



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005

#### Item 1, CW Report No. 54 – Page 2

The Region of York is growing rapidly, especially in the southern three municipalities. As such, the Region of York is assessing its long-term office space needs. The City has been discussing the co-location of certain Regional functions at the Civic Centre site. Locating a Provincial Offences Act Court at the Civic Centre is another consideration that has strong merit. It is noted that the Region is conducting a court services review, which will influence decisions on future court locations. This review will examine whether it is preferred to provide such services locally or at a single centralized location.

The Region of York will have to be contacted about the potential for locating a Provincial Offences Act Court at the Civic Centre site. Therefore, it is recommended that Council advise the Region of York of the City of Vaughan's interest in locating a Provincial Offences Act Court at the Civic Centre. Further, Council should direct that the City initiate discussions with the Region to investigate the opportunities for locating a court at the Civic Centre. Finally, staff should be authorized to work with the professional advisor (The Ventin Group) and the architect (KPMB Architects) for the Civic Centre to develop concepts for the building including Region of York uses, if required to further negotiations.

#### Relationship to Vaughan Vision 2007

The recommendation contained in this report is consistent with the objectives Section 4.2 "Develop a new Vaughan Civic Centre that encourages a 'people place'".

#### Conclusion

The addition of complementary public uses to the Civic Centre site will help in the creation of a comprehensively planned campus that can bring new and enhanced services to the residents of Vaughan. A Provincial Offences Court is one such service. It is opportune to consider a Provincial Offences Court on the Civic Centre site at this time, given the court services review that the Region is now undertaking. Given the potential synergies, it is an opportunity worth investigating and the City should signal its interest.

It is recommended that Council advise the Region of the City's interest in accommodating a Provincial Offences Act Court at the Civic Centre and that discussion with the Region be initiated. Staff should also be authorized to work with the Civic Centre architectural team to prepare conceptual designs for the building to support negotiations with the Region. Therefore, it is recommended that the recommendation set out above be adopted.

#### Attachments

N/A

#### Report prepared by

Roy McQuillin, Manager of Corporate Services

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Item 2, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**2** **JOINT/PERMANENT INVASIVE SPECIES TASK FORCE**  
(Referred from the Council meeting of September 12, 2005)

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Intergovernmental Relations Committee, dated September 6, 2005, be approved;
- 2) That the Association of Municipalities of Ontario and the Canadian Federation of Municipalities be so notified of this recommendation; and
- 3) That the memorandum from Councillor Di Vona, Chair, Asian Long-Horned Beetle Intergovernmental Task Force, dated October 3, 2005, be received.

Council, at its meeting of September 12, 2005, adopted the following:

The Committee of the Whole recommends that this matter be referred to the ALHB Task Force for discussion.

Report of the Intergovernmental Relations Committee dated September 6, 2005

**Recommendation**

The Intergovernmental Relations Committee recommends:

That a joint permanent invasive species task force be established by the Province of Ontario and the Government of Canada;

That local MPP's and MP's be notified of this request.

**Economic Impact**

**Purpose**

That the Province of Ontario and the Government of Canada take the necessary actions immediately to address this eco system and send out proper notification to the local MPP's and MP's.

**Background - Analysis and Options**

The City of Vaughan and many other municipalities across Ontario have had to address problems with "invasive species" that are growing and threaten or harm our "eco systems, food supply, human health, and built environments".

In the City of Vaughan, one invasive species has been the Asian Long Horned Beetle. The Canadian Food Inspection Agency (CFIA) has reported that, "in the past six years, an unchecked population can explode and can exceed up to 50 billion." There are known predators, no natural enemies to kill the invasive species.

In the Chatham 80,000 ash trees are to be chopped to address the emerald ash borer invasion.

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In Oakville, Ontario 5,000 ash trees have killed as a result of the Chestnut borer beetle.

In New York State to address and combat the growing threat a task force was established seeking public comments and requested to prepare a recommendations to communicate, co-ordinate and compensate for invasive species.

**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 City of Vaughan and many other municipalities across Ontario receive the support to address the problems with invasive species so that it does not threaten or harm our eco systems.

**Attachments**

Attachment 6- Hickory Beetles having feast

Attachment 7- News from the NYS Department of Environmental Conservation

**Report prepared by:**

Councillor Bernie Di Vona

(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 3, CW Report No. 54 – Page 2

2. THAT a funding request in the amount of \$90,000 to top up available funding to the Region of York's estimated cost of \$125,000 be included in the City's 2006 Capital Budget for consideration.

#### **Economic Impact**

Funding in the amount of \$35,000 is available in the Engineering Services approved Capital Budget. Additional funding of \$90,000 would be required to fund the capital cost of the signal installation. Ongoing operations and maintenance costs would be the responsibility of the Region of York.

#### **Purpose**

To obtain the Regional Municipality of York's approval for the installation of traffic signals at the Langstaff/Balding Boulevard intersection.

#### **Background - Analysis and Options**

The Regional Municipality of York's reconstruction of Langstaff Road between Islington Avenue and Weston Road is nearing completion. When finished, this improved link in the Region's road network will be an attractive route for drivers wishing to access Highway 400 and will be a well-used connection within the Woodbridge community.

In addition, with the completion of construction, the City's sidewalk network will include new sidewalks between Islington Avenue and Weston Road where no connection existed previously. Due to the location of the National Golf Course and topography in this area between Balding Boulevard and Pine Valley Drive, there will be no sidewalk on the north side of Langstaff Road. As a result, pedestrians on the north side of Langstaff Road will be required to cross Langstaff to continue walking.

Although the Regional Municipality of York studies do not show that signalization of the Langstaff/Balding intersection is warranted, area residents are very concerned about the difficulty of accessing Langstaff Road from Balding Boulevard, particularly during peak hours. As well, the need to provide a safe crossing for pedestrians has been voiced.

The installation of full traffic signals at this intersection would ensure safer vehicular access to Langstaff Road and would provide a safe location for pedestrians to cross Langstaff. Installation of a Vehicle detector loop on Balding Boulevard would allow for a constant green signal for Langstaff Road traffic and would only trigger a red signal on Langstaff when a vehicle on Balding was waiting for access to Langstaff.

Since the Region's studies do not support the installation at the Region's cost, it is proposed that the signal installation be completed by the Region of York and be paid for by the City of Vaughan.

The City of Vaughan currently has funding in the amount of \$35,000 set aside for the installation of a pedestrian signal at the intersection. Based on recent similar installations, the Region has advised that full signalization would cost approximately \$125,000. Additional funding in the amount of \$90,000 would be required for the work. This amount should be included for consideration in the City's 2006 Capital Budget.

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**Relationship to Vaughan Vision 2007**

The proposed installation of traffic signals at the intersection of Langstaff Road and Balding Boulevard is consistent with Vaughan Vision 2007, particularly A-2 Promote Community Safety, Health & Wellness.

**Conclusion**

Funds are available for the installation of a pedestrian signal at this location, however additional funding in the amount of \$90,000 is required for full signals. Although not technically warranted at this time, signalization of the intersection will provide safe, convenient access to Langstaff for residents and a safe crossing location for pedestrians.

**Attachments**

None.

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Item 4, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**4 NO PARKING SIGN – MAST ROAD**

The Committee of the Whole recommends:

- 1) That staff be directed to meet with the school council and the affected residents to review the matter and provide a feasibility study to a future Committee of the Whole meeting; and
- 2) That the following report of Regional Councillor Frustaglio, dated October 11, 2005, be received.

**Recommendation**

Regional and Local Councillor Joyce Frustaglio recommends:

THAT staff review the feasibility of installing “No Parking 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m.” on Mast Road in front of St. James School.

TO determine which side of Mast Road would be better served by this restriction.

THAT this report be brought forward to a future Committee of the Whole Meeting.

**Economic Impact**

N/A

**Purpose**

To address the concern of residents as it pertains to the safety of school children attending St. James School.

**Background - Analysis and Options**

St. James School is located on Mast Road. At the present time parents dropping off and picking up their children park on either side of Mast Road. In so doing two vehicles cannot safely travel down the street at the same time. The street is narrow and only one vehicle at a time can safely travel down the street. This creates a very dangerous situation for the children and parents. Therefore with the installation of a No Parking sign on one side of Mast Road traffic in the area would be kept to a minimum and the safety concerns of the residents would be addressed.

**Relationship to Vaughan Vision 2007**

The installation of the No Parking sign is consistent with Vaughan Vision 2007, particularly A-2 Promote Community Safety, Health & Wellness.

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Item 5, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**5**

**REQUEST FOR STAFF ATTENDANCE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated October 11, 2005:**

**Recommendation**

Councillor Shefman recommends:

- 1) That appropriate staff be directed to attend the following community meetings with the attendance of the local Councillor:
  - a) Official By-law Amendment File OP.05.004 and Zoning By-Law Amendment File Z.05.011, Thornhill Village Plaza Inc. and M4 Developments Inc. at Garnet A. Williams C.C. 6:30 p.m. on November 16<sup>th</sup>, 2005;
  - b) Official By-Law Amendment File OP.05.016 and Zoning By-Law Amendment Z.05.029, Steeles Memorial Chapel at Garnet A. Williams C.C. 7:00 p.m. on November 22<sup>nd</sup>, 2005; and
  - c) Gallanough Park Meeting being held at the Gallanough Resource Centre 7:00 p.m. on November 29<sup>th</sup>, 2005.

**Economic Impact**

To be determined.

**Background – Analysis and Options**

The above-mentioned meetings will allow local residents to discuss any concerns with staff in the company of the local Councillor.

**Purpose**

To obtain further input from local residents on the current and future status of the above mentioned applications and/or local community park.

**Relationship to Vaughan Vision**

This report is consistent with the priorities previously set by Council.

**Conclusion**

It is appropriate for staff to be aware of the views of local residents in respect to neighbourhood issues.

**Attachments**

none

**Report prepared by:**

Debi Traub, Council Executive Assistant

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Item 6, Report No. 54, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 17, 2005, as follows:

***By approving that Clause 2 of the Committee of the Whole recommendation be replaced with the following:***

***That staff investigate the ownership of the subject property at the southeast corner of Rutherford Road and Highway 27 and report on potential names for a park in accordance with the naming policy.***

**6                    MAPLE NATURE RESERVE MASTER PLAN AND TRCA LANDS AT THE  
SOUTHEAST CORNER OF RUTHERFORD ROAD AND HIGHWAY 27**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Community Services, dated October 11, 2005, be approved; and
- 2) That staff investigate the ownership of the subject property and report on potential names for a park in accordance with the naming policy.

**Recommendation**

The Commissioner of Community Services in consultation with the Director of Parks Development and Director of Reserves and Investments recommends:

1. That Council receive this report for information; and,
2. That staff continue to implement the approved MNR Master plan subject to budget approvals; and,
3. That the recommendation from the TRCA to not build facilities at the flood plains located on the lands at the south/east corner of Rutherford Road and Highway 27 be approved.

**Economic Impact**

There will be no economic impact.

**Purpose**

The purpose of this report is to provide Council with information regarding potential partnerships with the Toronto and Region Conservation Authority on the lands located at the south/east corner of Rutherford Road and Highway 27 and update Council on the MNR Master plan.

**Background - Analysis and Options**

At the Committee of the Whole (Working Session) meeting of December 16, 2002, Report No. 84, Item 6, staff were directed to provide a report based on the lands located at the south/east corner of Rutherford Road and Highway 27, and look at opportunities to partner with the Toronto and Region Conservation Authority (TRCA).

The Toronto and Region Conservation Authority (TRCA) have reviewed the subject lands and provide the following recommendation (refer to Attachment 'A'):

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“Limited, low intensity uses such as a pedestrian trail, may be considered appropriate for specific locations on the subject lands. However, due to the nature of the property as a floodplain with an actively eroding river and an Environmentally Significant Area (ESA), it is recommended that active recreational facilities such as tennis courts, parking lots, buildings and playing fields will not be considered appropriate for this site due to hazards related to flooding and erosion as well as damage to the ecological integrity of the natural area”.

A more detailed TRCA technical report of the lands at the south/east corner of Rutherford Road and Highway 27 is attached (refer to Attachment 'A').

Respecting the Maple Nature Reserve Master Plan, the Don Regeneration Council has pledged \$10,000.00 to be utilized for the reforestation/regeneration of the interior forest once the quonset storage huts are removed from the MNR property (refer to Attachment 'B').

Capital funding was approved in 2005 to implement Phase 1 of the MNR Master Plan and staff are preparing a Request for Proposals to proceed with an Environmental Assessment of the lands and will be commencing feasibility studies for removal of the quonset huts and initiate the design development and construction documentation phases of this project.

**Relationship to Vaughan Vision 2007**

The Maple Nature Reserve will provide facilities that promote a safe, livable, and sustainable parkland environment for the local community.

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

**Conclusion**

Staff will continue to implement the MNR master plan subject to budget approvals and will continue to seek opportunities in partnering with TRCA and other organizations to meet the needs of the resident in Vaughan.

**Attachments**

TRCA Reports – Attach. A  
Don Regeneration Council – Attach. B

**Report prepared by:**

Paul Gardner, Director of Parks Development, Ext. 3209

(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. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

7

**RAYMOND ROAD – SURVEY RESULTS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the existing westbound left turn prohibition at the intersection of Raymond Road and Woodbridge Avenue during the time period of 7:00 a.m. to 9:00 a.m., Monday to Friday be retained; and
2. That the existing northbound right turn prohibition at the intersection of Martin Grove Road and Raymond Road during the time period of 4:00 p.m. to 7:00 p.m., Monday to Friday be retained.

**Economic Impact**

Not Applicable.

**Purpose**

To review the results of survey from the residents of Raymond Road identifying their preference to the time restrictions at the two subject intersections, in response to Council direction and a petition by local residents.

**Background - Analysis and Options**

At its meeting of June 27, 2005 Council adopted the following:

**“By approving that a survey with options be created, in consultation with the Ward 2 Sub-Committee, to be sent by registered mail to the registered property owners on Raymond Road, with directions for the property owner to identify their preference and mail the completed survey to the City.”**

The foregoing direction was confirmed by Council based on a resident deputation with respect to the traffic operations on Raymond Road at the Committee of the Whole meeting on June 20, 2005.

The existing turn prohibitions applied are: Raymond Road and Woodbridge Avenue, 7:00 a.m. to 9:00 a.m., Monday to Friday and at Raymond Road and Martin Grove Road, 3:00 p.m. to 6:00 p.m., Monday to Friday (See Attachment No. 1).

In order to respond to Council's direction, Engineering Department staff sent a survey to the Raymond Road residents. (See Attachment No. 2). The surveys were sent by registered mail to 43 registered home owners on the street. There were two options for the residents to choose from, which are:

Option 1 – remain at the present time to the 'Anytime' time period for the intersection turn prohibitions, or;

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Option 2 – implement the prohibition during ‘rush hours’ (7-9 a.m., 4-7p.m.), Monday to Friday, at the intersections.

Residents were asked to return the surveys by September 6, 2005.

Staff received 20 responses and 4 surveys (Unclaimed) from the 43 registered surveys sent out on Raymond Road. Of the 20 responses received, 11 households or 55% of respondents indicated their support for Option 2 to return to the intersection turn prohibitions that would apply to the ‘rush hours’ time periods. Typically, support of 66.6% of the community should be achieved prior to the implementing of any prohibition. The two-thirds support level is the threshold value used in assessing the viability of discretionary traffic regulation in Vaughan and other jurisdictions.

Based on the survey results, the majority of Raymond Road residents support the ‘rush hours’ time period for the intersection turn prohibitions. Engineering Staff do not foresee a problem with the traffic operations in the area if the proposed ‘rush hours’ time periods were implemented at the intersections.

**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.

**Conclusion**

Based on staff’s review, it is recommended that the above intersection turn prohibitions be retained.

**Attachments**

1. Location Map
2. 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.)

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Item 8, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

8

**EXEMPTION TO THE NOISE CONTROL BY-LAW  
CENTRE STREET CULVERT REPAIRS  
250 METRES EAST OF DUFFERIN STREET**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That an exemption to the City's Noise Control By-Law 270-81 be granted from October 19, 2005 to December 5, 2005 for the Centre Street culvert repairs located approximately 250 metres east of Dufferin Street for Saturdays (excluding holiday long weekends) from 8:00 a.m. to 8:00 p.m., and weekly, Monday to Friday from 7:00 p.m. to 11:00 p.m.; and
2. That the Region of York – Transportation and Works Department be so notified of the approval of the Noise Control By-Law exemption related to the subject location, and that Regional staff so advise the affected area residents by an appropriate means of the noise by-law exemption.

**Economic Impact**

Not Applicable.

**Purpose**

The purpose of this report is to seek Council's approval of an exemption from the City's Noise Control By-Law 270-81 to facilitate culvert repairs on Centre Street approximately 250 metres east of Dufferin Street from October 19, 2005 to December 5, 2005.

**Background - Analysis and Options**

Correspondence was received September 7, 2005 from G.C. Romano Sons (Toronto) Limited on behalf of the Region of York requesting an exemption from the City's Noise Control By-Law 270-81 to facilitate culvert repairs on Centre Street just east of Dufferin Street in Concord. The contractor plans to carry out these works between October 19, 2005 and December 5, 2005. To expedite the planned work and to meet the Region's project schedule, the contractor is proposing to perform the work outside the regular work hours of Monday to Friday 7:00 a.m. to 7:00 p.m., including weekend work. Therefore, an exemption from the Noise By-Law is being requested to work from 7:00 p.m. to 12:00 a.m. weekdays and to work from 8:00 a.m. to 8:00 p.m. on weekends only (excluding holiday long weekends).

Staff have reviewed the contractor's request and in considering the resultant impacts, have determined that in order to reduce the extended effects to the immediate community and the traveling public, as well as minimize construction costs and expedite the work schedule, it is appropriate to grant a limited exemption to the Noise By-Law. More specifically, considering the nature of the work (for example, demolition and reconstruction) and the right to some degree of peace and privacy for local area residents, staff are recommending that the noise by-law exemption hours for weekdays be from **7:00 p.m.-11:00 p.m. daily** and on weekends from 8:00 a.m. to 8:00 p.m. **Saturdays only**.

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**Relationship to Vaughan Vision 2007**

This recommendation is consistent with Vaughan Vision 2007 in that it identifies and implements innovative traffic management alternatives to improve general traffic safety (1.1.3) and it supports regional and provincial initiatives on transportation infrastructure (3.2.4).

This report is consistent with the priorities previously set by Council.

**Conclusion**

To facilitate the proposed culvert repairs on Centre Street 250 metres east of Dufferin Street, it is recommended that an exemption to the City's Noise Control By-Law 270-81 be granted from October 19, 2005 to December 5, 2005 between the hours of 7:00 p.m. to 11:00 p.m. weekdays and from 8:00 a.m. to 8:00 p.m. on Saturdays (excluding Sundays and holiday long weekends). The Region of York is also required to advise affected area residents of the noise by-law exemption as approved.

**Attachments**

1. Location Map

**Report prepared by:**

John Zanchettin, C.E.T. Senior Engineering Assistant, ext. 3113

Tom Ungar, P. Eng. – Design Engineer, ext. 3110

JZ: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.)

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Item 9, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**9 KING-VAUGHAN ROAD – KEELE STREET TO DUFFERIN STREET  
WATERMAIN AND ROAD UPGRADE  
TEMPORARY ROAD CLOSURE EXTENSION  
AND AN EXEMPTION TO THE NOISE CONTROL BY-LAW**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005, be approved; and
- 2) That the Region of York be requested to monitor and deal with any issues that may arise.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the temporary road closure on King-Vaughan Road between Keele Street and Dufferin Street from May 1, 2005 to September 27, 2005 be extended to December 31, 2005 as requested by the Region of York, in order to complete the watermain installation and road upgrades;
2. That an exemption to the Noise Control By-Law be granted to the Region of York from October 18, 2005 to December 31, 2005 for the construction of a watermain and road upgrade on King-Vaughan Road from Keele Street to Dufferin Street from 7:00 p.m. to 11:00 p.m. from Monday to Friday and from 8:00 a.m. to 8:00 p.m. on weekends (excluding holiday weekends and/or statutory holidays).
3. That the Mayor and Clerk be authorized to sign the appropriate By-Laws.
4. That the Region of York – Transportation and Works Department be so notified of the approval of the temporary road closure extension and Noise Control By-Law exemption related to the subject location and that Regional staff so advise the affected residents of the noise by-law exemption.

**Economic Impact**

Not Applicable.

**Purpose**

The purpose of this report is to seek Council's approval of a request from the Region of York for the extension of the temporary road closure on King-Vaughan Road from Keele Street to Dufferin Street from October 18, 2005 to December 31, 2005 and an exemption from the City's Noise Control By-Law (270-81) from October 18, 2005 to December 31, 2005 in order to complete the construction of a watermain and road upgrades.

**Background - Analysis and Options**

A request was received on September 7, 2005 from MacViro Consultants Inc. on behalf of the

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#### Item 9, CW Report No. 54 – Page 2

Region of York for an extension of the temporary road closure from September 15, 2005 to December 31, 2005 for the installation of a 1200mm diameter concrete trunk watermain and road upgrade on King-Vaughan Road from Keele Street to Dufferin Street and also an exemption to the Noise Control By-Law from September 15, 2005 to December 31, 2005. (See Attachment No. 1).

Council at its meeting of January 24, 2005 approved the temporary road closure from May 1, 2005 to September 15, 2005. However, the Region's contractor (Clearway Construction Inc.) was not issued a Notice of Commencement from the Region of York until August 15, 2005. Due to the delay in agency approvals and the difficulties in constructing the 1200mm diameter concrete trunk watermain through a very sensitive King-Vaughan Wetland which requires piles and concrete cradles, the contractor has issued a revised construction schedule which indicates that the watermain installation and roadwork along King-Vaughan Road from Keele Street to Dufferin Street is expected to be substantially completed by December 31, 2005.

Further, in order to expedite the planned works and to meet this schedule, the contractor must also perform work outside the regular work hours of Monday to Friday 7:00 a.m. to 7:00 p.m. Therefore, an exemption from the Noise Control By-Law to allow work until 11:00 p.m. in the evening on weekdays and from 8:00 a.m. to 8:00 p.m. on weekends (excluding holiday long weekends and/or statutory holidays) is being requested.

Local access to the affected residences within the area, including all emergency services (fire, police and ambulance) 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).

Staff note that an interim approval of the temporary road closure extension was granted on September 13, 2005 by the Commissioner of Engineering and Public Works via a memorandum to the Mayor and Members of Council.

#### **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.

#### **Conclusion**

Based on the revised construction schedule of proposed works for King-Vaughan Road which includes watermain construction and road upgrades as provided by the Region of York's consultant (MacViro Consultants Inc.), City Engineering staff concur with the extension of the temporary road closure and the Noise By-Law exemption as recommended, from Keele Street to Dufferin Street from October 18, 2005 to December 31, 2005.

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

#### **Attachments**

1. Location Map

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**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.)

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**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 10, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**10 LOAD RESTRICTION BY-LAW ON BRIDGE NO. 008601, HUMBER RIVER, WEST BRANCH**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That a by-law be enacted on the existing concrete bridge being Bridge No. 008601, Humber River, West Branch on Humber Bridge Trail approximately 0.2 km east of Highway No. 27 to limit the loading to 5 tonnes; and
2. That the by-law be in effect for a period of 2 years.

**Economic Impact**

There is no additional economic impact to the City of Vaughan as the necessary resources have been allocated and approved.

**Purpose**

To pass a by-law to impose a load restriction on an existing concrete bridge for a period of two years.

**Background - Analysis and Options**

The Humber River, West Branch Bridge (Bridge No. 008601) is located on Humber Bridge Trail approximately 0.2 km east of Highway No. 27. (See Attachment No.1).

The existing bridge was constructed in 1914 and is an 18.3 metre single span cast in place concrete bowstring arch bridge with a concrete deck and wearing surface. The bridge provides a roadway width of 3.7 metres and accommodates a single lane for two (2) way vehicular traffic.

Based on the Municipal Structures Inventory and Inspection Study, circa 2004, completed by Totten Sims Hubicki Associates, the 5 tonnes load limit currently posted is recommended to remain in effect.

The current Bylaw expires in September of 2005 and a new by-law is required for renewal and continued enforcement of the posted load limit on this structure.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council.

**Conclusion**

A load limit by-law is required to impose a load restriction of 5 tonnes for a period of 2 years on Bridge No. 008601, Humber River, West Branch on Humber Bridge Trail.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 10, CW Report No. 54 – Page 2

**Attachments**

1. Location Map

**Report prepared by**

Denny S. Boskovski, C.E.T., Infrastructure Management Systems Supervisor, ext. 3105

DB: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 OCTOBER 17, 2005**

Item 11, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**11 LOAD RESTRICTION BY-LAW ON BRIDGE NO. 011601, MCEWEN BRIDGE, HUMBER RIVER**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That a by-law be enacted on the existing concrete bridge being Bridge No. 011601, McEwen Bridge, Humber River on Kirby Road approximately 0.2 km east of Huntington Road to limit the loading to 5 tonnes; and
2. That the by-law be in effect for a period of 2 years.

**Economic Impact**

There is no additional economic impact to the City of Vaughan as the necessary resources have been allocated and approved.

**Purpose**

To pass a by-law to impose a load restriction on an existing concrete bridge for a period of two years.

**Background - Analysis and Options**

The Bridge No. 011601, McEwen Bridge, Humber River is located on Kirby Road approximately 0.2 km east of Huntington Road. (See Attachment No.1).

The existing bridge was constructed in 1923 and is an 18.3 metre single span cast in place concrete bowstring arch bridge with a concrete deck and gravel wearing surface. The bridge provides a roadway width of 3.4 metres and accommodates a single lane for two (2) way vehicular traffic.

Based on the Municipal Structures Inventory and Inspection Study, circa 2004, completed by Totten Sims Hubicki Associates, the 5 tonnes load limit currently posted is recommended to remain in effect.

The current Bylaw expires in September of 2005 and a new by-law is required for renewal and continued enforcement of the load limit on this structure.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council.

**Conclusion**

A load limit by-law is required to impose a load restriction of 5 tonnes for a period of 2 years on Bridge No. 011601, McEwen Bridge, Humber River located on Kirby Road.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 11, CW Report No. 54 – Page 2

**Attachments**

1. Location Map

**Report prepared by:**

Denny S. Boskovski, C.E.T., Infrastructure Management Systems Supervisor, ext. 3105

DB: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 OCTOBER 17, 2005**

Item 12, Report No. 54, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 17, 2005, as follows:

***By replacing the Committee of the Whole recommendation with the following:***

***The Committee of the Whole recommends that Clauses 1 and 3 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005, be approved: and***

***By approving the following in accordance with the memorandum from the Commissioner of Engineering and Public Works, dated October 13, 2005:***

***“That By-law 1-96, the consolidated Parking By-Law, be amended to add a “No Standing” Prohibition Anytime, on the north side of Woodbridge Avenue from Islington Avenue to 30 metres west of Clarence Street to accommodate the proposed right turn lane designation.”***

12

**WOODBIDGE AVENUE AND CLARENCE STREET  
PROPOSED RIGHT TURN LANE DESIGNATION**

The Committee of the Whole recommends that the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005, be approved, subject to replacing the words “no parking” with “no standing” in the first line of Clause 2:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That an exclusive right turn lane be designated for the westbound direction at the intersection of Woodbridge Avenue and Clarence Street;
2. That By-Law 1-96, the Consolidated Parking By-Law, be amended to add a ‘No Parking’ prohibition Anytime, on the north side of Woodbridge Avenue from 75 metres west of Islington Avenue to 155 metres west of Islington Avenue to accommodate the proposed right turn lane designation; and
3. That the existing parking prohibition on the north side of Woodbridge Avenue be rescinded.

**Economic Impact**

The cost to install the ‘Right Turn Only’ signs and the associated pavement markings is an initial impact to the Operating Budget, and the cost to maintain the signs and pavement markings would be an annual future budget impact.

**Purpose**

To review the feasibility of implementing an exclusive right turn lane for the westbound direction at the intersection of Woodbridge Avenue and Clarence Street, in response to direction from Council.

**Background - Analysis and Options**

At its meeting on May 24, 2005 Council directed:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005

Item 12, CW Report No. 54– Page 2

**“...that appropriate staff be directed to conduct a study to determine whether traffic circulation in the Woodbridge Core might be enhanced by the designation of the curbside westbound lane of Woodbridge Avenue at the intersection with Clarence Street as a right-turn-only lane.”**

The intersection of Woodbridge Avenue and Clarence Street has an existing traffic control signal. The posted speed limit on both Woodbridge Avenue and on Clarence Street is 40 km/h. The area is shown on Attachment No. 1.

A turning movement count was conducted on Thursday, September 8, 2005 at the subject intersection during peak travel periods. The traffic counts were conducted from 7:00 a.m. to 9:00 a.m., from 11:00 a.m. to 2:00 p.m. and from 4:00 p.m. to 6:00 p.m.

The total traffic volumes for westbound traffic turning right onto Clarence Street during study times was 1413 vehicles and is sufficient to designate the existing westbound curb lane on Woodbridge Avenue as an exclusive right turn lane.

In addition, the parking prohibitions on the north side of Woodbridge Avenue between Clarence Street and Islington Avenue were reviewed. Staff recommends revising the parking prohibitions to state ‘No Parking Anytime’ along the entire north side of Woodbridge Avenue from Clarence Street to Islington Avenue in order to accommodate the proposed right turn lane designation. The existing prohibitions on the north side of Woodbridge Avenue in the study area indicate the following:

- No Parking Anytime, from Islington Avenue to a point 75 metres west of Islington Avenue,
- No Parking 4:00 p.m. to 6:00 p.m. only, from a point 75 metres west of Islington Avenue to a point 155 metres west of Islington Avenue,
- No Parking Anytime, from a point 45 metres east of Clarence Street to a point 30 metres west of Clarence Street.

The designation of a right turn lane will require the removal of 11 on-street parking spaces on the north side of Woodbridge Avenue. Staff will arrange for the appropriate signage changes and pavement markings to indicate the lane designation leading to the intersection.

#### **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.

#### **Conclusion**

Based on staff’s review, it is recommended, that an exclusive right turn lane be designated for the westbound direction at the intersection of Woodbridge Avenue and Clarence Street.

#### **Attachments**

1. Location Map

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 12, CW Report No. 54– Page 3

**Report prepared by**

Mark Ranstoller, Senior Traffic 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 OCTOBER 17, 2005**

Item 13, Report No. 54, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 17, 2005, as follows:

***By approving the recommendation of the Commissioner of Engineering and Public Works, dated October 11, 2005; and***

***By receiving the memorandum from the Commissioner of Engineering and Public Works, dated October 13, 2005.***

**13 STOP SIGNS IN THE VICINITY OF ST. ANDREW'S SCHOOL  
PROPOSED ALL-WAY STOP CONTROLS**

The Committee of the Whole recommends:

- 1) That this matter be referred to staff for a report with respect to a comprehensive work plan to address the traffic issues in the vicinity of St. Andrew's Catholic School, to the Council meeting of October 17, 2005;
- 2) That the deputation of Ms. Mary Chris, St. Andrew C.E.S., 151 Forest Fountain Drive, Woodbridge, L4H 1S4, be received; and
- 3) That the following written submission and petition be received:
  - a) Ms. Lily Iaboni, dated October 7, 2005; and
  - b) Petition from area residents.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at any of the following four intersections: Sonoma Boulevard and Castillian Drive, Montebello Avenue and Century Grove Boulevard/Amelynn Crescent, Montebello Avenue and Amelynn Crescent (west), and Forest Fountain Drive and Royal Pine Drive; and
2. That By-Law 1-96, the Consolidated Parking By-Law, be amended to add a 'No Stopping' prohibition from 8:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 4:00 p.m., Monday to Friday, on the south side of Montebello Avenue between Century Grove Boulevard and Forest Fountain Drive.

**Economic Impact**

The cost to install the stopping prohibition signs is an initial impact to the Operating Budget, and the cost to maintain/replace the signs would be a future budget impact.

**Purpose**

To review the feasibility of implementing all-way stop controls at four intersections in the vicinity of St. Andrew's Catholic School, in response to direction from Council.

**Background - Analysis and Options**

At its meeting on June 27, 2005 Council directed:

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 13, CW Report No. 54– Page 2

**“...that appropriate staff conduct studies to determine the appropriateness of installing stop signs at the following intersections in the general vicinity of St. Andrew’s Catholic School: Castillian Drive & Sonoma Boulevard, Century Grove & Montebello Avenue, Amelynn Crescent & Montebello Avenue and Royal Pine Drive and Forest Fountain Drive.”**

Sonoma Boulevard is a two lane primary feeder roadway with a 23.0 metre right-of-way, Forest Fountain Drive is a local primary roadway with a 20.0 metre right-of-way, and all other subject streets are local residential roadways with a 17.5 metre right-of-way. The existing speed limit on all streets is a statutory 50 km/h, except on Forest Fountain Drive in front of St. Andrew’s Catholic School, which is posted with a reduced 40 km/h speed limit. The area is shown on Attachment No. 1.

Turning movement counts were conducted on Thursday, July 14, 2005 at the subject intersections during peak travel periods. The traffic counts were conducted from 7:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control for each intersection and are as shown below:

Sonoma Boulevard and Castillian Drive

- Warrant 1 – Minimum Vehicular Volumes                      Warranted 18%
- Warrant 2 – Accident Hazard                                              Warranted 0%
- Warrant 3 – Sight Restriction                                              Warranted 0%

Forest Fountain Drive and Royal Pine Drive

- Warrant 1 – Minimum Vehicular Volumes                      Warranted 58%
- Warrant 2 – Accident Hazard                                              Warranted 0%
- Warrant 3 – Sight Restriction                                              Warranted 0%

Montebello Avenue and Century Grove Boulevard/Amelynn Crescent

- Warrant 1 – Minimum Vehicular Volumes                      Warranted 21%
- Warrant 2 – Accident Hazard                                              Warranted 0%
- Warrant 3 – Sight Restriction                                              Warranted 0%

Montebello Avenue and Amelynn Crescent (west)

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

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 all 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 these intersections. Side street traffic volumes are low at all the studied intersections.

There were no sight distance restrictions noted at these intersections, and there were zero reported vehicle collisions in the past year.

In addition, staff received requests for parking prohibitions on Montebello Avenue, wherein safety concerns were raised that vehicles are parking on both sides of Montebello Avenue during school start and dismissal times. Staff conducted observations on Tuesday, September 13, 2005, on Montebello Avenue in response to requests for parking prohibitions during school times. As a result of observations, staff recommend a new ‘No Stopping’ prohibition on the south side of Montebello Avenue from 8:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 4:00 p.m., Monday to Friday to alleviate the raised concerns.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 13, CW Report No. 54– Page 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.

**Conclusion**

Based on staff's review, it is recommended:

1. That an all-way stop control not be installed at any of the following four intersections – Sonoma Boulevard and Castillian Drive, Montebello Avenue and Century Grove Boulevard/Amelynn Crescent, Montebello Avenue and Amelynn Crescent (west), and Forest Fountain Drive and Royal Pine Drive.
2. That By-Law 1-96, the Consolidated Parking By-Law, be amended to add a 'No Stopping' prohibition from 8:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 4:00 p.m., Monday to Friday, on the south side of Montebello Avenue between Century Grove Boulevard and Forest Fountain Drive.

**Attachments**

1. Location Map

**Report prepared by**

Mark Ranstoller, Senior Traffic 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 OCTOBER 17, 2005**

Item 14, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

14

**CIDERMILL AVENUE  
REVISED PARKING PROHIBITION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That By-Law 1-96, the Consolidated Parking By-Law, be revised to rescind the existing parking prohibition on the south side of Cidermill Avenue from Edgeley Boulevard to the driveway of #467 Edgeley Boulevard from 6:00 a.m. to 6:00 p.m. Monday to Friday; and
2. That By-Law 1-96, the Consolidated Parking By-Law, be amended to restore the City wide 3 Hour Maximum time limit on the south side of Cidermill Avenue from Edgeley Boulevard to the driveway of #467 Edgeley Boulevard.

**Purpose**

To review the feasibility of revising the existing 'No Parking' prohibition on the south side of Cidermill Avenue from Edgeley Boulevard to the driveway of #467 Edgeley Boulevard, in response to concerns expressed in a deputation from Mr. Craig Gentle.

**Economic Impact**

Not Applicable.

**Background - Analysis and Options**

At its meeting of September 12, 2005 Council directed

**“... that the deputation of Mr. Craig Gentle, 43 Peter Andrew Crescent, Thornhill, L4J 3E2, owner of 467 Edgeley Boulevard, and written submissions dated August 16, 2005 and September 1, 2005, and photographs, be received and referred to staff for a report to the Committee of the Whole meeting of October 11, 2005.”**

Staff conducted a review of the feasibility of revising the existing prohibition on the south side of Cidermill Avenue from Edgeley Boulevard to the driveway at #467 Edgeley Boulevard (commercial site) based on the concerns. Mr. Gentle had a concern regarding the available parking on Cidermill Avenue and that one business is strictly utilizing the parking area.

Cidermill Avenue is an industrial roadway that accommodates two travel lanes and two parking lanes. The existing speed limit on Cidermill Avenue is a statutory 50 km/h. The existing parking prohibition permits vehicles to park on the south side of Cidermill Avenue from Edgeley Boulevard to the driveway of #467 Edgeley Boulevard, 6:00 a.m. to 6:00 p.m., Monday to Friday. There is an existing parking prohibition on the north side of Cidermill Avenue, Anytime, from Edgeley Boulevard to the driveway access of #499 Edgeley Boulevard. The area is shown on Attachment No. 1.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005

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The maximum three hour parking limit was rescinded in 1997, as the commercial site on the northeast corner of Edgeley Boulevard and Cidermill Avenue required on-street parking on the south side of Cidermill Avenue for 15 employees with variable work shifts. The parking prohibition on the north side of Cidermill Avenue was implemented to improve tractor trailer movement near the driveway entrance to #499 Edgeley Boulevard, and will remain for this reason.

Staff conducted on-street parking observations on November 30, 2004 from 7:00 a.m. to 9:00 a.m., from 12:00 p.m. to 1:00 p.m., from 3:00 p.m. to 4:00 p.m., and from 5:00 p.m. to 6:00 p.m. During the observation periods, it was determined that the same 10 vehicles were parking all day. The president of the business at #499 Edgeley Boulevard was contacted and informed of the details of the report. The president does not generally accept the recommendations of the report. City roadways should not be intended for employee parking and the particular site should accommodate such parking.

As the intention of the existing parking prohibition was to provide on-street parking for variable shift work and the study results showed on-street parking all day, staff recommends returning to the three hour maximum parking limit. Parking on this section of the roadway should be available for all the area businesses and their customers.

#### 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 By-Law 1-96, the Consolidated Parking By-Law, be revised to rescind the existing parking prohibition on the south side of Cidermill Avenue from Edgeley Boulevard to the driveway of #467 Edgeley Boulevard from 6:00 a.m. to 6:00 p.m. Monday to Friday and restore the City wide 3 hour maximum time limit.

#### Attachments

1. Location Map

#### Report prepared by

Mark Ranstoller, Senior Traffic 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 OCTOBER 17, 2005**

Item 15, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

15

**DUFFERIN HILL DRIVE  
PARKING PROHIBITION**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005, be approved; and
- 2) That the deputation of Ms. Katherine Pasternak, North Hill Private School, 9050 Dufferin Street, Concord, L4K 5M4, be received.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That the existing 'No Parking' prohibition on the north and south sides of Dufferin Hill Drive from Dufferin Street to Marathon Avenue between the hours of 7:30 a.m. to 9:30 a.m. and 4:00 p.m. to 6:00 p.m. Monday to Friday not be changed.

**Economic Impact**

Not Applicable.

**Purpose**

To report on the feasibility of implementing a parking zone on Dufferin Hill Drive between Dufferin Street to Marathon Avenue near the North Hill Private School.

**Background - Analysis and Options**

At its meeting of June 14, 2004, Council directed:

**“That staff be requested to investigate the need for and the feasibility of installing “No Parking” controls between the hours of 7:30 am and 9:30 am and the hours of 4:00 pm and 6:00 pm on both the north and the south sides of Dufferin Hill Drive from Dufferin Street to Marathon Drive.”**

The above prohibitions were implemented on Dufferin Hill Drive.

The North Hill Private School is located on the southwest corner of Dufferin Street and Dufferin Hill Drive. The school's parking lot consists of 18 parking spaces and 1 handicapped parking space. The entrance driveway is located on the south side of Dufferin Hill Drive. (Refer to Attachment No. 1).

City Officials, Engineering Services staff, By-law Enforcement staff, parents and school representatives had a meeting in April, 2005 to discuss the parking matter near the school on Dufferin Hill Drive.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005

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Dufferin Hill Drive in the section between Dufferin Street and Marathon Avenue is directionally separated by a raised centre median island. The raised island is 3.0 metres wide and landscaped. There is 7.0m of pavement width for eastbound traffic and 7.0m of pavement width for westbound traffic.

It was noted at the meeting that staff determine the feasibility of constructing lay-by lanes on Dufferin Hill Drive and/or review the existing prohibitions and determine if some of the existing prohibition zones can be rescinded to allow parent on-street parking.

The on-street parking prohibitions on Dufferin Hill Drive are required for the following reasons:

- On-street parking results in less than 6.0 metres of pavement being available for the use and passage of a fire response emergency vehicle. This is a violation of fire route criteria.
- The presence of parked vehicles restricts sight lines from the school driveway and the adjacent intersections. This concern is made more critical with the presence of parents walking children across the street within the same area.
- There is a curve in the roadway in the middle of the subject section of Dufferin Hill Drive.
- The existing eastbound right turns at the intersection of Dufferin Street and Dufferin Hill Drive during the morning peak period is high at 196 vehicles and has an all-day volume of 671 vehicles.
- There are 562 vehicles entering from Dufferin Street during the highest eight hours and in order not to impact the merging of westbound vehicles along Dufferin Hill Drive from two lanes to one lane, the elimination of any portion of the existing north side prohibitions is not recommended.
- Any elimination of the existing north side prohibitions would not provide a substantial number of available spots for the parents to justify the safety concern of children crossing the roadway.
- There is insufficient boulevard space to provide an adequate lay-by lane on either side of Dufferin Hills Drive.

#### Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 which seeks to improve community safety through design, prevention, enforcement and education (1.1) through the review of the level of enforcement, compliance and monitoring of regulations relating to public safety (1.1.6).

This report is consistent with the priorities previously set by Council.

#### Conclusion

Based on staff's review, it is recommended that the existing 'No Parking' prohibitions not be changed on the north and south side of Dufferin Hill Drive between Dufferin Street and Marathon Avenue, and that the North Hill Private School and York Regional Polices Services be so advised of the same.

#### Attachments

1. Location Map

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 15, CW Report No. 54 – Page 3

**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 OCTOBER 17, 2005**

Item 16, Report No. 54, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 17, 2005, as follows:

***By approving that a crossing guard be installed at the intersection of Highway 7 and Kipling Avenue;***

***By receiving the report of the Commissioner of Engineering and Public Works, dated October 11, 2005; and***

***By receiving the memorandum from the Commissioner of Engineering and Public Works, dated October 12, 2005.***

16

**PROPOSED SCHOOL CROSSING GUARD  
HIGHWAY 7 AND KIPLING AVENUE**

The Committee of the Whole recommends that this matter be referred to the Council meeting of October 17, 2005, for a report outlining the criteria for crossing guards on Regional Roads.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That a school crossing guard not be reinstated at the intersection of Highway 7 and Kipling Avenue.

**Economic Impact**

Not Applicable.

**Purpose**

To review the feasibility of implementing an additional school crossing guard at the intersection of Highway 7 and Kipling Avenue, in response to direction from Council.

**Background - Analysis and Options**

At its meeting on June 28, 2004 Council directed:

**“By directing that the following locations be reviewed in 2005:**

- Tall Grass Trail/Timber Lane;
- Highway 7/Kipling Avenue;
- Martin Grove Road/Morning Star Drive; and
- Morning Star Drive/Coronation Street”

The intersection of Highway 7 and Kipling Avenue is under the jurisdiction of the Regional Municipality of York, with an existing traffic signal control. The removed crossing guard was located on the east side of the intersection. The new Woodbridge Public School is located on the east end of Burwick Avenue and is now open for the 2005/2006 school year. The school had been closed for reconstruction for the entire 2004/2005 school year. The area is shown on Attachment No. 1.

Staff conducted a pedestrian crossing study on September 14, 2005 at the subject intersection during start and dismissal periods at Woodbridge Public School. The results of the study are shown in the table below.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

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INTERSECTION	TIME AM & PM	STUDENTS CROSSING UNASSISTED			
		North Leg	South Leg	East Leg	West Leg
Highway 7 and Kipling Avenue	8:00-9:00	0	2	9	0
	3:00-4:00	0	3	9	0

Based on the results of the study, the Council approved 'School Crossing Guard Policy and Warrant' for an additional school crossing guard at the subject intersection is not met. None of the intersection approaches have the minimum required 50 children crossing during one time period.

**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.

**Conclusion**

Based on staff's review, it is recommended that a school crossing guard not be reinstated at the intersection of Highway 7 and Kipling Avenue.

**Attachments**

1. Location Map

**Report prepared by**

Mark Ranstoller, Senior Traffic 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 OCTOBER 17, 2005**

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Traffic studies were conducted for an 8-hour time period on Melville Avenue; at Roseheath Drive, at Cunningham Drive and at Carron Avenue to assess the feasibility of implementing a traffic signal at each intersection. The traffic counts were conducted on Thursday, September 8, 2005 during the peak time periods from 7:00 a.m. to 9:00 a.m., 11:00 a.m. to 2:00 p.m., and from 3:00 p.m. to 6:00 p.m.. The following is a summary of the results:

Melville Avenue at Roseheath Drive

Warrant 1 – Minimum Vehicular Volumes	Warranted 71%
Warrant 2 – Delay to Cross Traffic	Warranted 70%
Warrant 3 – Accident Hazard	Warranted 0%

Melville Avenue at Carron Avenue

Warrant 1 – Minimum Vehicular Volumes	Warranted 22%
Warrant 2 – Delay to Cross Traffic	Warranted 33%
Warrant 3 – Accident Hazard	Warranted 0%

Melville Avenue at Cunningham Drive

Warrant 1 – Minimum Vehicular Volumes	Warranted 67%
Warrant 2 – Delay to Cross Traffic	Warranted 46%
Warrant 3 – Accident Hazard	Warranted 0%

Traffic signals are recommended when one of the above warrants are satisfied 100% or more. There are no recorded vehicle collisions at these intersections susceptible to prevention by a traffic signal over the last three years. Traffic signals at Melville Avenue and Roseheath Drive, Melville Avenue and Carron Avenue and Melville Avenue and Cunningham Drive are not warranted at this time.

Staff conducted stop sign compliance studies at Melville Avenue at Roseheath Drive and Melville Avenue at Cunningham Drive on Thursday, September 8, 2005 and at Melville Avenue at Carron Avenue on Tuesday, September 13, 2005 during the peak time periods of 7:30 a.m. to 9:00 a.m. and from 3:30 p.m. to 5:00 p.m.. Results show that the majority of motorists (44% to 66%), 'practically stopped' (motorists slowing down to 0-5 km/h) at the intersection of Melville Avenue and Roseheath Drive. At Melville Avenue and Carron Avenue, and at Melville and Cunningham Drive, the majority of motorists (57% to 81%) and (38% to 53%) respectively, made a 'voluntary full stop'. This indicates that the majority of motorists at the three intersections do not fail to observe the stop compliance. York Regional Police carry out stop sign compliance enforcement as their resources permit. Staff has notified York Regional Police for enforcement of the stop signs on Melville Avenue back in June, 2005.

Staff also conducted Pedestrian Crossing Studies at Melville Avenue and Roseheath Drive, Melville Avenue and Carron Avenue and Melville Avenue and Cunningham Drive during school arrival/dismissal, morning and afternoon periods. The following is a summary of the results:

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**Table 4 - Summary of Pedestrian Studies on Melville Avenue**

Location	Date	Time	Crossing north side	Crossing south side 1	Crossing east side	Crossing west side
Melville Avenue at Roseheath Drive	Wednesday, September 14, 2005	7:30 am to 9:00 am	4 (assisted) 2 (unassisted)	7 (assisted) 29 (unassisted)	18 (assisted) 51 (unassisted)	0
		2:25 pm to 4:00 pm	3 (assisted) 8 (unassisted)	5 (assisted) 16 (unassisted)	16 (assisted) 61 (unassisted) <i>existing guard location</i>	14 (unassisted)
Melville Avenue at Carron Avenue	Wednesday, September 14, 2005	7:55 am to 9:00 am	0	12 (assisted) 52 (unassisted)	N/A	6 (unassisted)
		2:45 pm to 4:00 pm	0	14 (assisted) 11 (unassisted)	N/A	5 (assisted) 4 (unassisted)
Melville Avenue at Cunningham Drive	Tuesday, September 13, 2005	7:30 am to 9:00 am	2 (assisted)	56 (assisted) 61 (unassisted)	9 (assisted) 3 (unassisted)	20 assisted 30 (unassisted)
		2:25 pm to 4:00 pm	8 (assisted) 8 (unassisted)	65 (assisted) 49 (unassisted)	36 (assisted) 52 (unassisted)	14 (assisted) 15 (unassisted)

1 Existing Crossing Guard Location, all intersections noted.

2 Children crossing Melville Avenue 'assisted' indicates that children were accompanied by a parent or guardian in addition to a crossing guard present; whereas 'unassisted' indicates that a parent or guardian did not accompany the children, however, a crossing guard was still present.

A Pedestrian Signal will provide drivers with greater identification and warning of pedestrians crossing Melville Avenue. Approximately 415 children would be expected to cross Melville Avenue at the existing raised crosswalk during the arrival/dismissal, morning and afternoon periods, daily. This number includes both assisted and unassisted children. With the proposed Pedestrian Signal in place, the crossing guard at Roseheath Drive assisting pedestrians on the east side would remain while the existing crossing guards on the south sides of Roseheath Drive and Cunningham Drive at Melville Avenue could be re-located to a future approved location. In addition, the crossing guard currently at Carron Avenue would be re-located to the existing raised crosswalk to assist the children during the arrival/dismissal, morning and afternoon periods. Staff will discuss this recommendation if approved with both schools and will assist with the parents to encourage the use of this crossing location as their childrens' primary route rather than to cross at Roseheath Drive, Carron Avenue and Cunningham Drive.

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Therefore, it is recommended that a Pedestrian Signal be installed at the raised crosswalk on Melville Avenue located between Divine Mercy Elementary School and Michael Cranny Elementary School. Encouraging pedestrians to cross at the raised crosswalk is a safer alternative and will reduce confusion of motorists with the pedestrian activity in this area by encouraging the use of this consolidated crossing location.

**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.

**Conclusion**

Based on staff's review, it is recommended that a Pedestrian Signal be installed at the existing raised crosswalk on Melville Avenue between Divine Mercy Elementary School and Michael Cranny Elementary School.

**Attachments**

1. Location Map

**Report prepared by:**

Sabrina Naccarato, Traffic Analyst, ext. 8759  
Mike Dokman, Supervisor Traffic Engineering, ext. 8031

:SN

(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. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

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**18 RUTHERFORD ROAD AT FOREST FOUNTAIN DRIVE  
PROPOSED TRAFFIC SIGNAL**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That this report be submitted for information purposes regarding the proposed traffic signal installation at Rutherford Road and Forest Fountain Drive intersection.

**Economic Impact**

Not Applicable.

**Purpose**

To inform City of Vaughan Council that a traffic signal is now warranted at the intersection of Rutherford Road and Forest Fountain Drive and will be installed in Spring 2006 by the Region of York.

**Background - Analysis and Options**

At its meeting on June 20, 2005 Council directed:

**“...that the Region of York be requested to conduct a study to determine if the installation of a traffic signal at the intersection of Rutherford Road and Forest Fountain Drive, in Woodbridge, is warranted at this time.”**

Rutherford Road is under the jurisdiction of the Region of York. Forest Fountain Drive is under the jurisdiction of the City of Vaughan. Forest Fountain Drive is a local roadway with a 20.0 metre right-of-way and a posted speed limit of 40 km/h. Refer to Attachment No. 1.

In the spring of 2004, the Region of York conducted a traffic study at the subject intersection, determining that a signal was not warranted at that time. Regional staff conducted a subsequent review of the intersection and has determined that the traffic signal warrant is now met. The signal has been approved for installation for the Spring, 2006 by the Region.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council.

**Conclusion**

The traffic signal will be installed at Rutherford Road and Forest Fountain Drive in Spring 2006 by the Region of York.

**Attachments**

1. Location Map

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**Report prepared by:**

Sabrina Naccarato, Traffic Analyst, ext. 8759  
Mike Dokman, Supervisor Traffic Engineering, ext. 8031

:SN

(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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Stevenson Avenue and Valleyview Court are local residential roadways with a statutory 50 km/h speed limit. The existing stop controls are located on Valleyview Court, at the subject intersection. The area is shown on Attachment No. 1.

Staff conducted a turning movement count on Tuesday, September 27, 2005 at the subject intersection during peak travel periods. The traffic counts were conducted from 7:00am to 9:00am and from 4:00pm 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 6%
- Warrant 2 – Accident Hazard                                      Warranted 0%
- Warrant 3 – Sight Restriction                                      Warranted 0%

The above results reflect the highest peak traffic hour at this intersection. 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.

Stevenson Avenue accommodates a very low volume of traffic, servicing homes on Stevenson Avenue, Cedarvalley Court, Valleyview Court, Ava Place, and Nightfall Court only, some of which are currently under construction. There are no sight distance restrictions noted at this intersection and there were zero reported vehicle collisions in the past year.

With respect to the use of a temporary three-way stop (signs) there is no provision within the Highway Traffic Act (HTA) for temporary traffic control measure. If an all-way stop control was approved, the parent traffic by-law must be amended to give effect to any such traffic controls as approved, and then subsequently the site specific by-law must be rescinded once the temporary condition is removed. This would necessitate a second report to Committee and Council. For these reasons, and based on the above analysis, staff is not recommending either a permanent or temporary three-way stop control be installed at the subject location at this time.

In addition, radar speed studies were conducted on September 27, 2005 from 8:00am to 9:00am and from 4:30pm to 5:30pm on Stevenson Avenue north of Valleyview Court. The following table summarizes the results of this investigation.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
September 27, 2005	8:00am – 9:00am	North of Valleyview Court	Northbound	54.8
	8:00am – 9:00am		Southbound	56.0
September 27, 2005	4:30pm – 5:30pm	North of Valleyview Court	Northbound	52.3
	4:30pm – 5:30pm		Southbound	54.0

The average speeds range from 52 to 56 km/h indicating most drivers are exceeding the existing speed limit. The speed limit is a statutory 50 km/h. Staff recommends that York Regional Police be requested to provide increased enforcement of the speed limit on Stevenson Avenue.

Additionally, construction truck traffic was specifically reviewed for speeding concerns. During the radar studies, only 3 construction trucks were noted, and the average speed of these vehicles was 46 km/h, which is in compliance with the existing speed limit.

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**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.

**Conclusion**

Based on staff's review, it is recommended that an all-way stop control not be installed at the intersection of Stevenson Avenue and Valleyview Court, and that York Regional Police be requested to provide increased enforcement of the statutory speed limit of 50 km/h.

**Attachments**

1. Location Map

**Report prepared by**

Mark Ranstoller, Senior Traffic 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 20, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**20 TENDER AWARD – T05-150 RESIDENTIAL DRIVEWAY WINDROW CLEARING PART A & B**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005:

**Recommendation**

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

1. That Tender T05-150 PART "A" and PART "B", be awarded to D. Crupi & Sons Limited at an estimated contract value of \$806,618.43 for a 1 year period; and,
2. That the Mayor and Clerk be authorized to sign the necessary documents.

**Economic Impact**

The total contract value is based on a daily equipment standby rate, as well as an hourly operating rate. For comparison purposes, the total hourly operations are based on a maximum of 4 full-scale ploughing events.

The following is a comparison between the previous prices paid by the City under the old contracts, and the lowest bid prices converted to a "per machine" basis. The total cost includes the equipment standby rates and an equal estimated number of operating hours.

	Part "A"	Part "B"
2004-2005 Winter Season Price per Machine	\$21,202	\$27,495
2005-2006 Winter Season Price per Machine	\$22,288	\$24,711

As can be seen, compared to the previous tender prices, the new tender is slightly higher for Part "A", and significantly less for Part "B", on a "per machine" basis.

The funding in the 2005 Operating Budget for providing this service is \$1,030,900, of which \$659,553 has been spent. This leaves \$371,347 remaining for the Public Works Department to cover both the daily equipment standby costs and any operating hour costs for work performed between December 1 – 31, 2005. Based on the lowest bid prices, this is more than sufficient to cover these costs. All equipment standby and operating costs incurred on or after January 1, 2006, will be charged against the 2006 Operating Budget.

Statistics over the last four years have shown that a full ploughing operation was justified only three or four times per season. If the 2005-2006 winter season follows the same trend as previous winters, and the estimated hours of operation remain similar to previous storm events, the amount included in the draft 2006 Operating Budget will also be sufficient. Should Council wish to discontinue providing this service after the contract expires on March 31, 2006, approximately \$380,000 could be removed from the 2006 Draft Operating Budget.

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**Purpose**

The purpose of this report is to award Tender T05-150 PART A & B for Residential Driveway Windrow Clearing.

**Background - Analysis and Options**

At the end of the 2005 winter season, the existing contracts for Residential Driveway Windrow Clearing expired. Staff prepared a new tender fashioned after the previous contract specifying one windrow clearing machine for each residential road plough unit. The contract is modeled after the salting and ploughing contracts, and includes both a standby and an operating rate. The contract is for one year with an option for two additional one year extensions at the City's discretion.

Tender T05-150 was advertised in the Vaughan Citizen, Electronic Tendering Network (ETN) as well as on the Ontario Public Buyers Association (OPBA) on September 8, 2005. The tender closed on September 22, 2005. Eight documents were issued and a total of four responses were received: one non-compliant bid and three valid bids. The following summarizes the results of the bids submitted:

<b>BID RESULTS FOR T05-150 RESIDENTIAL DRIVEWAY WINDROW CLEARING</b>					
<b>Bid rating</b>	<b>Contractor</b>	<b>Part A</b>		<b>Part B</b>	
1.	D. Crupi & Sons Limited (Bid for Part A and B)	18 Units Total	\$383,184.00	15 Units Total	\$370,665.00
		Total with GST: \$410,006.88		Total with GST: \$396,611.55	
2.	Windrow Enterprises Inc. (Bid for Part B)	No Bid		15 Units Total	\$420,225.00
				Total with GST: \$449,640.75	
3.	614128 Ontario Limited o/a Trisan Construction Ltd. (Bid for Part A and B)	18 Units Total	\$1,795,032.00	15 Units Total	\$1,487,280.00
		Total with GST: \$1,920,684.24		Total with GST: \$1,591,389.60	

The operating portion is based on four ploughing occurrences. The standby portion is based on the period from December 1<sup>st</sup> to March 31<sup>st</sup>. Contractors were invited to bid on Part "A" and/or Part "B" of the contract. Part "A" pertains to the east portion of the City (east of Weston Road), with a current total of 18 units. Part "B" pertains to the west portion of the City (west of Weston Road), with a current total of 15 units. The number of units required will be revised annually to deal with growth, if the contract is extended.

Staff contacted D. Crupi & Sons Limited to ensure that the required equipment and windrow attachments would be available for the 2005-2006 winter season, and they have confirmed that the required equipment is available, should they be awarded the contract. Staff has also checked the bids for mathematical errors.

D. Crupi and Sons Limited have performed windrow clearing for the City of Vaughan in the past to staff's satisfaction. Accordingly, it would be appropriate to award both Part "A" and Part "B" of contract T05-150 to D. Crupi and Sons Limited.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council and complies with Vaughan Vision A-1 "Pursue Excellence in the Delivery of Core Services."

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**Conclusion**

The awarding of T05-150 will provide the City with residential driveway windrow clearing services for at least one year, and retain the ratio of one windrow clearing machine to each residential road plough.

The estimated contract value for Parts “A” and “B” is \$806,618.43, and there are sufficient funds remaining in the 2005 Operating Budget and the 2006 Draft Operating Budget to cover these costs.

**Attachments**

N/A

**Report prepared by:**

Tina Di Biase  
Technical Co-ordinator

Brian T. Anthony  
Director of Public Works

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Item 21, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**21 LATE PAYMENT CHARGES RELIEF FOR LOW INCOME SENIORS IN ARREARS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance and Corporate Services and the Director of Financial Services, dated October 11, 2005:**

**Recommendation**

The Commissioner of Finance & Corporate Services and the Director of Financial Services in consultation with the Director of Legal Services recommends:

1. That a program for low-income Seniors (those receiving the Federal Guaranteed Income Supplement) currently in arrears and own a residential property be provided relief for late payment charges as outlined in Attachment 1;
2. That staff contact those current low income seniors as identified regarding this program; and
3. That the City of Vaughan By-law 328-2004 relating to late payment charges be amended accordingly.

**Economic Impact**

Should Council implement a program as outlined below, staff estimate the impact on the City's late payment charge revenue would be approximately \$22,000 per year. It is anticipated that this program will also encourage seniors in arrears to enter into payment arrangements.

**Purpose**

On September 6, 2005 Committee of the Whole directed staff to prepare a report and make recommendations regarding not charging late payment charges on low-income seniors in arrears. The purpose of this report is to provide Council with information related to a proposed program, Attachment 1, to relieve late payment charges for low-income seniors that are currently in arrears.

**Background - Analysis and Options**

Late payment charges are imposed pursuant to City of Vaughan By-law 328-2004, which is approved annually by Council. Finance staff have consulted with Legal staff and determined that the City may confer the benefit on persons 65 years of age and over. This is permitted since the proposed program confers a benefit to this specific group.

In order to determine the economic impact of such a program, staff reviewed the property tax account for all residents that have applied for the City's low-income senior grant. Of over 900 qualifying residents it was determined that 54 have property tax arrears and may qualify for late payment charge relief. There may be other low-income seniors in Vaughan with property tax arrears that have not applied for the grant, however we have no mechanism to identify them. If all 54 identified residents took advantage of the program, the cost to the City would be approximately \$22,000 per year.

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The current practice for seniors applying for the City's grant is to forward a copy of the senior's grant application to Revenue Canada asking for verification of the receipt of the Guaranteed Income Supplement (GIS) which is payable only to low-income persons as determined by the Federal Government's standards. This approach has worked extremely well and should be incorporated into any new program geared to low-income seniors.

The proposed program, Attachment 1, can be administered within the current property tax software, so long as the benefiting senior agrees to have their monthly payments made through the pre-authorized payment plan. This software contains the ability to apply late payment charges as required. Therefore once three consecutive payments have been made, the account can be coded to "no penalty", until such time as the account is current or default has occurred.

**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**

This program for the relief of penalty and interest for low-income seniors complies with the Municipal Act and can be effectively administered within the property tax system.

**Attachments**

Attachment 1: Recommended Program Conditions

(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 OCTOBER 17, 2005**

Item 22, Report No. 54, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 17, 2005, as follows:

***By approving that the fence height exemption be granted; and***

***By receiving the report of the City Clerk, dated October 11, 2005.***

22

**REQUEST FOR FENCE HEIGHT EXEMPTION  
141 LANGTRY PLACE, THORNHILL**

The Committee of the Whole recommends that this matter be referred to the Council meeting of October 17, 2005.

**Recommendation**

The City Clerk requests direction on this matter.

**Economic Impact**

Not Applicable

**Purpose**

To consider the granting of a fence height exemption pursuant to Section 3.5 of By-Law 80-90.

**Background - Analysis and Options**

The owner of the above noted property is requesting an exemption to the existing fence height restrictions pursuant to Section 3.5 of By-Law 80-90 to permit the maintenance of a side and rear yard fence surrounding a pool. The by-law permits a maximum fence height of 6 feet. The owner has constructed a fence ranging in height from 6 feet to 7 feet 6 inches measured from finished grade. The surrounding properties are higher in elevation. As a matter of safety and to prevent children from climbing the fence allowing entry to the pool area a higher fence was constructed. Attached as Appendix "A" are photographs of the subject fencing and a survey of the property. Originals will be available at the meeting.

**Relationship to Vaughan Vision 2007**

This request is consistent with Section 1.0 – Service Excellence, sub-section 1.1.2 being the review of community designs to ensure enhanced safety standards.

**Conclusion**

Council direction is required on the fence height exemption request.

**Attachments**

Appendix "A" - photographs of the subject fencing.  
- survey of property

**Report prepared by:**

Joseph A.V. Chiarelli  
Manager Special Projects Licensing & Permits  
Insurance-Risk Management

(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 OCTOBER 17, 2005**

Item 23, Report No. 54, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 17, 2005, as follows:

***By approving that the fence height exemption be granted; and***

***By receiving the report of the City Clerk, dated October 11, 2005.***

23

**REQUEST FOR FENCE HEIGHT EXEMPTION  
106 CAIRNBURG PLACE, WOODBRIDGE**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of October 17, 2005, to provide an opportunity for the Local Councillor to meet with the affected residents; and
- 2) That the following deputations and written submission be received:
  - a) Mr. Sergio Villani, 112 Cairnburg Place, Woodbridge, L4L 3L5, and written submission dated October 11, 2005; and
  - b) Ms. Loredana Galvan, 106 Cairnburg Place, Woodbridge, L4L 3L5.

**Recommendation**

The City Clerk requests direction on this matter.

**Economic Impact**

Not applicable

**Purpose**

To consider the granting of a fence height exemption pursuant to Section 3.5 of By-Law 80-90.

**Background - Analysis and Options**

The owner of the above noted property is requesting an exemption to the existing fence height restrictions pursuant to Section 3.5 of By-Law 80-90 to permit the maintenance of a side yard fence. The by-law permits a fence height of six feet. The owner has constructed a fence ranging in height from 6 feet 2 inches to 6 feet 4 inches measured from grade. The resident has 4 children ages 2-5 years and has erected the fence for reasons of safety. Attached, as Appendix "A" are photographs of the subject fencing, a survey of the property and a listing of resident signatures supporting the said application. Originals will be available at the meeting.

**Relationship to Vaughan Vision 2007**

This request is consistent with Section 1.0 – Service Delivery Excellence, sub-section 1.1.2 being the review of community designs to ensure enhanced safety standards.

**Conclusion**

Council direction is required on the fence height exemption request.

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**Attachments**

- Appendix “A” - photographs of the subject fencing.
- survey of the property
- resident signatures

**Report prepared by:**

Joseph A.V. Chiarelli  
Manager Special Projects Licensing & Permits  
Insurance-Risk Management

(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 OCTOBER 17, 2005**

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**Report prepared by**

Joseph A.V. Chiarelli  
Manager Special Projects Licensing & Permits  
Insurance Risk- Management

(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 OCTOBER 17, 2005**

Item 25, CW Report No. 54 – Page 2

**Report prepared by:**

Joseph A.V. Chiarelli  
Manager Special Projects Licensing & Permits  
Insurance-Risk Management

(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 OCTOBER 17, 2005**

Item 26, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

26

**ZONING BY-LAW AMENDMENT FILE Z.03.054  
CANADIAN NATIONAL RAILWAY COMPANY**  
(Referred from the Council meeting of June 15, 2005)

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of April 3, 2006, in accordance with the request contained in the written submission of Mr. Andrew E. Salem, Fraser Milner Casgrain LLP, 1 First Canadian Place, 100 King Street West, Toronto, M5X 1B2, dated September 16, 2005, and the memorandum from the Commissioner of Planning, dated September 21, 2005.

Council, at its meeting of June 15, 2005, adopted the following:

That this matter be referred to the Committee of the Whole meeting of October 11, 2005, in accordance with the written submission of Mr. Andrew E. Salem, Fraser Milner Casgrain LLP, 1 First Canadian Place, 100 King Street West, Toronto, M5X 1B2, dated June 7, 2005.

Report of the Commissioner of Planning dated June 8, 2005

**Recommendation**

The Commissioner of Planning recommends:

THAT Zoning By-Law Amendment File Z.03.054 (Canadian National Railway Company) BE APPROVED, subject to the following conditions:

- a) That the implementing zoning by-law shall:
  - i) rezone the subject lands adjacent to Regional Road #7 (3.79ha) and Highway #407 (0.99ha) from EM4 Employment Area Transportation Zone to EM1 Prestige Employment Area Zone in the manner shown on Attachment #2; and
  - ii) rezone the remaining interior lands (8.08ha) from EM4 Employment Area Transportation Zone to EM2 General Employment Area Zone in the manner shown on Attachment #2.

**Economic Impact**

There are no requirements for new funding associated with this report.

**Purpose**

The Owner has submitted an application to amend the Zoning By-law to rezone 12.86 ha of surplus CN Rail lands from EM4 Employment Area Transportation Zone to EM1 Prestige Employment Area Zone (adjacent to Regional Road #7 and Highway #407) and EM2 General Employment Area Zone (internal) in the manner shown on Attachment #2, to facilitate future employment development.

**Background - Analysis and Options**

The 12.86ha site is located on the south side of Regional Road #7, through to Highway #407, between Keele Street and Jane Street, within the CN MacMillan Railway Yard, in Part of Lots 4 and 5, Concession 4, City of Vaughan.

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The subject lands are designated "Rail Facilities" by OPA #450 (Employment Area Plan) and zoned EM4 Employment Area Transportation Zone by By-law 1-88. The surrounding land uses are:

- North - Regional Road #7; railway/employment (EM1 Prestige Employment Area Zone)
- South - Highway #407; railway/recycling (PB1S Parkway Belt Linear Facilities Zone)
- West - commercial/employment (C6 Highway Commercial Zone, EM2 General Employment Area Zone)
- East - CN Rail Yard (EM4 Employment Area Transportation Zone)

On December 22, 2003, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. To date, one response has been received from the owner of an adjacent property to the west, with concerns related to water run-off and excess road dust due to truck traffic on the service road.

The application was initially scheduled for the January 19, 2004 Public Hearing, but was deferred at the request of the agent. On February 6, 2004, a Notice of Public Hearing was re-circulated to all property owners within 120m of the subject lands and those requesting notification. To date, no additional comments have been received. The recommendation of the Committee of the Whole on March 1, 2004, to receive the Public Hearing report and to forward a technical report to a future Committee meeting, was ratified by Council on March 8, 2004.

#### Official Plan

The Canadian National Railway Company deems the subject lands to be surplus to the needs of the CN Rail yard facility and has proposed that the lands be rezoned for employment uses. The lands are designated "Rail Facilities" by OPA #450 (Employment Area Plan). The "Rail Facilities" policies state that "should railway and related uses cease on lands at the periphery of this designation, the lands may be developed in accordance with the policies of the adjacent Employment Area land use designation where applicable, subject to a Block Plan being approved by Council".

The adjacent land use designations are "Prestige Area" along Regional Road #7 and Highway #407, and "Employment Area General" in the interior, consistent with the locations of the proposed zoning as shown on Attachment #2. The proposed rezoning of the lands abutting Regional Road #7 (3.79ha) and Highway #407 (0.99) to EM1 Prestige Employment Area Zone and the remaining interior lands to EM2 General Employment Area Zone would implement the land use designations in OPA #450 and conform to the Official Plan. The subject lands are not of sufficient size, nor are there any need for public roads to traverse through the property, to warrant the preparation of a Block Plan.

#### Zoning

The subject lands are zoned EM4 Employment Area Transportation Zone by By-law 1-88, which permits a railway classification yard, including accessory office, warehousing, distribution and repair facilities, and is currently operating as such. CN Rail deems the subject lands to be surplus to the needs of the rail yard and has proposed that the lands be rezoned from EM4 Zone to EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone, in the manner shown on Attachment #2. The proposed rezoning would implement OPA #450 (Employment Area Plan) and permit prestige industrial, office and civic uses with no outside storage along Regional Road #7 and Highway #407, and general employment uses with outside storage in the interior of the site.

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#### Land Use/Compatibility

CN Rail does not have any users for the parcels to be zoned EM1 and EM2 Zone, and are requesting that their surplus property be pre-zoned to facilitate future use for employment development, in accordance with the uses permitted by the respective zones in By-law 1-88. On this basis, prestige employment uses with no outside storage would be located adjacent to Regional Road #7 and Highway #407, thereby providing up-graded employment development and attractive building facades along these major arterial roads and highways. The interior of the property, when developed, would be less visible from the adjacent roads, and may or may not require outside storage.

Staff has reviewed the concerns from the owner of an adjacent property (29-35 Killaloe Road) to the west, related to water run-off and excess road dust due to truck traffic on the service road within the subject lands.

The future development of the site would be reviewed through the site plan approval process which would address these issues. The review would also consider site layout, access, traffic management, landscaping, building elevations, storm water management, site servicing and grading, and treatment of all internal road surfaces. In addition, any necessary exceptions to the EM1 and EM2 Zone requirements to implement the approved site plan would be identified, and would require approval from the City.

Staff is satisfied that the proposed rezoning is appropriate and compatible with the surrounding employment and railway development, and in conformity with the Official Plan.

#### Region of York

The site will be served by two access points, a future right-in/right-out access onto Regional Road #7 as indicated below, and an existing driveway connection to a cul-de-sac at the eastern terminus of Freshway Drive that will be retained and upgraded. The Region of York has no objection to the proposal and requests that any future site plan applications be subject to the following conditions:

- Only a right-in/right-out vehicular access shall be permitted to Regional Road #7; and,
- The future Regional Road #7 rapid transitway shall be built through this area, and as such, a 5m wide buffer shall be planned in addition to the 45m road right-of-way along the frontage of Regional Road #7.

A traffic study was prepared on behalf of the applicant by Sernas Transtech, which considered the traffic impact of the redevelopment of the lands for employment uses, and to determine if any road improvements were necessary as a result of any additional traffic on the adjacent streets. The study concluded that the proposed rezoning to facilitate redevelopment of the site would not impact the surrounding road network. The traffic volumes attributed to the subject development can be supported by the existing area road network without undue impacts. The Region of York Transportation and Works Department and the Vaughan Engineering Department have both approved the traffic study.

#### Ministry of Transportation (MTO)

The MTO has no objections to the proposal. All buildings and structures must be setback a minimum of 14m from the Highway #407 property line. The Ministry will require permits for all buildings located within 46m from their property line and 400m from the centre point of Highway #407.

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**Relationship to Vaughan Vision 2007**

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly “A-5”, “Plan and Manage Growth”.

**Conclusion**

Staff has reviewed the proposed Zoning By-Law Amendment application in accordance with the policies of OPA #450, the requirements of By-Law 1-88, and the area context. Staff is satisfied that the proposed rezoning of the subject lands from EM4 Employment Area Transportation Zone along Regional Road #7 and Highway #407 to EM1 Prestige Employment Area Zone, and the remaining interior lands to EM2 General Employment Area Zone, is appropriate and compatible with the surrounding employment and railway development, and in conformity with the Official Plan.

On this basis, Staff can support the approval of the proposed application to amend the Zoning By-law, subject to the conditions contained in this report.

**Attachments**

1. Location Map
2. Recommended Zoning

**Report prepared by:**

Christina Napoli, Planner I, ext. 8483  
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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**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 27, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

27

**ARCHITECTURAL DESIGN (CONTROL) GUIDELINES  
AND APPROVAL OF CONTROL ARCHITECT  
BLOCK 18 COMMUNITY PLAN  
FILE BL.18.2001**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated October 11, 2005:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT the Architectural Design Guidelines for the Block 18 Community, prepared by The Planning Partnership, BE APPROVED; and,
2. THAT The Planning Partnership, BE APPROVED as the Control Architect for the Block 18 Community.

**Economic Impact**

There are no requirements for new funding associated with this report.

**Purpose**

The purpose of this report is to obtain Council approval on the Architectural Design Guidelines and Control Architect for the Block 18 Community.

**Background – Analysis and Options**

The Block 18 Community is bounded by Rutherford Road to the south, Major Mackenzie Drive to the north, Dufferin Street to the east and the CNR railway line to the west, comprising Part of Lots 16 to 20, Concession 2, City of Vaughan, as shown on Attachment #1.

The approved Block 18 Plan provides for a community with land uses including low and medium density residential, neighbourhood commercial, public institutional and a community centre. The Plan is pedestrian-friendly and capitalizes on its close proximity to GO Transit, and the natural features integrated into the plan such as the open space tributaries of the upper east and upper west Don Rivers, and two designated tableland woodlots.

a) **Council Resolution**

On August 25, 1997, Council adopted the following motion (in part):

“The draft plans of subdivision be subject to conditions of approval to implement the architectural review process;”

The Block 18 Architectural Design Guidelines have been submitted by the participating Block 18 Developer’s Group in response to the above-noted resolution of Council.

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##### b) Context for Application of Design Guidelines

One of the goals of the City in OPA #600 is to “provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas”. One factor that contributes to the liveability of a community is the quality of the urban design and built form. In giving physical representation to the community, urban design and architecture constitute a critical element in the process of community building.

Obtaining quality urban design is a high priority to the City. The public has come to perceive the urban design approaches to suburban development as problematic, especially in respect to the creation of monotonous streetscapes. Treatments that emphasize attractive streetscapes, a high quality pedestrian environment and the minimization of the visual impact of the automobile, are now being emphasized in the marketplace. To provide guidance in this area, Council adopted, on June 11, 2001, a set of design standards for the new community areas that enunciate a series of design principles that are considered to be common to all areas.

In order that each development makes a positive contribution to the developing community, the implementation of architectural design guidelines through each subdivision agreement is necessary. The guidelines will assist in ensuring that each dwelling or building plays a positive role in creating attractive pedestrian-oriented streetscapes.

##### Block 18 Community Architectural Design Guidelines

Architectural Design Guidelines have been prepared for the Block 18 Community to establish an architectural vision for the community and to provide guidance in the design and siting of residential, commercial and institutional buildings and their collective impact on the streetscape. Furthermore, the objective of these guidelines is to assure compatibility in materials, massing, and architectural detailing; in addition to ensuring the community's safety and aesthetic quality.

The architectural design control process approved by the City is to be privately administered and will be the responsibility of the developer's group control architect to ensure compliance with the approved Architectural Guidelines. The control architect will be responsible for reviewing the final site plans that form part of the plans for building permit. The Planning Partnership has been selected as the control architect by the respective participating landowners in the Block 18 Community. The appointment of The Planning Partnership as the Control Architect must be approved by the City.

##### Implementation

The subdivision agreement will provide for the control architect to approve architectural elevations for buildings prior to submission to the City for building permit. The control architect must stamp the plans certifying that the plans are in conformity with the Architectural Guidelines as approved by Council.

The Planning Partnership is the firm that prepared the Guidelines and has significant experience in this area. It is intended that The Planning Partnership provide the services of the Control Architect (whose cost will be paid by the Block 18 landowners group). City staff will monitor the process on a semi-annual basis to ensure the architectural control program is achieving its objectives.

##### Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A5', "Plan and Manage Growth".

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**Conclusion**

The Development Planning Department has reviewed the Architectural Design Guidelines prepared by The Planning Partnership for the Block 18 Community, and can support its approval, subject to confirmation of The Planning Partnership as the control architect for the Block 18 Community.

**Attachments**

1. Location Map (Block 18 Community Plan)
2. Draft Architectural Design Guidelines (Block 18 Community) – COUNCILLORS ONLY

**Report prepared by**

Rob Bayley, Senior Urban Designer, ext. 8254  
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. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**28** **SITE DEVELOPMENT FILE DA.05.017**  
**2056247 ONTARIO INC.**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated October 11, 2005, be approved; and**
- 2) That the elevation drawings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

THAT the building elevations for Site Development File DA.05.017 (2056247 Ontario Inc.) BE APPROVED.

**Economic Impact**

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

**Purpose**

The Owner has submitted a Site Development Application to permit the development of one, two-storey, 5509m<sup>2</sup>, 27 unit industrial building with a mezzanine (Building "A"), on a vacant 2.74ha lot, as shown on Attachment #2.

The site plan also shows the future development of a 4836m<sup>2</sup> industrial building (Building "B"), which will be considered through a separate application.

**Background - Analysis and Options**

The subject lands (Attachment #1) are located at the northwest corner of Regional Road #27 and West Royal Gate Boulevard, in Part of Lot 5, Concession 9, City of Vaughan.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) and zoned EM3 Retail Warehouse Employment Area Zone by By-Law 1-88, subject to Exception 9(1013). The proposed development conforms and complies with the Official Plan and Zoning By-law, respectively.

The elevation plan provided on Attachment #3, shows an L-shaped building that will be constructed to a height of 8.1m, with a peaked architectural feature above the southeast entrance increasing the height to 12m. The building materials consist of aggregate and ribbed white precast panels and blue glazed windows. The primary façades are located on the east and south elevations facing Regional Road #27 and West Royal Gate Boulevard, respectively, and will be designed with multiple glass unit doors, and upper and lower level windows, divided by a continuous sign box and framed in white aggregate precast panels.

The remaining two facades are of similar design and consist of ribbed white precast panels with

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14 of 27 drive-in doors and 13 of 26 man-doors to be provided on the north elevation, with the remaining man doors and drive-in doors to be provided on the west elevation. The roof-top mechanical equipment is screened from the view of the adjacent streets.

The proposed landscape plan shows a mix of coniferous and deciduous trees and shrubs along the perimeter of the site, with 9m landscape strip along Regional Road #27, 6m along West Royal Gate Boulevard and 3m along Royal Group Crescent. The landscape plan shall be to the satisfaction of the Development Planning Department.

**Relationship to Vaughan Vision 2007**

This report is consistent with Vaughan Vision 2007, particularly priority “A-5”, “Plan and Manage Growth”.

**Conclusion**

The Development Planning Department is satisfied with the proposed elevations for the multi-unit industrial building.

**Attachments**

1. Location Map
2. Site Plan
3. Elevation Plan, (Building “A”)

**Report prepared by:**

Christina Napoli, Planner I, ext. 8483  
Arto Tikiryan, Senior Planner, ext. 8212  
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 29, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

29

**STREET NAME APPROVAL  
DRAFT PLAN OF SUBDIVISION FILES 19T-04V04, 19T-04V03, 19T-04V14  
UNITED CAPITAL INVESTMENTS LIMITED,  
STONE MANOR DEVELOPMENTS, AND FOREST GREEN HOMES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated October 11, 2005:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT the following street names for Draft Plan of Subdivision Files 19T-04V04 (United Capital Investments Limited), 19T-04V03 (Stone Manor Developments) and 19T-04V14 (Forest Green Homes) BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Vittorio De Luca Drive
Street 'B'	George Bogg Road
Street 'C'	Isaac Devins Avenue
Street 'D'	John Frank Street
Street 'E'	Beamish Lane
Street 'F'	Henry Peters Lane

**Economic Impact**

There are no requirements for new funding associated with this report.

**Background**

The subject lands shown on Attachment #1 are located on the south side of Regional Road #7, west of Helen Street, in Lot 5, Concession 7, City of Vaughan.

The applicant has submitted street names for approval. The Planning Department for the Region of York does not have any objections to the proposed names.

The proposed roads in each of the three subdivisions will be considered through future respective condominium applications, as these roads will be privately owned by the respective condominium corporations as a common element.

**Relationship to Vaughan Vision 2007**

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', "Plan and Manage Growth".

**Conclusion**

The Development Planning Department has no objection with the proposed street names for approved Draft Plans of Subdivision 19T-04V04, 19T-04V03 and 19T-04V14.

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**Attachments**

1. Location Map
2. Draft Plan Subdivision with Proposed Street Names

**Report prepared by:**

Jack McAllister, Senior GIS Technician, ext. 8209  
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 30, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**30                      DESIGN CONCEPT FOR AVENUE 7 INCLUDING RAPID TRANSIT  
                                 THROUGH THE VAUGHAN CORPORATE CENTRE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning and the Commissioner of Engineering and Public Works, dated October 11, 2005:

**Recommendation**

The Commissioner of Planning and the Commissioner of Engineering and Public Works recommend:

1. THAT the presentation by Staff on the proposed design for Avenue 7 (Highway 7) as a component of the Draft Master Plan document for the Vaughan Corporate Centre Streetscape and Open Space Master Plan Study, BE RECEIVED.
2. THAT the proposed design for Avenue 7, as described in the presentation and reflected in Attachment 2 to this report, BE ADOPTED as the City's preferred design for the ultimate configuration of Avenue 7 through the Vaughan Corporate Centre.
3. THAT the Region of York BE ADVISED that the City of Vaughan requests that the preferred configuration for Avenue 7 identified herein be implemented either through the detailed design stage of the project or as a local amendment to the approved Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment; and that the costing of the preferred configuration be included in the Region of York's budget for the project.
4. THAT this report be forwarded to the Region of York as part of the City's formal comments on the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment.

**Economic Impact**

The implementation of the proposed rapid transit and the Vaughan Corporate Streetscape and Open Space Master Plan will provide a framework for establishing the Corporate Centre – a "Regional Centre" - as both a functional and an appealing "downtown", attracting more investment and assessment to the local tax base. There are no requirements for new funding associated with this report. Funding for this study was provided in the 2002 Operating Budget.

**Purpose**

The primary purpose of this report and presentation by staff is to recommend that Council adopt a resolution to advise the Region of York of Vaughan's preferred configuration for Avenue 7 (Highway 7) and rapid transit through the Corporate Centre, to request its implementation and to ensure that the cost of this portion of the project is included in the Region of York's budget.

**Background - Analysis and Options**

**Purpose of Study**

On December 15, 2003, Council approved the Terms of Reference for the "Corporate Centre

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Streetscape & Open Space Master Plan Study". The purpose of the study is to produce a Streetscape and Open Space Master Plan for the Corporate Centre (Attachment 1), that will:

- prescribe the layout and design of the public spaces within the Corporate Centre Node, including pedestrian and bicycle connections with the greater Corporate Centre District, streets, squares, plazas, and parks, and;
- provide criteria for the assessment of detailed development applications to ensure that they are in keeping with the overall design vision expressed by the Vaughan Corporate Centre Urban Design Guidelines Report, which was adopted by Council on January 19, 1998.

More specifically, the Master Plan is intended to guide development to create an attractive and vibrant urban centre by:

- defining and designing a system of streetscapes and open spaces;
- providing design intent, guidelines and standards that will ensure physical unity throughout the Vaughan Corporate Centre for the long-term build-out of the area;
- coordinating designs with proposed York Region Public Transit initiatives;
- providing a basis for assessment of future development applications to ensure they are in keeping with the vision for the Corporate Centre, and;
- devising a strategic implementation plan to guide funding and construction of the streetscape and open space system.

#### Consulting Team

On April 26, 2004, Council approved staff's recommendation to retain the firm EDA Colaborative Inc. (Landscape Architecture and Urban Design), together with their subconsultants to conduct the study. The sub-consulting team includes: Young + Wright Architects (Architecture & Urban Design Master Planning); J.H. Stevens (Planning & Development Consultants); Reich & Petch Design International (Wayfinding & Communications); Reid Voorhees and Associates (Transportation Engineers), and; MacViro Consultants (Civil Engineering).

#### Work Program

The work program for the study is as follows:

- 1) Background, Inventory and Analysis;
- 2) Conceptualization;
- 3) Preliminary Master Plan;
- 4) Draft Master Plan, and;
- 5) Final Master Plan

The study is currently at the fourth stage of the work program.

#### Public Consultation

The study's design concepts were based on a three-part consultation program, which included one-on-one stakeholder interviews, a full day charette on July 29, 2004, and a series of meetings and workshops with City and Regional staff, and agencies. Further consultation with the stakeholders will be required prior to the finalization of the Master Plan.

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#### Draft Master Plan

The Draft Master Plan document describes a development framework that builds on Official Plan #500 (Corporate Centre Plan), OPA #528 (Road Network Improvements) and OPA #529 (Higher Order Transit Corridor Protection Study) and the Vaughan Corporate Centre Urban Design Guidelines Report. The Draft Master Plan document consists of a Master Plan Concept, streetscape guidelines for the primary, secondary and tertiary roads, built form, parks and open space guidelines, design standards, phasing and implementation.

The Vaughan Corporate Centre Streetscape and Open Space Master Plan Study and Draft Master Plan document is approximately 80% complete. Further public consultation and staff comments are required in order to finalize the document. City staff will continue to work with the consultant in terms of achieving further details on streetscape profiles, built form, storm water management, sustainable development, and the implementation of a final plan. A presentation by EDA Collaborative Inc. and the subconsultants on the Draft Master Plan document is expected on the October 25, 2005 Working Session.

#### York Region Rapid Transit Plan

In 2002, the Region of York completed a Transportation Master Plan that recommended rapid transit improvements in four corridor locations. Based on the recommendation of the Master Plan, the Region has initiated three separate environmental assessments (EA's) to assess the requirements for public transit improvements and the potential for environmental effects of these activities. In August 2005, the Region of York submitted the Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements Environmental Assessment (EA) to the Ministry of Environment for approval. The Ministry is requesting written comments on the EA by October 26, 2005. A report from staff addressing all aspects of the Environmental Assessment as it affects the City of Vaughan will be coming forward to the October 24, 2005, Committee of the Whole meeting.

Staff recommends that Council adopt a resolution identifying the design concept described in this report as the City's preferred design for the ultimate configuration of Avenue 7 through the Vaughan Corporate Centre. It is also being requested that the Region of York implement the preferred configuration for Avenue 7 identified herein either through the detailed design stage of the project or as a local amendment to the approved Highway 7 Corridor and Vaughan North-South Public Transit Improvements Environmental Assessment; and that the costing of the preferred configuration be included in the Region of York's budget for the project. The design concept for Avenue 7 incorporates rapid transit into a grand landscaped avenue, which is intended to be the centerpiece of Vaughan's city centre.

It is important that the portion of the Master Plan that details a design concept for rapid transit and a grand avenue (Avenue 7) as the centerpiece of an emerging city centre be recognized as Council's ultimate vision for the transitway through the Corporate Centre. Incorporation of this concept will ensure that any construction work will take into account the ultimate form of the transitway and avenue. This will avoid any unnecessary alterations and ensure that the Region takes the costing of the ultimate form of the transitway and road allowance into account. Plans from the Master Plan Study and the EA report showing the details of Avenue 7 and the rapid transit service, are shown on Attachments 2 and 3, respectively. When compared to the EA study, the draft Master Plan document shows a wider right-of-way width for Avenue 7 through the Corporate Centre accommodating a wide landscaped center median, larger landscaped boulevards, slightly narrower lane widths, and lay-by parking and bicycle lanes.

Section 9.1.1 of the Environmental Assessment Report, dated August 2005, states:

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“A review of the final design in the area of Vaughan Corporate Centre with York Region and City of Vaughan during the transitway preliminary and detailed design phases is recommended. If necessary, local amendments will be made to the cross-sections shown in this EA for the section within the Corporate Centre Study limits.”

Now that the City is at a more definitive stage in the design of Avenue 7 through the Corporate Centre, it is necessary that the Region account for this design in the implementation of the EA study and to include it into the Region’s budget for the project.

#### Next Steps

The next steps for the Master Plan Study are as follows:

- Finalize the Draft Master Plan by incorporating comments from staff, Council and landowners
- Present Final Master Plan at Public Hearing
- Committee of the Whole meeting and recommendation
- Implementation of the Plan (eg. amendment to the Official Plan and/or Comprehensive Zoning By-law 1-88).

#### **Relationship to Vaughan Vision 2007**

The development of the Corporate Centre Streetscape and Open Space Master Plan Study reinforces Vaughan Vision 2007 and will result in the fulfillment of the following strategic priorities:

1.1 Improve community safety through design, prevention, enforcement and education.

The provision of a high quality and balanced approach to a well-designed public and private realm, and constituent services, will enhance public safety.

2.5 Strengthen the City’s diversified economic base.

A strong Corporate Centre Master Plan will give assurance to the development community and to existing and future occupants, of the City’s commitment to the area and signify the high level of development expected.

3.0 Transportation and Transit Infrastructure.

The development of the Corporate Centre will support transit use, and conversely, transit development will serve as a catalyst for the development of the Corporate Centre. The Master Plan is required to direct such development.

4.1 Promote and encourage investment in the Vaughan Corporate Centre.

The proposed Master Plan will serve as a promotional tool in its depiction of the Corporate Centre development and will encourage investment due to a clear design commitment to the public realm and associated private development.

#### **Conclusion**

The Vaughan Corporate Centre has an important function in the urban structure established in both the City of Vaughan and Region of York Official Plans. It is the objective of the Region’s Official Plan to create a well-designed system of Regional Centres to focus on residential, institutional and business activities. The Regional Official Plan identifies the Vaughan Corporate

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Centre as one of four primary centres in the Region of York and the only “Regional Centre” in the City of Vaughan.

City Staff have met with Regional Staff to explain the draft Master Plan concept for the Corporate Centre. The plans currently attached to the EA study show a more basic treatment that does not reflect the cross sections identified in the City’s draft study. The Corporate Centre study is sufficiently complete to be able to present the recommended concept for Council’s endorsement in order to have it reflected as the City’s preferred configuration for Avenue 7 through the Corporate Centre. Providing greater direction from the City at this point will inform the EA study and ensure that the form of the transitway and road allowance treatment can evolve to this desired end and that the costing of such measures has been taken into account.

It is important that the portion of the Master Plan that details a design concept for rapid transit – a grand avenue (Avenue 7) as the centerpiece of an emerging City Centre with Regional significance - be implemented through the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environment Assessment.

Therefore, the Commissioner of Planning and the Commissioner of Engineering and Public Works recommend that the presentation by Staff on the draft Master Plan document be received. It is also recommended that the Region of York be advised that Council’s preferred configuration for Avenue 7 and rapid transit through the Vaughan Corporate Centre should be implemented through the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment as the ultimate configuration, either through detailed design or a local amendment, and that costing for the preferred design be included in the Region of York’s budget for the project.

#### **Attachments**

1. Location Map
2. Corporate Centre Streetscape & Open Space Master Plan
3. Highway 7 Transitway/Road Allowance Section– Environmental Assessment Report

#### **Report prepared by:**

Duncan MacAskill, Senior Planner, ext. 8017  
Diana Birchall, Director of Policy Planning/Urban Design, ext. 8411

(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 OCTOBER 17, 2005**

Item 31, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**31**

**AWARD OF TENDER T05-217  
RURAL ROADS RESURFACING – VARIOUS LOCATIONS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 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:

1. That Tender T05-217 for Rural Roads Resurfacing – Various Locations be awarded to Graham Bros. Construction Limited in the amount of \$1,039,867.48 plus G.S.T.;
2. That a contingency allowance in the amount of \$105,000 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That a Geotechnical Inspection and Material Testing amount of \$10,000 plus G.S.T. be approved to ensure compliance with all applicable standards; and
4. That the Mayor and Clerk be authorized to sign the appropriate documents.

**Economic Impact**

The necessary resources have been allocated and approved for these works. Under the New Rural Roads Strategy these thoroughfares will be paved with hot mix asphalt thereby reducing the future maintenance costs associated with this surface type.

**Purpose**

Council approval to award Contract T05-217.

**Background - Analysis and Options**

The work covered by this tender calls for the resurfacing of various rural roads (see Attachment No. 1 for project locations), Capital Budget Project 1445-2-04 and 1578-0-05. The various rural roads which are included in this contract were upgraded in the past to our rural roads standard with a double surface treatment. Over the last few years, these roads have been deteriorating rapidly due to the increased traffic volumes and types of use.

As part of our proposed works, we are applying the new City of Vaughan rural roads strategy, which involves hard-surfacing (ie. hot mix asphalt) the road, which will also be considered on similar rural roads in the future.

This tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OBPA) and on the Electronic Tendering Network (ETN), and closed on September 29, 2005. A total of 12 sets of bid documents were picked up from Purchasing Services Department and the following 9 bids were received:

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<u>Contractor</u>	<u>Total Bid Amount (excl. G.S.T.)</u>
Graham Bros. Construction Limited	\$1,039,867.48
Furfari Paving Co. Ltd.	\$1,117,897.00
Fermar Paving Limited	\$1,155,342.50
K.J. Beamish Construction Co. Limited	\$1,213,905.08
Lafarge Paving & Construction Limited	\$1,222,718.04
D. Crupi & Sons Limited	\$1,276,360.79
Aecon Construction + Materials Limited	\$1,325,003.37
Pave-All Limited	\$1,417,063.00
Brennan Paving & Construction Ltd.	\$1,665,408.67

The estimated cost for this project including contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$1,190,000 and is calculated as follows:

Graham Bros. Construction Limited (excluding G.S.T.)	\$1,039,867.48
Contingency amount (approx. 10%)	\$ 105,000.00
Geotechnical Inspection and Material Testing (estimated amount)	<u>\$ 10,000.00</u>
Sub-Total	\$1,154,867.48
G.S.T. (7% amount 100% recoverable)	\$ 80,840.72
Treasury Administration (3%)	<u>\$ 34,646.02</u>
Total	\$1,270,354.22
Less G.S.T. Recoverable	\$ (80,840.72)
Net Total Cost	\$1,189,513.50

**ROUNDED \$1,190,000.00**

Engineering staff has reviewed the submitted bids and are satisfied that Graham Bros. Construction Limited, which has successfully completed similar works, is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder, Graham Bros. Construction Limited.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council.

**Conclusion**

Sufficient funding is available in the 2004 and 2005 Capital Budget (Projects 1445-2-04 and 1578-0-05) to complete the project. Staff recommend that this contract be awarded to Graham Bros. Construction Limited in the amount of \$1,039,867.48.

**Attachments**

1. Location Map

**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.)

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**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 32, Report No. 54, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 17, 2005, as follows:

***By approving that the Committee of the Whole addendums be available in “hard copy” and posted on the city’s website no later than the close of municipal business on the Thursday immediately prior to meetings of Committee of the Whole.***

32

**ENHANCING SERVICE TO THE PUBLIC**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated October 11, 2005:

**Recommendation**

Councillor Carella recommends that the Clerks Department be directed to ensure that the agenda for Committee of the Whole (Public Hearings) be available in “hard copy” and posted on the city’s website no later than the close of municipal business on the Thursday immediately preceding meetings of the Committee of the Whole (Public Hearings)

**Economic Impact**

Nil.

**Purpose**

To ensure that members of the public have access to the agenda of the Committee of the Whole (Public Hearing) one full business day in advance of the date of the scheduled meetings of the Committee of the Whole (Public Hearing).

**Background – Analysis and Options**

At present, agenda for the Committee of the Whole (Public Hearing) are available as late as the afternoon of the Friday preceding the regularly scheduled meetings of the committee, usually the first and third Monday evenings of each month. This permits the public only one business day to review the agenda, that day being the same as the date of the meeting.

The practice with respect to the same agenda in two other York Region municipalities was investigated and it was determined that in the case of the Town of Markham, public hearings are held on Tuesdays, with agenda available the previous Friday, reflecting the standard which is embodied in this report. In the case of the Town of Richmond Hill, public hearings are held on Wednesdays, with agenda available the previous Friday, one more day than proposed in this recommendation.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

It is appropriate that the public receive timelier notice of the agenda of meetings of the Committee of the Whole (Public Hearings) by increasing by one business day the time available to the public for review of such agenda.

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**Attachments**

Information from staff of the Towns of Markham and Richmond Hill

**Report prepared by:**

Councillor Tony Carella

(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 OCTOBER 17, 2005**

Item 33, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

33

**TURN-CONTROL SIGNAGE IN WEST WOODBRIDGE**

The Committee of the Whole recommends:

- 1) That staff review the timing of signal lights at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive, to determine if the length of time allotted for traffic to enter the intersection from Forest Drive and Lewis Drive is sufficient to accommodate efficiently the amount of that traffic, and that traffic infiltration studies be conducted before and after any changes to the timing of the signal lights as may be required;
- 2) That the following report of Councillor Carella, dated October 11, 2005, be received; and
- 3) That the deputation of Mr. Gino Capogna, 70 North Ridge Road, Woodbridge, L4L 2G8, and written submission dated October 5, 2005, be received.

**Recommendation**

Councillor Tony Carella recommends

1. That staff conduct a survey to determine whether the majority of respondent residents of North Ridge Road and that portion of Moonstone Place north of Woodbridge Avenue agree in principle to the placement of turn-control signage as described below, and that if there is agreement in principle on the part of the majority of respondent residents, which of the two options described below is preferred by the majority of the respondent residents.
  - a. the complete prohibition of right turns from Woodbridge Avenue onto Moonstone Place north of Woodbridge Avenue and of left turns from Forest Drive onto North Ridge Road; or
  - b. the prohibition of right turns from Woodbridge Avenue onto Moonstone Place north of Woodbridge Avenue during the hours of 4 pm to 7 pm Monday - Friday; and of left turns from Forest Drive onto North Ridge Road during the hours of 6 am to 9 am Monday - Friday
2. That if the majority of respondent residents agree in principle, the option chosen by the majority of those who agree in principle with this recommendation, will be implemented by staff no later than December 1, 2005; and
3. That unless precluded by a by-law currently in effect or by provincial legislation or regulation, such signs to be augmented by the placement immediately below of smaller signage of the same width indicating "Up to [the maximum number of] points" which might accrue to any motorist convicted of violating the prohibition against turns at these locations.
4. That staff review the timing of signal lights at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive, to determine if the length of time allotted for traffic to enter the intersection from Forest Drive and Lewis Drive is sufficient to accommodate efficiently the amount of that traffic.

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**Economic Impact**

Nil

**Purpose**

To address the concerns of residents of North Ridge Road and that portion of Moonstone Place north of Woodbridge Avenue

**Background and Analysis**

Councillor Carella recently met with some twenty residents of North Ridge Road and that portion of Moonstone Place north of Woodbridge Avenue, all of whom have witnessed a substantial increase in through-traffic since the placement of a stop signal at the intersection of Woodbridge Avenue and Forest Drive. The problem appears to be aggravated by the short duration of the green light which controls access to the intersection by traffic heading southbound on Forest Drive.

Motorists traveling in that direction and wishing to avoid queuing at Woodbridge Avenue routinely turn into North Ridge Road; similarly motorists traveling in a westerly direction along Woodbridge Avenue, and wishing to avoid the same stoplight, have made it a practice to turn right onto Moonstone Place, which runs into the eastern end of North Ridge Road.

**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**

It is appropriate that Council respond to this request by surveying the residents of North Ridge Road and that portion of Moonstone Place north of Woodbridge Avenue, to determine if the majority of respondent residents do support a request for some measure of turn-controls at the above-described locations, and that the preferred option of respondent residents be implemented, along with other recommendations listed above.

**Attachment**

None

**Report prepared by**

Councillor Tony Carella

**CITY OF VAUGHAN**

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Item 34, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**34**

**TOURISM FOR BUSINESS DEVELOPMENT:  
SUMMARY OF DISCOVER VAUGHAN BASH 2005**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated October 11, 2005:**

**Recommendation**

The Commissioner of Economic/Technology Development and Communications, in consultation with the City Manager and the Senior Manager of Business Development, recommends:

1. That Council receive this report and
2. That staff be directed to proceed with the implementation of the action steps contained in the "City of Vaughan Tourism Strategy" document, as approved by Council on June 27, 2005, beginning with the immediate hiring of the Manager of Tourism.

**Economic Impact**

The Discover Vaughan Bash creates no negative economic impact. It raises monies earmarked for execution of the Tourism Strategy adopted by Council on June 27, 2005. Proceeds from the 2004 Discover Vaughan Bash were carried forward into the 2005 Operating Budget of the Economic/Technology Development department and the unused portion will be added to the net proceeds from the 2005 Bash.

**Purpose**

The purpose of this report is to present to Council the results of the Discover Vaughan Bash 2005 and to recommend the immediate hiring of the Manager of Tourism.

**Background - Analysis and Options**

In 2004, Council gave staff direction to organize a fundraiser in support of Tourism in Vaughan. Proceeds from that event, the Discover Vaughan Bash 2004, were approximately \$140,000 net. A part of these funds was earmarked for a tourism study and the development of a Tourism Strategy, which was presented to, and approved by, Council on June 27, 2005.

The 2<sup>nd</sup> Annual Discover Vaughan Bash took place at the Lucky Strike Lanes, in Vaughan Mills, on September 22. There were more than 450 people in attendance and the net proceeds are over \$100,000. The Bash enjoyed much success as all comments received have been extremely positive and guests appeared to have positively responded to the many activities that were offered via Lucky Strike Lanes and the Vaughan Mills facility.

**Next Steps:**

The tourism industry in Vaughan is looking to the City to support its business development efforts. In fact, the Vaughan Tourism Advisory Committee (VTAC) has been very well received and is gathering momentum and credibility with every milestone we reach in the evolution of our tourism role as a municipality.

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The report approved by Council on June 27, 2005, included the recommendation that a Manager of Tourism be hired in Year One, which is identified as 2006. However, in order for the tourism operators in Vaughan to receive timely support for projects launching in time to be of benefit to their main season in 2006, which begins in May, the City's efforts in tourism programme development must begin immediately.

For this reason, staff is recommending an immediate hiring of the Manager of Tourism.

#### **Relationship to Vaughan Vision 2007**

The recommendations contained in the "City of Vaughan Tourism Strategy" are in support of the "Finance and Economic Development" strategic priority, specifically 2.5 "Strengthen the City's economic base" and 2.5.3 "develop a tourism strategy in conjunction with York Region".

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

#### **Conclusion**

Strengthening tourism in Vaughan will mean greater strength in the business community as a whole. It will further diversify our economic base and add an additional dimension to our business expansion and retention goals.

The City of Vaughan has grown into a vibrant, dynamic place to live, work and play. Almost one quarter of a million people choose Vaughan for its quality of life, for its diversity and excellent lifestyle. Augmenting our efforts to showcase the myriad activities, events, attractions and exceptional business community will further cement our sense of civic pride in our beautiful City.

#### **Attachments**

None

#### **Report prepared by:**

Frank Miele, Commissioner of Economic/Technology Development and Communications  
Emilia Valentini, Senior Manager of Business Development

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**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 35, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**35**

**VISUAL DOCUMENTATION OF CITY HALL PROJECT**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated October 11, 2005:**

**Recommendation**

Councillor Carella recommends that a report be provided to the Budget Committee from the Commissioners of Community Services and Economic & Technology Development and Communications regarding the creation of a visual record of the progress of the City Hall project, from groundbreaking to the completion of construction and official opening of the building and any financial impact.

**Economic Impact**

The financial impact will be provided in the report to the Budget Committee.

**Purpose**

The City of Vaughan is about to embark on the most important single project of its history, the construction of a new city hall, one which promises to be of special significance in terms of architectural merit and environmental-friendliness. It is appropriate that steps be taken immediately to ensure that the city has a comprehensive record of this project for future historical reference. While much of that record will be documentary (e.g., architectural drawings, landscaping plans, etc.), a visual record of the progress of construction will enhance that history, as such a record will be a key component of any historical account which is predominantly visual (e.g., a television documentary).

**Background – Analysis and Options**

So distinguished a project has the potential of raising the profile of the City of Vaughan world-wide, and in fact indications have already been received that the new city hall will, once opened, attract a wide degree of interest, in view of its design and functionality. The “message” will be spread by a variety of media, including visual media such as television and film. To maximize the range of visual images which might be included in such a record, a digital record of the construction can be developed at little cost. Effectively, what will be required is a single camera mounted on the roof of the present city hall or other height (e.g., a flagpole). At some future date, such a record can be furnished to any party wishing to complete a documentary on the building.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

The City of Vaughan must anticipate the need for a visual history of this architecturally and environmentally significant project by any documentary producer interested in this project.

**Attachments**

None

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**Report prepared by**

Councillor Tony Carella

CITY OF VAUGHAN

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Item 36, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

36

**SANTAFEST PARADE IN MAPLE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri, dated October 11, 2005:

**Recommendation**

Regional Councillor Mario F. Ferri recommends:

That Vaughan Council request the Region of York to permit the following temporary road closure for the Santafest Parade on Sunday November 13, 2005 between the hours of 1:30p.m. and 3:30p.m. along Major Mackenzie Drive between Hwy 400 to the Vaughan Civic Center; and

That City staff be authorized to provide various services for this event, as well as any appropriate measures, such as temporary event related parking restrictions and similar actions subsequent to detailed event planning.

**Economic Impact**

None

**Purpose**

To facilitate the community's request for road closure support for Maple Santa Claus parade in Maple.

**Background - Analysis and Options**

The Santafest Committee comprised of several community groups, clubs, organizations, businesses and City staff, wish to hold its Sixth Annual Santafest Parade featuring, the ever popular, Santa Claus. The desired parade route would originate at Canada's Wonderland and proceed east along Major Mackenzie Drive to Vaughan Civic Center.

Major Mackenzie Drive is under the jurisdiction of the Region of York, accordingly, it will be necessary to obtain Regional approval and any required permits for this event.

The actual parade is predicted to last approximately one hour from start to finish. However, it is suggested that the parade route be closed to through movement, non-event related traffic between 1:30p.m. and 3:30 p.m. on the event day. This would assist in orderly spectator arrival and departure along the parade route. Appropriate road detours to facilitate through traffic movement can be arranged and decided upon in upcoming liaison with the appropriate Regional staff.

City staff from various appropriate municipal departments will also be involved in activities such as the procurement of Regional Police assistance, media notification, detour signing and barricade provisions and any other similar requested assistance.

**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**

Council's support through its request to the Region of York will ensure a safe and successful parade event.

**Attachments**

None

**Report prepared by:**

Joseph A.V. Chiarelli  
Manager Special Projects Licensing & Permits

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 37, Report No. 54, of the Committee of the Whole, which was adopted, as amended, the Council of the City of Vaughan on October 17, 2005, as follows:

***By receiving the memorandum from the Commissioner of Finance & Corporate Services, dated October 17, 2005.***

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37

**DEPUTATION – REVEREND DR. DAVID SHERBINO  
WITH RESPECT TO CORNERSTONE COMMUNITY CHURCH IN KLEINBURG**

The Committee of the Whole recommends that the deputation of Reverend Dr. David Sherbino, Cornerstone Community Church, Kleinburg, and the written submission dated October 4, 2005, be received and referred to staff for a report to the Council meeting of October 17, 2005.

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Item 38, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**38**

**DEPUTATION – MR. DOMENIC DI GIRONIMO  
WITH RESPECT TO A RECREATIONAL PROJECT ON HWY. 50**

The Committee of the Whole recommends that the deputation of Mr. Domenic Di Gironimo, President, Ultimate Sports Center, 7345 Highway 50, Vaughan, L4L 1A5, and written submission dated October 7, 2005, be received and referred to staff for a report to the Committee of the Whole meeting of October 24, 2005, reviewing the issues identified and the definition of “recreational uses”.

*Please also refer to Item 18, Committee of the Whole Report No. 57.*

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Item 39, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

**39**

**NEW BUSINESS – DROP-OFF SITES FOR GOODS  
WITH RESPECT TO THE SOUTH ASIA EARTHQUAKE RELIEF EFFORT**

**The Committee of the Whole recommends that the Al Palladini Community Centre and the Dufferin Clark Community Centre be made available at no cost, as the designated drop off sites for goods and non-perishable foods for the South Asia Earthquake Relief Effort.**

The foregoing matter was brought to the attention of the Committee by Mayor Di Biase.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005**

Item 40, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

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**40**

**NEW BUSINESS – CORPORATE PROTOCOL POLICY  
WITH RESPECT TO OPENING CITY FACILITIES**

**The Committee of the Whole recommends that staff provide a report with respect to the Corporate Protocol Policy for opening city facilities, to a future Committee of the Whole (Working Session) meeting.**

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

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Item 41, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

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41

**NEW BUSINESS – LATE PAYMENT CHARGES  
FOR TAXES FOR ALL LOW-INCOME FAMILIES**

**The Committee of the Whole recommends that staff report to the Budget Committee on the feasibility of relief from late payment charges on taxes for all low-income families.**

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