughpads (FZ-G1) due to lack of compatibility.

RECOMMENDATION

Recommended bidder	D&R Electronics Co. Ltd. (lowest priced bidder)	
Current budget available	\$ 66,742.51	049-6150-19060-005 Waterworks – Computer Truck Mounts and Toughbooks
Less cost of award	\$ 52,394.32	Total cost of award (Incl. of HST)
Budget remaining after this award	\$ 14,348.19	*

* \$6,000 of the budget remaining of \$14,348.19 will be reserved for purchase of keyboards. The balance in the amount of \$8,348.19 (\$14,348.19 - \$6,000) will be returned to the original funding source.

OPERATING BUDGET AND LIFE CYCLE IMPACT

There is no incremental impact to the operating budget. The Life Cycle Reserve Study will be adjusted upon project completion with latest prices

207-Q-20 Supply and Installation of Truck Mounts for Toughbook Tablets, Waterworks Fleet
Page 2 of 2

ENVIRONMENTAL CONSIDERATIONS

The disposal of the Toughbook truck mounts will be done in accordance with the City's Purchasing By-law # 2017-8, Part V and shall be disposed by means of public auction, tender, quotation, donation or recycling after approval has been received from the Chief Administrative Officer and the Treasurer. If disposal is required, Staff will work with the Senior Manager of waste management to recycle these computers in the most environmentally approved methodology and will pursue any stewardship funding for the recycling of these computers.



Report to: General Committee

Meeting Date: October 19, 2020

SUBJECT: Award of Proposal 005-R-20 Supply and Implementation,
Unified Communication and VoIP Phone System

PREPARED BY: Mobasshirul Islam, Ext 2322
Sugun Rao, Ext. 4868
Rosemarie, Patano, Ext. 2990

RECOMMENDATION:

1. THAT the report entitled “Award of Proposal 005-R-20 Supply and Implementation, Unified Communication and VoIP Phone System;
2. THAT the contract for 005-R-20 Supply and Implementation, Unified Communication and VoIP Phone System be awarded to the highest ranked/lowest priced bidder, Unity Connected Solutions Inc. in the amount of \$1,364,866.34 inclusive of HST, to an upset limit of \$750,321.41 for the hardware, licenses, software, training and implementation costs and \$614,544.93 for nine years of warranty, ongoing support and maintenance;
3. THAT the hardware, licenses, software, training and implementation costs to the upset limit amount of \$750,321.41 be funded from capital project 18079, IT Life Cycle Asset Replacement, GL account 49-6150-18079-005 and capital project 19063, ITS - City Wide Telephone System Replacement, GL account 49-6150-19063-005, with a combined available budget of \$764,759.42;
4. THAT the cost of the warranty, support and maintenance fee for six (6) years in the amount of \$406,401.96 inclusive of HST and \$208,142.97 for the three (3) additional optional years be funded from #400-404-5461 with current annual budget of \$107,508.64 and subject to Council approval of the 2021-2029 operating budgets in the amounts of;
 - a. Year 1 (2021) - \$ 67,733.66
 - b. Year 2 (2022) - \$ 67,733.66
 - c. Year 3 (2023) - \$ 67,733.66
 - d. Year 4 (2024) - \$ 67,733.66
 - e. Year 5 (2025) - \$ 67,733.66
 - f. Year 6 (2026) - \$ 67,733.66
 - g. Year 7 (2027) - \$ 69,380.99*
 - h. Year 8 (2028) - \$ 69,380.99*
 - i. Year 9 (2029) - \$ 69,380.99*

Total - \$614,544.93

* Optional Year Renewal

5. THAT surplus capital budget in the amount of \$14,438.01 in Capital Project 19063 be returned to sources; THAT the 2021 operating budget of #400-404-5461 be reduced by \$39,774.98;

6. THAT the Chief Information Officer and Senior Manager Procurement & Accounts Payable be authorized to execute the additional renewal years for the life cycle of the project (at the sole discretion of the City);
7. THAT Unity Connected Solutions Inc. be designated as the preferred vendor for the City's telephony service needs and for Mitel Hardware and software products for the term of this contract;
8. THAT the purchase orders may be adjusted to acquire additional Mitel hardware and software to support growth and/or future telephone system upgrade or integration related projects, subject to the Expenditure Control Policy and budget approval;
9. THAT the Chief Information Officer and Senior Manager, Procurement & Accounts Payable be authorized to approve any new purchases related to this contract needed due to growth and/or future telephone system upgrade due to change in technology or system integration with other applications related to the project during the term of this contract; subject to the Expenditure Control Policy and budget approval;
10. THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The purpose of this report is to obtain approval to award the contract for "005-R-20 Supply and Implementation, Unified Communication and VoIP Phone System" to the highest ranked, lowest priced bidder, Unity Connected Solutions Inc., for a term of six (6) years with an option to renew for an additional three (3) year term.

BACKGROUND:

The City's current telephone system, purchased in 2011, is well past its expected service life and does not offer commonly available telecommunications features needed for a mobile and modern workplace. For example, softphone, an alternative to a physical desk phone, is a mobile client component that will enable smartphones to become extensions of the phone system. In addition the new system offers integration of the Contact Centre customer relationship management (CRM) system and the email messaging system, enhancing customer service.

The age of the system also puts it at risk of failing, which could impair the city's ability to deliver services. The manufacturer has long discontinued production and support for this system and its parts, making the City reliant on refurbished equipment. Technical assistance, bug fixes, and system updates are no longer available from the manufacturer.

The Call Centre software, which is critical for the operations of the City's Contact Centre is old, and lacks major functions that are needed in order to offer the necessary level of customer service experience.

Accordingly an RFP was issued to obtain proposals that will provide the City with Unified Communication (which combine multiple enterprise communications channels, such as messaging, voice and video calling) and a Voice over Internet Protocol (VoIP) (the phone system that leverages the data network to connect phones) phone system. The call centre system needed for the Contact Centre was also included. City business requirements included support and maintenance of the system for a term of six (6) years, with an option to renew the contract for additional three (3) years.

BID INFORMATION:

Advertised, place and date	January, 14 2020
Bid closing date	February, 20 2020
Number picking up documents	13
Number responding to bid	5

Due to the COVID pandemic, the project was put on hold pending evaluation of all capital projects. In June, the project was re-started and evaluations of submissions, demonstrations, and negotiations commenced thereafter.

PROPOSAL EVALUATION

The bid evaluation team was comprised of staff from the ITS department, Contact Centre and Library, with staff from Procurement acting as the facilitator. Staff evaluated five (5) proposal submissions.

The evaluation was based on pre-established evaluation criteria as listed in the Request for Proposal: Price 30%, Experience and Qualification of the Bidder 10%, Technical Requirements 35%, Project Understanding, Methodology & Delivery Management 25% and Product Demo 20%, for a total of 120% with resulting score as noted below.

As part of the evaluation process, proponents for the top three ranked proposals were invited for demo/interview sessions.

Bidder	Total Score Technical and Financial (out of 100)	Score for Demo (Out of 20)	Final Score (Out of 120)
Unity Connected Solutions Inc.	88.47	18.54	107.01

Unity Connected Solutions Inc. was the highest ranked, lowest priced bidder. Scoring highest on its technical submission, Unity also demonstrated a thorough understanding of the project and its requirements via the Interview and Question/Answer Segment.

The City is receiving a complete solution including installation and support to ensure a successful deployment and positive transition to the new solution. The Unity proposed solution includes: full installation services with their core expertise in IP telephony, networking and call centres; a full reseller and manufacturer support model of the entire solution for nine (9) years; local, dedicated sales and support teams; full preventative and proactive remote monitoring of the voice and data solution; an improved customer support

experience to ensure the City of Markham transitions to the new communication systems smoothly; and special discounting being presented up to 70% Off Manufacturer List Pricing as part of this award.

After evaluation was completed, Procurement staff negotiated with Unity, the highest ranked/lowest priced bidder and achieved a 15% (\$246,663 inclusive of tax) cost reduction from their initial proposed price as allowed under the Purchasing By-Law, while still maintaining the same level of project deliverables.

The following is the negotiated savings:

	Hardware, licenses, software, training and implementation	Warranty, support and maintenance Years 1 – 6	Warranty, support and maintenance Years 7 – 9	Total
	\$	\$	\$	\$
Original Bid Submission	765,948	525,036	320,544	1,611,528
Negotiated Fee	<u>750,321</u>	<u>406,401</u>	<u>208,143</u>	<u>1,364,865</u>
Award savings	15,627	118,635	112,401	246,663
% Reduction	2%	23%	35%	15%

In addition to the above, Procurement also negotiated the following value-added components:

- 12 remote professional services hours per month on an as required basis for any moves, adds and changes for 3 years – value equivalent to \$ 1,648 per month
- Decommissioning and removal of all existing hardware at no additional cost
- Early payment discount of 2% Net-20 days

OPTIONS/ DISCUSSION:

The telephone system is an important component of the infrastructure supporting delivery of services to City residents and businesses. It is a critical service for both Fire and Contact Centre operations.

Unity's Mitel Solution includes the following enhancements not available with the current City telephony system:

- Mobility features for mobile workers that will enable staff to communicate as effectively from the road as they would from their desks. It includes different "find me / follow me" twinning features that enable users to receive calls on their smart phone and transfer calls seamlessly with their desk phone and also place outgoing calls from their mobile devices.
- Unified messaging delivers voice mail and/or email notification to users' email mailboxes allowing staff to access their voicemail using City provided smartphones, outlook client or outlook web access. This enables users to share and

-
- manage their communications in the most convenient and effective way, enhancing productivity and customer service.
- The proposed solution comes with “softphone”, a software application that runs on a staff computer and functions as a virtual phone that appears graphically as a real phone on the users’ computer screens. This will enable all staff to have access to their business phone system from any location on City deployed laptop, tablet, or other portable computing devices. This provides an opportunity to reduce the number of fixed physical desk phones.
 - Enhanced security that includes secure communication on all internal calls with strong authentication and end-to-end encryption.
 - Call Centre Solution for the Contact Centre which includes a Computer Telephony Integration (CTI) function to display information about the caller from a CRM system, such as their contact details or call history helping Staff to take a more data-driven approach while interacting with their callers, enhancing the service experience.
 - Ability to route calls coming into a central phone line for a specific city service to be to the appropriate on-duty Staff member wherever they are working.
 - All outgoing calls made from the new system will always display the City’s primary number and the City of Markham name, a more professional approach that provides confirmation that the call is indeed from the City.

Currently, desk phones are deployed on almost all staff desks. Since March 2020, due to COVID-19, many Staff have successfully transitioned to working remotely, creating the opportunity to rethink what communication tools will be needed and how they will be used in future.

The recommended strategy is to deploy on-premise desk phones to only those users with specialized job functions that require physical desk phones. All other users will be provided soft phones, which are an application-driven phone on their corporate computers, and provides the flexibility to be used from the work office or home office. Users with corporate smartphones will also use soft phones that integrate with their smartphones. This approach provides the most efficient way to build in flexibility while providing tools to all users, and managing costs.

Based on these factors, staff recommends that the Unity Connected Solutions Inc. be awarded the contract 005-R-20 for the Supply and Implementation, Unified Communication and VoIP Phone System.

FINANCIAL CONSIDERATIONS

The cost of award includes 2 components: one-time costs for acquisition of hardware, software, licenses, training and implementation, and recurring operating costs for warranty, support and maintenance for 6 years, with an option to renew the contract for additional 3 years.

Capital Costs

The one-time cost in the amount of \$750,321.41, inclusive of HST impact, will be funded from Capital Project 18079, IT Life Cycle Asset Replacement, GL account 49-6150-

18079-005, and Capital Project 19063, ITS City Wide Telephone System Replacement, GL account 49-6150-19063-005, with a combined available budget of \$764,759.42. The surplus budget of \$14,438.01 will be returned to sources.

Project	Amount	
18079 - IT Life Cycle Asset Replacement	\$ 159,047.52	(A)
19063 - ITS City Wide Telephone System Replacement	<u>605,711.90</u>	(B)
Budget Available	764,759.42	(C) = (A) + (B)
One-Time Acquisitions and Implementation Cost	<u>750,321.41</u>	(D)
Surplus Budget to be Returned to Sources	14,438.01	(E) = (C) - (D)

Operating Costs

The award includes services of warranty, support and maintenance for 9 years, from January 2021 to December 2029, for a total amount of \$614,544.93, inclusive of HST impact, to be funded from GL account 400-404-5461, subject to Council approval of annual operating budget from 2021 to 2029. The terms are as follow:

Year of Term	Year	Maintenance Costs	
		Annual	Total Over Term
Year 1 to 6	2021 - 2026	\$ 67,733.66	\$ 406,401.96 (F)
Year 7 to 9	2027 - 2029	69,380.99	<u>208,142.97</u> (G)
Maintenance Costs over the Term			614,544.93 (H) = (F) + (G)

The 2021 operating cost per award is \$67,733.66. The current operating budget for telephony per award 009-R-11 renewal in 2017 is \$107,508.64. The 2021 operating budget will be reduced by \$39,774.98. Should the contract is renewed for additional 3 years, the 2027 operating budget will be increased by \$1,647.13.

2021 Budget Impact	
Current Annual Budget for Maintenance	\$ 107,508.64 (I)
2021 Maintenance Cost	<u>67,733.66</u> (J)
Saving for 2021	39,774.98 (K) = (I) - (J)

HUMAN RESOURCES CONSIDERATIONS

Not Applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

Not Applicable

BUSINESS UNITS CONSULTED AND AFFECTED:

All department of the City including recreation, library, engineering, planning were invited in the workshops to discuss and gather their requirements prior to preparing the RFP. All the city departments would be directly or indirectly affected by the project as they all use the telephony system.

RECOMMENDED BY:

Trinela Cane

Commissioner, Corporate Services



Report to: General Committee

Report Date: October 19, 2020

SUBJECT: 2021 Budget Schedule

PREPARED BY: Lisa Chen, Senior Manager, Financial Planning & Reporting

RECOMMENDATION:

1) THAT the report dated October 19, 2020 titled “2021 Budget Schedule” be received; and

2) THAT the following schedule for the 2021 Budget be approved with the dates and times below:

Meeting #1 – Tuesday, November 3, 2020 (9:00 a.m. to 12:00 p.m.)

Meeting #2 – Friday, November 6, 2020 (9:00 a.m. to 12:00 p.m.)

Meeting #3 – Tuesday, November 10, 2020 (9:00 a.m. to 12:00 p.m.)

Meeting #4 – Friday, November 13, 2020 (9:00 a.m. to 12:00 p.m.)

General Committee – Monday, November 16, 2020 (9:30 a.m.)

– Draft presentation of the proposed 2021 Budget for the public meeting

Meeting #5 – Tuesday, November 17, 2020 (9:00 a.m. to 12:00 p.m.)

Meeting #6 – Friday, November 20, 2020 (9:00 a.m. to 12:00 p.m.)

Public Meeting – Wednesday, November 25, 2020 (7 p.m. to 9 p.m.)

– Feedback from the public meeting will be incorporated into the report to Council

Meeting #7 – Friday, November 27, 2020 (9:00 a.m. to 12:00 p.m.) – if required

Council Decision – Wednesday, December 9, 2020 (1:00 p.m.)

Press Conference – Thursday, December 10, 2020 (10:00 a.m.)

3) THAT the following schedule for the 2021 Water & Wastewater Rate be approved with the dates and times below:

General Committee – Monday, November 2, 2020 (9:30 a.m.)

Public Meeting – Thursday, November 12, 2020 (6:30 p.m. to 7:30 p.m.)

– Feedback from the public meeting will be incorporated into the report to Council

Council Decision – Wednesday, December 9, 2020 (1:00 p.m.)

-
- 4) THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The purpose of this report is to obtain approval on the proposed meeting dates for:

- 1) 2021 Budget; and
- 2) 2021 Water & Wastewater Rate

BACKGROUND:

The 2021 Budget process will include six Budget Committee meetings, seven, if required, that will be held over the month of November 2020. In addition, input will be sought through a virtual public meeting through Zoom, to be held on November 25, 2020. Staff will incorporate feedback from the public meeting into the report to Council. It is proposed that a Council decision on the 2021 Budget will be made on December 9, 2020, followed by a press conference on December 10, 2020.

The 2021 Water & Wastewater rate will be discussed at General Committee on November 2, 2020. A virtual public meeting through Zoom will be held on November 12, 2020. Staff will incorporate feedback from the public meeting into the report to Council on December 9, 2020.

OPTIONS/ DISCUSSION:

Markham is focused on effective fiscal management and operational excellence to ensure sustainability of our City for the future.

1. 2021 Budget

Staff commenced the 2021 Budget process in March 2020 with the annual Life Cycle Reserve Study update. The goal of the update is to determine if there are sufficient funds in the Life Cycle Replacement & Capital Reserve Fund at the end of the 25-year period. Details of the 2020 update will be provided at the first Budget Committee meeting on November 3, 2020.

Preliminary operating and capital budgets are being developed with consideration of items such as the departmental business plans, Life Cycle Reserve Study, Development Charges Background Study. Consideration will also be given to findings from an economic (fiscal) scan, which is a forecast of items that may have a financial impact on the budget such as collective agreements, inflation, interest rates and legislative changes.

A comprehensive review of budgets has been conducted by Staff, Commissioners and the CAO prior to being presented to the Budget Committee.

In contrast to prior budget years, the COVID-19 pandemic has had a significant impact on the City in 2020. With the closure of facilities and cancellation of programs, staff have continued to work on identifying mitigating strategies to offset the impact. The 2021 Budget process will address the ongoing impact of the pandemic and identify areas of opportunities or concerns for the City going into 2021.

1a. Budget Committee and Other Meeting Dates

The proposed dates for the Budget Committee meetings to review, discuss and approve the 2021 Budget are outlined below:

Budget Committee

- | | |
|---------------------------------|---|
| <i>Meeting #1</i> | <ul style="list-style-type: none"> – Tuesday, November 3, 2020 (9:00 a.m. to 12:00 p.m.) – 2021 Budget Overview (including review of the budget process, fiscal scan, overview of the Primary Operating budget, Capital budgets and Life Cycle Reserve Study update) |
| <i>Meeting #2</i> | <ul style="list-style-type: none"> – Friday, November 6, 2020 (9:00 a.m. to 12:00 p.m.) – Capital Budget review |
| <i>Meeting #3</i> | <ul style="list-style-type: none"> – Tuesday, November 10, 2020 (9:00 a.m. to 12:00 p.m.) – Continuation of Capital Budget review |
| <i>Meeting #4</i> | <ul style="list-style-type: none"> – Friday, November 13, 2020 (9:00 a.m. to 12:00 p.m.) – Continuation of Capital Budget review |
| <i>General Committee</i> | <ul style="list-style-type: none"> – Monday, November 16, 2020 (9:30 a.m.) – Draft Operating Budget Public Meeting Presentation (based on the budget status following the November 13 Budget Committee meeting) |
| <i>Meeting #5</i> | <ul style="list-style-type: none"> – Tuesday, November 17, 2020 (9:00 a.m. to 12:00 p.m.) – Continuation of Capital Budget review |
| <i>Meeting #6</i> | <ul style="list-style-type: none"> – Friday, November 20, 2020 (9:00 a.m. to 12:00 p.m.) – Primary Operating Budget – Building, Planning, Engineering Operating Budget – Waterworks Operating Budget |
| <i>Public Meeting</i> | <ul style="list-style-type: none"> – Wednesday, November 25, 2020 (7 p.m. to 9 p.m.) – Public input to the 2021 Budget – Staff will incorporate feedback from the public meeting into the report to Council |
| <i>Meeting #7</i> | <ul style="list-style-type: none"> – Friday, November 27, 2020 (9:00 a.m. to 12:00 p.m.) – if required |
| <i>Council Decision</i> | <ul style="list-style-type: none"> – Wednesday, December 9, 2020 (1:00 p.m.) – Council decision on 2021 Budget |
| <i>Press Conference</i> | <ul style="list-style-type: none"> – Thursday, December 10, 2020 (10:00 a.m.) – Press conference and media release on 2021 Budget |

1b. Communications Plan

All Budget Committee meetings will be virtual meetings through Zoom, and are open to the public. The meetings are streamed through Markham's website. Following the meetings, the presentation can be viewed and listened to on the Markham's website.

Notices of the Budget Committee meetings will be advertised in the Economist & Sun, Thornhill Liberal, Markham's electronic information boards, social media, and on Markham's website.

1c. Paperless Capital Budget

On-line access to capital request forms was implemented in 2013 to align with the paperless agenda initiative. The process of accessing 2021 capital request forms on-line will be provided to Members of Council on Friday, October 23, 2020. Training, if required, will be provided prior to the budget deliberation process.

If you require a hard copy of the Capital Budget binders please email Lisa Chen at lchen@markham.ca.

2. 2021 Water & Wastewater Rate

Markham owns and operates the water distribution and wastewater collection systems, and purchases water supply and wastewater treatment from the Region of York. The Region of York purchases water from the City of Toronto and the Region of Peel.

The 2021 Water & Wastewater rate will be discussed at General Committee on November 2, 2020. A virtual public Zoom meeting will be held on November 12, 2020. Staff will incorporate feedback from the public meeting into the report to Council on December 9, 2020.

RECOMMENDED

X

Joel Lustig
Treasurer

X

Trinela Cane
Commissioner, Corporate Services

ATTACHMENTS:

N/A



Report to: General Committee

Meeting Date: October 19, 2020

SUBJECT: Asset Management Plan Progress Update - Revised
PREPARED BY: Sameem Shah, Project Manager, Sustainability & Asset Management

RECOMMENDATION:

1. That Council receive the Asset Management Plan Progress Update.

EXECUTIVE SUMMARY:

This report is revised to include additional detail on the 2019 Asset Management Plan updates by staff as requested by General Committee on Sept 21, 2020. The highlighted section below contains the revision requested.

This first annual update to Council aligns with the management commitment made in response to the Auditor General's 2019 Asset Management Audit Report.

City Staff confirm that the City is currently in compliance with O. Reg. 588/17 and the development of 2021 Asset Management Plan is on schedule to meet the July 1, 2021 deadline as per the timelines provided in O. Reg. 588/17.

PURPOSE:

The purpose of this report is to provide an annual progress update to keep Council informed on the development of City of Markham Asset Management Plan, Strategy and compliance with Ontario Regulation 588/17 as recommended in the 2019 Asset Management Audit by MNP, the City's Auditor General.

BACKGROUND:

As part of 2014 renewal of the Municipal Funding Agreement, municipalities were mandated to create an Asset Management Plan by December 31, 2016 to be eligible for Federal Gas Tax Funds. Throughout 2015 and 2016 Staff developed an Asset Management Plan in accordance with Ministry of Infrastructure's — Building Together: Guide for Municipal Asset Management Plans as mandated. Council approved the 2016 Asset Management Plan on November 16, 2016.

In 2017 the Province implemented the Asset Management Planning for Municipal Infrastructure Regulation, O. Reg. 588/17, which took effect on January 1, 2018.

As noted earlier, in 2019, as part of the four year audit plan, MNP LLP performed an audit of City of Markham 2016 Asset Management Plan and staff work to date in implementing the plan.

The Auditor General Report was presented to General Committee on October 7, 2019 and Council on October 16, 2019.

The report contained the AG's observations, recommendations and timelines for required action on the recommendations. The report also included City of Markham management responses to the recommendations made by the Auditor General and associated timelines with reference to availability of resources and regulatory expectations.

DISCUSSION:

This update is in response to the AG's recommendation that Council receive annual updates from Staff on the Asset Management Plan progress and compliance with O. Reg 588/17. Staff confirm the City is currently compliant with the Regulation.

As per Auditor General's recommendations and O. Reg. 588/17, the City of Markham, under the direction of the Asset Management Steering Committee (AMSC), must develop a formal annual review process to document progress on the Asset Management Plan and Strategy. The results of the annual review are to be reported to the AMSC and to Council.

Members of the AMSC meet monthly to provide direction on the development of Asset Management Plan and to monitor its progress. Table-1 shows the members of AMSC.

Table – 1

Chair	Graham Seaman, Director, Sustainability & Asset Management
Member	Brian Lee, Director, Engineering
Member	Joel Lustig, Treasurer, Financial Services
Member	Mary Creighton, Director, Recreation Services
Member	Morgan Jones, Director, Operations
Member	Nasir Kenea, Chief Information Officer, ITS
Member	Phoebe Fu, Director, Environmental Services

A working group was created under the direction of AMSC, with Staff from all relevant departments, to update the 2016 Asset Management Plan to address recommendations made by the Auditor General in the "City of Markham – Asset Management Audit" report and ensure compliance with the O. Reg. 588/17. This updated plan will come forward for Council approval prior to July 1, 2021.

Staff has made the following progress in updating the 2016 Asset Management Plan:

- The inventory update has been completed based on the latest information received from relevant departments. This includes capturing any formerly missing assets, any new assets and deleting any disposed assets.
- Asset replacement values have been updated to record the latest replacement costs of different city owned assets.

-
- The average Asset Condition Rating has been updated based on the latest information from actual condition assessment reports. This approach ensures that the asset condition is not rated solely on its remaining useful life but also on its actual condition to represent the effectiveness of city's capital replacement program and planning strategy. This better aligns with the City's practice of planning work by condition rather than age.
 - Staff have moved from a three point Asset Condition Rating System to a five point Asset Condition Rating System that will allow better resolution of the asset condition and more efficient planning of lifecycle activities and is aligned with current industry best practice.
 - The Financial Strategy has been updated by Finance staff including updated Cashflow Projections.

In addition to updating the content of 2016 Asset Management Plan with the updated asset inventory, replacement costs and conditions, the 2021 Asset Management Plan update will also address the following expectations of the O. Reg. 588/17:

- Every municipality shall prepare an asset management plan in respect of its core municipal infrastructure assets (water, waste water, storm water, road, bridge or culvert) by July 1, 2021
- Asset management plan must include the current levels of service being provided, determined in accordance with the qualitative descriptions and technical metrics provided in the regulation and based on data from at most the two calendar years prior to the year in which all information required under this section is included in the asset management plan
- Portion of the population and employment forecasts allocated to the City of Markham in the official plan of York Region
- Climate Change Strategy for each asset category

FINANCIAL CONSIDERATIONS

Not applicable

HUMAN RESOURCES CONSIDERATIONS

Not applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

BMFT –Stewardship of Money and Resources

BUSINESS UNITS CONSULTED AND AFFECTED:

This report was developed in consultation with Engineering, Environmental Services, Financial Services, Information Technology Services, Operations, Recreation and Sustainability and Asset Management departments.

RECOMMENDED BY:

Graham Seaman
Director, Sustainability & Asset Management

Trinela Cane
Commissioner, Corporate Services

Arvin Prasad
Commissioner, Development Services

ATTACHMENTS:

Not applicable



East Markham Works Yard

Presentation to General Committee



October 19, 2020



Purpose of Presentation

1. To identify additional project budget requirements and request funding approval for a budget increase of \$1,503,734
2. Provide an update on project schedule and revised opening date of Spring/Summer 2021
3. Request authority to grant an easement to Alectra for provision of electrical services



Project Update

- April 2019 – Project approved by Council
- August 2019 – Land purchase completed
- February 2020 – Zoning Bylaw amended to allow outdoor storage and office for an Operations Works Yard
- June 2020
 - Council update and budget increase of \$6.072M approved
 - Tender for the GC (Orin Contractors Group) closed in June 2020, Contract awarded to Orin
- July 2020
 - Construction commenced July 2, 2020
 - Site Plan Approval was issued
- August 2020
 - Building Permit and TRCA approvals issued August 5, 2020
 - Early August - contractor unexpectedly encountered large amounts of top soil on the site
- October 2020
 - Construction continues, but is already four weeks behind



Revised Budget

Initial Project Budget (2018)	Budget Increase for Construction Costs (Request Approved by Council June 9, 2020)	Budget Increase for Changes during Construction (October 19, 2020)	Estimated Total Revised Project Cost (October 19, 2020)
\$8,240,000	\$6,072,306	\$1,503,734	\$15,816,040



Increases to Construction Costs

ITEM	DESCRIPTION	BUDGET	ESTIMATED COST	BUDGET INCREASE
Excess Topsoil	Export additional 10,000m3 of soil from the site	\$0	\$420,000	\$420,000
Additional Fill	Import additional 22,000m3 of engineered fill to site	\$0	\$361,800	\$361,800
Generator Revision and Upsize	Change to one (1) larger generator to power entire site	\$40,000	\$375,000	\$335,000
Permit Changes	Changes to drawings and specifications between tender drawings and permit approvals	\$0	\$120,000	\$120,000
Left Turn Lane Length Increase	Region revised and increased required length of left hand turn lane (LTL)	\$300,000	\$400,000	\$100,000
Footing and Grade Beam Revisions	Changes to the depth and thickness of the foundation due to grading	\$0	\$55,000	\$55,000



Increases to Construction Costs (cont'd.)

ITEM	DESCRIPTION	BUDGET	ESTIMATED	BUDGET INCREASE
Fuel System	Structural changes to the concrete pad and electrical revisions to suit the fuel system design	\$0	\$50,000	\$50,000
Alectra Connect	New hydro service to site	\$30,000	\$60,926	\$30,926
Wall & Guard Rail Relocation	To increase the storage capacity of the salt structure	\$0	\$5,000	\$5,000
SUB TOTAL		\$370,000	\$1,847,726	\$1,477,726
TOTAL INCREASE Incl. HST Impact				\$1,503,734



Additional Topsoil/Engineered Fill – Cost Increase

- 2018/19 Design Phase - 20 boreholes were drilled that showed topsoil depths anywhere between 50mm (2 inches) and 350mm (14"). The average depth of topsoil from all of the boreholes = 145mm / 5.7".
 - Location of boreholes determined by consultants based on site topography, location of proposed building locations, storm water ponds, and hydrological studies
- July/August 2020 Construction Phase - discovered valleys and pits of topsoil with depths up to 1.3m (4'), meaning significant increase in top soil and reduction of stable fill available on the site
- Resulting in increases in imported fill and exported top soil

ITEM	TENDER DESIGN (Cut/Fill) Anticipated Volumes (m3)	ACTUAL VOLUMES During Construction (m3)
Imported Fill	3,200	22,000
Exported Top Soil	(1,300)	(10,000)

- Result: Cost increase of \$361,800 for fill import and \$420,000 for top soil export



Cost Increases (\$100k+)

CHANGE	DESCRIPTION	ESTIMATED ADDITIONAL COST
Generator Upsize	<ul style="list-style-type: none">• Tendered design = two (2) smaller portable generators to power essential items in an outage• On the electrical consultant's recommendation based on feedback from Operations, to revise the design to one (1) larger unit (similar to 555 Miller) that can power entire site more effectively and efficiently	\$335,000
Permit Changes	<ul style="list-style-type: none">• Project was tendered for construction prior to permits being issued in order to start construction July 2020• During permit applications to City, Region of York and TRCA, there were changes to the designs and specs that led price increases to the contract	\$120,000



Cost Increases (\$100k+)

CHANGE	DESCRIPTION	ESTIMATED ADDITIONAL COST
Regional Road (9 th Line) widening for left turn lane	<ul style="list-style-type: none">During Site Plan Approval, the Region required the City to widen Ninth Line and install a left turn lane into the south entrance of the site. Based on the Region's comments estimated construction cost = \$300KDue to Region's revisions to the design post SPA (longer left turn lane and road widening) the construction cost has increased to \$400K	\$100,000



Schedule Update & Revised Opening

- Currently four weeks behind schedule
- COVID and weather delays may cause further sliding of schedule
- Winter construction will likely result in increased costs and reduced durability of paving installed
- In consultation with Operations we are **revising opening date to spring/summer 2021**
- Operations will manage salt capacity with the two new salt barns at 555 Miller (right) that added 4,500 T of storage





Easement to Alectra Utilities

- October 2020 - Offer to Connect agreement issued by Alectra Utilities to provide a new service connection and transformer to the EMWY site
- Alectra's standard Offer to Connect requires any easements necessary be able to be granted now or in the future before signing the agreement.
- Staff are seeking authority to grant any easements necessary now or in the future for this site to Alectra for nominal consideration



Recommendation

1. THAT the presentation entitled “East Markham Works Yard – General Committee – October 19, 2020” be received; and
2. THAT the requested budget increase to the capital project in the amount of \$1,503,734 (incl. HST) be funded from Development Charges Reserves in the amount of \$1,466,140.65 or 97.5% and the Non-DC Growth Reserve in the amount of \$37,593.35 or 2.5%; and
3. THAT the City grant an easement to Alectra Utilities, for nominal considerations over part of the lands municipally known as 10192 9th Line acceptable to the City’s Senior Manager of Real Property in the event that such easement is required by Alectra to provide services to the site (the “Alectra Easement”); and
4. THAT the Mayor and Clerk be authorized to execute agreement(s) with Alectra Utilities required for the development of a works yard on the lands municipally known as 10192 9th Line and to convey the Alectra Easement, if required, provided the form of such agreement (s) is satisfactory to the City Solicitor and the CAO; and
5. THAT Staff be authorized and directed to do all things necessary to give effect to this resolution.



End of Presentation



Site Plan





End of Update



Report to: General Committee

Meeting Date: October 19, 2020

SUBJECT: 2020 Markham Environmental Sustainability Fund (MESF),
Funding Applications Approval

PREPARED BY: Claudia Marsales, Senior Manager, Waste and Environmental
Management

RECOMMENDATION:

1. THAT the report entitled “2020 Markham Environmental Sustainability Fund (MESF), Funding Applications Approval’ be received;
2. AND THAT the external funding application Pollinators: Bees, Butterflies and Beyond submitted by Swan Lake for a pollinator awareness and planting project, for \$3,730.90, be approved to be funded from the MESF reserve;
3. AND THAT the internal funding application for a Smart Irrigation System Pilot at Milliken Mills Park for \$6,200.00, submitted by the Environmental Services Department be approved to be funded from the MESF reserve;
4. AND THAT further, that Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

The purpose of this report is to recommend that funding from the Markham Environmental Sustainability Fund (MESF) be provided for two environmental projects as recommended by the MESF Committee.

BACKGROUND:

Council created MESF in 2002 to assist the City with funding innovative and leading environmental initiatives, including pilot projects, which contribute to the sustainability and health of the natural environment and support GreenMarkham and Waste Diversion targets.

All approved MESF projects are expected to meet at least one of the following objectives:

- Project is a leading innovation (i.e. pilot project) that can be showcased by Markham;
- Project promotes education, understanding and participation in environmental sustainability in Markham;
- Project supports the City’s environmental policies and strategic plan.

On January 20, 2020, Council approved the continuation of the MESF program and the addition of the Sustainable Neighbourhood Small Grant (SNSG) as part of the Markham

Environmental Sustainability Fund (MESF). The purpose of the SNSG is to support small scale, resident-led projects within Markham that focus on enhancing the health and resilience of our ecosystem and sustainability of our natural environment. Small grants up to a maximum \$500 / project are available for residents. Due to Covid-19, the application deadline was extended to June 2020 and the received applications are being evaluated for approval. For the 2020 funding year, \$10,000 has been allocated for SNSG projects from the MESF Budget

The MESF and Sustainable Neighbourhood Small Grant program is administered by the Waste & Environmental Management section of the Environmental Services Department and applications are reviewed by an internal staff committee with representation from a broad range of departments including Sustainability, Operations, Culture and Waste Management.

OPTIONS/ DISCUSSION:

Project Details:

The MESF Committee received two applications for the 2020 funding year. The application submitted by Swan Lake was originally received for the 2017 funding cycle and resubmitted in 2019.

1. Swan Lake – Markham's Pollinators: Bees, Butterflies and Beyond Swan Lake Butterfly Way Project

Working with the David Suzuki Foundation, Swan Lake Village will plant a Butterfly Way garden to attract butterflies back to the area. Volunteer gardeners will plant and maintain native flowers, plants and shrubs that will increase and sustain butterfly and bee pollinator populations. This project provides an enhanced area for the community to enjoy and educate residents to create pollinator gardens in their own space. The MESF Committee has confirmed that the plantings do not interfere with the park refresh currently underway.

This project supports Markham's declaration in 2016 to become a Monarch-Friendly City. The project creates habitat for local pollinators and to educate residents about pollinators and their environmental importance.

The total funding request for this initiative is \$3,730.90 for garden preparation and plants.

2. Environmental Services – Smart Irrigation System Pilot (Milliken Mills Park)

Markham has close to 100 irrigated parks, parkettes and sports fields with automatic systems. The pilot is to test a smart irrigation control system that enable the programming, monitoring, and operation of irrigation systems with cloud software for Wi-Fi. The City can monitor and adapt system operation and irrigation run times in response to different conditions. The system will also provide historical data to allow analysis and reporting of what ran when, how much water was used, and identification of problems.

This pilot project will test and verify the smart irrigation technology to determine the opportunity to increase water efficiency during peak demand season, and identify potential efficiency in Operations/Parks staff time to service sites.

The total funding request is \$6,200.00 for the purchase, installation, and analysis of the smart irrigation system. This project will be a departmental collaborative effort lead by Environmental Services with support from Operations-Parks.

Both MESF projects meet MESF program requirements and community funding criteria and are recommended for approval by the MESF Committee.

FINANCIAL CONSIDERATIONS:

Both applications have been evaluated based upon the approved criteria.

The funding required is \$3,730.90 for the Swan Lake Butterfly Way Project and \$6,200.00 for the Smart Irrigation System Pilot at Milliken Mills Park for a total funding amount of \$9,930.90 (\$3,730.90 + \$6,200.00).

Both projects are to be funded from the MESF reserve, reducing the current reserve balance from \$57,248.56 to \$47,317.66 (\$57,248.56-\$9,930.90). The reserve balance of \$47,317.66 will be sufficient for the 2021 project applications. After the 2021 application period, Staff will re-evaluate the need to top up the reserve as part of the 2022 capital budget process.

The table below summarizes the recommended expenditures from the MESF Reserve.

MESF Reserve

MESF Reserve Balance - as of September 30, 2020	57,248.56
Swan Lake - Butterfly Way Project	(3,730.90)
Smart Irrigation System Pilot (Milliken Mills Park)	(6,200.00)
MESF Reserve Balance	47,317.66

CONCLUSION:

Both recommended projects align with corporate initiatives regarding environmental sustainability.

The MESF Committee is recommending that the two MESF funding applications for community environmental projects totaling \$9,930.90 be approved.

HUMAN RESOURCES CONSIDERATIONS

Not Applicable

ALIGNMENT WITH STRATEGIC PRIORITIES:

Aligns with MESF guidelines and supports GreenMarkham goals.

BUSINESS UNITS CONSULTED AND AFFECTED:

The Operations and Finance Departments have been consulted.

RECOMMENDED BY:

Phoebe Fu
Director Environmental Services