

COUNCIL MEETING – MAY 8, 2012

COMMUNICATIONS

Distributed May 4, 2012

		Report No.	Item No.	Committee
C1	James Coburn, dated April 25, 2012	18	4	Public Hearing
C2	Director of Enforcement Services, dated May 8, 2012	16	36	Committee of the Whole

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Please note there may be further Communications.

Magnifico, Rose

Subject: FW: Additional IMPORTANT safety issue re: 26 Bruce St. Condo proposal - File Z.12.007
- 2245108 Ontario Inc. (Ward 2)

C 1	
Report No. <u>18</u>	Item No. <u>4</u>
Council MAY 8, 2012	

From: James Coburn [mailto:james5coburn@gmail.com]

Sent: Wednesday, April 25, 2012 12:53 AM

To: Britto, John

Cc: Schulte, Deb

Subject: Additional IMPORTANT safety issue re: 26 Bruce St. Condo proposal

John,

re: 26 Bruce St. plan proposal.

Thanks for taking a moment to listen at the end of council meeting tonight.

As discussed I was late getting to council meeting, so you suggested I write my thoughts to be submitted.

For reference, my family and I live at 80 Bruce St. (15 years)

A.

The number of accidents that happen between High 7/Islington and High 7/Pine Valley.

There are multiple car accidents that frequently happen between Pine Valley and Islington.

BRUCE St. happens to be in the middle.

Over 15 years I have seen and heard, dozens and dozens of accidents. Clearly not all fender benders. Many are serious.

Its the speed and number of drivers.

B.

In addition, on Bruce St. you have junior drivers from the high school. The SPEED and scene at lunch hour, after school, is a mini drag strip.

This strip along Bruce st. in front of high school (i live across the street) is something that the students naturally use to show off their car.

But it's not the car, it's the wonderful youth energy, in need to show off.

To add large family condo units, in a small corner of land, along this strip, is simply asking for serious car accidents.

The proof...Just look at the number of serious accidents, each year between Pinevalley and Islington.

C.

Bruce and Highway 7:

You truly need to live and breath this tight neighborhood to understand how many cars, students, retired people, young couples with babies, walk and travel Bruce st.

The traffic on 7 is non stop speedy drivers, and thousands of industry trucks. All just getting from A to B, traveling East and West. Up and down a busy hill. Bruce of course is at the top of the hill.

So the issue is not so much about extra turn lanes, its more about SAFETY.

Clearly with more drivers, young, old, and other, there is a very HIGH risk of accident. With the speed and constant rush on highway 7, this is simply not an appropriate space for new residential.

Thank you for your attention.

James Coburn
416-904-3370

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Report No. 16 Item No. 36
Council MAY 8, 2012

DATE: May 8th 2012

TO: Mayor and Members of Council

FROM: Tony Thompson
Director, Enforcement Services

RE: **Additional Information – Toronto Wildlife Deputation – April 24, 2012
Item 36**

This memo is to provide the Mayor and Members of Council with additional information related to the impacts of expanding the current Animal Services model to include a wildlife component.

The Executive Director of the Toronto Wildlife Centre made a deputation and urged Members of Council to provide a minimum level of wildlife response service to include impound and euthanasia/disposal of sick, injured, or orphaned wildlife.

The deputant also recommended that an enhanced wildlife service response should include provisions for public education and a co-operative relationship with a licensed wildlife rehabilitator for those animals that would not be euthanized.

To enhance the Animal Services to include a wildlife component would have impacts on the budget and resources currently in place.

Access Vaughan began handling incoming calls for Animal Services in March 2012. They were able to advise that their statistics for March 2012 indicate that wildlife calls represented 28% of total call volume received by them for Animal Services (118 calls received over 22 business days, or more than 5 calls/day). These numbers do not include calls received directly through Enforcement Services or the Animal Shelter, or any calls received during evenings or weekends/stat holidays, since they are not statistically reported in these instances. Wildlife calls were not tracked prior to March. Staff have spoken to other agencies and the number of calls received is average for this time of year.

There are several options to consider in Wildlife response models.

1. Remain with the status quo in response levels, and continue to provide the callers with several wildlife agencies who may assist. This model would see the roll out of a wildlife education component to the web site. It should be noted that the education piece is almost complete and will be ready for the new City website roll out.
2. Provide a response service to public and private property using City staff. There are additional costs for staff training, equipment and human resources to provide this service.
3. Attempt to enter into a contract with another service provider to respond to calls on both private and public property. Informal inquiries with several agencies in the area suggest a cost could range up to \$275,000. The OSPCA has indicated that they may be able to provide a business hours only service level for wildlife for approximately \$75,000. Any contract awarded would have to be formalized through an RFP process.

Table #1 outlines the potential budget impact to the City based on informal inquiries should animal services be enhanced to include wildlife.

TABLE #1

Agency	Costs	Service Level
OSPCA	\$75,000	Business hours only, sick and injured animals only, private and public property on the ground
Gates AAA Wildlife	\$275,000	24/7 service, all wildlife, private and public property
Critter Control - Toronto	\$285,000	24/7 service, all wildlife, private and public property
City of Vaughan Animal Services	(estimate) \$250,000	24/7 service, all wildlife, private and public property

Liability:

The City is not obligated to provide this level of service, and does provide callers with options on how to potentially deal with the issues. There is no increased liability to the City for not enhancing the service.

Comparators

The Towns of Richmond Hill and Markham have wildlife service on public lands included in their base animal services contract with the OSPCA. Response to private property calls are not part of the contract however, OSPCA will respond when resources permits. This service is business hours only, but will attend after hours and charge back the costs to the municipality.

The City of Brampton provides a full level of wildlife response to public and private property, but only for animals that are dead, sick, or in distress. This service level is delivered by City staff.

Mississauga refers calls relating to wildlife in garages or attics to the private sector. The City will pick up deceased wildlife from private property for a \$50. fee. If an animal is in distress and can be reached by a City animal control officer, it will be removed at no charge.

The City of Barrie refers all calls about wildlife issues on private property to the local OSPCA. The City will pick up injured or deceased wildlife on public property and transport it to the OSPCA.

Conclusion:

The enhancement of the animal service model is a significant change to the business model of the department, with the increased ongoing cost associated with it. These costs and resources would need to be allocated. Should Council wish to pursue wildlife service, this item should be referred to the 2013 Budget Process.



memorandum

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Tony Thompson', written over a horizontal line.

Tony Thompson
Director, Enforcement Services

cc: C. Harris, City Manager
J. Atwood-Petkovski, Commissioner Legal and Administrative Services & City Solicitor