

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 1, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

1 MAYORS' MISSION TO POLAND – MARCH OF THE LIVING 2005

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Mayor Di Biase, Councillor Alan Shefman and communications co-ordinator Bruce Kurta, dated January 17, 2005, be approved; and
- 2) That the Federation be approached to determine if there is an opportunity for additional Members of Council to participate.

Recommendation

It is recommended that Mayor Michael Di Biase, Councillor Alan Shefman and communications co-ordinator Bruce Kurta travel to Poland from May 1, 2005 to May 6, 2005 for the 60th commemoration of V.E. Day and the liberation of prisoners of German concentration and death camps.

Purpose

Mayor Di Biase has been invited by the United Israel Appeal Federations of Canada and the March of the Living Canada to lead a group of mayors and municipal leaders to Poland for the March of the Living commemoration in May. As the lead elected official Mayor Di Biase will meet leaders from Poland as well as those traveling from around the world for this historic event. It is expected that 18,000 people worldwide will attend. The group will also visit three Nazi death camps including Auschwitz.

Background - Analysis and Options

The March of the Living organization has taken groups to Poland for the past fifteen years to help teach people of the events that took place 60 years ago in Europe. As survivors of that era are becoming fewer and fewer, it is expected that this will be one of the last times that a group of elected officials will be able to hear first hand accounts of living in Nazi ravaged Europe.

There will be approximately 40 mayors and elected officials from Canada traveling to Poland this spring.

United Israel Appeal has asked Mayor Di Biase to lead a delegation to Poland. The Mayor was a member of a group of municipal leaders that traveled to Israel in the spring of 2003. This trip will allow the municipal leaders to understand that period of time, thereby helping them to appreciate the history of so many of Canada's residents who were affected by the war. Vaughan's Jewish population consists of a heavy proportion of survivors and children of survivors.

This trip will give us an example of how a civilization can be torn apart very quickly if we are not vigilant - as has been demonstrated numerous times in the world over the past 60 years. Lessons, if not learned can spawn events such as the massacres in Rwanda.

The trip will allow the mayor and participants to meet with Polish government officials as well as historians. Planned meetings include meetings with the mayors of Warsaw and Krakow as well as the curator of the Auschwitz Centre.

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Worldwide media coverage will be extensive, especially at the actual ceremonies on May 5, and Canadian media will focus on the Mayors' Mission as one of the lead groups in attendance.

Relationship to Vaughan Vision 2007

This trip will help promote and understand the cultural diversity of our city.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

The City of Vaughan delegation will be participating with officials of United Israel Appeal Federations of Canada and March of the Living International as well many mayors and municipal officials from across Canada. This trip is being subsidized by UIA Federations Canada resulting in a cost of \$1,000.00 for each participant which includes return airfare, all accommodations, meals and transfers. This cost will be covered by the participants.

The trip is from Sunday, May 1, 2005 through to Friday, May 6, 2005 during which time the participants will be absent.

Report prepared by:

Bruce Kurta, Communications Co-ordinator for the Mayor and Members of Council

Attachment

Itinerary as set by March of the Living International

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 2, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

2

AWARD OF TENDER T04-163
SUPPLY AND DELIVERY OF VARIOUS VEHICLES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated January 17, 2005:

Recommendation

The Commissioner of Community Services, in consultation with the Director of Purchasing and the Director of Reserves and Investments, recommends:

1. That Part "A" of Tender T04-163, for the supply and delivery of one (1) 4x2 compact size pickup truck, be awarded to Pine Tree Ford Lincoln, for a total price of \$21,434.85; and,
2. That Part "B" of Tender T0-163, for the supply and delivery of one (1) ¾ ton cargo van with air conditioning be awarded to Leggat Automotive Group, for a total cost of \$27,429.80; and,
3. That Part "C" of Tender T04-163, for the supply and delivery of one (1) midsize, 4x4 pickup truck, be awarded to Milton Chrysler Dodge Jeep Limited for a total cost of \$28,016.30; and,
4. That Part "D" of Tender T04-163, for the supply and delivery of one (1) ¾ ton cargo van, be awarded to Leggat Automotive Group for a total cost of \$25,944.00; and,
5. That Part "E" of Tender T04-163, for the supply and delivery of one (1) ¾ ton cargo van with all wheel drive, to be awarded to Alex Irvine Motors Limited for a total cost of \$30,468.10; and,
6. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Purpose

To award tender T04-163 for the supply and delivery of various vehicles.

Background – Analysis and Options

Council approved funds to purchase various vehicles as part of the ongoing equipment program. Projects #5042-0-04, #5041-0-04, #4992-0-04, #5036-0-04 and #5000-0-04 were approved in 2004, as part of the capital budget and are funded from the Vehicle Reserve Fund, Development Charges and Taxation.

This tender was advertised in the Liberal and the Electronic Tendering Network (ETN). Tenders closed and were publicly opened on November 23, 2004. Twelve (12) bid documents were issued and nine (9) received. The result of the bids including, G.S.T and P.S.T are as follows:

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<u>Supplier</u>	<u>Bid</u>
<u>Part A</u>	
1. Pine Tree Ford Lincoln	\$21,434.85
2. Alex Irvine Motors	\$22,551.50
3. Leggat Automotive Group	\$23,586.50
4. North York Chrysler Jeep Dodge	\$24,307.55
5. Unionville Motors Ltd.	\$24,840.00
6. North York Chrysler Jeep Dodge	\$24,982.60
7. Milton Chrysler Dodge Limited	No Bid
8. Maclver Dodger Limited	No Bid
9. Brennan's Dixie Chrysler	Non Compliant
10. Summit Ford Sales	Non Compliant
<u>Part B</u>	
1. Leggat Automotive Group	\$27,429.80
2. Alex Irvine Motors	\$27,741.45
3. Pine Tree Ford Lincoln	\$28,001.35
4. Unionville Motors Ltd.	\$28,035.85
5. Milton Chrysler Dodge Limited	No Bid
6. North York Chrysler Jeep Dodge	No Bid
7. Maclver Dodge Limited	No Bid
8. Brennan's Dixie Chrysler	Non Compliant
9. Summit Ford Sales	Non Compliant
<u>Part C</u>	
1. Milton Chrysler Dodge Jeep Limited	\$28,016.30
2. Maclver Dodge Limited	\$28,103.70
3. North York Chrysler Jeep Dodge	\$28,160.05
4. Leggat Automotive Group	\$28,809.80
5. Unionville Motors Ltd.	\$29,891.95
6. Pine Tree Ford Lincoln	No Bid
7. Alex Irvine Motors	No Bid
8. Brennan's Dixie Chrysler	Non Compliant
9. Summit Ford Sales	Non Compliant
<u>Part D</u>	
1. Leggat Automotive Group	\$25,944.00
2. Alex Irvine Motors	\$26,215.41
3. Unionville Motors Ltd.	\$26,550.05
4. Pine Tree Ford Lincoln	\$26,990.50
5. Milton Chrysler Dodge Jeep Limited	No Bid
6. North York Chrysler Jeep Dodge	No Bid
7. Maclver Dodge Limited	No Bid
8. Brennan's Dixie Chrysler	Non Compliant
9. Summit Ford Sales	Non Compliant

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Part E

1. Alex Irvine Motors	\$30,468.10
2. Unionville Motors Ltd.	\$30,470.40
3. Leggat Automotive Group	\$31,350.15
4. Milton Chrysler Dodge Jeep Limited	No Bid
5. Pine Tree Ford Lincoln	No Bid
6. North York Chrysler Jeep Dodge	No Bid
7. MacIver Dodge Limited	No Bid
8. Brennan's Dixie Chrysler	Non Compliant
9. Summit Ford Sales	Non Compliant

Relationship to Vaughan Vision 2007

The purchase of the various vehicles will enhance the provision of effective and efficient delivery of service to the community.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Staff has reviewed the submissions and based on the tender results, and the ability of the manufacturers to supply the required vehicles, it is recommended that the tender be awarded to the various bidders as noted in the recommendations. There are sufficient funds available in the approved Capital Budgets to complete these projects.

Attachments

None

Report Prepared by:

Alvin Boyce, Fleet Maintenance Supervisor, Ext. 6141

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Item 3, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

3

**AWARD OF TENDER T04-195
SUPPLY AND DELIVERY OF TWO (2) TRACTORS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated January 17, 2005:

Recommendation

The Commissioner of Community Services, in consultation with the Director of Purchasing Services and the Director of Reserves and Investments, recommends:

1. That Tender T04-195, for the supply and delivery of two (2) current year tractors, (1 -two wheel drive and 1 - four wheel drive), be awarded to Nobleton Farm Supply Limited for a total price of \$89,573.50, including G.S.T. and P.S.T.; and,
2. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Purpose

To award Tender T04-195 for the supply and delivery of two tractors.

Background – Analysis and Options

Council approved funds to purchase the tractors as part of the ongoing equipment program. Projects #5034-0-03 and #5035-0-03 were approved in 2004 for the replacement of two tractors as part of the capital budget and are funded from the Vehicle Reserve Fund.

Tender T04-195 was advertised in the Liberal and the Electronic Tendering Network (ETN) and closed on October 21, 2004. There were five (5) bid documents issued and five (5) bid documents received. In Part “B”, Swanston Farm Equipment were declared non-compliant, as they did not meet the required tender specifications.

The City currently has a large number of Nobleton Farm Supply Limited equipment in the fleet. In addition, Nobleton Farm provides on-site service for repair of equipment.

The result of the bids including G.S.T and P.S.T are as follows:

<u>Supplier</u>	<u>Bid</u>		
	<u>Part A</u>	<u>Part B</u>	<u>TOTAL</u>
Nobleton Farm Supply Limited	\$37,835.00	\$51,738.50	\$89,573.50
Chas. Richards & Sons Limited	\$37,777.50	\$54,159.25	\$91,936.75
Kooy Brothers Lawn Equipment	\$42,991.61	\$52,827.65	\$95,819.26
Westmetro Equipment Sales	\$40,135.00	\$56,235.00	\$96,370.00
Swanston Farm Equipment	No Bid	Non-Compliant	

Relationship to Vaughan Vision 2007

The purchase of the tractors will enhance the provision of effective and efficient delivery of service to the community.

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This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Staff has reviewed the submissions and based on the tender results, and the ability of the manufacturer to supply the required equipment and service, it is recommended that the tender be awarded to Nobleton Farm Supply Limited as noted in the recommendations. There are sufficient funds available in the approved Capital Budget to complete this project as specified.

Attachments

None

Report Prepared by:

Alvin Boyce, Fleet Services Supervisor, Ext. 6141

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Item 4, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

4

**AWARD OF TENDER T04-206
BOULEVARD AND TURF MAINTENANCE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated January 17, 2005:

Recommendation

The Commissioner of Community Services, in consultation with the Director of Purchasing, recommends:

1. That award of tender T04-206, for boulevard and turf maintenance within the City of Vaughan, Area 1 be awarded to Springview Landscaping and Snow Plowing Ltd. based on an estimated area of 40.37 hectares, for a total annual cost of \$100,925.00, plus GST; and,
2. That Areas 2, 3, 4, & 5 be awarded to Lima Gardens and Construction Inc. based on an estimated area of 121.48 hectares, for a total annual cost of \$335,284.80, plus GST; and,
3. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Purpose

The purpose of this report is to award tender T04-206 for boulevard and turf maintenance within the City of Vaughan.

Background

The Parks Division has tendered the annual turf and shrub maintenance and debris clean up of both City owned and Region of York owned boulevards within the City of Vaughan for the past 3 years. The contract expires December 31st, 2004. Typically, contractors must reserve equipment early in the year for upcoming contracts and begin their hiring early for this seasonal work.

Staff have submitted funding for this project in the 2005 Parks Department Operating Budget. Staff are requesting that this tender be awarded to ensure that the price, equipment and manpower are available to the City for the spring of 2005.

In order to benefit from this early reservation of equipment and personnel for the upcoming season it is recommended that this contract be awarded. Prices submitted already reflect the benefit of tendering early in that they are lower than the tendered price per hectare of a similar contract let 3 years earlier. The contract commences April 1st and ends December 31st of each year of the contract.

Of the 161.85 hectares of boulevard that are maintained approximately 43% is Region of York boulevard. This cost is recovered annually from the Region. It is expected that the annual cost of this tender may increase proportionally (on a per hectare basis) as new areas are developed and assumed over the term of the contract. The final yearly cost will reflect any increases in work as areas are developed. As part of the 2005 Operating Budget, funding was included for boulevard and turf maintenance for this contract.

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This tender was advertised in the Vaughan Citizen and the Electronic Tender Network (ETN). Tenders closed and were publicly opened on Wednesday, November 10, 2004 at 3:30pm. Eight (8) bid documents were issued and five (5) bids were received, of which three (3) were non-compliant.

The bid results are as follows:

	Area Hectares	Lima Gardens	Springview Landscaping
Area 1	40.37	\$111,421.20+GST	\$100,925.00+GST
Area 2	28.03	\$ 77,362.80+GST	\$ 78,484.00+GST
Area 3	33.82	\$ 92,322.00+GST	\$ 93,660.00+GST
Area 4	28.82	\$ 79,543.20+GST	\$ 80,696.00+GST
Area 5	31.18	\$ 86,056.80+GST	\$ 93,540.00+GST

Total cost of contract as recommended is \$436,209.80, plus GST, for the first year. The second year of the contract will be as above *except* that any new areas will be added at the rates listed in the bids.

Relationship to Vaughan Vision

This report relates to Vaughan Vision 1.0 Service Delivery Excellence to “develop, provide and measure effective and efficient delivery of services that are affordable, and sustainable within allocated resources”.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated in the 2005 Parks Operating Budget.

Conclusion

Parks Division staff have reviewed the bid submissions and it was determined that Springview Landscaping and Snow Plowing Ltd. for Area 1 based on an estimated area of 40.37 hectares at a total annual cost of \$100,925.00, plus G.S.T and Lima Gardens and Construction Inc. for Areas 2, 3, 4, & 5 based on an estimated area of 121.48 hectares at a total annual cost of \$335,284.80, plus G.S.T. meet the requirements as stipulated in the tender and therefore recommended for the contract.

Funding for this activity has been submitted in the 2005 Parks Department Operating Budget. This tender requires early approval to ensure that the price, equipment and manpower are available to the City for spring 2005.

Attachments

None

Report prepared by:

Tom Sudak, Manager of Parks Services, Ext. 6311

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Item 5, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

5 CITY OF VAUGHAN INTERNATIONAL SOCCER TOURNAMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and the Director of Recreation and Culture, dated January 17, 2005:

Recommendation

The Commissioner of Community Services and the Director of Recreation and Culture, recommends:

That this report be received for information.

Purpose

To provide Council with information with regards to the costs and permits associated with the City of Vaughan International Soccer Tournament (COVI).

Background - Analysis and Options

Following the deputation of Mr. Russ Turnbull of the Glen Shields Soccer Club, at the Committee of the Whole meeting of November 29, 2004, Council requested that staff provide a report regarding the costs and permits involved with the COVI.

The COVI tournament is an annual Vaughan-based soccer tournament, coordinated by members from some of the local clubs. The 2005 tournament will be held the weekend of May 27 and will host over 150 teams of all ages.

At that time of the COVI's formation in 1993, Council resolved to waive all permit and services in kind fees until 2003, when Council directed the phasing in of the approved fees. In 2004, the full Council approved rates for community service organizations were applied.

Since 2001 the value of the "grant" bestowed upon the COVI, was as follows:

	2001	2002	2003*	2004
Permits	\$2446.35	\$2,718.20	\$1510.11	\$0.00
Services in Kind	\$617.50	\$686.11	\$381.17	\$0.00
Total	\$3,063.85	\$3,404.31	\$1,891.28	\$0.00

*50% paid by the COVI.

In 2002 and 2003, the COVI donated \$5,000 and \$3,000 respectively to the Canadian Cancer Society. The 2004 contribution has yet to be determined as the year end numbers are in the process of being finalized. The annual donation to a charity is commensurate with their financial standing. Recognizing that in 2004 Vaughan applied the full fees and a major sponsor reneged, the contribution is expected to be marginal. In 2005 the COVI anticipates making the Vaughan Health Care Centre the recipient of their donation.

Each year the COVI ends up with approximately \$5,000 in surplus funds to act as a float for the upcoming year to pay for any start up expenses.

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Financial Information:

The costs associated with the permits and services in kind for the 2004 tournament were as follows:

Permits for fields and facilities:	\$2,448.92
Services In Kind (picnic tables, garbage containers)	<u>\$ 806.73</u>
Total	\$3,255.65

The anticipated costs for the 2005 tournament will be as follows, all things being equal:

Permits for fields and facilities:	\$2,652.73
Services In Kind (picnic tables, garbage containers)	<u>\$ 844.44</u>
Total	\$3,497.17

If Council wishes to explore options for reducing the rental rates applied to the COVI, Council could reduce permit fees through the City of Vaughan Council Grants Program (Attachment 1). The following conditions would have to be met for the COVI to qualify for this discount:

- 1) The event must be established as a fundraising event;
- 2) 50% of the reduce permits fees must be donated to a charity (preferably the Vaughan Health Care Centre);
- 3) Public acknowledgment of the discount must be made whenever possible.

Applying the above named program to the 2005 would translate to a savings of \$1,326.35 provided they donate \$663.17 to a registered charity. The pre-discounted fees would be applied until a receipt issued by the charity, indicating their registered charity number, is submitted by COVI.

This process would maintain the integrity of the rental rates approved by Council and all of the associated policies.

Permit Information:

In 2004 the COVI requested and received the required number of fields to operate the tournament. In consultation with the organizers staff assigned the following fields to the event:

Kleinburg	Maple	Thornhill/Concord	Woodbridge
Bindertwine	Maple CC	Benjamin Vaughan	Chancellor Minis 1 to 4
Polish Army	Le Parc	Concord North & South	Father Bulfon 1 & 2
Ecole La Fontaine	McNaughton	Dufferin 1 & 2	Rainbow Creek
	Maple Reservoir 1 & 2	Wade Gate	OSA 1 & 2
		St. Elizabeth	Chancellor Senior
		Worth Park	Holy Cross
		Dufferin Reservoir	

For the 2005 tournament, staff anticipates being able to accommodate the number of fields required to satisfy the demand from the COVI, based on last year's field allocation.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

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Conclusion

The COVI tournament is a premier event in the soccer community. Over 3,000 families are expected to visit Vaughan throughout the tournament and there are many benefits to the local communities.

Staff will continue to work with the COVI organizers to accommodate their field and services in kind allocations. With respect to the fees, staff will continue to apply the approved rates unless otherwise directed by Council.

Attachments

1. City of Vaughan Council Grants Program

Report prepared by:

Mary Reali, Customer Service and Administration Manager, Ext 8234.

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 6, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

6

ASSUMPTION – GLEN SHIELDS – PHASE 1

19T-96V02/ 65M-3388

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3388, and that the municipal services letter of credit be released.

Purpose

The subdivision has been completed and is ready to be assumed by the City.

Background - Analysis and Options

The 46 lot development is a residential subdivision. The development is located west of Dufferin Street, north of Steeles Avenue as shown on Attachment 1.

The Subdivision Agreement was signed on November 3, 1999. The municipal services in Plan 65M-3388 were installed in September 1999 and the top course asphalt was placed in September 2001.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

The development of this subdivision and the assumption of the municipal services is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600 (4.7.1). OPA policies require that development take place in accordance with the requirements and standards of the City and relevant agencies.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

It is therefore appropriate that the municipal services in 65M-3388 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 6, CW Report No. 1 – Page 2

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461

VR/fc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 7, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

7

**ASSUMPTION – KEFFER INDUSTRIAL
19T-88099/ 65M-3381**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3381 and that the municipal services letter of credit be reduced to \$60,000.00 as per Parks Operations and Forestry's request for the financial guarantee of plantings in the Storm Water Management Pond.

Purpose

The subdivision has been completed and is ready to be assumed by the City.

Background - Analysis and Options

The six block development is an industrial subdivision. The development is located east of Jane Street and south of Rutherford Road, as shown on Attachment 1.

The Subdivision Agreement was signed on September 28, 1999. The municipal services in Plan 65M-3381 were installed in August 1999 and the top course asphalt was placed in July 2002.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Development Planning and Clerks. The Parks Operations and Forestry Department is requesting that \$60,000.00 be held back in securities for the guarantee of the landscaped plantings in this storm water management pond. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

The development of this subdivision and the assumption of the municipal services is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600 (4.7.1). OPA policies require that development take place in accordance with the requirements and standards of the City and relevant agencies.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

It is therefore appropriate that the municipal services in 65M-3381 be assumed and the municipal services letter of credit be reduced to \$60,000.00. Once the plantings have been re-inspected and approved, the Letter of Credit will be released.

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Attachments

1. Location Map

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461

VR/fc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 8, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

8

**ASSUMPTION – FIELDGATE - ISLINGTON – PHASE 1
19T-92010/ 65M-3116**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3116, and that the municipal services letter of credit be released.

Purpose

The subdivision has been completed and is ready to be assumed by the City.

Background - Analysis and Options

The 31 lot development is a residential subdivision. The development is located west of Islington Avenue, south of Rutherford Road, as shown on Attachment 1.

The Subdivision Agreement was signed on September 16, 1996. The municipal services in Plan 65M-3116 were installed in June 1996 and the top course asphalt was placed in September 2000.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

The development of this subdivision and the assumption of the municipal services is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600 (4.7.1). OPA policies require that development take place in accordance with the requirements and standards of the City and relevant agencies.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

It is therefore appropriate that the municipal services in 65M-3116 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

CITY OF VAUGHAN

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Item 8, CW Report No. 1 – Page 2

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461

VR/fc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 9, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

9

**ASSUMPTION – MIORI
19T-95015/ 65M-3229**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3229, and that the municipal services letter of credit be released.

Purpose

The subdivision has been completed and is ready to be assumed by the City.

Background - Analysis and Options

The 29 lot development is a residential subdivision. The development is located south of Major Mackenzie Drive and east of Melville Avenue, as shown on Attachment 1.

The Subdivision Agreement was signed on April 2, 1998. The municipal services in Plan 65M-3229 were installed in June 1998 and the top course asphalt was placed in September 2001.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

The development of this subdivision and the assumption of the municipal services is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600 (4.7.1). OPA policies require that development take place in accordance with the requirements and standards of the City and relevant agencies.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

It is therefore appropriate that the municipal services in 65M-3229 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 9, CW Report No. 1 – Page 2

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461

VR/fc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 10, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

10 **ASSUMPTION – GRACEVIEW GARDENS – PHASE 1**
19T-89102/ 65M-3109

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3109, and that the municipal services letter of credit be released.

Purpose

The subdivision has been completed and is ready to be assumed by the City.

Background - Analysis and Options

The 13 lot development is a residential subdivision. The development is located south of Rutherford Road, east of Pine Valley Drive, as shown on Attachment 1.

The Subdivision Agreement was signed on August 18, 1996. The municipal services in Plan 65M-3109 were installed in May 1996 and the top course asphalt was placed in September 2001.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

The development of this subdivision and the assumption of the municipal services is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600 (4.7.1). OPA policies require that development take place in accordance with the requirements and standards of the City and relevant agencies.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

It is therefore appropriate that the municipal services in 65M-3109 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 10, CW Report No. 1 – Page 2

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461

VR/fc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 11, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

11 **ASSUMPTION – GRACEVIEW GARDENS – PHASE 2**
19T-89102/ 65M-3252

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3252, and that the municipal services letter of credit be released.

Purpose

The subdivision has been completed and is ready to be assumed by the City.

Background - Analysis and Options

The 11 lot development is a residential subdivision. The development is located south of Rutherford Road, east of Pine Valley Drive, as shown on Attachment 1.

The Subdivision Agreement was signed on April 14, 1998. The municipal services in Plan 65M-3252 were installed in May 1998 and the top course asphalt was placed in September 2001.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

The development of this subdivision and the assumption of the municipal services is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600 (4.7.1). OPA policies require that development take place in accordance with the requirements and standards of the City and relevant agencies.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

It is therefore appropriate that the municipal services in 65M-3252 be assumed and the municipal services letter of credit be released.

Attachments

- 1. Location Map

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 11, CW Report No. 1 – Page 2

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461

VR/fc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 12, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

12

**ADDITIONAL ENGINEERING FEES FOR THE
RECONSTRUCTION OF LANGSTAFF ROAD
AND ROBINSON CREEK BRIDGE REPLACEMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Director of Purchasing Services and the Director of Reserves and Investments recommends:

That the funding in the amount of \$200,000 approved in the 2000 Capital Budget Project No. 1336.0 funded from City Wide Development Charges be increased by an upset limit of \$90,000 plus G.S.T. for engineering services for the design of Langstaff Road Reconstruction and the Bridge Replacement over Robinson Creek provided by R.V. Anderson Associates Limited.

Purpose

To approve additional funding for professional engineering services provided by R.V. Anderson Associates Limited for the design of Langstaff Road Reconstruction and Bridge Replacement over Robinson Creek.

Background - Analysis and Options

At its September 11, 2000 Meeting, Council approved the recommendation in Item 2, Report No. 67, of the Committee of the Whole, to retain R.V. Anderson Associates Limited to provide engineering services in connection with the reconstruction of Langstaff Road from Vaughan Mills Road to Regional Road No. 27 at an estimated fee of \$77,525.00 plus G.S.T. (See Attachment No. 1, Location Map).

As part of this assignment, the consultant was required to carry out a detailed bridge inspection on Langstaff Road over the Robinson Creek. Based on their investigation which was completed in February 2001, it was determined that the bridge was in poor condition and of insufficient width and must be rehabilitated or replaced.

After further assessment of the various alternatives to address the road geometric requirements, bridge condition, a future trail system and TRCA's concerns, it was determined that a new structure was the best possible solution.

At its January 28, 2002 Meeting, Council approved the recommendation in Item 8, Report No. 5 of the Committee of Whole, to retain R.V. Anderson Associates Limited for the design of the bridge replacement on Langstaff Road over the Robinson Creek at an estimated amount of \$108,000, plus G.S.T.

During the detailed design stages of Langstaff Road and Robinson Creek bridge various additional tasks had to be undertaken which were outside of the original budget and contemplated scope of work. They included the following:

- analysis of roadway geometrics at the bridge location;
- additional hydraulic analysis due to TRCA's design flows at this location of the Robinson Creek;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 12, CW Report No. 1 – Page 2

- property acquisition, regarding additional right-of-way requirements/designation;
- additional temporary traffic signal design at the bridge and at Highway 27;
- geotechnical investigation due to the wider structure and deeper foundations;
- additional mitigating landscaping plan for the bridge site, (TRCA requirement); and,
- coordination with the Region of York regarding their Class EA for Langstaff Road west of Highway 27.

The design of this project commenced in late 2000. Due to the deferral of this project with the resultant time lapse and the Toronto and Region Conservation Authority (TRCA) and the Department of Fisheries and Oceans (DFO) submission requirements, the approval requirements have substantially changed. Significantly more information and detailing is required now to obtain approvals including comprehensive landscape schemes, erosion and sediment control plans, dewatering plan and discharge information and storm water management quality controls. R.V. Anderson Limited has spent a considerable amount of time and effort in pursuing TRCA and DFO approval for the proposed roadway and bridge replacement, obtaining comments on the proposed storm water treatment methods and landscape plans, and obtaining approval of the fill permit to work in the floodplain through multiple submissions and agency follow-up. Engineering staff have confirmed the expanded workplan and additional costs.

As a result of this, a significant portion of the fee increase request is due to TRCA and DFO requirements and approvals processing.

Funding in the amount of \$200,000 was approved in the 2000 Capital Budget Project No. 1336-0 funded from City Wide Development charges. The professional engineering fees committed to date are at the budget amount. Therefore, it is recommended that the budgeted amount be increased by \$90,000 plus G.S.T. The G.S.T. component of the fees are fully recoverable by the City. Sufficient funds have been collected through Development Charges to pay for the increased cost of the required engineering services.

The road and bridge works are expected to be advertised for tender in the Spring 2005, subject to Council approval of the draft 2005 Capital Budget. Following receipt of tenders, a report regarding tender award and engineering services during construction will be brought to Committee.

Relationship to Vaughan Vision 2007

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Conclusion

Staff have reviewed R.V. Anderson Associates Limited formal request for additional fees dated April 10, 2003 and November 2, 2004, and recommend that an upset limit for additional fees of \$90,000 plus G.S.T. be approved. Staff reviewed the correspondence and concur that the additional funding request is appropriate and sufficient to complete the design assignment.

Attachments

1. Location Map

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 12, CW Report No. 1 – Page 3

Report prepared by:

Pat Marcantonio, C.E.T. – Senior Engineering Assistant
Tom Ungar, P. Eng. – Design Engineer

PM:mc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 13, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

**13 KING-VAUGHAN ROAD – KEELE STREET TO BATHURST STREET
WATERMAIN AND ROAD UPGRADE
TEMPORARY ROAD CLOSURE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the planned temporary road closure of King-Vaughan Road between Keele Street and Dufferin Street, May 1, 2005 to September 15, 2005 as requested by the Region of York be endorsed by Council in order to facilitate the construction of the York Peel Feedermain and road upgrades;
2. That the Region of York undertake a comprehensive public notification process and work closely with the City of Vaughan Engineering staff to inform the public and all emergency service providers of the project schedule of events and detouring plans related to the closure;
3. That the project proponent be advised of the City of Vaughan's concurrence with the road closure scheme, as recommended; and
4. That the Mayor and Clerk be authorized to sign the appropriate By-Law.

Purpose

The purpose of this report is to seek Council's approval of a request to temporarily close King-Vaughan Road between Keele Street and Dufferin Street from May 1, 2005 to September 15, 2005 in order to facilitate the planned works within these limits including the construction of a trunk watermain and road upgrades.

Background - Analysis and Options

The Region of York is proceeding with detailed design for a 1200mm diameter watermain on King-Vaughan Road from Keele Street to Bathurst Street. The design was completed in late December 2004 and tenders will be called in January 2005.

The watermain construction planned for 2005 is being coordinated with the City of Vaughan's road upgrade through this area. The proposed road upgrade between Keele Street and Bathurst Street involves grading, gravelling, culvert replacements, installation of gabion retaining walls, sub-drains, guide rails and double surface treatment. Attachment No. 2 is a plan showing the proposed watermain works along King-Vaughan Road from Dufferin Street to approximately 950 metres west. The watermain in this section will be located along the centerline of the road to avoid damaging large heritage trees on both sides of the roadway. West of this section, the proposed watermain will cross the Provincially Significant Wetland (King-Vaughan Wetland), where poor soil condition requires the watermain to be supported by piles and concrete cradle for a stretch of approximately 400 metres.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 13, CW Report No. 1 – Page 2

The existing roadway through this area is only 6.5 metres wide and cannot accommodate traffic during construction (see Attachment No. 3, cross section through the large tree area). As shown on Attachment No. 4, the installation of piles, shoring, concrete cradles will require a large construction area. Further, the City's roadwork at this location includes the replacement of the existing 2-600mm culverts with 2-900mm culverts. The watermain installation and the culvert replacements will be performed concurrently to minimize duration of impacts to the TRCA regulated wetland. Therefore, the safest and most feasible option is to close the roadway to through traffic in order to facilitate the construction within this area.

Construction through the heritage trees will be performed during the months of May and June 2005 and will take approximately 1 month. Construction time through the wetland area is limited by the Ministry of Natural Resources (MNR) coldwater fishery timing window (between July 1st to September 15th).

Therefore, the road closure within the large tree area is proposed to be scheduled for one month within the months of May and June 2005. The road closure within the King-Vaughan Wetland Crossing is proposed to be scheduled beginning after rush hour on July 1, 2005 and would extend until September 15, 2005. Actual time frame of the construction and closure will be confirmed by the Contractor's construction schedule. The Region of York will work with the City of Vaughan to keep the affected residents in the area informed of the schedule at all times.

Local access to the affected residences within the area, including all emergency situations for fire, police and ambulances services will be maintained and coordinated by the Region of York administration staff at all times. Emergency services will be informed at all times by the Region of York construction staff with regards to the available access to the affected area during the closure, i.e. either from Dufferin Street, Keele Street, or both.

Relationship to Vaughan Vision 2007

The project is consistent with Vaughan Vision 2007 in that the proposed works ensure that growth does not outpace the road network infrastructure (3.2.3).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Based on the proposed works for King-Vaughan Road which include watermain construction and road upgrades which was provided by the Region of York's consultant (MacViro), City Engineering staff concur with the closure of King-Vaughan Road from Keele Street to Dufferin Street from May 1, 2005 to September 15, 2005.

The Region of York is requested to keep all stakeholders, including the City of Vaughan, Emergency Service providers, and Others, fully informed of the project schedule and workplan as it progresses so that all parties can modify their operations as necessary to respond to any road closures.

Staff are further requesting the project proponents embark on an extensive public notification process prior to, during, and subsequent of the planned undertakings.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 13, CW Report No. 1 – Page 3

Attachments

1. Location Map
2. Proposed Road Closure Area
3. King-Vaughan Road Cross-Section
4. King-Vaughan Wetland Cross-Section

Report prepared by:

Pat Marcantonio, C.E.T. – Senior Engineering Assistant ext, 3111
Tom Ungar, P. Eng. – Design Engineer, ext. 3110

PM:mc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 14, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

**14 WIGWOSS DRIVE AND MONSHEEN DRIVE
TRAFFIC CALMING MEASURES**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005, be approved subject to deleting the word “not” in Clauses 1 and 2;
- 2) That the deputation of Mr. Robert DiPede, 246 Wigwoss Drive, Vaughan, L4L 2R4, be received; and
- 3) That the following written submissions be received:
 - a) Ms. Brenda McLay, 31 Forest Circle Court, Woodbridge, L4L 1N8, dated January 16, 2005;
 - b) Mr. Paul Gregoris and Ms. Laura Carrabau, 102 Monsheen Drive, Woodbridge, L4L 2E7, dated January 16, 2005; and
 - c) Ms. Isabella Di Ruggiero, 249 Wigwoss Drive, Woodbridge, L4L 2R5, dated January 17, 2005.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That two speed humps not be installed on Wigwoss Drive between the residences of #201 and #257 Wigwoss Drive.
2. That speed humps not be installed at the intersection of Wigwoss Drive and Monsheen Drive.
3. That York Regional Police be requested to increase enforcement of the stop sign compliance at the existing all-way stop control at Wigwoss Drive and Monsheen Drive.
4. That York Regional Police be requested to enforce the school bus activity when picking up or dropping off school children within the subdivision.

Purpose

To investigate the feasibility of installing two speed humps on Wigwoss Drive, in response to a deputation and petition received from an area resident.

Background - Analysis and Options

At its meeting on September 13, 2004 Council directed:

“The Committee of the Whole recommends that the deputation of Ms. Elena D’Alessio, 246 Wigwoss Drive, Vaughan, L4L 2R4, and written submissions dated August 30, 2004 and September 7, 2004, be received and referred to staff for a report addressing this request.”

Wigwoss Drive and Monsheen Drive are both local residential roads. The posted speed limit on both streets is 40 km/h, and the intersection of Wigwoss Drive and Monsheen Drive is under all-way stop control. The area is shown on Attachment No. 1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 14, CW Report No. 1 – Page 2

The deputation details a request for speed humps on Wigwoss Drive between the properties of #201 and #257 Wigwoss Drive (between Monsheen Drive and Arrowhead Drive). Speed humps are requested at the intersection of Wigwoss Drive and Monsheen Drive in order to force drivers to stop. Additionally, the deputation details traffic is infiltrating through the Seneca Heights subdivision to avoid Islington Avenue and Highway 7.

Staff collected speed and volume data from Automatic Traffic Recorders installed on Wigwoss Drive east of Forest Circle Court from September 27, 2004 to September 29, 2004. The speed and volume data were collected over a 24-hour period as summarized below.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED	24-HOUR VOLUME
September 27-29, 2004	24 hour data collection	East of Forest Circle Court	Eastbound	44	651
September 27-29, 2004	24 hour data collection	East of Forest Circle Court	Westbound	44	686

The average speeds were found to be 44 km/h in both directions. The total traffic volumes collected over a 24-hour period are acceptable for the roadway capacity designed for Wigwoss Drive. The daily traffic on a local roadway should not exceed 1000 vehicles/day. A total of 5 vehicles were recorded as driving in the range of 73-80 km/h, which were the highest recorded vehicle speeds.

In accordance with Council's Neighbourhood Traffic Committee Policy and Procedure, speed humps shall be considered only when the following three warrants are met: the street is not a primary emergency response route, the speed limit is 50 km/h or less, and the average speed is measured to be 10 km/h greater than the speed limit. Based on the above criteria, the warrant for the installation of speed humps on Wigwoss Drive is not met.

Speed humps cannot be installed at the intersection of Wigwoss Drive and Monsheen Drive in conjunction with existing stop controls at an intersection. Stop controls are for stopping vehicles while the intent of speed humps are to slow down vehicles.

On December 1, 2004, staff conducted a stop sign compliance study at the intersection of Wigwoss Drive and Monsheen Drive from 4:15pm to 5:15pm to determine the compliance level at the existing all-way stop control.

The stop sign compliance results are summarized in the following table.

December 1, 2004 Study - 4:15pm-5:15pm				
DIRECTION	TOTAL APPROACH VOLUME	DID NOT STOP (ENTERED AT 5 KM/H OR MORE)	PRACTICALLY STOPPED 0-5 KM/H	VOLUNTARY FULL STOP
Eastbound	50	4 (8%)	20 (40%)	26 (52%)
Westbound	55	7 (13%)	26 (47%)	22 (40%)
Southbound	5	0	2 (40%)	3 (60%)

As a result of this study, staff recommends sending correspondence to York Regional Police to request increased enforcement of the existing all-way stop control at Wigwoss Drive and Monsheen Drive as approximately 50% of the motorists are not complying to the stop signs.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 14, CW Report No. 1 – Page 3

In addition, staff conducted an infiltration study on October 20, 2004 during the time periods of 7:00am to 9:00am and 4:00pm to 6:00pm to determine the amount of 'cut-through traffic'.

The infiltration routes and results of the studies are summarized in the following table.

October 20, 2004 Study				
TIME	ENTERING AT	EXITING AT	TOTAL INBOUND VEHICLE	TOTAL INFILTRATION
7:00am to 9:00am	Islington Avenue and Monsheen Drive	Highway 7 and Wigwoss Drive	78	19 or 24.3%
4:00pm to 6:00pm	Highway 7 and Wigwoss Drive	Islington Avenue and Monsheen Drive	252	37 or 14.7%

The actual volumes of traffic infiltration during both study time periods are low. Due to the low number of vehicles recorded during these study periods, staff does not recommend any changes. Generally, the threshold value above which traffic is defined as infiltration is 30%. Turning prohibitions during specific time periods are not recommended since residents within this subdivision would be adversely affected.

Both intersections noted above are under the jurisdiction of the Region of York. Prior to the implementation of a prohibition, City Engineering staff in consultation with Region of York Transportation staff would have to notify the residents. A survey would be mailed to each home requesting a vote of the prohibition(s). If there were support of 66.6% of the respondents, then the Region of York would report to Regional Council recommending approval of the prohibition(s).

A review of the collision history for the intersection of Wigwoss Drive and Monsheen Drive, and on Wigwoss Drive between Monsheen Drive and Arrowhead Drive indicates 2 reported collisions from January 2002 to present. The first collision involved a vehicle backing out of a driveway and hitting a vehicle eastbound on Wigwoss Drive. The second collision involved a vehicle that failed to stop at the all-way stop control at Wigwoss Drive and Monsheen Drive, subsequently lost control, and ended up in the ditch on the south side of Wigwoss Drive.

Environmental Assessment Act Requirements

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should Council approve traffic calming measures for installation on Wigwoss Drive, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

Prior to construction, the City's normal practice is to mail letters to the residents of Wigwoss Drive should traffic calming measures be approved informing them of their installation.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 14, CW Report No. 1 – Page 4

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Based on staff's review, it is recommended:

1. That two speed humps not be installed on Wigwoss Drive between the residences of #201 and #257 Wigwoss Drive.
2. That speed humps not be installed at the intersection of Wigwoss Drive and Monsheen Drive.
3. That York Regional Police be requested to increase enforcement of the stop sign compliance at the existing all-way stop control at Wigwoss Drive and Monsheen Drive.
4. That York Regional Police be requested to enforce the school bus activity when picking up or dropping off school children within the subdivision.

Attachments

1. Location Map
2. Deputation and Petition to September 7, 2004 Committee of the Whole Meeting, Elena D'Alessio, 248 Wigwoss Drive – Members of Council only

Report prepared by

Mark Ranstoller, Senior Transportation Technologist, ext. 8251
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

MR

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 15, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

15 **AWARD OF TENDER T04-205**
MAINTENANCE OF TRAFFIC CONTROL SIGNALS AND RELATED ELECTRICAL DEVICES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Director of Purchasing Services recommends:

1. That Tender T04-205, for the maintenance of traffic control signals be awarded to Guild Electric Limited in the amount of \$53,156.87, including G.S.T.; and
2. That the Mayor and Clerk be authorized to sign the necessary documents.

Purpose

Council approval to award contract T04-205.

Background – Analysis and Options

The work covered by this Tender requires the routine and emergency maintenance of traffic control signals for all City owned traffic control signals. The tender was advertised in the Vaughan Citizen and the Electronic Tendering Network (ETN), and closed on December 10, 2004. A total of 3 documents were picked up from the Purchasing Services Department. Two bids were received. The following are the results of the tender bids.

<u>Contractor</u>	<u>Total Bid Amount</u>
Guild Electric Limited	\$ 53,156.87
Fellmore Electrical Contractors Ltd.	\$102,504.57

The low bidder, Guild Electric Limited, has performed similar work for the City, and is deemed capable of successfully completing this work. Sufficient funds are allocated in the Engineering Department's 2005 Operating Budget. The low bid amount is comparable to previous years.

Fellmore Electrical Contractors Ltd. accepts and performs work at other municipalities or private contracts that are generally larger in scale and more comprehensive in content.

Relationship to Vaughan Vision 2007

This is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

It is recommended that Tender T04-205 for maintenance of traffic control signals be awarded to Guild Electric Limited.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 15, CW Report No. 1 – Page 2

Attachments

N/A

Report Prepared by

Mark Ranstoller, Senior Transportation Technologist, ext. 8251
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

:MR

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 16, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

**16 MARTIN GROVE ROAD (BETWEEN BELLONA STREET AND JACKMAN CRESCENT)
PROPOSED STOP CONTROL & PEDESTRIAN CROSSWALK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed on Martin Grove Road at the Father Ermanno Bulfon Community Centre access; and
2. That this report regarding the installation of a pedestrian signal on Martin Grove Road be received and that funding for the project be considered as part of the 2005 Capital Budget deliberations should Council wish to approve the installation of a pedestrian signal.

Purpose

To review the feasibility of implementing an all-way stop control on Martin Grove Road at the Father Ermanno Bulfon Community Centre access and to install a pedestrian crosswalk, in response to direction from Council.

Background - Analysis and Options

At its meeting on September 13, 2004 Council directed:

“Staff to investigate the need for and feasibility and costs of installing a stop sign control and pedestrian crossing on Martin Grove Road, between Bellona Street and Jackman Crescent, at the exit/entrance of Father Ermanno Bulfon Community Centre parking lot.”

Martin Grove Road is a four lane collector road with a 50 km/h speed limit. Father Ermanno Bulfon Park and Community Centre and a Church are located on the east side of Martin Grove Road. The area street network is shown on Attachment No. 1.

Concerns were expressed from residents regarding the vehicle speeds on Martin Grove Road and that it is difficult to safely cross the roadway.

Staff conducted a turning movement count on November 24, 2004 at the subject location during peak travel periods. The count was conducted from 7:00am to 9:00am and 3:30pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-way Stop Control are as shown below.

- | | |
|---|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 26% |
| • Warrant 2 – Accident Hazard | Warranted 0% |
| • Warrant 3 – Sight Restriction | Warranted 0% |

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For an all-way stop control to be warranted, one or more of the three warrants must be satisfied 100% or greater. None of the results of the turning movement counts meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at this intersection. The traffic volume to/from the driveway access is low. It is recognized that the volume of traffic may increase slightly in the evenings, on weekends and the summer months to the Community Centre, Park and the Church. However, the traffic volume is not expected to meet the warrant values of 120 vehicles for one peak hour period.

There are no sight distance restrictions noted at this location. Sidewalks are on both sides of Martin Grove Road. There were also no reported vehicle collisions at this location.

Staff conducted a pedestrian study in this area on November 25, 2004. The number of pedestrians crossing Martin Grove Road between Jackman Crescent and Bellona Street is 21. The highest number crossing was directly in front of the Community Centre. The pedestrian activity may increase slightly during the summer months.

An on site review was completed along the section of Martin Grove Road between Bellona Street and Jackman Crescent to ensure the pedestrian signal can be placed without interference to residential driveways. There are three appropriate locations: south leg of Jackman Crescent and Martin Grove Road intersection, south side of the Community Centre's access and the north side of Bellona Street and Martin Grove Road intersection. There is an existing walkway that connects to Martin Grove Road from the Community Centre site at all three locations. Should Council wish to install a pedestrian signal the most appropriate location would be at the south side of the Community Centre's access.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Based on staff's review, it is recommended that an all-way stop control not be installed on Martin Grove Road at the Father Ermanno Bulfon Community Centre access. Should Council wish to install a pedestrian signal, at the appropriate location, that funding for the project be considered as part of the 2005 Capital Budget deliberations.

Attachments

1. Location Map

Report prepared by

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

:MD

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 17, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

17

**DRUMMOND DRIVE
PROPOSED ALL-WAY STOP CONTROLS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Drummond Drive and Tayside Avenue.
2. That an all-way stop control not be installed at the intersection of Drummond Drive and Regal Pine Court.
3. That York Regional Police be requested to provide enforcement of the existing 40 km/h speed limit on Drummond Drive.

Purpose

To review the feasibility of implementing an all-way stop control at the intersections of Drummond Drive and Tayside Avenue, and Drummond Drive and Regal Pine Court, in response to a letter and petition submitted by an area resident.

Background - Analysis and Options

A letter and petition was received by the Local Councillor from area residents requesting that stop signs be installed on Drummond Drive, one at Tayside Drive on the northeast corner and one at Regal Pine Court on the southwest corner. Refer to Attachment No. 2.

Tayside Avenue and Regal Pine Court do not intersect to create an intersection. The offset between the two roadways is approximately 20 metres. As suggested by the resident, it is not possible to implement stop signs at two separate intersections in such close proximity under the Highway Traffic Act. The installation of an all-way stop can only be installed at one intersection. Staff conducted separate all-way stop studies for both intersections with Drummond Drive.

Drummond Drive is a collector road with an existing posted 40 km/h speed limit. Tayside Avenue is a local through road and Regal Pine Court is a local cul-de-sac road, both with a statutory 50 km/h speed limit. Existing stop controls are located on Tayside Avenue and on Regal Pine Court at Drummond Drive, respectively. The area is shown on Attachment No. 1.

At the intersection of Drummond Drive and Tayside Avenue, staff conducted a turning movement count on October 5, 2004 during peak travel periods. The times that the counts were conducted were from 7:00am to 9:00am and 3:00pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-way Stop Control are as shown below.

- Warrant 1 – Minimum Vehicular Volumes Warranted 5%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

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For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts do not meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at this intersection.

At the intersection of Drummond Drive and Regal Pine Court, staff compared the number of housing units on Regal Pine Court that have vehicular access to the intersection with the Provincial Warrant for All-Way Stop Control. Part 1 of the Warrant requires a minimum of 120 vehicles entering the intersection from the minor street(s) during the highest peak traffic hour. Staff used an estimate of one vehicle per unit (as per the Institute of Transportation Engineers – Trip Generation) entering the intersection during the highest peak traffic hour. As the total of housing units is only 24 housing units on this street, Part 1 of the Warrant is not met.

The deputation details a concern for children crossing Drummond Drive. Subsequent to the deputation, a supervised school crossing guard location was reinstated at the intersection of Drummond Drive and Montieth Crescent/Logwood Drive, which will provide a safe environment for children to cross Drummond Drive.

There are no sight distance restrictions noted at either intersection. Sidewalks are available on Melville Avenue and Tayside Avenue. There were also no reported vehicle collisions at either intersection.

In addition, radar speed studies were conducted on October 6, 2004 from 7:00am to 8:00am and from 4:00pm to 6:00pm on Drummond Drive near Tayside Avenue. The following table summarizes the results of this investigation.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
October 6, 2004	7:00am – 8:00am	Near Tayside Avenue	Eastbound	45.5
	7:00am – 8:00am	Near Tayside Avenue	Westbound	46.6
October 6, 2004	4:00pm – 6:00pm	Near Tayside Avenue	Eastbound	43.4
	4:00pm – 6:00pm	Near Tayside Avenue	Westbound	46.1

The average speeds on Drummond Drive range from 43 to 46 km/h, which are similar to other collector type roads in the City.

Traffic calming measures have been recently built on Drummond Drive as per the Maple Springs Phase II Traffic Committee plan approved by Council. There are two curb extensions west of Regal Pine Court, a centre median between Regal Pine Court and Tayside Avenue, and two curb extensions east of Tayside Avenue. Refer to Attachment No. 3.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Based on staff's review, it is recommended that an all-way stop control not be installed at the intersection of Drummond Drive and Tayside Avenue, nor at the intersection of Drummond Drive and Regal Pine Court.

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Attachments

1. Location Map
2. Letter/Petition – Members of Council only
3. Maple Springs Phase II – Traffic Calming Map

Report prepared by

Mark Ranstoller, Senior Transportation Technologist, ext. 8251
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

MR

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 18, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

18 **SANTA BARBARA PLACE – (WESTON DOWNS)
TURN PROHIBITION – SURVEY RESULTS**

The Committee of the Whole recommends:

- 1) That the following be approved:
 1. That the report on staff's findings regarding the additional results of the turn prohibition survey be received;
 2. That the following turn prohibitions, based on the final survey results, not be implemented:
 - i. Right turn prohibition at the intersection of Velmar Drive and Blackburn Boulevard, between the hours of 7:00 am to 9:00 am, Monday to Friday;
 - ii. Right turn prohibition at the intersection of Velmar Drive and Santa Barbara Place, between the hours of 7:00 am to 9:00 am, Monday to Friday;
 - iii. Right turn prohibition at the intersection of Velmar Drive and Kingsnorth Boulevard between the hours of 7:00 am to 9:00 am, Monday to Friday;
 - iv. Right turn prohibition at the intersection of Velmar Drive and Radley Street, between the hours of 7:00 am to 9:00 am, Monday to Friday;
 - v. Left turn prohibition at the intersection of Valeria Boulevard and Columbus Avenue, between the hours of 4:00 pm to 8:00 pm, Monday to Friday; and
 - vi. Left turn prohibition at the intersection of Valeria Boulevard and Santa Barbara Place, between the hours of 4:00 pm to 8:00 pm, Monday to Friday;
- 2) That staff be directed to perform a traffic infiltration study within the entire Weston Downs community and provide a report to the Committee of the Whole meeting of May 2, 2005;
- 3) That the following report of the Commissioner of Engineering and Public Works, dated January 17, 2005, be received;
- 4) That the additional report of the Commissioner of Engineering and Public Works, dated January 17, 2005, be received; and
- 5) That the following deputations be received:
 - a) Ms. Christine Beattie, 148 Santa Barbara Place, Woodbridge, L4L 8J6;
 - b) Ms. Rose Marino, 32 Bayside Court, Woodbridge, L4L 8J8;
 - c) Ms. Sharon Pizzuto, 110 Santa Barbara Place, Woodbridge, L4L 8J6;

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- d) **Mr. William Beesley, 128 Bell Harbour Place, Woodbridge, L4L 6W7;**
- e) **Dr. Michael Pizzuto, 110 Santa Barbara Place, Woodbridge, L4L 8J6; and**
- f) **Ms. Cathy Romano, 304 Velmar Drive, Woodbridge, L4L 8K3.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report on staff's findings regarding the results of the turn prohibition survey be received;
2. That subject to final survey results, the following turn prohibitions not be implemented:
 - i. Right turn prohibition at the intersection of Velmar Drive and Blackburn Boulevard, between the hours of 7:00 am to 9:00 am, Monday to Friday;
 - ii. Right turn prohibition at the intersection of Velmar Drive and Santa Barbara Place, between the hours of 7:00 am to 9:00 am, Monday to Friday;
 - iii. Right turn prohibition at the intersection of Velmar Drive and Radley Street, between the hours of 7:00 am to 9:00 am, Monday to Friday;
 - iv. Right turn prohibition at the intersection of Valeria Boulevard and Columbus Avenue, between the hours of 4:00 pm to 6:00 pm, Monday to Friday; and
 - v. Right turn prohibition at the intersection of Valeria Boulevard and Santa Barbara Place, between the hours of 4:00 pm to 6:00 pm, Monday to Friday.
- iv. Right turn prohibition at the intersection of Velmar Drive and Kingsnorth Boulevard between the hours of 4:00pm to 8:00pm, Monday to Friday.

Purpose

To report on the results of the turn prohibition survey as of December 31, 2004 in the Weston Downs Community.

Background

At its meeting on November 29, 2004, Committee recommended:

- 1) **That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 29, 2004, be approved subject to the following.**
 - **That Clause 7 be replaced with the following:**

“That the above turn prohibitions be implemented and that a report be brought forward with the results of the survey, prior to enactment of the implementing by-law”;
 - **That Clause 5 be replaced with the following:**

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“That a left turn prohibition be implemented at the intersection of Valeria Boulevard and Columbus Avenue, between the hours of 4:00 pm to 8:00 pm, Monday to Friday”;

- **That Clause 6 be replaced with the following:**

“That a left turn prohibition be implemented at the intersection of Valeria Boulevard and Santa Barbara Place, between the hours of 4:00 pm to 8:00 pm, Monday to Friday”;

- 2) **That a right turn prohibition be implemented at the intersection of Velmar Drive and Kingsnorth Boulevard, between the hours of 7:00 am to 9:00 am, Monday to Friday;**
- 3) **That exemptions for turning prohibitions be given to school buses and York Region Transit, at all subject intersections;**
- 4) **That a letter survey be undertaken on the following streets: Velmar Drive (both sides between Blackburn Boulevard and Santa Barbara Place), Boddy Court, Radley Street, Columbus Avenue, Galloway Drive, Santa Barbara Place (both sides, between Velmar Drive and Valeria Boulevard) and brought forward to the Committee of the Whole meeting January 17, 2004, with respect to the turning prohibitions;**
- 5) **That staff provide a report with respect to traffic infiltration, volumes and accident statistics for 2004; and**
- 6) **That the following deputations and written submission, be received;**
 - a) **Dr. Mike Pizzuto, 110 Santa Barbara Place, Woodbridge, L4L 8J6, and written submission dated November 29, 2004;**
 - b) **Ms. Maria Tari, 136 Santa Barbara Place, Woodbridge, L4L 8J6; and**
 - c) **Mr. Nat Tari, 136 Santa Barbara Place, Woodbridge, L4L 8J6.**

At its meeting on December 6, 2004, Council adopted the Committee of the Whole report amended as follows:

“By approving the recommendation of the Commissioner of Engineering and Public Works, dated November 29, 2004; and

By approving Clauses 2, 3, 4, 5, and 6 of the Committee of the Whole recommendation.”

Santa Barbara Place is a local residential street and the existing speed limit is posted at 40 km/h. Existing all-way stop controls are on Santa Barbara Place at the intersections of Velmar Place, Columbus Avenue, and Valeria Boulevard. There are three existing speed humps on Santa Barbara Place located between #19 and #25 Santa Barbara Place, at #79 Santa Barbara Place, and between #130 and #136 Santa Barbara Place. Refer to Attachment No. 1.

The collision history on Santa Barbara Place from 2001 to 2003 shows a total of three collisions. Two turning movement collisions occurred at the intersection of Santa Barbara Place and Galloway Drive. The third collision occurred at #1 Santa Barbara Place when a driver lost control of a vehicle and struck a parked car. There were no reported vehicle collisions in 2004.

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Staff collected speed and volume data on Santa Barbara Place south of Galloway Drive and south of Kingsnorth Boulevard from March 24, 2004 to March 26, 2004. The collected speed and volume data covered a 24-hour time period and is summarized below and shown on Attachment No. 2:

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED	24 HOUR VOLUME
March 24-26, 2004	24 hour	South of Galloway Drive	Northbound	42	2163
March 24-26, 2004	24 hour	South of Galloway Drive	Southbound	44	2046
March 24-26, 2004	24 hour	South of Kingsnorth Boulevard	Northbound	40	1944
March 24-26, 2004	24 hour	South of Kingsnorth Boulevard	Southbound	38	1816

The average speeds on Santa Barbara Place range from 38 to 44 km/h indicating a high level of compliance with the posted speed limit. With the existence of the three speed humps and an all-way stop control between Velmar Drive and Valeria Boulevard, speeding is virtually controlled along Santa Barbara Place.

Staff conducted an infiltration study on Santa Barbara Place between Velmar Drive and Valeria Boulevard during the AM and PM peak periods on March 31, 2004 in order to determine the amount of “cut through traffic”. The following table summarizes the results of this investigation.

Infiltration Pattern	AM Peak Period 7:30-9:00		PM Peak Period 3:00-5:30	
	Vehicles	% of Entering Traffic	Vehicles	% of Entering Traffic
Velmar Drive to Valeria Boulevard	212	62.2%	149	60.8%
Valeria Boulevard to Velmar Drive	56	41.5%	252	40.4%

Traffic infiltration is normally defined as “vehicular traffic passing through an area when the vehicle operator does not have a destination in the area”. Generally, the threshold value above which through traffic is defined as infiltration is 30%. From the table above, the cut through traffic exceeds the threshold. Traffic volumes are much higher during school start and dismissal times due to parent pick-up and drop-off activities at St. Clare Catholic School located on Velmar Drive opposite Santa Barbara Place. The side streets off Santa Barbara Place such as Blackburn Boulevard, Galloway Drive, Columbus Avenue and Kingsnorth Boulevard would account for some of the volume on Santa Barbara Place. These roadways have secondary access points onto other roads within the subdivision.

Survey Results

Staff prepared a survey that was mailed out to 320 homes (as per the street listing approved by Council) on Friday, December 17, 2004. Refer to Attachment 3. The survey asked that residents return the completed forms by January 7, 2005. As of December 31, 2004 staff have received 97 responses either by telephone, email or facsimiles. To date, there are 86 (89%) responses not in favour of the proposed turning prohibitions and 11 (11%) responses in favour of the turning prohibitions.

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It was brought to the attention of staff, that residents from outside the initial survey area limits have been informed about the survey by various means and will submit their responses by the January 7, 2005 date. Since staff continue to receive responses, including those from residents outside the initial survey area, an additional information report will be brought forward to the Committee meeting on January 17, 2005 with additional survey results.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

This report details the survey results as of December 31, 2004 in the Weston Downs Community. Given the timelines for preparing this report, staff are only able to report on results received to December 31, 2004. Staff will prepare a further information report following the January 7, 2005 survey return date summarizing all results.

Attachments

1. Location Map
2. Santa Barbara - 24 Hour Traffic Volumes Map
3. Proposed Turning Prohibition Survey

Report prepared by

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

:MD

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 19, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

19

**TAX SALE – SHADY VALE LANE PROPERTIES
RIMWOOD ESTATES HOMEOWNERS' ASSOCIATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Finance, dated January 17, 2005:

Recommendation

The Director of Finance in consultation with the Manager of Property Tax & Assessment recommends that Council receive this report for information.

Purpose

The purpose of this report is to advise Council that Finance staff will be proceeding with a property tax sale, as per Council's direction at its meeting on June 23, 2003, for three pieces of vacant land owned by the Rimwood Estates Homeowners Association (REHA), in accordance with the *Municipal Act, 2001*

Background - Analysis and Options

As Council is aware from previous reports relating to the closing of Shady Vale Lane, there are three pieces of vacant land in vicinity of Shady Vale Lane that are currently owned by the REHA for which property taxes have been in arrears in excess of three years.

City staff have met with the representatives of the REHA and with the residents that have an interest in these properties and it was made clear by the REHA that they no longer wish to be responsible for these lands and have no intention of paying the outstanding property taxes.

As a result and with Council's direction staff proceeded to have Tax Arrears Certificates registered against the properties and all of the necessary notices have been sent to all parties that have an interest in the lands. There is a one-year period following the registration of the Tax Arrears Certificate when the owner may pay the taxes and costs in full, or enter into an extension agreement with the City. The one-year period has now passed and the taxes have not been paid and no one has expressed an interest in making payment arrangements. Where this is the case, the *Municipal Act, 2001*, states that the property shall then be offered for public sale. It is staff's intention to proceed with a tax sale by public tender, with a tender amount sufficient to cover all outstanding taxes, penalty, interest and costs.

Should there be successful purchaser the City will be covered for all outstanding monies, and clear title will be available to the purchaser. If there are no successful bids received for the tender amount, the municipality has the authority to write-off the outstanding taxes as uncollectible and vesting the ownership of the property to the City. Should this be the case staff will prepare a further report to Council and request direction in that regard.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

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Conclusion

Finance staff will proceed with the property tax sale on the Rimwood properties as per Council's previous direction.

Attachments

Location Map
Council Extract

Report prepared by:

Grace L. Marsh, Ext. 8268
Manager of Property Tax & Assessment

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 20, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

20

**PROCLAMATION REQUEST –
BLACK HISTORY MONTH**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated January 17, 2005:

Recommendation

The City Clerk recommends:

- 1) That February 2005 be proclaimed as “**Black History Month**”; and
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release.

Purpose

To respond to the request received from the President of the Vaughan African Canadian Association.

Background - Analysis and Options

The correspondence received from the President of the Vaughan African Canadian Association, dated November 8, 2004, is attached (Attachment #1).

The Community Relations Committee at its meeting of October 13, 2004, made the following recommendation: “That the City of Vaughan proclaim February 2005 as Black History Month. (Attachment #2).

The proclamation request meets the requirements of the City’s Proclamation Policy: “*If the event, campaign or declaration is directly related to matters over which the City has jurisdiction or the City directly sponsors the event, campaign or other matter*”.

The Vaughan African Canadian Association has requested the City publicize this proclamation to promote educational, health-related, arts-based recreational and social programs to the African-Canadian community in York Region in general, and in the City of Vaughan in particular. The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability. Corporate Communications will, given sufficient lead-time, issue news releases in support of the proclamation.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Staff is recommending February 2005 be proclaimed as “Black History Month” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

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Attachments

Attachment #1 - Correspondence from the Vaughan African Canadian Association, dated November 8, 2004

Attachment #2 - Correspondence from Gina Soriano, General Programmes Supervisor, dated November 17, 2004

Report prepared by:

John D. Leach, City Clerk

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

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Item 21, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

21 **PROCLAMATION REQUEST –
PARKINSON'S AWARENESS WEEK**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Clerk, dated January 17, 2005, be approved;
- 2) That staff report back on the feasibility of providing assistance on the awareness initiatives established by Parkinson Society Canada; and
- 3) That the deputation of Mr. John Scaini, 104 Valleyway Crescent, Maple, L6A 1K8, be received.

Recommendation

The City Clerk recommends:

- 1) That the week of April 18, 2005 be proclaimed as “**PARKINSON'S AWARENESS WEEK**”; and
- 2) That the proclamation be posted on the City's website, published on the City Page, space permitting, and that staff issue a news release.

Purpose

To respond to the request received from the Coordinator Special Events, Parkinson Society Canada.

Background - Analysis and Options

The correspondence received from the Coordinator Special Events, Parkinson Society Canada, received December 9, 2004, is attached (Attachment #1).

The proclamation request meets one of the requirements of the City's Proclamation Policy, namely, “*which are promoted by an organization that is a registered charity pursuant to Section 248 of the Income Tax Act*”.

The Parkinson Society Canada has requested the City publicize this proclamation to bring awareness of this debilitating neurodegenerative disease to the community. The Corporate Communications Department posts proclamations issued by the City on the City's website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability. Corporate Communications will, given sufficient lead-time, issue news releases in support of the proclamation.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

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Conclusion

Staff is recommending that the week of April 18, 2005 be proclaimed as “Parkinson’s Awareness Week” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

Attachments

Attachment #1 - Correspondence from the Coordinator Special Events, Parkinson Society Canada, received December 9, 2004

Attachment #2 - Correspondence from Regional Councillor Mario F. Ferri, dated December 6, 2004

Report prepared by:

John D. Leach, City Clerk

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

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Item 22, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

22

PHOTO RADAR PILOT PROJECT

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services, dated January 17, 2005, be approved;
- 2) That this matter be referred to the Intergovernmental Relations Committee for further discussion on a strategy for implementing this project within the jurisdiction of the municipality; and
- 3) That the issue of staffing and the financial implications be referred to the Budget Committee.

Recommendation

The Commissioner of Legal and Administrative Services in conjunction with the Senior Manager of Enforcement Services recommends that this item be received.

Purpose

This report is to provide an update on photo radar in general and the City of Vaughan's request to pilot a photo enforcement project.

Background - Analysis and Options

At its meeting of June 28, 2004, Report 54, Item 6, Council gave direction for Enforcement Services staff to *"approach the Ministry of Transportation to discuss the feasibility of implementing a photo enforcement project that would allow for the enforcement of traffic violations on municipal roads"*.

Subsequent to that direction, a proposal was delivered and discussed with Thornhill Member of Parliament, Mario Racco. He agreed to present the proposal to the Ministry of Transportation. MTO has advised that while they have received the proposal, no position has been formulated.

On December 8, 2004 the Senior Manager of Enforcement Services attended a seminar hosted by the Ontario Association of Chiefs of Police's Traffic Committee. At this seminar the future of photo enforcement was discussed.

The seminar outlined how the photo radar program was established in 1993 and what lessons had been learned. It is the government's intent to move forward with bringing photo radar back into use and use the lessons learned from past experiences. It is expected that the role out of the project will be in about 18-24 months and will be accompanied with an extensive public relations campaign. The focus of the project will not be revenue. Any profit will be required to be re-invested into traffic safety programs.

The Ontario Association of Chiefs of Police's position is that they support the program as a one dimensional enforcement program. They also are taking the position that only sworn police officers can operate the equipment, and that police officers should be the only people involved in this traffic enforcement initiative.

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The Police Association of Ontario is also taking the same position. This would make any chance of Special Constables or other city staff being involved in this traffic enforcement project fairly remote.

In contrast, the City of Edmonton Police Force also presented at the seminar. They operate six photo radar vans and two units attached to radar message boards. Their units are operated by Special Constables with strict police oversight. Edmonton generates \$20 million per year from their program. The program also has 80% public support. This is due in large part because accident and speed statistics are reported regularly, extolling the virtues of the program.

While the technological enforcement (as photo radar will be called) is set to return, it appears as though the individual municipalities will not have control over the project in their areas and must rely on the police to operate the units.

Relationship to Vaughan Vision

The subject discussed in this report is in keeping with the Vaughan Vision by promoting community safety. At this time resources have not been approved or allocated.

Conclusion

While photo enforcement appears to be returning, the project will be operated by police agencies not the individual municipalities. Staff will keep Council apprised of any future changes with regard to this initiative.

Attachments

None

Report prepared by:

Tony Thompson, Senior Manager Enforcement Services

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Item 23, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

23

**ZONING BY-LAW AMENDMENT FILE Z.03.040
CANADIAN NATIONAL RAILWAY COMPANY
REPORT #P.2004.053**

(Referred from the Council Meeting of December 6, 2004)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004:

Council, at its meeting of December 6, 2004, adopted the following:

That this matter be referred to the Committee of the Whole meeting of January 17, 2005.

Report of the Commissioner of Planning, dated November 29, 2004

Recommendation

The Commissioner of Planning recommends:

THAT Zoning By-law Amendment File Z.03.040 (Canadian National Railway Company) BE APPROVED, to rezone the subject lands shown on Attachment #1, from A Agricultural Zone to EM2 General Employment Area Zone, to facilitate the conveyance of the lands to the abutting northeasterly landowner.

Purpose

The Owner has submitted an application to amend the Zoning By-law to rezone the subject lands (0.11 hectares) shown on Attachment #1, from A Agricultural Zone to EM2 General Employment Area Zone, to facilitate the conveyance of the lands to the abutting northeasterly landowner.

Background - Analysis and Options

The subject site is located south of Rutherford Road and west of Keele Street, being part of the CN Rail Line to the MacMillan Railway Yard, in Part of Lot 15, Concession 4, City of Vaughan. The 0.11 hectare site is vacant.

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan), and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - employment (EM2 General Employment Area Zone)
- South - CN Rail yard (A Agricultural Zone)
- West - CN Rail yard (A Agricultural Zone)
- East - employment (EM2 General Employment Area Zone)

On July 25, 2003, a notice of public hearing was circulated to all property owners within 120 m of the subject lands. To date, no comments have been received. The recommendation of the Committee of the Whole on August 18, 2003, to receive the Public Hearing and forward a technical report to a future Committee of the Whole meeting, was ratified by Council on August 25, 2003.

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The proposal that proceeded to the public hearing was in consideration of a larger 1.21 ha parcel as shown on Attachment #2, to rezone the subject lands from A Agricultural Zone to EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone. However, during the application circulation process, comments were received from the Toronto and Region Conservation Authority (TRCA) indicating that the majority of the lands appeared to be subject to flooding. Given that those lands are prone to flooding and subject to the Authority's Valley and Stream Corridor Management Program, the original application could not be supported. On July 9, 2004, the Owner revised the original rezoning application to include only the portion of the land (0.11 hectares) shown on Attachment #1, which is not prone to flooding, as confirmed by the TRCA. The lands, which are intended to be severed, would be rezoned to EM2 Zone, and conveyed to the abutting owner (Tesda International Inc.) to the northeast, should Council approve the subject zoning amendment application.

Official Plan

The site is designated "Employment Area General" by OPA #450 (Employment Area Plan). The proposed rezoning of the site to EM2 General Employment Area Zone would implement the Official Plan designation, and permit the lands to be used for employment purposes.

Zoning

The site is zoned A Agricultural Zone by By-law 1-88. The proposed rezoning of the site from A Agricultural Zone to EM2 General Employment Area Zone would provide a consistent zoning with the abutting EM2 lands to the east, for the purposes of facilitating the conveyance of the subject parcel to the abutting northeasterly landowner (Tesda International Inc.). The subject parcel would complete the landholding on the neighbours lands, and would likely provide an additional landscaped area adjacent to the private internal road on the Tesma property.

The Toronto and Region Conservation Authority has confirmed that the proposed rezoning will not contravene the development guidelines of the Valley and Stream Corridor, and can therefore be supported.

Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #450.

Conclusion

Staff has reviewed the proposed zoning by-law amendment, in accordance with the policies of OPA #450, the requirements of By-law 1-88, and the technical comments of the Toronto and Region Conservation Authority. Staff are of the opinion that the proposed rezoning of the subject lands shown on Attachment #1, from A Agricultural Zone to EM2 General Employment Area Zone, conforms to the Official Plan, is consistent with the EM2 zoning on the adjacent lands to the northeast, and is appropriate to allow for the conveyance of the subject lands to the northeasterly landowner, for the purposes of completing their landholding.

For these reasons, Staff recommends approval of the zoning by-law amendment application. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map/Lands to be Rezoned
2. Location Map (Original Application Amendment Area)

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Report prepared by:

Andrea Seca, Planner, ext. 8215

Grant A. Uyeyama, Manager of Development Planner, ext. 8635

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 24, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

24

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-04V07
COLGERA SERVICES INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated January 17, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-04V07 (Colgera Services Inc.) prepared by Rady – Pentek & Edward Surveying Ltd. and dated September 8, 2004, BE DRAFT APPROVED, subject to the conditions of approval set out in Attachment #1.

Purpose

The Owner has submitted an application for Draft Plan of Condominium (Attachment #3) consisting of four mixed-use commercial/residential buildings with a total of 32 ground floor commercial units (3,881 m²) and 32 residential units on the second floor.

Background - Analysis and Options

The subject lands are located on the east side of Jane Street, south of Major Mackenzie Drive (9699 Jane Street), in Part of Lots 19 and 20, Concession 4, City of Vaughan. The surrounding land uses are:

- North - Avro Road, vacant commercial (C2 General Commercial Zone)
- South - commercial (C2 General Commercial Zone)
- East - residential (RVM1(B) Residential Urban Village Multiple Dwelling Zone)
- West - Jane Street; Paramount Canada's Wonderland

Official Plan/Zoning

The subject lands are designated "General Commercial" by OPA #350 (Maple Community Plan), and zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(1196). The lands are further subject to an Ontario Municipal Board Order (No. 0972) issued on May 28, 2004, to facilitate the mixed-use commercial/residential development. The draft plan of condominium conforms to the Official Plan and complies with the requirements of the Zoning By-law.

Site Development

The 1.36 ha corner lot has 73.4m and 101.3m of frontage on Avro Road and Jane Street, respectively. The site is served by a full movement access on Avro Road and a shared driveway on Jane Street. Four rectangular-shaped buildings are located around the perimeter of the site abutting Avro Road, Jane Street and Bachman Drive as shown on Attachment #3. The proposed draft plan of condominium is comprised of 32 ground floor commercial units and 32 residential units on the second floor. A total of 214 parking spaces (including 4 handicapped) are provided. Landscaping is provided around the perimeter of the site.

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Application Review

The draft plan of condominium is in accordance with the approved site plan (File DA.02.084), and Building Permits #04-2037 - #04-2040 inclusive. As a condition of draft approval, the Owner will be required to submit an "as built" survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

The subject lands have access to municipal services, including hydro, storm and sanitary sewers, and water.

Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #350.

Conclusion

Staff has reviewed the draft plan of condominium, which is consistent with the approved site plan, building permit, and in accordance with the provisions of the Official Plan and Zoning By-law as approved by the Ontario Municipal Board. Staff has no objections to the approval of the draft plan of condominium, subject to the conditions provided on Attachment #1. Should the Committee concur, Draft Plan of Condominium File 19CDM-04V07 (Colgera Services Inc.) can be draft approved with the adoption of the recommendation in this report.

Attachments

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Standard Condominium 19CDM-04V07

Report prepared by:

Margaret Holyday, Planner 1, ext 8216
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext 8635

/CM

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 25, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

25

**ONTARIO MUNICIPAL BOARD HEARING
CONSENT APPLICATION FILE B36/04
ONGARO INVESTMENTS INC.**

The Committee of the Whole recommends that no action be taken on this matter in accordance with the memorandum from the Commissioner of Planning, dated January 14, 2005.

Recommendation

The Commissioner of Planning recommends that this report BE RECEIVED for information.

Purpose

To provide information concerning an appeal of the Committee of Adjustment's refusal of Consent Application B36/04, scheduled for an Ontario Municipal Board Hearing on January 25, 2005.

Background - Analysis and Options

The site is located southeast of Kirby Road and Pine Valley Drive, being Blocks 9, 10, and 11 on Plan 65M-2619, in Part of Lots 29 and 30, Concession 6, City of Vaughan (Attachment #1). The lands are designated "Rural Use Area" by OPA #600. The subject and retained lands of the consent are zoned OS2 Open Space Park Zone by By-law 1-88, subject to Exception 9(626). The lands are within the Green Belt Study Area, however, this application is exempt from the Greenbelt Protection Act, as the Act does not prevent a municipality from dealing with consent applications.

On September 9, 2004, the Committee of Adjustment refused a consent to convey a vacant and forested parcel of land to merge under one title with an existing parcel of land to the east (Trans Canada Pipelines Limited Maple Compressor Station-11260 Weston Road) for passive buffer purposes. A new lot will not be created by this consent application. The subject land to be conveyed has a lot area of 5.79 ha, and the retained land has a lot area of 11.3ha. By-law 1-88 does not have minimum lot frontage and lot area requirements for lands zoned OS2 Open Space Park Zone. The retained lands are primarily vacant with some forested areas, which are to be maintained. Portions of the subject and retained lands are in agricultural production.

As part of their application submission, TransCanada Pipelines Limited stated "the primary goal of this proposal is to obtain adequate lands surrounding the Maple Compressor Station to address the growing concerns with increased urban developments within this region. Acquiring additional lands and establishing forest/timber species within this area will provide TransCanada with an opportunity to establish a visual buffer thus improving the aesthetic quality of the developing urban landscape."

On August 31, 2004, a letter was received from the owners of 65 Dean Place (Attachment #1) stating they had no objection to the proposed consent applications, subject to the lands being used strictly for passive buffer purposes, whereby there will be no structures and trees are planted to enhance this area. At the Committee of Adjustment meeting on September 9, 2004, the agent for the owner provided to the Committee of Adjustment with a Forest Buffer Project Proposal, prepared by a senior environmental advisor for TransCanada PipeLines Limited. A solicitor, Gerry Borean (client undisclosed), appeared in opposition, and identified concerns with the buffer report and the future expansion of these lands. The agent for the applicant stated he

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was willing to have a condition of approval imposed regarding tree planting and to enter into an undertaking that would be satisfactory to the City. The condition recommended by the City was: "That the subject lands be restricted to the buffering/open space use only, and that this restriction be registered on title and that a clause be added to the restriction that the City of Vaughan be notified and approve any change to the restriction." No one else appeared in support or in opposition to the application at the Committee of Adjustment meeting.

Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of the Official Plan.

Conclusion

The Development Planning Department expressed no objection to Consent Application B36/04. The consent application proposed to add land to an existing parcel of land abutting to the east. The subject land to be conveyed is forested and vacant and will be used by TransCanada as a passive buffer area adjacent to the existing Maple Compressor Station. The retained lands are primarily vacant with some forested areas, which are to be maintained. The consent application conforms and complies with the Official Plan and Zoning By-law. The matter is scheduled to proceed to the Ontario Municipal Board January 25, 2005, and it is recommended that this report be received for information purposes.

Attachments

1. Location Map
2. Severance Plan

Report prepared by:

Glenn White, Planner, ext. 8213
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 26, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

26

**OFFICIAL PLAN AMENDMENT FILE OP.04.018
ZONING BY-LAW AMENDMENT FILE Z.04.053
1609985 AND 1609986 ONTARIO LTD.
REPORT #P.2004.64**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated January 17, 2005, be approved; and**
- 2) That the written submission of Ms. Clara Astolfo, President, Vaughanwood Ratepayers' Association, dated January 14, 2005, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.04.018 (1609985 and 1609986 Ontario Ltd.) BE APPROVED, and that Official Plan Amendment #240 (Woodbridge Community Plan) be amended to redesignate the subject lands shown on Attachment #2 from "Low Density Residential" to "Medium Density Residential", and that the implementing Official Plan Amendment include the following development policies:
 - a) that the necessary studies (ie. noise, traffic, environmental, etc.) be submitted in support of a draft plan of subdivision and/or site plan application;
 - b) policies ensuring the co-ordination of land uses, servicing, access and street connections with the adjacent lands; and
 - c) that a Master Landscape Plan and Architectural Design Guidelines, be prepared by the applicant and approved by the City, to ensure a high quality and architecturally designed development compatible with the adjacent residential neighbourhoods.
2. THAT Zoning By-law Amendment File Z.04.053 (1609985 and 1609986 Ontario Ltd.) BE APPROVED, and that By-law 1-88 be amended to rezone the subject lands shown on Attachment #2 from R1 Residential Zone to RM2 Multiple Residential Zone, with the following zoning exceptions:
 - permit a maximum of 58 townhouse units;
 - require a minimum front yard of 3.0m;
 - permit parking aisles, maneuvering areas and entrances to be located off site and shared with the adjacent property to the east;
 - permit a minimum landscaping strip width of 1.8m around the periphery of an outdoor parking area, with the provision for a mix of tree and shrub planting; and,
 - permit other zoning exceptions as may be required to implement the final site plan approved by Council.
3. Prior to enactment of the implementing zoning by-law, Council shall approve a site plan application.

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Purpose

The Owner has submitted applications to:

1. amend the Official Plan (OPA #240 – Woodbridge Community Plan) to redesignate the subject lands shown on Attachment #2 from “Low Density Residential” to “Medium Density Residential”; and
2. amend Zoning By-law 1-88 to rezone the subject lands shown on Attachment #2 from R1 Residential Zone to RM2 Multiple Residential Zone.

The official plan and zoning by-law amendment applications will facilitate site plan and draft plan of subdivision/condominium applications to develop the overall property with 58 freehold townhouse units on a common element condominium road, as shown on Attachments #2 and #3.

The Owner has also submitted a related application for draft plan of subdivision (File 19T-04V14), which was considered by Council at a Public Hearing on November 1, 2004. A draft plan of subdivision is required to allow this proposal to proceed as a Common Element Condominium Application.

Background – Analysis and Options

The subject lands are located on the south side of Regional Road #7, east of Bruce Street, and comprise the assembly of three residential lots, being Lots 38, 39 and 40, Registered Plan 9831, (4785, 4795 and 4803 Regional Road #7), in Lot 5, Concession 7, City of Vaughan (Attachment #1). The combined parcel has an area of 1.18 ha, is rectangular in shape, flat and is currently developed with three (3) detached homes, which will be demolished.

The subject lands are designated "Low Density Residential" by OPA #240 (Woodbridge Community Plan) and zoned R1 Residential Zone by By-law 1-88. A portion of the site (4785 Regional Road #7, Lot 38) is subject to Exception Paragraph 9(75). The surrounding land uses are as follows:

- North - Regional Road #7; detached residential subdivision (R2 and R4 Residential Zones)
- South - Woodbridge College High School (A Agricultural Zone)
- East - vacant/detached residential (R1 Residential Zone) proposed townhouse development - OP.99.026, DeLuca Group
- West - vacant residential lot (R1 Residential Zone)

Public Hearing

On October 8, 2004, a notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Vaughanwood Ratepayers Association. At the Public Hearing on November 1, 2004, Council considered applications to amend the Official Plan, Zoning By-law and for draft plan of subdivision approval. At the meeting, a representative from the Vaughanwood Ratepayers Association spoke in support of the proposed development, but raised several concerns with respect to parking, access, traffic, and design and quality of built form. The recommendation of the Committee of the Whole, to receive the Public Hearing and to forward a technical report to a future Committee meeting, was ratified by Council on November 8, 2004.

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Land Use Status

a) Provincial Policy Statement

The Provincial Policy Statement (PPS) sets out overall directions on matters of provincial interest related to land use planning and development, and includes policies that encourage new growth to urban areas. The PPS promotes efficient, cost effective development and land use patterns that are based on densities which:

- i) efficiently use land, resources, infrastructure and public service facilities;
- ii) avoid the need for unnecessary and/or uneconomical expansion of infrastructure;
- iii) support the use of public transit in areas where it exists or is to be developed; and,
- iv) are appropriate to the type of sewage and water systems which are planned or available.

The PPS promotes a full range of housing types and densities to meet projected demographic and market requirements of current and future residents, by ensuring all forms of residential intensification in parts of built-up areas have sufficient infrastructure to create a potential supply of new housing units. Development and land use patterns which may cause environmental or public health and safety concerns shall be avoided. The proposal meets the intent of the Provincial Policy Statement.

b) Regional Official Plan

The Region of York Official Plan (RYOP) identifies Vaughan and specifically the subject lands, as an "Urban Area" served by major transportation corridors (Regional Road #7) and future transit systems. Objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. Another objective of the RYOP is to identify corridors as mixed-use transit spines that link urban and regional centres. The policies encourage a mix of housing and employment uses along these corridors, and for municipalities to examine mixed or higher density development along these regional corridors in a comprehensive manner. The proposed development is consistent with the Regional Official Plan policies.

The subject lands abut Regional Road #7, which is under the jurisdiction of the Region of York. The Region is currently undertaking an Environmental Assessment for the Regional Road #7 Corridor and Vaughan North-South Link Public Transit Improvements. Given this application directly affects a Regional interest, a decision regarding the disposition of this official plan amendment shall be given by Regional Council.

c) Vaughan Official Plan

OPA #240 (Woodbridge Community Plan) designates the subject lands "Low Density Residential", which permits detached and semi-detached residential units at a maximum net density of 22 units/ha (26 units). The applicant has applied to amend the Official Plan to redesignate the subject lands to "Medium Density Residential" to facilitate the development of 58 townhouse units at a net density of 49 units/ha.

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A general goal of OPA #240 is to create a distinct residential community of scale and character, which relates well to the existing village quality of Woodbridge, and towards a strong sense of community identity. With respect to housing, OPA #240 provides for a predominantly low density community with some higher densities to accommodate senior citizens and other family housing needs. The Official Plan also states the following, with respect to densities:

“All medium and high density residential development shall be subject to site plan control which will ensure, among other things that adequate on-site parking, amenity area, setback, landscaping, parking and internal road widths are provided.”

If approved, the proposed development will be subject to site plan approval.

South Side of Highway #7 Land Use Study (S.S.H.L.S)

On May 1, 2000, Council endorsed the South Side of Highway #7 Land Use Study, as a guide to future development applications, which recommended several development options ranging from high density residential at 99 units/ha, to a mixed-residential use at a maximum building height of 4 storeys. The applicant is proposing a medium density residential development comprising of 58 townhouse units at a net density of 49 units/ha. This proposal is consistent with the "Medium Density Residential Transition", option of the study which proposed a maximum of two and three storey units at 35 units/ha, with a transition to a maximum of three and four storeys at 60 units/ha.

The land use study also includes urban design principles, to be applied to the development of the lands within the study area, and as a guide for the consideration of any Official Plan Amendment application.

Highway #7 Policy Review

The subject lands fall within the “Highway #7 Policy Review” study area, for which a statutory public hearing will be held in early 2005. The study encourages higher density development along Regional Road #7. The application is considered to be in keeping with the objectives of the Policy Review, and is proceeding ahead of the study.

Zoning

The subject lands are zoned R1 Residential Zone by By-law 1-88, which permits only single-detached dwellings on minimum 18m frontage lots. A portion of the site is subject to Exception 9(75). An amendment to the Zoning By-law is required to rezone the subject lands to RM2 Multiple Residential Zone, to permit a residential townhouse development. Based on the conceptual site plan, the following exceptions to the RM2 Zone would be required:

- maximum number of units permitted on site shall be 58;
- a minimum front yard of 3.0m, whereas 4.5m is required;
- an exception to allow shared parking aisles, manoeuvring areas located off site to be used jointly with the adjacent property to the east;
- permit a minimum landscaping strip of 1.8m around the periphery of an outdoor parking area, with the provision for a mix of tree and shrub planting, whereas 6 m is required.

Staff is satisfied that the above-noted exceptions are appropriate to facilitate an urban-oriented block townhouse development. Upon submission and review of a formal site plan application, additional zoning exceptions may be required to implement the proposed development. The implementing by-law will not be enacted until Council has approved a site plan application. A condition of approval has been included to this effect.

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Planning Considerations

Land Use Compatibility

The subject lands are located within a predominantly low density residential area, including both new and old housing stock, minor commercial development, institutional and utility uses. This area has high redevelopment potential, given the planned improvements to Regional Road #7, the current policy review context, and recent development applications for higher densities. The property immediately east of the subject lands is currently comprised of large lots with older single detached homes, and is subject to a similar redevelopment proposal (DeLuca Group OP.99.026), which was approved by Council on October 12, 2004. The land to the immediate west is vacant and its potential redevelopment has been accommodated with a potential future connection through this development (see Attachments #1 and # 3).

The South Side of Highway #7 Land Use Study was strategic in establishing development and design principles and streetscape guidelines for the transition of the area, and new development proposals should address these guidelines to ensure appropriate and compatible development. A condition to this effect shall be included in the implementing Official Plan Amendment.

The subject land is an assembly of three residential lots under a registrar's compiled plan having a total lot area of 1.18ha. The applicant has submitted a Draft Plan of Subdivision (19T-04V14) to consolidate the lots into one residential block under a single registered M-Plan. This will enable the creation of townhouse blocks and the subsequent creation of individual lots through the lifting of Part Lot Control. A Site Plan application will be required for approval of the townhouse blocks and assist in the coordination of land uses, servicing, and traffic and pedestrian access with adjacent developments. The common blocks for the roads would then be created through a Draft Plan of Condominium (Common Elements).

Comprehensive Plan

A comprehensive development plan, which includes the subject lands and the two adjacent land holdings to the immediate east (Stone Manor Development OP.04.004 and DeLuca Group OP.99.026) was submitted to the City for review. The plan identifies the properties of all three land owners and provides a pedestrian and road network which ties in the three separate land holdings. The design of the road pattern resembles a ring road and provides three different access points, comprising two right-in/right-out movements to Regional Road #7 and a full movement access on Helen Street through the Stone Manor Development parcel. The necessary easements will be provided for at the subdivision or site development stage to ensure appropriate connectivity. The provision of one or more pedestrian walkways connecting the 3 properties and making provision for connection with the school yard to the south will be pursued. During the site plan stage, this matter and other details including the provision of an east/west pedestrian walkway connecting this parcel with the DeLuca lands and the Stone Manor development will be required to ensure coordinated development. The plan identifies and proposes a consistent medium density residential land use pattern comprised of townhouse units at similar densities.

Servicing

On October 12, 2004, Council ratified the "Interim Strategy for Allocation/Reservation of Servicing Capacity" report (Item #2, Report #68) from the Commissioner's of Engineering and Planning recommending the reservation of water and sewage capacity for active applications. As these applications were not in process, they were not included in the list of active applications, but can be considered for servicing from the servicing capacity reserved for future infill development. If available, final servicing allocation would be granted by Council as part of the draft plan of subdivision or site plan approval.

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The site has access to municipal services, including water, sanitary and storm sewers, and hydro. The Owner will be required to enter into a subdivision agreement with the Engineering Department to address the municipal services (sanitary, storm, water), roads and mutual driveways. The Engineering Department has indicated that a storm water management report, sanitary/water servicing plan, and the necessary grading plans, are to be submitted at the site plan stage. Additional engineering reports (i.e. traffic, noise) and detailed comments and conditions will be provided through the subdivision and site plan processes.

Parking

The preliminary site plan proposes 130 parking spaces, of which 116 spaces are for the residents (2 spaces/unit) and 14 spaces are reserved for visitor parking. By-law 1-88 requires a minimum amount of parking for the site as follows:

Block Townhouse: 58 units x 1.5 spaces/unit	=	87 spaces
Visitor: 58 units x 0.25 spaces/unit	=	15 spaces
Total Parking Required	=	102 spaces
Total Parking Provided	=	130 spaces

The proposal exceeds the total number of required parking spaces, however, the preliminary site plan shows only 14 visitor parking spaces, whereas 15 visitor spaces are required. The site plan submission should be amended to provide the additional visitor parking space.

Parkland Dedication

The Real Estate Division has indicated that the Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. A condition of approval will be included at the draft plan of subdivision/site plan approval stage to implement this requirement.

Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #240.

Conclusion

Official Plan Amendment #240 while providing for a predominantly low density residential community, also encourages some higher density to accommodate senior citizens and other family housing needs. The Regional Official Plan encourages a broader range of housing forms for the Woodbridge Community. The proposal is in compliance with the Provincial Policy Statement which promotes a full range of housing types and densities.

The scale of the proposal, in its current form, is consistent with the findings of the South Side of Highway #7 Land Use Study, which was endorsed by Council in May 2000, and provides an appropriate level of development for the existing community. Furthermore, it recognizes higher densities and introduces a new built form for this predominantly low density neighbourhood.

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In light of the above, Staff can support the proposed application to amend the Official Plan to redesignate the subject lands from "Low Density Residential" to "Medium Density Residential" to facilitate a 58 unit residential townhouse development. The Official Plan Amendment would include policies ensuring the co-ordination of land uses, servicing, road connections with adjacent lands, and that the necessary studies (ie. noise, traffic, environmental, etc.) be submitted for review and approval. On this basis, Staff can also support the proposed rezoning of the site from R1 Residential Zone to RM2 Multiple Residential Zone, and the site-specific exceptions to implement the townhouse proposal.

Should the Committee concur, the recommendation in this report can be adopted, to approve the Official Plan and Zoning By-law Amendment applications.

Attachments

1. Location Map
2. Preliminary Site Plan
3. Comprehensive Development Plan

Report prepared by:

Eugene Fera, Planner, ext. 8064
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

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Item 27, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

27

**ZONING BY-LAW AMENDMENT FILE Z.04.057
SHAICO PROPERTIES INC.
REPORT P.2004.112**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated January 17, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Zoning Bylaw Amendment File Z.04.057 (Shaico Properties Inc.) BE APPROVED to permit a showroom for kitchen and restaurant equipment with accessory retail and office uses within an existing building in the C1 Restricted Commercial Zone, with floor area allocations as shown on Attachment #3.

Purpose

The Owner has submitted an application to amend the Zoning By-law to permit a showroom with accessory retail and office uses in the C1 Restricted Commercial Zone, with floor area allocations as shown on Attachment #3. The proposed exception would permit the existing building (see Attachment #2) to be used by Montana Equipment Ltd, a supplier of kitchen and restaurant equipment.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the southeast corner of Regional Road 7 and Baldwin Avenue, being Lot 5 on Plan 2486 (1965 Regional Road 7) in Part of Lot 5, Concession 3, City of Vaughan. The irregular-shaped 0.166 ha lot has 29.8 m frontage on Baldwin Avenue and a depth of 37.5m.

The subject lands are designated "Industrial" by OPA #4, and zoned C1 Restricted Commercial Zone by By-law 1-88, subject to Exception 9(582). The site is developed with an existing one-storey, 203.17m² building and 17 parking spaces as shown on Attachment #2. The surrounding lands uses are:

- North – Regional Road 7; employment (EM1 Prestige Employment Area Zone)
- South – open space (OS1 Open Space Conservation Zone)
- East – residential (R1V Old Village Residential Zone)
- West – Baldwin Avenue; residential (R1V Old Village Residential Zone)

On November 5, 2004, a notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Concord West Ratepayers Association. The recommendation of the Committee of the Whole at the Public Hearing on November 29, 2004, to receive the Public Hearing and forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on December 6, 2004. At that time, no comments from the public had been received. Subsequent to the Public Hearing, four (4) letters of concern have been received including one from the acting president of the Concord West Ratepayers' Association and three from area residents. The concerns can be summarized as follows: introduction of general retail and commercial usage tends to generate problems such as noise,

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traffic, garbage, loading and truck movement; it will establish a precedent for future applications in the vicinity of the neighbourhood; threatens the long-term survival of the residential area and unique zoning of the property; and, the smaller size of the rezoning sign does not meet the criteria as per City of Vaughan requirements, and therefore a new hearing date should be set to provide adequate time to review the application.

Since the initial placement of the sign, the Owner has revised the wording on the sign along Regional Road 7 to read as per the Public Hearing Notice and has placed an additional sign on the property along Baldwin Avenue.

Official Plan

The subject lands are designated "Industrial" by OPA #4, which provides opportunities for manufacturing, storage and warehousing. Minor commercial uses, which primarily serve the area are also permitted. The proposed showroom with accessory retail and office uses would conform to the Official Plan.

Zoning

The site-specific Exception 9(582) permits only a Business and Professional Office use on the property. An exception would be required to permit the proposed showroom with accessory retail and office uses, in the C1 Restricted Commercial Zone. The proposed use would be permitted in the EM1 Prestige Employment Area Zone, which would typically correspond to lands designated "Industrial" and "Employment" abutting major arterial roads.

Compatibility

The site is developed with a 1-storey, 203.17m² building. The uses surrounding the building to the north are employment uses comprised of single and multi-tenant buildings. Directly to the south is open space (a tributary of the Don River), and to the east and west are single-detached residential dwellings. Staff is of the opinion that the proposed use of a showroom for kitchen and restaurant equipment caters to a limited clientele in the restaurant business, and is no less appropriate than the existing use permitted on site, or the other employment uses in the area, and therefore would be a compatible use.

The business has operating hours of Monday to Thursday 9am - 6pm and Friday 9am - 4 pm with 1 current full time employee on-site and 2 drivers. The Owner has intentions on increasing the on-site employees to 2 in the near future. Given the nature of the business and the clientele being mainly the restaurant and hotel industry, there are very few walk-ins of the general public. After preview at the showroom, orders are typically placed over the phone with shipments transferred from the most convenient warehouse, with locations throughout Ontario and the United States. Therefore, there is no large truck traffic or anticipated parking issues at this site.

Parking

Under the former Town of Vaughan By-law 2523, when the site was developed, the required parking was based on a standard of one (1) parking space per 19m² of GFA devoted to professional and business use. Accordingly, the required parking for the site was 11 spaces (203.17m² at 1 space/19m² GFA = 11 spaces).

Under the current City By-law 1-88 standards, the parking for the proposed use is calculated as follows:

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Showroom/Retail/Storage Area = 187.5m² @ 6 spaces/100m² GFA = 11.25 spaces
Office Area = 15.6m² @ 3.5 spaces / 100m² GFA = 0.546 spaces

Total Parking Required = 12 spaces

Total Parking Provided = 17 spaces

As there is no building addition, the on-site parking will not be affected and complies with the by-law, with a surplus of 5 spaces.

Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #4.

Conclusion

The proposed application to amend the Zoning By-law has been reviewed with regard to the policies of OPA #4 and the requirements of By-law 1-88. Staff is satisfied that the proposed showroom with accessory retail and office uses is appropriate for the site and compatible with the surrounding development, and the parking on-site is not affected. Therefore, the Department recommends approval of the zoning amendment application to permit a showroom with accessory retail and office uses within the existing building in the C1 Restricted Commercial Zone, with total floor areas as shown on Attachment #3. The proposed exception would permit the existing building (see Attachment #2) to be used by Montana Equipment Ltd, a supplier of kitchen and restaurant equipment. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Existing Site Plan
3. Proposed Floor Plan & Area Breakdown

Report prepared by:

Andrea Seca, Planner, ext. 8215

Arto Tikiryan, Senior Planner, ext. 8212

Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 28, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

28

**ZONING BY-LAW AMENDMENT FILE Z.04.017
DRAFT PLAN OF SUBDIVISION FILE 19T-89080
HYATT HOMES (WIGSTON INC.)
REPORT # P.2004.70**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated January 17, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment Application Z.04.017 (Hyatt Homes (Wigston Inc.) BE APPROVED, to rezone the subject tablelands shown on Attachment #3 from R1V Old Village Residential Zone to R1 Residential Zone with an exception requiring a minimum lot frontage of 17.3 m.
2. That revised Draft Plan of Subdivision 19T-89080 (Hyatt Homes (Wigston Inc.) prepared by Vladimir Krcmar, dated April 20, 2004, BE DRAFT APPROVED, and that the conditions of approval associated with draft plan of subdivision 19T-89080, approved by Vaughan Council on April 8, 1990, be repealed and replaced with the conditions of approval set out in Attachment No.1.
3. For the purposes of notice, the Subdivision Agreement shall contain a provision requiring the Owner to pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building permit, in accordance with the Planning Act and the City's Cash-In-Lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
4. That Council pass the following resolution with respect to allocation of sewage and water servicing capacity:

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-89080 {Hyatt Homes (Wigston Inc.)} is allocated sewage capacity from the York/Durham Servicing Scheme via the North Don Collector on an interim basis and ultimately via the Bathurst Trunk Sanitary Sewer once constructed, and water supply capacity from Pressure Districts No. 6 and No.7 of the York Water Supply System for a total of 7 residential units.”

Purpose

The Owner has submitted an application to revise the approved draft plan of subdivision 19T-89080, by proposing 7 single detached residential lots, having frontages of 17.3 m on one lot, and 17.5 m on the other 6 lots, as shown on Attachment #3. The current approved draft plan permits 4 single detached residential lots, having 33.1 m frontage on one lot, and 30 m frontages on the other 3 lots.

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Background - Analysis and Options

The subject lands are located east of Bathurst Street and south of Highway 407, on the north side of Wigston Place, in Part of Lot 34, Concession 1, City of Vaughan, as shown on Attachment #2. The entire 0.961 ha site consists of 0.66 ha of tableland and 0.3 ha of open space valley. The original draft plan of subdivision was approved by Vaughan Council on April 8, 1990, and permitted 4 single detached residential lots.

The subject lands are designated “Low Density Residential” by OPA No. 210 (Thornhill-Vaughan Community Plan), and zoned R1V Old Village Residential Zone by By-law 1-88 subject to Exception 9(832). The surrounding land uses are:

North – open space (OS1 Zone); existing vacant office and hydro corridor (PB1(S) Zone)
South – Wigston Place; future residential (R1 Zone)
East – existing residential (R1V Zone), open space (OS1 Zone)
West – existing private right-of-way (Agricultural Zone); Bathurst Street

On May 14, 2004, a notice of public hearing was circulated to all property owners within 120 m of the subject lands. To date, no written comments have been received. The recommendation of the Committee of the Whole at the Public Hearing on June 7, 2004, to receive the public hearing report and forward a technical report to a future Committee meeting was ratified by Council on June 14, 2004.

Official Plan

The subject lands are designated “Low Density Residential” by OPA No. 210 (Thornhill-Vaughan Community Plan), which permits single detached dwellings at a maximum net density of 22 units/ha. The proposed draft plan of subdivision conforms to the Official Plan, as the subject lands could provide for a maximum of 15 units (0.66 ha x 22 units/ha).

Zoning

The subject lands are zoned R1V Old Village Residential Zone by By-law 1-88, subject to site-specific Exception 9(832), which permits single detached dwellings having minimum lot frontages of 30 m.

To facilitate the proposal for 7 lots, a by-law amendment is required to rezone Lots 1 to 7 on Attachment #3 from R1V Zone to R1 Residential Zone, with an exception to permit a minimum lot frontage of 17.3 m. It is noted that the minimum lot frontage in the R1 Zone is 18 m, which necessitates the exception. The open space valley (Block 8) is to remain zoned as OS1 Open Space Conservation Zone.

Subdivision Design

The draft plan shown on Attachment #3 proposes a total of 7 residential lots fronting on the north side of Wigston Place. Lots 2-7 have frontages of 17.5 m, and Lot 1 is slightly narrower with a frontage of 17.3 m. The lot depths range between 38.2 m to 69.7 m. The infill draft plan of subdivision has no access to Bathurst Street as Wigston Place is closed to through traffic.

The draft plan also includes a 0.3 ha open space valley block (Block 8) located north of the proposed residential lots. This block will be conveyed to the Toronto and Region Conservation Authority, and is to remain in a natural state.

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Vaughan Engineering Department

The Vaughan Engineering Department has provided the following comments:

a) Environmental Site Assessment (ESA)

An ESA Phase 1 report is not required on this property as there is no land being dedicated to the City. The property is also not suspected of being contaminated as a result of its past uses. Furthermore, the use of the lands are remaining residential, and not being rezoned to a more sensitive use.

b) Engineering Servicing

The proposed plan of subdivision depends on municipal services (sanitary, storm and watermain) that were constructed in Registered Plan 65M-3195, located directly to the south. If there is insufficient infrastructure to accommodate this plan, the necessary remedial works shall be constructed as external works in conjunction with this plan.

c) Sanitary Servicing

The proposed plan of subdivision will be serviced through the southerly Registered Plan 65M-3195. Allocation as well as a connection to the existing 250 mm sanitary sewer on Wigston Place located at the south boundary of the proposed plan of subdivision is required. Council reserved allocation for this plan on October 12, 2004, and said allocation should be granted to the plan upon approval of the draft plan of subdivision.

d) Storm Drainage

A storm sewer connection is required to the existing storm sewer located within Wigston Place at the south boundary of the proposed plan of subdivision. The minor and major flows will be conveyed primarily through the Wigston Place road allowance and will ultimately drain into the creek via the storm sewer on Glenforest Drive located within Registered Plan 65M-3161 to the east.

e) Water Supply

The subject lands are located within service area Pressure District No. 6 of the York Water Supply System. The water supply to this draft plan shall be from the existing 150 mm diameter watermain within Wigston Place at the south boundary of the proposed plan of subdivision. Council reserved allocation for this plan on October 12, 2004, and said allocation should be granted to the plan upon approval of the draft plan of subdivision.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposed draft plan of subdivision, and has no objection to the proposal, subject to the conditions in Attachment #1.

Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #210.

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Conclusion

Staff have reviewed the proposed applications to amend the Zoning By-law and to revise the Approved Draft Plan of Subdivision 19T-89080, in accordance with the policies in the Official Plan and requirements of By-law 1-88. Staff is of the opinion that the revised draft plan of subdivision consisting of 7 single detached lots with minimum 17.3 m frontages is an appropriate form of development for the lands, and conforms to the density policies in OPA No. 210 (Thornhill-Vaughan Community Plan). On this basis, Staff can also support the proposed rezoning of the tableland to facilitate the residential lots from R1V Old Village Residential Zone to R1 Residential Zone, with an exception to require a minimum lot frontage of 17.3 m. The valleylands would remain as OS1 Zone, and be conveyed to the Toronto and Region Conservation Authority.

For these reasons, Staff can support the approval of the zoning by-law amendment and the revised draft plan of subdivision application. Should the Committee concur, the recommendations in this report can be adopted.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision

Report prepared by:

Grant Uyeyama, Manager of Development Planning, ext. 8635

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 29, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

29

**ZONING BY-LAW AMENDMENT FILE Z.04.035
SEVENBRIDGE DEVELOPMENTS LIMITED
REPORT #P.2004.93**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated January 17, 2005, subject to replacing the word “accessory” with the word “attached” where it appears in the last line of clause 1. a) i):

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment Application Z.04.035 (Sevenbridge Developments Limited), BE APPROVED, subject to the following:
 - a) That the implementing zoning by-law:
 - i) Restrict the uses on two parcels of land in the C9 Corporate Centre Zone, shown on Attachment #1, to the following:
 - Office Building
 - Business and Professional Office
 - Hotel, including accessory convention facilities
 - Mixed Use Development, excluding Block Townhouses, but including retail uses permitted in the C9 Zone, provided such uses are on the ground floor of a mixed use building, and further restricted to a maximum of 30% of the total gross floor area of the building
 - Apartment Dwelling; and
 - Parking Garages accessory to Office Buildings
 - b) Remove the Holding (H) provision on the easterly parcel.

Purpose

The Owner has submitted an application to amend the Zoning By-law to restrict the uses on two parcels zoned C9 Corporate Centre Zone, and shown on Attachment #1, to the following:

- Office Building
- Business and Professional Office
- Hotel, including accessory convention facilities
- Mixed Use Development, excluding Block Townhouses, but including retail uses as permitted in the Zoning By-law on April 8, 2004 (provided such uses are on the ground floor)
- Apartment Dwelling
- Parking Garages accessory to Office Buildings

The intent of the proposal is to avoid single freestanding developments, such as restaurants, within the two subject parcels fronting onto Regional Road 7. The application also requests the lifting of the Holding (H) provision on the easterly parcel.

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Background - Analysis and Options

The subject lands consists of two parcels within a larger landholding shown on Attachments #1, located at the northeast corners of Regional Road 7 and Edgeley Boulevard, and Regional Road 7 and Millway Avenue, in Lot 6, Concession 5, City of Vaughan. The westerly 0.7 ha parcel has 70.4 m frontage on Regional Road 7 and 100.5 m flankage on Edgeley Boulevard. The easterly 1.12 ha parcel has 81.6 m frontage on Millway Avenue and 136.5 m flankage on Regional Road 7. The surrounding land uses are:

North - vacant (C9-H Corporate Centre Node Zone)

South - Regional Road 7

East - westerly parcel: approved commercial under-construction (C9 Zone); easterly parcel: commercial plaza/gas station (C7 Service Commercial Zone)

West - westerly parcel: Edgeley Boulevard, office building (C8 Office Commercial Zone); easterly parcel: Millway Avenue; approved commercial under-construction (C9 Zone)

Agreement between Sevenbridge and Vaughan

The Owner entered into an Agreement with Vaughan in June 2004 regarding the development and zoning of the Owner's lands fronting onto Regional Road 7 within the Corporate Centre. The purpose of the Agreement was to allow the Future Shop/Home Outfitters development to proceed at the corner of Millway Avenue and Regional Road 7, on the basis that Sevenbridge would amend the Zoning By-law on the remaining vacant parcels of land fronting on Regional Road 7. The by-law amendment would result in a more restrictive list of uses that would encourage and permit mostly higher order uses that are more conducive to the Corporate Centre.

Public Hearing

On August 27, 2004, a notice of public hearing was circulated to all property owners within 120 m of the subject lands. To date, no responses have been received. The recommendation of the Committee of the Whole on September 20, 2004, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on September 27, 2004.

Official Plan

The subject lands are designated "Corporate Centre Node" by OPA #500 (Corporate Centre Plan), and are located within the Corporate Centre Secondary Plan Area, consisting of approximately 600 ha, and establishing a focal point of major commercial development within the City. This area is comprised of two main components: the "Corporate Centre Node", which includes lands east of Highway #400 and straddling the north and south sides of Regional Road 7, and the "Corporate Centre District", which surrounds the Node and includes lands east and west of Highway #400, and north and south of Regional Road 7. The area is one of four Regional Centres in the Region of York.

The "Corporate Centre Node" is intended to become the focus for high order land uses within the City of Vaughan. The Node encompasses an area of approximately 50 ha and can accommodate between 5.5 and 6.5 million square feet of gross floor area. This amount of development provides for the achievement of a substantive urban centre.

OPA #500 identifies the westerly parcel as a "Gateway Site", which is intended to demarcate the new centre of the City of Vaughan, whereby high-rise landmark buildings are encouraged with no maximum height limit.

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The proposed uses are permitted in the "Corporate Centre Node" designation of OPA #500.

Zoning

Both parcels are zoned C9 Corporate Centre Zone by By-law 1-88, subject to Exception 9(959), with a Holding provision applying only to the easterly parcel. The C9 Zone has a broad range of permitted uses. The proposed amendment to the Zoning By-law would restrict the uses permitted in the C9 Zone for the two parcels, and would remove the Holding provision for the easterly parcel. The permitted uses for the subject lands would be as follows:

- Office Building
- Business and Professional Office
- Hotel, including accessory convention facilities
- Mixed Use Development, excluding Block Townhouses, but including retail uses, provided such uses are on the ground floor, and further restricted to a maximum of 30% of the total gross floor area of the building
- Apartment Dwelling
- Parking Garages accessory to Office Buildings

The intent of the rezoning is to encourage development in a form that is more substantive, such as an office building, apartment dwelling or a mixed-use development format as opposed to a singular, free-standing development. For example, free-standing eating establishments and retail stores would not be permitted, but would be allowed in a mixed-use development format. Mixed-use development, offices and apartment dwellings, can have substantial presence in terms of height and form, which is conducive and appropriate for a Corporate Centre.

Uses currently permitted in the C9 Zone that would not be permitted on the subject parcels, are as follows:

- Banquet Hall
- Car Rental Service
- Club
- Tavern
- Photography Studio
- Print Shop
- Place of Entertainment including a multi-screen cinema complex
- Block Townhouse Dwelling
- Place of Amusement
- Technical School
- Video Store
- Veterinary Clinic
- Recreational Uses as defined
- Service or Repair Shop with a maximum gross floor area of 600 sq.m or less
- Office and Stationary Supply, Sales, Service and Rental
- Retail Warehouse

Holding (H) Provision

The subject lands are part of a larger land holding owned by Sevenbridge Developments Limited. The developed portion of the overall lands consists of the Walmart and Sam's Club sites located in the north end of the property, and a Future Shop/Home Outfitters building which is under construction at the northwest corner of Millway Avenue and Regional Road 7. With the exception of the westerly parcel, a Holding provision remains on the undeveloped parcels within the applicant's overall lands.

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Item 29, CW Report No. 1 – Page 4

The application requests the lifting of the Holding (H) provision on the easterly parcel. The condition for removal of the (H) symbol on the lands zoned C9(H) Zone, is Council's approval of an urban design plan. On February 9, 1999, the Owner submitted an application to remove the (H) symbol on their entire land holding (File: Z.99.010), together with a concept plan and supporting studies relating to urban design and transportation. In light of the transportation planning studies that were being undertaken for the Corporate Centre at that time, the application was held in abeyance.

In July 2001, both the urban design guidelines and updated traffic study for the Sevenbridge lands within the Corporate Centre were approved. The Holding provision was removed from the westerly parcel shortly after the Ontario Municipal Board approved the site plan application for a Home Outfitters development. Sevenbridge abandoned the approved development proposal of the westerly parcel in favour of a new location for a combined, two-storey Home Outfitters/Future Shop and office development at the northwest corner of Millway Avenue and Regional Road 7 (Files: DA.02.077 & Z.03.092).

The condition for removing the Holding provision from the lands zoned C9(H) Zone has been satisfied, and therefore, the holding provision can be removed on the easterly parcel.

Planning Analysis

The proposal would result in a restricted list of uses that are currently permitted in the C9 Corporate Centre Zone, with the intention of avoiding single free-standing development, such as restaurant pads. The uses selected would permit and encourage "higher order" uses/developed when compared to the remaining uses permitted in the C9 Zone, such as service or repair shop. The proposed uses would encourage development in a form that is more substantive, such as an office building, apartment dwelling or a mixed-use development format as opposed to a singular, free-standing development. For example, free-standing eating establishments and retail stores would not be permitted, but would be allowed in a mixed-use development format. Mixed-use development, offices and apartment dwellings, can have substantial presence in terms of height and form, which is conducive and appropriate for a Corporate Centre.

Staff has no objection to the removal of the Holding provision on the easterly parcel given that the condition of removing the (H) symbol has been satisfied in that the urban design guidelines for the overall landholding has been approved by Council.

Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of the Official Plan.

Conclusion

Staff has reviewed the proposed Zoning Amendment Application in accordance with the policies of the Official Plan, and has no objection to restricting the uses permitted in the C9 Corporate Centre Zone for two parcels on Regional Road 7, and the removal of the Holding provision on the easterly parcel. The proposed uses have been selected out of the list of permitted uses in the C9 Zone that would encourage and permit mostly "higher order" uses. Furthermore, uses such as an office building, mixed-use development and apartment dwellings can have a substantial presence in height and form that is appropriate in a Corporate Centre setting. Singular, free-standing development would not be permitted. It is noted that the definitions for an office building and mixed-use development allows appropriate additional uses. Furthermore, parking garages in association with an office building would be maintained as a permitted use, in accordance with the existing zoning exception on the subject lands.

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Item 29, CW Report No. 1 – Page 5

Therefore, Staff can support the approval of the proposed Zoning By-law Amendment. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map

Report prepared by:

Duncan MacAskill, Planner, ext. 8017
Arto Tikiryan, Senior Planner, ext. 8212
Grant A. Uyeyama, Development Manager, ext. 8635

/CM

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2005

Item 30, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

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ZONING BY-LAW AMENDMENT FILE Z.04.064
NORTHDALÉ RIDGE DEVELOPMENTS LIMITED

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated January 17, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Zoning By-law Amendment File Z.04.064 (Northdale Ridge Developments Limited) BE APPROVED, to lift the Holding Symbol "H" from the subject lands, shown on Attachments #1 and #2, and currently zoned R1-H Residential Zone by By-law 1-88, and that the implementing by-law be brought forward for enactment.

Purpose

The Owner has submitted a Zoning By-law Amendment application to lift the Holding Symbol "H" from the subject lands following the completion of the necessary studies required prior to the registration of the plan of subdivision.

Background - Analysis and Options

The subject lands are located on the west side of Dufferin Street, between Kirby Road and Teston Road, being Block 102 on Plan 65M-3544, City of Vaughan. The subject lands are designated "Executive Residential" and "Natural Core Area" by OPA #332, as amended by OPA #604. The subject lands are zoned R1-H Residential Zone with the Holding Symbol "H" by By-law 1-88, subject to Exception 9(1107). The surrounding land uses are:

- North - residential (R1 Residential Zone)
- South - agricultural (A Agricultural Zone)
- West - valley land and the Keele Valley Landfill (OS1 Open Space Conservation Zone)
- East - Dufferin Street; golf course (OS2 Open Space Park Zone)

The existing zoning by-law permits the development of a 31 lot residential draft plan of subdivision and establishes conditions to lift the Holding Symbol which includes the approval of servicing, stormwater management, infiltration and hydrological, and transportation studies, by the City and draft plan of subdivision approval.

Council approved draft plan of subdivision (File 19T-02V02) on May 10, 2004, and the Owner entered into a subdivision agreement with the City on October 1, 2004. The Owner has further satisfied the necessary requirements for lifting the Holding Symbol "H" on the subject lands.

Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA No. 332, as amended.

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Conclusion

Staff has reviewed the proposed zoning by-law amendment and is satisfied that the applicant has addressed the necessary requirements to lift the Holding Symbol "H" from the subject lands. Accordingly, Staff recommends the approval of the zoning by-law amendment application. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Zoning Map

Report prepared by:

Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext 8635

/CM

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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Item 31, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

31

10525 KEELE STREET

The Committee of the Whole recommends approval of the resolution contained in the following report of Councillor Meffe, dated January 17, 2005:

Recommendation

WHEREAS 10525 Keele Street has been operated as a waste transfer site in contravention to the Certificate of Approval issued by the Ministry of the Environment;

AND WHEREAS 10525 Keele Street has operated as a waste transfer site in contravention to numerous requirements of the Certificate of Approval including operational and financial requirements;

AND WHEREAS 10525 Keele Street has operated as a waste transfer site in contravention to the City of Vaughan Site Plan for this property, including by-law requirements and fire regulations;

AND WHEREAS 10525 Keele Street has caused significant financial impact and hardship on the citizens of Vaughan due to the numerous significant fire occurrences and enforcement contraventions;

AND WHEREAS 10525 Keele Street due to operating in contravention as stated above, has caused significant negative impact on the environmental, health and safety issues with regard to the community of Maple and the employees of the City of Vaughan, including firefighters;

AND WHEREAS the Ministry of Environment has not been successful in ensuring compliance to the Certificate of Approval by 10525 Keele Street;

AND WHEREAS the City of Vaughan has not been successful in ensuring compliance to the Site Plan and by-laws or fire regulations and requirements by 10525 Keele Street;

AND WHEREAS in regards to 10525 Keele Street, protection of the health and safety of Vaughan citizens, employees including firefighters, and the environment, has not been protected by the Ministry of Environment and the City of Vaughan;

AND WHEREAS in regards to 10525 Keele Street, the financial security of the City of Vaughan has not been protected;

MOVE THAT the City of Vaughan vehemently opposes the reinstatement of the provisional Certificate of Approval relating to 10525 Keele Street;

AND THAT the Ministry of Environment immediately undertakes to complete the clean up process of the site, 10525 Keele Street;

AND THAT this motion be circulated to the Minister of Environment, the Honourable Leona Drombrowsky; the Minister of Finance, the Honourable Gregory Sorbara; Member of Provincial Parliament, Mario Racco and; Mr. Ian Parrott, P.Eng., Ministry of Environment.

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Purpose

To protect the health, safety and financial security of the citizens and employees of the City of Vaughan; and to protect the environment of the City of Vaughan.

Background - Analysis and Options

To be provided.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

See above.

Attachments

n/a

Report prepared by:

Adele Panicali,
Council Administrative Assistant

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Item 32, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

32

TSUNAMI RELIEF PROGRAM

The Committee of the Whole recommends that this matter be referred to the Mayor Michael Di Biase Foundation Inc. and to the Committee of the Whole (Working Session) meeting of January 25, 2005, for further discussion.

Recommendation

Regional Councillor Mario F. Ferri, in consultation with the City Manager, members of Council and the Senior Management Team, and Corporate Communications, recommends:

- 1) That the City of Vaughan establish a humanitarian relief program to aid the victims of the tsunami disaster in South Asia;
- 2) That this program be structured to support the activities of a major charitable organization that specifically addresses the needs of children in the disaster area;
- 3) That Vaughan Council select the "Sponsor a Child" program administered by World Vision Canada as an appropriate tsunami relief initiative;
- 4) That Vaughan Council allocate the necessary funds (\$42,000) from the Mayor's Golf Tournament to sponsor 100 children;
- 5) That a Relief Program Committee including community members of the affected countries be established and mandated to oversee this new City program and pursue related initiatives to secure additional financial support and involvement of the wider community; and
- 6) That the resolution adopted by the Community Relations Committee at its meeting held on January 5, 2005 be received.

Purpose

The purpose of this report is to seek Council approval of a Tsunami Relief Program that will involve the community in providing needed support to the victims of this unprecedented disaster.

Background - Analysis and Options

The extent of the tsunami disaster in South East Asia is overwhelming. Canadians have generously supported the relief efforts to help the victims of this unprecedented tragedy, but reports indicate that the need for relief efforts and rebuilding programs will continue for an extended period and there will be an ongoing requirement for financial aid and support from other countries. The Community Relations Committee, at its meeting of January 5, 2005, adopted the following: That the Community Relations Committee urges Vaughan Council to provide an immediate response and take action to indicate that the City of Vaughan is responding to this terrible tragedy in some substantial way.

A number of agencies have been contacted to determine the immediate need. These agencies include: Canadian Red Cross; CARE Canada; Oxfam Canada; World Vision Canada; UNICEF Canada; Doctors Without Borders; and Save the Children. The response from these agencies

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has been unanimous – they do not want donations of food, clothing etc. due to the cost of shipping these goods. They require money, which will be used to purchase the necessary items from bordering areas for delivery to the tsunami disaster areas.

Based on several newspaper reports indicating that donated food, clothing and other items such as tarps are still sitting in warehouses or are not being quickly delivered to those most in need or utilized for the appropriate purpose, it is recommended that the City of Vaughan not pursue a product specific relief effort.

Since the victims of this catastrophe will face a long struggle to rebuild lives and communities in the face of so much destruction, sponsoring 100 children through World Vision Canada meets the immediate relief requirements in terms of medicine, food and shelter and also addresses the rebuilding period by providing support in such areas as schooling, health services and infrastructure. The child sponsorship money funds Area Development Programs that address the needs of children and adults across the entire community with a potential to reach 10,000 to 80,000 people.

The City of Vaughan relief effort program will be structured to involve the entire community. For example, youth groups in Vaughan could become “pen pals” with the sponsored children. Details and updates on the program would be posted to the City website and could include photos of the sponsored children, copies of pen pal correspondence, and news of local involvement in the program.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council. The necessary resources have not been allocated and approved.

Conclusion

The proposed relief program will address the need for the City of Vaughan to respond to the tsunami disaster in Asia in a proactive and constructive manner. This proposed program will involve the entire community and demonstrate the ongoing support of Vaughan for those in need around the world.

Report prepared by:

John Leach, City Clerk
Madeline Zito, Director of Corporate Communications

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33

OUTDOOR ICE RINKS IN NORTHWEST WOODBRIDGE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated January 17, 2005:

Recommendation

The Commissioner of Community Services, in consultation with the Senior Manager of Parks Development and the Legal Department, recommends:

That this report be received for information.

Purpose

The purpose of this report is to provide Council with information regarding development of an outdoor ice rink in northwest Woodbridge.

Background - Analysis and Options

A community meeting was held Thursday, March 27, 2003 with respect to the conceptual design of Sunset Ridge Neighbourhood Park. The purpose of the meeting was to receive input from the residents regarding proposed facilities, and location of these facilities within the future park.

During the meeting, residents requested an ice rink. It was agreed by all in attendance and confirmed by City of Vaughan staff that, if the budget could accommodate this request, concrete curbing and a water service would be provided around the proposed basketball court. In addition, it was also noted by City of Vaughan staff that the municipality did not operate these facilities and that the community would be responsible to operate and maintain the rink. General consensus was reached with respect to the park facilities and to the design of the park.

The park construction was substantially completed on October 10, 2003 and the concrete curbing and water service discussed at the public meeting were implemented around the basketball court. This facility is functional and was constructed to high quality and standards. No other commitments were made to the community regarding the ice rink / basketball court facility.

Prior to the start up of the outdoor ice rink, a community meeting was held November 11, 2004, at which residents requested additional information regarding the costs to remove the asphalt surface and replace with concrete. As this request would prove costly and, notwithstanding that the physical plant and materials of construction of the basketball court / ice rink are similar to other outdoor ice rinks in the City, Parks Department staff prepared options and costs that may have facilitated the establishment of an ice surface. The options were presented as additional information to the Mayor and Members of Council prior to the Committee of the Whole meeting held Monday, November 15, 2004.

Another community meeting was held Monday, November 22, 2004. At this meeting Councillor Carella provided residents with a draft item that would be finalized and added to the agenda (item#30) for the City of Vaughan's Committee of the Whole meeting scheduled for November 29, 2004. At the Committee of the Whole meeting of November 29, 2004, Council requested staff respond to specific matters identified in item #30. In addition, staff were requested to address any other matters identified in writing by local residents and communicated in writing to the Commissioner of Community Services no later than December 1, 2004, assuming any questions are of a reasonable and relevant nature.

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At the Committee of the Whole meeting of Monday, November 29, 2004, Report #87, Item #30, staff were directed to provide a report addressing issues related to the development of an outdoor natural (i.e: unrefrigerated) ice rink on the basketball court at Sunset Ridge Park.

The following address the issues requested in Item #30 of the November 29, 2004 Committee of the Whole:

Basketball Courts / Ice Rink Construction Methods

The design and construction of the ice rink facility at Sunset Ridge Park meets City of Vaughan standards applicable in 2003 respecting that ice rink facility is a secondary use to the basketball court. Construction methods and materials implemented in 2003 were as follows:

- asphalt court surface is sloped at typically 1 - 1.5% for basketball – this slope is required to drain court following rainfalls;
- concrete curbing around the perimeter of the asphalt court to assist with the retention of packed snow and subsequently, the water used to flood the rink;
- asphalt was utilized as the surfacing material from a functional and financial perspective for City of Vaughan basketball courts – the ice rink is a secondary use;
- the methods and materials used to construct this facility meet all safety standards;
- all materials utilized to construct the basketball / ice rink court have been tested by geotechnical engineers for compliance with tender specifications.

Existing City of Vaughan Basketball Courts / Ice Rinks

Based on community requests, the City of Vaughan has constructed eight (8) outdoor rink facilities throughout the City including the one at Sunset Ridge Park. Seven (7) of these, including Sunset Ridge Park, are constructed utilizing an asphalt surface, concrete curbs and water service. The additional outdoor natural ice rink is located at Mast Park and was designed and implemented in 2004 on a flat grassed area.

The eight (8) natural outdoor rink facilities located within the City of Vaughan are as noted below:

- Alexander Park
- Agostino Park
- Langstaff Park
- Sunset Ridge Park
- Komura Road Park
- Tinsmith Parkette
- Princeton Gate Parkette
- Mast Road Park (on grass)

Of these eight (8) natural outdoor rink facilities, to our knowledge, only two continue to be utilized regularly by the community including Tinsmith Parkette and Princeton Gate Parkette. Mast Road Park was just recently completed in 2004 and will be available for ice rink establishment in the 2006 winter season. Staff noted that the other rinks are not used regularly due to decreasing community interest.

Existing City of Vaughan Refrigerated Outdoor Ice Rinks

The need and associated average costs for refrigerated outdoor ice rink facilities within the City of Vaughan is determined through the Development Charge Background Study. The level of service for refrigerated outdoor ice rinks has been established over a ten year period and new facilities

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are planned for as the population of the City grows. The level of service should remain consistent. Of the six (6) existing outdoor refrigerated ice rinks listed below, five (5) are adjacent to a City of Vaughan Community Centre facilitating operating inputs and minimizing monitoring and security concerns:

- Father Ermanno Bulfon Community Centre
- Glen Shields Activity Centre
- Chancellor Community Centre
- Garnet A. Williams Community Centre
- Sports Village
- Vellore Village Community Centre (will open December 2005)

The cost allocated for outdoor refrigerated ice rinks is based on the Development Charge Background Study 10 year historical average which is \$1,023,200.00 for each facility (not including an ice resurfacer). Annual operating costs including but not be limited to, staff, hydro, equipment, water, hydro and snow removal will also be required. Annual operating costs are estimated to be \$65,000.00.

An Evolution of Design Guidelines for Ice Rinks

Early in 2004, the Parks Department initiated a review of the outdoor ice rink construction guidelines, operational protocols and potential liability issues. This review was initiated to identify potential ways of providing a similar level of community service but at significantly lower costs. The basketball court / ice rink at Sunset Ridge Park was designed and constructed (completed in October 10, 2003) prior to initiation of the guideline review.

Parks Department staff have been in contact with, and continue to review other GTA municipalities to assess their guidelines for construction and operational protocols. Based on information gathered to date, most other municipalities allow for outdoor, natural ice surfaces on flat grassed areas with a non-freeze water service. Mast Park, as noted above, will be a pilot project for ice rinks on grassed areas.

Identification and Training of Volunteers

As requests for ice rink facilities are generated at community meetings when public input is sought relating to the conceptual design of the park, staff from Parks Development will record the name and contact information of the individual(s) volunteering to be the Rink Leader that will be responsible for establishing, maintaining and monitoring the ice rink facility. Parks Development staff will forward this information to Parks Maintenance and Operations staff. Once the facility is constructed (in some cases 2 years after the community meeting – dependent upon capital funding), it will be the responsibility of the Rink Leader to contact the Parks Operations and Maintenance Division no later than October 15 of that given year to request a training session with all volunteers. The hose and non-freeze hydrant key will be provided at this time.

The Rink Leader and all volunteers will be provided with the following information and training:

- Rink Leader will be required to sign a Letter of Understanding;
- Proper operation of the non-freeze yard hydrant;
- Correct connection of the hose to the non-freeze yard hydrant;
- Proper maintenance of the goal post padding supplied by the City of Vaughan;
- Suggested practices for the establishment and maintenance of ice surface;
- Safety guidelines – with respect to how the rink is to be utilized and reporting of unsafe ice conditions;
- Proper use of Natural Ice Rink Inspection Report sheets

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Insurance and Liability Issues

Winters in our temperate climate are unpredictable and establishment and maintenance of an outdoor natural ice surface will be a challenge. This is largely a community initiative and the expectation is that the rink will be established and maintained by members of the community. City of Vaughan staff have been, and continue to be, concerned about user safety due to the fact that all outdoor ice rinks are established and maintained by residents and that it is incumbent on the community to ensure a consistent, quality ice surface.

In consultation with the City of Vaughan Insurance and Risk Management Department, it has been determined that the Rink Leader shall sign a Letter of Understanding that clearly identifies City of Vaughan responsibilities and the Rink Leader responsibilities. All volunteers that attend the training session would be fully covered under the City of Vaughan's third party liability insurance.

Appropriate signage has been developed and will be implemented at all existing and new community operated outdoor ice rink facilities. The signage will note that the facility is for recreational skating only and that parents/guardians are responsible for the adequate care, protection and supervision of children that are using the ice rink.

Where ice rinks are intended to be utilized by school groups as part of an organized curriculum, the appropriate Board of Education must provide a certificate of insurance indemnifying the City of Vaughan and naming it as additionally insured.

Financial Issues

The requests of the public regarding project financials is currently being reviewed by the Legal Department to determine whether a formal Freedom of Information request maybe required.

Next Steps

The physical plant (asphalt, concrete curbing and non-freeze water service) for the ice rink is functional. The hose and non-freeze hydrant key were provided to the Rink Leader in early December 2004. The Parks Department have installed appropriate signage and the protective padding on the basketball posts. In addition, picnic tables and a garbage receptacle have been supplied at the request of the community. Once all forms contained in the Outdoor Natural Rink Guidelines are properly signed and authorized (refer to Insurance and Liability Issues section), and training has occurred, the community can commence to build their ice rink facility.

There is currently no funding allocation identified in the Development Charge Background Study, City of Vaughan staff have identified a location for an outdoor refrigerated ice rink in northwest Woodbridge (i.e: north of Langstaff Road, east of Highway 50, south of Teston Road, and west of Pine Valley Drive). This request will be addressed at the next Development Charge Background Study which is expected to be within three (3) years.

Should funding be made available sooner, an outdoor refrigerated ice rink complete with a fieldhouse to accommodate the required mechanical systems and ice resurfer could be implemented at the Woodbridge Expansion Area District Park (located at the south west corner of Islington Avenue and Major Mackenzie Drive). Implementing this facility would however, necessitate the removal of an existing mini soccer field from this District Park. Also, as this location is not adjacent to a community centre additional and operating funds (staffing) will be required. Annual operating costs are estimated to be \$65,000.00. Staff would be required to operate any outdoor refrigerated ice rink facility to ensure consistent ice quality and to monitor ice conditions to minimize liability exposure.

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Staff reviewed the Al Palladini Community Centre site to determine if an outdoor refrigerated ice rink facility could be accommodated. The review clearly indicated that there is insufficient space to accommodate a facility of this type given the recent completion of the Pierre Berton Library, which is immediately adjacent to the Community Centre.

Staff also reviewed Sunset Ridge Neighbourhood Park to determine if an outdoor refrigerated ice rink facility could be accommodated. The review indicated that there is insufficient space and insufficient parking to accommodate a facility of this type without removing existing park facilities requested at the initial public meeting of March 27, 2003. In addition, the Development Charges Background Study has never provided for this level of service (outdoor refrigerated ice rink facilities) in any neighbourhood park within the City of Vaughan. This would clearly establish a new level of service precedent and would have to be discussed during the Development Charge Study.

Relationship to Vaughan Vision 2007

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Conclusion

That the Committee of the Whole receive this report addressing specific matters related to an outdoor ice rink in northwest Woodbridge.

Attachments:

None

Report prepared by:

Paul Gardner, Senior Manager of Parks Development, Ext. 3209

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Item 34, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

34

**DEPUTATION – MR. PETER MEROLA
WITH RESPECT TO DOGS AND FENCING PROBLEMS**

The Committee of the Whole recommends that the deputation of Mr. Peter Merola, 7721 Kipling Avenue, Woodbridge, L4L 1Y8, and written submission dated December 2, 2004, be received and referred to staff to prepare the appropriate amendment to the by-law to ensure that the onus is on the pet owners to provide appropriate fencing between properties.

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Item 35, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

35

**DEPUTATION – MS. ROSSANA DI ZIO MAGNOTTA
WITH RESPECT TO CHRISLEA ROAD RENAMING**

The Committee of the Whole recommends that the deputation of Ms. Rossana Di Zio Magnotta, President, Magnotta Winery Corp., 271 Chrislea Road, Vaughan, L4L 8N6, and written submission dated January 4, 2005, be received.

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Item 36, Report No. 1, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on January 24, 2005, as follows:

By replacing “abutting” with “on” in the Committee of the Whole recommendation.

**36 NEW BUSINESS – WOODEN FENCING ALONG LANGSTAFF ROAD
RECONSTRUCTION PROJECT**

The Committee of the Whole recommends that staff address any property standards issues respecting fences abutting residential properties along the limits of the Langstaff Road reconstruction project.

The foregoing matter was brought to the attention of the Committee by Councillor Carella.

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Item 37, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 24, 2005.

37 NEW BUSINESS – COUNCIL MEETINGS BROADCASTING ON THE INTERNET

The Committee of the Whole recommends:

- 1) That staff be directed to review opportunities available within the private community to provide broadcasting on the internet of all Committee of the Whole and Council meetings; and**
- 2) That the written submission of Mr. Giacomo Parisi, Vaughan Communications Inc., dated January 15, 2005, be received.**

The foregoing matter was brought to the attention of the Committee by Councillor Meffe.