

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 28, 2005

Item 1, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

1 REQUEST FOR STAFF ATTENDANCE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated November 21, 2005:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff from the appropriate departments be directed to attend a community meeting, on November 30 2005, to discuss the possible implementation of turning prohibitions into Sherwood Park Drive from Dufferin Street.

Economic Impact

To be determined.

Purpose

To obtain resident input on the matter noted above.

Background - Analysis and Options

In response to resident concerns, Councillor Yeung Racco asked staff from the Engineering department to investigate the necessity and feasibility of implementing turning prohibitions northbound on Dufferin Street into Sherwood Park Drive. As a result of this investigation, the Region of York requested that a survey be sent to the residents of Sherwood Park Drive, Alberta Drive and Wedgewood Place regarding the implementation of the turning prohibitions. In light of the results of the survey and a petition received 'against' the proposed turning prohibitions, a community meeting needs to be held in order to afford residents the opportunity to voice their opinions about the proposed prohibitions.

Relationship to Vaughan Vision 2007

6.2 Develop innovative external communication initiatives

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

Conclusion

That appropriate staff be directed to attend the above noted community meeting in attendance with the Local Councillor so as to appropriately address resident concerns.

Attachments

N/A

Report prepared by:

Tanya Dubar, Council Executive Assistant

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Item 2, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

2

THE GRAHAM HOUSE, 9933 DUFFERIN STREET

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 21, 2005:

Recommendation

The Commissioner of Community Services, in consultation with the Director of Recreation & Culture recommends approval of the following Heritage Vaughan recommendation:

1. That the request to designate the William Graham House, 9933 Dufferin Street, be withdrawn due to the deteriorated condition of the building.

Economic Impact

This request has no financial impact.

Purpose

The purpose of this report is to seek Council approval of the Heritage Vaughan recommendation that the designation under Part IV of the Ontario Heritage Act of the Graham House, 9933 Dufferin Street, as previously requested by Heritage Vaughan committee, be withdrawn due to the deteriorated condition of the house.

Background - Analysis and Options

The designation of the Graham House at 9933 Dufferin Street under Part IV of the Ontario Heritage Act was recommended in a Committee of the Whole report to Council in June 2005. The structure is located at the south-east corner of Major Mackenzie Drive and Dufferin Street (Block 11) and was identified by Cultural Services staff and Heritage Vaughan committee as having cultural heritage value. At the June 20, 2005 Committee of the Whole meeting, the consultant representing the owner requested to Council that the Designation review of the subject structure be referred to a future meeting of Council to allow the owner to present and discuss a number of issues/concerns with Heritage Vaughan committee.

At the request of the owner, Heritage Vaughan committee members conducted a site meeting at the subject property on August 4, 2005 to review for themselves the current condition of the house. The "Built Heritage Evaluation Form", as found in Attachment 1, was used to numerically evaluate the condition of the Graham house. In May 2005, this "Evaluation Form" was approved by Heritage Vaughan committee, as the standard evaluation criteria for Culture staff to use when evaluating the City's heritage buildings.

This complete report was presented to Heritage Vaughan members at the site meeting for review. The resulting evaluation score of the house was poor due to the extensive water damage that had occurred to the house and the resulting deterioration of the exterior trimwork, eaves and window/door openings.

As a result of the poor condition of the house, Heritage Vaughan committee at its meeting of

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August 24, 2005 passed a motion that recommended to Council a withdrawal of the previous request for designation under the Ontario Heritage Act and furthermore that the Committee had no objection to the demolition of the subject building. It was acknowledged by the Committee that due to the extensive damage to the house, it would be difficult to support the request for designation of the house. As a result the building has since been demolished.

The Ontario Heritage Act allows municipal councils to designate individual buildings and or property or cultural heritage significance under Part IV of the Act. The Designation of property under the Ontario Heritage Act would require that no changes, additions or demolition to a designated property take place without Council's approval.

Relationship to Vaughan Vision 2007

Section 4.6 of the Vaughan Vision encourages the preservation and enhancement of the natural and built heritage environment and encourages the preservation of significant historical structures and communities.

This report is consistent with the priorities previously set by Council and the necessary resources to implement all points outlined in this report have been allocated and approved.

Conclusion

Since the June request for Designation under the Ontario Heritage Act of the Graham House, located at 9933 Dufferin Street, Block 11, at the south-east corner of Dufferin Street and Major Mackenzie Drive, the structure underwent considerable deterioration due to extensive water damage to the exterior of the house. As a result, Heritage Vaughan committee recommends withdrawal of its previous request to designate the structure under Part IV of the Ontario Heritage Act. Furthermore, Heritage Vaughan committee approved the demolition of the house at its August 24th meeting and the building has since been demolished by the owner.

Attachments

1. Report on the Graham House

Report Prepared By

Diane LaPointe-Kay, Director of Recreation & Culture, ext. 8117
Angela Palermo, Manager of Cultural Services, ext. 8139

(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, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

3

THORNHILL PARK TENNIS CLUB

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 21, 2005:

Recommendation

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

1. That Council authorize the signing of an license agreement with the Thornhill Park Tennis Club for use of the Thornhill Tennis Clubhouse subject to the terms and conditions in the agreement; and,
2. That a By-law is enacted authorizing the signing and execution of any of the documents hereto.

Economic Impact

The Thornhill Park Tennis Club will be reimbursing the City of Vaughan for its proportionate share of all repairs, replacements and utilities in the Thornhill Tennis Clubhouse during their six-month occupation of the building.

Purpose

The purpose of this report is to obtain Council's authorization to execute the signing of the license agreement between the City of Vaughan and the Thornhill Park Tennis Club for use of the Thornhill Tennis Clubhouse.

Background - Analysis and Options

On November 11, 2002, Council approved the construction of the Thornhill Tennis Clubhouse located at 26 Old Yonge Street. The former clubhouse was old and required extensive renovations to comply with code requirements. In addition, the community was in need of a new building to accommodate their needs. At the Council meeting of February 12, 2001, Council approved this project for submission under the Superbuild Corporation Sports, Culture and Tourism Partnership initiative (SCTP) with the Thornhill Tennis Club contributing \$25,000.

The Thornhill Park Tennis Club occupies the entire facility from mid April to mid October. The clubhouse consists of a meeting room, office, storage and the Tennis Club conducts tennis activities and other community based activities for the tennis club during the tennis season. Similar to other leases, the Thornhill Park Tennis Club will be required to contribute its proportionate share of the costs of maintenance, repairs and replacements of the building, in proportion to the time they are in the building.

In consultation with the Legal Department, staff recommends that a formal license agreement be prepared containing the provisions of use by the Thornhill Park Tennis Club and the membership.

During the remainder of the year from mid October to mid April, the Thornhill Park Tennis Club will only occupy the office and storage areas. The remaining space in this building will be used by the City of Vaughan's Recreation and Culture Department for programs in addition to allowing community groups to permit the space.

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Relationship to Vaughan Vision 2007

This report is consistent with the priorities set out in Vaughan Vision 2007 2.4.3. Strengthen the ongoing management of partnership agreements and is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Council approval is being sought to authorize the signing of a formal license agreement with the Thornhill Parks Tennis Club for use of the Thornhill Clubhouse, subject to the terms and conditions contained in the license agreement as well as enacting a by-law authorizing the signing and execution of documents

Attachments

None

Report prepared by:

Lynne A. Bonneville
Administrative Manager, Ext. 8296
Community Services

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Item 4, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

4

**AWARD OF TENDER T05-196
STARLING PARK – PARK DEVELOPMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 21, 2005:

Recommendation

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

1. That T05-196, STARLING PARK – PARK DEVELOPMENT be awarded to Forest Contractors Ltd. for the amount of \$296,870.00; and,
2. That a contingency allowance of 10% be approved, within which the Commissioner of Community Services is authorized to approve amendments to the contract; and,
3. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Capital project #6059-0-05 – Starling Park funding was approved in the 2005 capital budget. The annual operating cost of \$21,000.00 is required to maintain this park once completed.

Purpose

The purpose of this report is to seek approval to award tender T05-196 for the development of Starling Park.

Background - Analysis and Options

The project is for the construction of Starling Park located on Starling Boulevard south of Oxbow Court in Maple. Capital project #6059-0-05 – Starling Park construction funding was approved in 2005 and includes the following in accordance with the master landscape plan: senior and junior play area, gazebo / shade structure, concrete and asphalt walkways; site furnishings; tree and shrub planting; sodding; and lighting. Staff recommend the inclusion of the concrete benches as identified in Section 1C – Provisional Items. The proposed park components were developed through community consultation and were reviewed by the York Regional Police with regards to the principles of CPTED – Crime Prevention Through Environmental Design.

This tender was advertised in the Daily Commercial News and the Electronic Tender Network (ETN). Tenders were closed and publicly opened on Monday, November 7, 2005. Fourteen (14) bid submissions were received and two (2) were deemed non-compliant by the Purchasing Services Department. The bid results are as follows:

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<u>Contractor</u>	<u>Base Tender Price</u> <u>(excluding GST)</u>	<u>Provisional Items</u> <u>(excluding GST)</u>	<u>Total Tended</u> <u>Price</u> <u>(excluding GST)</u>
Forest Contractors Ltd.	\$272,405.00	\$24,465.00	\$296,870.00
Pine Valley Enterprises Inc.	\$350,530.00	\$22,400.00	\$372,930.00
Gateman-Milloy Inc.	\$358,688.66	\$20,545.00	\$379,233.66
North York Excavating	\$382,031.94	\$21,000.00	\$403,031.94
Alpine Sodding Ltd.	\$383,488.50	\$24,500.00	\$407,988.50
MTM Landscaping	\$421,903.46	\$21,000.00	\$442,903.46
NLG Construction Ltd.	\$440,022.21	\$31,500.00	\$471,522.21
Zuron Construction Inc.	\$446,030.00	\$29,400.00	\$475,430.00
Mopal Construction Ltd.	\$449,280.00	\$27,020.00	\$476,300.00
Dig-Con Construction	\$463,495.00	\$28,000.00	\$491,495.00
Lima's Gardens & Construction	\$469,030.00	\$42,000.00	\$511,030.00
Royalcrest Paving	\$529,030.00	\$32,900.00	\$561,930.00
Rutherford Contracting Ltd.	Non-compliant		
Pacific Paving Limited	Non-compliant		

Relationship to Vaughan Vision 2007

Starling Park development 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

Parks Development and Purchasing Services Department staff have reviewed the bid submissions and have determined that the low bid contractor, Forest Contractors Ltd. meets the requirements of the contract.

Upon award of tender, this project will commence in the month of December 2005, weather permitting, and will be completed in the Summer of 2006.

Attachments

None

Report prepared by:

Martin Tavares, Landscape Architect, Ext. 3205
Paul Gardner, Director of Parks Development, Ext. 3209

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Item 5, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

**5 ENTERPRISE GEOGRAPHIC INFORMATION SYSTEM (GIS)
STATUS UPDATE AND FUTURE DIRECTION**

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 November 21, 2005:

Recommendation

The Commissioner of Economic/Technology Development and Communications, in consultation with the Chief Information Officer (CIO), recommends:

1. That this report be received for information.

Economic Impact

The planned GIS activities for 2006 require primarily internal staff resources. Once a long-term funding program is established for corporate GIS activities, then there will be future budgetary impact commencing in 2007.

Purpose

The purpose of this report is to update Council on the current status and future direction of the enterprise Geographic Information System (GIS) initiative.

Background - Analysis and Options

In 2001, Council approved the enterprise GIS strategy. The strategy set out a multi-year initiative to establish a foundation for an enterprise GIS that would result in efficiency improvements in many City departments. These improvements would be the result of better information sharing between departments, better information management, and better use of information for decision making and operational management.

The primary areas targeted by the GIS strategy were:

GIS Organization Structure

The GIS strategy outlined specific organizational structure and staffing requirements for effective development and support of enterprise GIS. In accordance with the strategy, a GIS unit was created and integrated within the Information & Technology Management (ITM) department. The GIS unit has been staffed and appropriate funding has been established through the City's budgeting process. Although initial staffing has been completed for the GIS unit, additional resources are still required, as outlined in the GIS strategy. Complete staffing of the GIS unit is an issue of budget constraints and is being persistently raised during the City's yearly budgeting process.

In addition to creating a dedicated GIS unit, a corporate GIS Steering Committee has been established. The GIS Steering Committee is made up of key departmental stakeholders, who are responsible for enterprise GIS stewardship, priority setting, justification and securing necessary resources for enterprise GIS initiatives.

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Data Maintenance and Acquisition

Establishment of an enterprise GIS database is a key deliverable of the GIS strategy. The enterprise GIS database has been established. It currently contains foundation data layers with appropriate geo-coding and descriptive information. The available data layers include the Single Line Road Network (SLRN), parcel fabric, property lines, municipal addresses, aerial imagery, recreational facilities, civic buildings and properties, parks, schools, etc.. Many of the data layers have been populated with data. Data has been collected from existing manual and electronic records, through subscription, and acquisition.

More effort is required to fully achieve the GIS strategy objectives relating to data standards, ownership, collection, maintenance, and publication. These issues will be the focus of future GIS initiatives.

Hardware / Software / Operations

The GIS strategy identified a clear need for establishing a stable, efficient, and responsive technical environment for the enterprise GIS. The technical environment consists of standards, software servers, database servers, GIS data maintenance tools and utilities, application environments (test and production), database environments (test and production), data maintenance tools, systems maintenance tools, reporting tools, development tools, etc..

The GIS technical environment has been established in accordance with the GIS strategy. The technical environment is currently being further enhanced to enable greater compliance with “open standards” and to facilitate greater integration with other corporate systems.

Applications Development

The GIS strategy identified a number of GIS applications that either needed to be developed or GIS-enabled in order to realize process efficiency value of GIS. The GIS strategy also envisioned Web-enabled GIS applications that would deliver GIS data to external consumers.

During the course of the enterprise GIS implementation, a number of applications have been developed or GIS-enabled for use in various City departments. These applications include the Development Tracking System (DTA), DTA Web, Draft Plan, M-Plan, Economic/Technology Development Site Selection, VaughanNavigator, Parks & Properties, Access Vaughan / GIS integration, etc..

In addition to these GIS applications, numerous data maintenance and reporting tools were implemented. These tools include Vaughan Parcel Index (VPI), ESRI development and data maintenance tools, map layer creation / edit / reporting tools.

To date, a number of City departments and organizational units are positioned for greater operational efficiency with the aid of enterprise GIS. These departments and organizational units include Economic Development, Planning, Engineering, Finance, Access Vaughan, Buildings & Facilities, Parks, and Clerks.

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In summary, all primary objectives in the areas of GIS Organizational Structure, Data Maintenance & Acquisition, Hardware / Software / Operations, Applications Development have been achieved within the outlined time frame and budget. The benefits of these achievements are starting to be realized in numerous City departments in the form of better service to residents and more efficient operations.

The City of Vaughan is being recognized as a leader amongst its peers in the use of GIS. The City's achievements in the area of GIS were showcased at the Municipal Information Systems Association (MISA) conference in 2004, as well as many other Information Technology industry and geomatics industry conferences. The City is also an active and influential member of the YorkInfo Partners group, a group of York Region public sector organizations committed to the advancement and application of GIS technologies for delivery of superior public service. In 2005, the City received an excellence award for innovative use of GIS technology from ESRI Canada, a leading geomatics industry vendor.

Future Direction of GIS

Considerable accomplishments have been realized in the initial stages of enterprise GIS implementation. A good foundation has been established to ensure successful long-term evolution of GIS at the City of Vaughan. It should be recognized that enterprise GIS initiatives are not projects, which have specific start and end dates. Adoption of GIS technology to deliver superior public service is an innovative way of doing business and a long-term commitment to evolutionary, cyclical business process analysis and improvement as required.

Evolution of GIS should be both business needs driven and responsive to changing organizational and business priorities. To facilitate healthy evolution of GIS and other technologies, the ITM department is adopting a systemic methodology of analyzing corporate and departmental business needs in order to identify business process improvement opportunities. Such opportunities would be valued and justified for appropriate resources, then prioritized and realized through the department's Project Management Office (PMO), and under the stewardship of the corporate GIS Steering Committee.

To ensure success of future GIS initiatives, time and effort needs to be taken to re-enforce the following elements of the GIS foundation:

Change Management and Needs Assessment

Many new GIS opportunities exist within the City departments. However, having experienced the initial capabilities and future potential of GIS applications, departments need time to adapt current processes and to envision future GIS applications and potential uses of GIS information. This will be accomplished by business analysis activities in City departments over the next 6 – 12 months.

Internal Competency and Capacity

There is a need to strengthen the organizational competency and capacity to support current GIS applications and to design, build, deliver, adapt, and support future applications and data maintenance and reporting tools. Competencies in the areas of database administration, spatial data administration, systems architecture, cartography, and applications development need to be enhanced. The staffing capacity for such competencies needs to be expanded as well. This need is identified in the ITM 2006 operating budget submission and is supported by the GIS strategy. Should Council approve the identified resources, then action can be taken in 2006 to secure such resources.

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Information Management

Complete, timely and accurate data is critical to any system. In the process of implementing the initial set of GIS applications, a number of data management issues were identified. These issues deal with availability and quality of data needed for effective delivery of services, and operation of related GIS applications. Further study and analysis of organizational and departmental data requirements is needed.

The ITM department has initiated the Information Resource Management (IRM) program that will determine appropriate organizational roles and responsibilities for corporate data standards, data ownership, collection, quality assurance and publication. This initiative will result in further enrichment of the enterprise GIS database with complete, timely and accurate data. The IRM project will involve all City departments and will carry on through year 2006.

Long-term Funding

Once the City's immediate and long-term business needs have been assessed, appropriate GIS competency and capacity secured, and an enterprise-wide Information Management framework established, future commitment to GIS can be scoped. Driven by the organizational requirements and enabled by organizational capability and capacity, a multi year funding program for continual evolution of GIS will be developed.

Upon establishment of a long-term funding program, organizational and departmental GIS opportunities can be prioritized and realized on a year-to-year basis as part of the City's planning and budgeting process.

Relationship to Vaughan Vision 2007

Planning and Managing Growth – Enterprise GIS applications enable numerous City departments achieve higher levels of efficiency, effectiveness and customer service;

Technology and Innovation – GIS and the related data can be used in innovative ways to effectively address various business and citizens service issues.

The recommendations made in this report and related initiatives are consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

All primary objectives of the GIS strategy in the areas of GIS Organizational Structure, Data Maintenance & Acquisition, Hardware / Software / Operations, Applications Development have been achieved within the outlined time frame and budget. The benefits of these achievements are starting to be realized in numerous City departments in the form of better service to residents and more efficient operations.

In addition to the business benefits being realized, the City of Vaughan is being recognized as a leader amongst its peers in the use of GIS. The City's achievements in the area of GIS are recognized within the IT industry, Geomatics industry, and public service sector.

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Many more business improvement opportunities exist within the City departments. Such opportunities should be systematically identified and realized through business process improvement and application of appropriate technologies, such as GIS. This approach requires a long-term commitment to GIS.

To position the City for successful long-term commitment to GIS, time needs to be taken to assess organizational business requirements, establish appropriate GIS competency and capacity, and establish an enterprise-wide Information Management framework. This exercise will allow proper scoping of future GIS initiatives and associated resources and funding requirements.

Driven by the organizational requirements and enabled by organizational capability and capacity, a multi year funding program for continual evolution of GIS will be developed in 2006 and presented as part of the City's 2007 planning and budgeting process.

Attachments

None

Report prepared by:

Dimitri Yampolsky, Chief Information Officer (CIO) – Ext. 8352

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Item 6, CW Report No. 64– Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-2643 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

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Item 7, CW Report No. 64– Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-3365 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

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Item 8, CW Report No. 64– Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-3122 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

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Item 9, CW Report No. 64– Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-3435 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

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Item 10, Report No. 64, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 28, 2005, as follows:

By deleting Clause 1 of the Committee of the Whole recommendation;

By approving that staff provide a report on traffic management measures for the east intersection of Velmar Drive and Village Green Drive; and

By receiving the report of the Commissioner of Engineering and Public Works, dated November 21, 2005.

10

**WESTON DOWNS COMMUNITY
VILLAGE GREEN DRIVE REVIEW**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 21, 2005, be approved; and

Further, the Committee of the Whole recommends:

That staff be directed to work with the developer and the builder to ensure that the boulevard trees on Polo Crescent, Orr Road and Village Green Avenue are planted according to our policy and the subdivision agreement.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That no further traffic calming measures or traffic control devices be installed on Village Green Drive or Orr Avenue.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of implementing additional traffic control options on Village Green Drive, in response to direction from City Council.

Background - Analysis and Options

At its meeting on September 12, 2005, under Item 39, Report No. 46 Council made the following recommendations:

“That the City of Vaughan Engineering Department be requested to conduct a review of traffic control options such as stop signs, median, or speed humps on Village Green in the vicinity of Velmar Drive.”

Residents have seen numerous vehicles approach the stop sign at Village Green and Velmar Drive and not stop to turn sharply into incoming vehicles.

Residents then have expressed that they immediately speed onto Village Green while traveling westerly during PM rush hours.

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Recommendations include: an island or median at Village Green and Velmar Drive with road narrowing, raised intersection, or three way stop signs.

Other recommendations include a three way stop sign on Village Green west of Velmar Drive.”

Village Green Drive, Velmar Drive, and Orr Avenue are feeder roadways with a 23.0m right-of-way, typically accommodating volumes of up to 8,000 vehicles per day. There are pre-existing all-way stop controls and traffic calming measures located along Village Green Drive. The intersection of Village Green Drive/Orr Avenue and Velmar Drive is under existing all-way stop control, and there are existing centre medians at all four approaches to the intersection. There are also existing all-way stop controls at Babak Boulevard and Orr Avenue, Colucci Drive and Orr Avenue, Village Green Drive and Polo Crescent (east leg), and at Village Green Drive and Woolacott Road. Five speed humps are installed along Village Green Drive and Orr Avenue. Refer to Attachment No. 1.

Staff collected speed and volume data on Village Green Drive and on Orr Avenue from October 25, 2005 to October 27, 2005. The collected speed and volume data covered a 24-hour time period and is summarized below.

<u>Location</u>	<u>Direction</u>	<u>24 Hour Volume</u>	<u>Average Speed over Study</u>
Village Green Drive between Novaview Crescent (W) and Novaview Crescent (E)	Eastbound	1212	35 km/h
	Westbound	1221	38 km/h
	Total	2433	
Orr Avenue between Siderno Crescent (W) and Siderno Crescent (E)	Eastbound	1079	42 km/h
	Westbound	1050	41 km/h
	Total	2129	

The existing speed limit on Village Green Drive and Orr Avenue is posted at 40km/h. The collected vehicle speeds are similar to other feeder type roadways within the City. The collected volumes are within feeder roadway capacities.

In accordance with the Council’s Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 - speed humps shall be considered only when the following three warrants are met; the street is not a primary emergency response route, the speed limit is 50 km/h or less, and the average speed is measured to be 10 km/h greater than the speed limit.

The collected speeds do not exceed the posted speed limit by 10 km/h. Village Green Drive is classified as a primary response route. Based on the above warrant, the warrant for the installation of additional speed humps on Village Green Drive is not met.

In comparison, staff collected speed and volume data on Village Green Drive and Orr Avenue from March 30, 2005 to April 6, 2005, and also on Village Green Drive from November 29, 2004 to December 1, 2004. The collected speed and volume data covered a 24-hour time period and is summarized below.

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March 30, 2005 – April 6, 2005 Data Summary

<u>Location</u>	<u>Day of Week (highest weekday volume)/Saturday</u>	<u>Direction</u>	<u>24 Hour Volume</u>	<u>Average Speed over Study</u>
Village Green Dr – west of Nova View Cres	Friday	Eastbound	1121	41 km/h
		Westbound	1303	39 km/h
		Total	2424	
Village Green Dr – west of Nova View Cres	Saturday	Eastbound	953	
		Westbound	1094	
		Total	2047	
Orr Ave – west of Kimber Cres	Friday	Eastbound	759	40 km/h
		Westbound	775	40 km/h
		Total	1534	
Orr Ave – west of Kimber Cres	Saturday	Eastbound	650	
		Westbound	633	
		Total	1283	

November 29, 2004 – December 1, 2004 Data Summary

<u>Location</u>	<u>Direction</u>	<u>Average Speed</u>	<u>24 Hour Volume</u>
Village Green Dr – west of Nova View Cres	Eastbound	41 km/h	1137
	Westbound	41 km/h	1363
	Total		2500

The average speeds on Village Green Drive and Orr Avenue have remained consistent throughout the conducted studies ranging from 35 to 42 km/h. As indicated from the collected traffic volumes, the Orr Avenue traffic volumes have increased, however, the Village Green Drive traffic volumes are relatively the same. The study also indicates that the traffic volume on Village Green Drive has accommodated a similar volume from the Spring 2005 and Fall 2005.

A review of the collision history on Village Green Drive and on Orr Avenue in the vicinity of Velmar Drive showed zero collisions from 2001 to present. There was a single collision in 2004 near the intersection of Village Green and Lipa Drive where a vehicle collided with a second vehicle attempting to turn into a residential driveway.

Summary Response to Resident Issues/Items:

1. Residents have seen numerous vehicles approach the stop sign at Village Green and Velmar Drive and not stop to turn sharply into incoming vehicles.

Staff notes that York Regional Police Services have been requested to provide more frequent traffic surveillance within the Weston Downs Community, specifically with respect to stop sign compliance and speeding violations. Also, there are existing centre medians which delineates traffic away from oncoming vehicles at the intersection.

2. Residents then have expressed that they immediately speed onto Village Green while traveling westerly during rush hours.

Staff notes that the collected westbound traffic speeds on Village Green Drive and Orr Avenue average from 38 to 41 km/h which is an acceptable speed and is comparable to earlier studies.

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3. Recommendations include: an island or median at Village Green and Velmar Drive with road narrowing, raised intersection, or three way stop signs.

Staff notes the intersection of Village Green Drive and Velmar Drive is under existing all-way stop control, and centre medians are installed at all four approaches. The medians act to reduce the pavement width at the intersection and assist drivers to turn into their proper lane. A retro-fitted raised intersection would not be recommended due to the existing centre medians and associated costs.

4. Other recommendations include a three way stop sign on Village Green west of Velmar Drive.

Staff notes an all-way stop control would not be warranted at any of the intersections of Orr Avenue west of Velmar Drive. Staff compared the number of housing units on Kimber Crescent, Siderno Crescent, and Colavita Court that have vehicular access to the Provincial Warrant for All-Way Stop Control. Part 1 of the Provincial Warrant requires a minimum of 120 vehicles entering the intersection from the minor street(s) during the highest peak traffic hour.

Staff used an estimate of one vehicle trip per unit (as per the Institute of Transportation Engineers – Trip Generation model) entering the intersection during the highest peak traffic hour. As the total of housing units is 72 housing units on Kimber Crescent (divided by 2 accesses), 71 housing units on Siderno Crescent (divided by 2 accesses), and 14 housing units on Colavita Court, Part 1 of the Provincial Warrant is not met.

Environmental Assessment Act Requirements

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

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

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

Relationship to Vaughan Vision 2007

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

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

Conclusion

Staff concludes that no further traffic calming measures or traffic control devices be installed on

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Village Green Drive or Orr Avenue based on data collected and the existing traffic control devices and traffic calming measures in place. The intersection of Village Green Drive and Velmar Drive is under existing all-way stop control, and centre medians are installed at all four intersection approaches. Staff to contact York Regional Police Services to undertake additional neighbourhood surveillance to enforce any Highway Traffic Act violations observed.

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 11, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

11

**CALDARI ROAD AND LOCKE STREET
ALL-WAY STOP CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 21, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

The installation of an all-way stop control at the intersection of Caldari Road and Locke Street.

Economic Impact

The cost to install the all-way stop control signs and pavement markings will be an initial impact on the 2005 Capital Budget. The on-going costs to maintain the signs and pavement markings would be an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing an all-way stop control at Caldari Road and Locke Street.

Background - Analysis and Options

A request from a resident has been received to review the traffic activity at the intersection of Caldari Road and Locke Street. Caldari Road is an industrial roadway with a 23.0 meter right-of-way. Locke Street is a major collector roadway with a 28.5 meter right-of-way. The speed limit on both roadways is a statutory 50 km/h. (Refer to Attachment No. 1).

A turning movement count was conducted on Thursday, October 6, 2005 at the intersection of Caldari Road and Locke Street during the peak morning and afternoon time periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted 100%
Warrant 2 – Accident Hazard	Warranted 50%
Warrant 3 – Sight Restriction	Warranted 0%

All-way stop controls are recommended when one of the above warrants are satisfied 100% or more. There were two recorded vehicle collisions at this intersection susceptible to prevention by an all-way stop control over the last twelve-month period. There are no sight line restrictions at this intersection. According to the above results, an all-way stop control is warranted at the intersection of Caldari Road and Locke Street at this time.

A radar study was conducted on Wednesday, August 3, 2005 during the morning and afternoon peak hour time periods of 7:30 am to 9:00 am and 3:30 pm to 5:00 pm. The following is a summary of the results:

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AM Period

Northbound on Caldari Road	Average Speed – 48 km/h	85 th Percentile Speed – 56 km/h
Southbound on Caldari Road	Average Speed – 53 km/h	85 th Percentile Speed – 63 km/h

PM Period

Northbound on Caldari Road	Average Speed – 52 km/h	85 th Percentile Speed – 61 km/h
Southbound on Caldari Road	Average Speed – 49 km/h	85 th Percentile Speed – 58 km/h

The collected speeds do not exceed the posted speed limit by 10 km/h. However, there were a few motorists exceeding the speed limit by more than 10 km/h. Staff will notify York Regional Police for strict enforcement of the 50 km/h speed limit on Caldari Road.

Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on staff's review, it is recommended that an all-way stop control be installed at the intersection of Caldari Road and Locke Street.

Attachments

1. Location Street

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 12, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

12 TENDER AWARD – T05-232 CLOVERLEAF SWALE REPAIR

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 21, 2005:

Recommendation

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

1. That Tender T05-232, Part A Cloverleaf Swale Repair be awarded to Dynex Construction Limited at the bid price of \$127,551.49, including all applicable taxes;
2. That Part B of Tender T05-232 for the repair of the Jersey Creek Swale, also be awarded to Dynex Construction Limited at the bid price of \$129,660.46, including all applicable taxes;
3. That the Jersey Creek Swale repairs (Part B), be funded from the funding available in the Cloverleaf Swale Capital Budget account;
4. That a contingency allowance in the amount of \$26,000 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve additional works; and,
5. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

This is a Capital Project (1533-0-04) approved in 2004 with a funding of \$340,000. The lowest bid to complete both parts of the project is within budget.

Purpose

The purpose of this report is to award Tender T05-232, Part A: Cloverleaf Swale Repair and Part B: Jersey Creek Swale Repair to Dynex Construction Limited of Concord, Ontario.

Background - Analysis and Options

The Cloverleaf swale and the Jersey Creek swale were constructed in early 1980 as part of the development in this area. Since that time, silt has accumulated and the gabion baskets lining the swales have collapsed causing concern and potential safety hazards.

In 2004, Capital funding was allocated to repair the Cloverleaf Swale in the amount of \$340,000. Staff also identified the Jersey Creek swale for repair as it was in similar condition. However, funding for that work was not approved during the 2004 Capital Budget deliberations.

Through the repair approvals process with the Toronto Region Conservation Authority (TRCA), a more economical solution for each site was recommended and was approved by the TRCA. Public Works reassessed its estimates and determined that the funding allocated for the Cloverleaf swale may be sufficient to repair both swales. To take advantage of the economies of

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scale and the revised works, the tender was prepared to include both swales as Part A and Part B of the tender, with the intent of repairing both locations if the bid prices were favourable. The condition of the Jersey Creek swale was made worse as a result of the August 19, 2005 storm, and the repairs required are sufficiently significant, that if left unattended, may result in future damage from any severe storm condition that may arise.

The proposed works involve the removal of the failed gabion stone baskets, lining the bottom with river stone and placing armour stone at specific locations along the swales. The work for Cloverleaf Swale repair is 165m upstream of Pine Valley Drive and the work for Jersey Creek Swale repair extends for more than 61 metres upstream of Pine Valley Drive and for more than 39 metres upstream of Chancellor Drive. Other repair work includes, removal of silt, clearing and grubbing of trees/shrubs, repairing damaged corrugated steel pipe, chain link fence, and re-grading the existing swale.

Both swales are not considered fish habitat, so there are no seasonal restrictions. Therefore, the intention is to do the repairs this winter during low flow periods and limit the amount of damage to grassed surfaces.

The tender was advertised on Monday, October 17, 2005 in the Daily Commercial News, on the Electronic Tendering Network (ETN), the Ontario Public Buyers Association, and closed on Monday, October 31, 2005. A total of 11 documents were picked up from the Purchasing Department, with a total of 5 bid submissions as follows:

BIDDER	Part A Cloverleaf	Part B Jersey Creek	TOTALS Part A and Part B including taxes
Dynex Construction Limited Concord, ON	\$127,551.49	\$129,660.46 *	\$257,211.95 *
NLG Construction/Grysan Construction Limited Mississauga, ON	\$181,482.87 *	\$259,272.54 *	\$440,755.41 *
G.C. Romano & Sons (Toronto) Limited Concord, ON	\$340,795.00	\$276,006.50	\$616,801.50
Lima's Gardens & Construction Inc. Concord, ON	\$436,426.25	\$593,109.03	\$1,029,535.28
Dig-Con International Limited Bolton, ON	\$682,772.35	\$611,834.56	\$1,294,606.91

Prices corrected for mathematical errors

Staff checked the bids for mathematical errors and have made changes as noted above. Staff also contacted references, and received excellent recommendations from the City of Toronto, the Town of Markham and the City of Oshawa on projects they have completed of similar magnitude.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, specifically Vaughan Vision's A-3 "Safeguard Our Environment", and A-1 "Pursue Excellence in the Delivery of Core Services".

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Conclusion

If the proposed work and repair to these swales is not done, further damage and erosion will take place. The pricing submitted by Dynex Construction Limited, will enable the City to complete the repairs at both the Cloverleaf swale and Jersey Creek swale within the allocated capital budget.

Public Works Department staff has reviewed the bid submissions and have determined that the lowest bid contractor Dynex Construction of Concord, Ontario, meets the requirements of the Contract. The low bid to complete both projects is also within the 2004 Capital Budget.

It is therefore appropriate to award Part A of Contract T05-232 to Dynex Construction Limited in the amount of \$127,551.49, and Part B of Contract T05-232 to Dynex Construction Limited in the amount of \$129,660.46.

Attachments

None

Report prepared by:

Robert Meek, CET
Manager of Environmental & Technical Services

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Item 13, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

13 MUNICIPAL FUNDING AGREEMENT – FEDERAL GAS TAX REVENUES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance and Corporate Services, dated November 21, 2005:

Recommendation

The Commissioner of Finance & Corporate Services in consultation with Legal staff recommends:

- 1) That Council enter into the Municipal Funding Agreement – Transfer Federal Gas Tax Revenues between the Association of Municipalities of Ontario (AMO) and the City of Vaughan; and
- 2) That a by-law be enacted to authorize the Mayor and City Clerk to execute the related documents and agreement.

Economic Impact

The City will receive \$1.7M in 2005 and a total of \$14.8M over the next five (5) years.

Purpose

To obtain Council's approval to enter into a Municipal Funding Agreement, between AMO and the City of Vaughan for the transfer of Federal Gas Tax Revenues under the new deal for cities and communities.

Background - Analysis and Options

As a Federal Gas Tax funding announced in the 2005 Federal Budget, the City of Vaughan will be eligible for funding as follows:

2005 – 06	\$ 1,774,656.70
2006 – 07	1,774,656.70
2007 – 08	2,365,944.73
2008 – 09	2,957,232.76
2009 – 10	5,914,465.52
	\$ 14,786,956.42

Before these funds are received, the City of Vaughan will need to sign a Municipal Funding Agreement with AMO and pass a by-law ratifying the agreement.

The 2005–2006 funding allocation will be received in one lump payment once the funding agreement is executed. For the following four years, Vaughan will receive its annual allocation in two equal installments in July and November.

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Eligible project categories, eligible and ineligible costs, are described in the schedules to the agreement. Vaughan will be required to report annually on its expenditures and demonstrate that the funding was used according to the terms and conditions of the Municipal Funding Agreement as directed by Council June 27, 2005.

Once the funds are received, they will be placed into an interest bearing infrastructure reserve.

Staff will report at a later date on an expenditures plan for these funds.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff recommend that the Municipal Funding Agreement between AMO and the City of Vaughan be executed and that Council pass a by-law ratifying the agreement.

Attachments

Attachment 1 – Municipal Funding Agreement for the Transfer of Federal Gas Tax Resources Under the New Deal for Cities and Communities.

Report prepared by:

Ferruccio Castellarin, CGA
Director of Reserves & Investments ext. 8271

(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 14, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

14 INVESTMENT BANKING – CORPORATE TRADING ACCOUNTS AUTHORIZATION

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 Reserves and Investments, dated November 21, 2005:

Recommendation

The Commissioner of Finance & Corporate Services and the Director of Reserves & Investments recommends:

- 1) That the City of Vaughan enter into Corporate Trading Account Agreements with: CIBC Wood Gundy, BMO Nesbitt Burns, RBC Dominion Securities, Scotia Capital, and other financial institutions as deemed appropriate by the Treasurer; and
- 2) That the Commissioner of Finance & Corporate Services and the Director of Financial Services be authorized to sign the necessary documentation.

Economic Impact

There is no cost to implementing staff recommendations; however the objective is to obtain competitive pricing to increase investment returns to the City.

Purpose

To obtain authorization to establish Corporate Trading accounts with various financial institutions.

Background - Analysis and Options

Council at its meeting October 18, 2004 adopted an Investment Policy that provided direction on eligible investments, investment portfolio, terms of investment and portfolio mix.

The City of Vaughan invests only in securities permitted under the Municipal Act and Regulation O. Reg. 438/97, as amended from time to time with TD Canada Trust. The policy states that the City is to transact all securities purchase/sales only with approved financial institutions through a competitive process. The City will accept the offer which (a) has the highest rate of return with the maturity required; and (b) optimize the investment objective of the overall portfolio.

To ensure that the competitive selection of investment instruments is followed in obtaining the highest rate of return possible, staff request the approval and that the City of Vaughan be authorized to establish Corporate Trading Account Agreements with the following financial institutions:

1. CIBC Wood Gundy;
2. BMO Nesbitt Burns;
3. RBC Dominion Securities;
4. Scotia Bank Capital; and
5. Other Financial Institutions as deemed appropriate.

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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

To ensure the competitive selection of investment instruments, staff recommend that the City of Vaughan be authorized to establish Corporate Trading Account Agreements with CIBC Wood Gundy, BMO Nesbitt Burns, RBC Dominion Securities, Scotia Bank Capital, and other financial institutions as deemed appropriate.

Attachments

None

Report Prepared by:

Ferruccio Castellarin, CGA
Director of Reserves & Investments, ext. 8271

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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

Finance staff will prepare an additional information item for consideration by Committee of the Whole meeting of November 21, 2005.

Attachments

None

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Item 16, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

16

**STREET NAME APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-89024, PHASE VII
VELLORE VILLAGE ESTATES INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 21, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT the following street names for Draft Plan of Subdivision File 19T-89024, Phase VII (Vellore Village Estates Inc.) as shown on Attachment #2, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Grand Vellore Crescent
Street 'B'	Via Campanile (existing)
Street 'C'	Davos Road (existing)
Street 'D'	Cappella Drive
Street 'E'	Bellini Avenue (existing)
Street 'F'	Terme Avenue (existing)
Street 'G'	Moderna Drive (existing)
Street 'H'	Josephine Road
Street 'I'	Foresta Drive
Street 'J'	Valle Avenue
Street 'K'	Campi Road
Street 'L'	Filippazzo Road
Street 'M'	Rossi Drive (existing)
Street 'N'	Credo Drive
Street 'O'	Rossario Drive (existing)
Street 'P'	St. Urbain Drive (existing)
Street 'Q'	Tiglio Road
Street 'R'	Bosco Drive
Street 'S'	Frassino Drive
Street 'T'	Silvestre Avenue

Economic Impact

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

Background

The subject lands shown on Attachment #1 are located north of Rutherford Road, on the east side of Pine Valley Drive, in Lots 17 and 18, Concession 6, City of Vaughan.

The subject Draft Plan of Subdivision was approved by the Ontario Municipal Board on February 2, 1998. 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. A number of the streets are extensions of streets with existing names which are identified above.

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Relationship to Vaughan Vision 2007

This staff report is consistent with 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 Plan of Subdivision 19T-89024, Phase VII.

Attachments

1. Location Map
2. Draft Plan of Subdivision

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209
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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2. THAT Draft Plan of Subdivision 19T-00V03 (Lormel Developments [Weston] Inc. & Ozner Corporation [South]), as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report.
3. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-00V03 (Lormel Developments [Weston] Inc. & Ozner Corporation [South]) Phase 1 shall contain a provision that the parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands be paid, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
4. THAT the Owner enter into an agreement with the City to be registered on title, indicating that the lots and/or blocks outside of Phase 1, being Blocks 139 to 153 inclusive, will not be offered for sale by the Owner or purchasers until servicing capacity has been identified and allocated by the City.

Purpose

The Owner has submitted applications to:

1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone to:
 - RD3 Residential Detached Zone Three for Lots 227, 228, 247 and 248;
 - RD4 Residential Detached Zone Four for Lots 230 to 246 inclusive;
 - RS1 Residential Semi-Detached Zone One for Lot 229;
 - RT1(H) Residential Townhouse Zone with the "H" Holding Symbol for Blocks 139 to 153 inclusive;
 - C3 Local Commercial Zone for Block 269; and
 - OS2 Open Space Park Zone for walkway Blocks 166 and 167.
2. Draft Plan of Subdivision approval (Attachment #3) consisting of the following:
 - 21 lots for single detached dwelling units with frontages ranging from 9.15m to 7.6m and lot areas ranging from 290.9m² to 563.2m²;
 - 1 semi-detached lot for 2 semi-detached dwelling units with lot frontages of 7.65m per lot and lot areas of 244.8m² per lot;
 - 15 blocks for 74 street townhouse units with lot frontages of 6m and lot areas of 192m²;
 - 1 block for a 0.473 ha future commercial development; and,
 - 2 blocks for a 9m wide walkway on approximately 3.5 ha.

Background - Analysis and Options

The 3.5 ha subject lands shown on Attachment #2 are located on the east side of Weston Road north of Major Mackenzie Drive, in Part of Lot 22, Concession 5, City of Vaughan. The site is relatively flat with no significant vegetation.

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The subject lands are designated “Vellore Village Centre - Low-Rise Residential” by OPA #600, as amended by OPA #650 (Vellore Village District Centre), and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - Draft Approved Plan of Subdivision 19T-00V03 (RD3(H) Residential Detached Zone Three with the “H” Holding Symbol [single detached dwelling units], OS1 Open Space Conservation Zone [storm water management pond])
- South - proposed residential Plan of Subdivision 19T-00V13 (A Agricultural Zone)
- West - Weston Road; farmland (A Agricultural Zone)
- East - Draft Approved Plan of Subdivision 19T-00V03 (RD3 Residential Detached Zone Three [proposed school])

Public Hearing

On November 14, 2003, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Village, Vellore Woods, Millwood Woodend, and Columbus Trail Residents’ Associations. A letter dated December 8, 2003, was received from the Rimwood Estates Homeowners’ Association detailing their concerns regarding inadequate road capacity to accommodate the increased traffic from the Block 33 West developments, increased noise and air pollution due to increased traffic, incompatible land uses with the surrounding estate residential subdivisions, and contaminated ground water supply.

The approval of the Block 33 West Block Plan (Attachment #5) and the Vellore Village District Centre Plan (Attachment #4) as well as the conditions of draft approval on Attachment #1 for the subject lands, took into consideration and required the Owner through the design of the plan and submission of reports, to demonstrate that issues such as traffic, environmental and servicing are addressed to the satisfaction of the City.

The recommendation of the Committee of the Whole to receive the Public Hearing report on December 8, 2003, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on December 15, 2003.

Block Plan/Vellore Village District Centre

On September 8, 2003, Council approved the Block Plan for the Block 33 West Planning Area shown on Attachment #5. The Block 33 Plan has a total land area of approximately 185ha, and includes the northeast portion of the Vellore Village District Centre of approximately 15.4 ha. The total number of units in the Block Plan, excluding the Vellore Village District Centre lands, is estimated at 1,918 units consisting of 1,082 low density units (990 detached and 92 semi-detached units), and 836 medium density units (348 semi-detached and 488 townhouse units). This is expected to provide a total population of 6,092 people. The subject lands, which are within the Vellore Village District Centre as shown on Attachment #4, were not approved as part of the Block 33 West Block Plan as shown on Attachment #5. However, road layout for the subject lands was reviewed with the Block 33 West Block Plan to ensure connectivity between the Block 33 West and Vellore Village Planning Areas.

On August 25, 2003, Council approved OPA #650 (Vellore Village District Centre Plan) to allow a range of residential, commercial and mixed use residential/commercial developments and approved revised Schedule “A” - Vellore Village District Centre, which incorporated a north-south pedestrian walkway instead of north-south road. Council on November 22, 2004 approved a revised schedule to OPA #650 for a 9m walkway instead of a north-south road as shown on Attachment #4. On February 3, 2005, the Ontario Municipal Board issued its decision approving

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OPA #650. The Vellore Village District Centre as shown on Attachment #4 totals 58 ha. The total number of residential units is estimated to be 1,602 units, with 962 units in the Low-Rise Residential area. The District Centre is expected to provide a residential population of 3,500 people and employment population of 600-1,800 people. The subject lands shown on Attachment #2 are compatible with the surrounding lands in the Block 33 West Plan with respect to land uses and road layout.

The subject lands are part of a larger development proposal, which include the lands to the north (Files Z.00.022 and 19T-00V03), as shown on Attachment #2. However, since the subject lands are located within the Vellore Village District Plan (OPA #650), which was not yet in effect at that time in Spring 2004, the subject lands were not draft plan approved with the balance of the lands to the north.

Official Plan

i) Land Use Designation

The subject lands as shown on Attachment #4 are designated “Vellore Village Centre - Low-Rise Residential” and “Greenway”, with a “9m Walkway” overlay by OPA #600, as amended by OPA #650 (Vellore Village District Centre Plan). The Official Plan permits single-detached, semi-detached, street townhouses, block townhouses and other ground-related multiple housing forms on the subject lands. The “Low-Rise Residential” designation also permits local convenience commercial uses such as retail stores, personal service shops and offices. The residential and commercial uses proposed are in accordance with the Official Plan. The “Greenway” designation along the south side of Retreat Boulevard forms an east-west linear open space corridor, which intersects with the north-south “9m Walkway” to link to the Village Square (park/gathering place), south of the subject lands, as shown in Attachment #4.

ii) Residential Density/Height

OPA #650 permits a residential density of between 17-40 units per ha, with an average density within each quadrant of the Vellore Village District Centre of a minimum of 25 units per ha for the “Low-Rise Residential” area. The density calculation includes the lands for local and primary roads, and residential units. The proposed plan of subdivision yields a residential density of 33 units per ha. The proposed plan of subdivision conforms to the density requirements of the Official Plan. The Official Plan provides for specific development standards for the lands that are designated “Low-Rise Residential”, including a maximum building height for residential units of 2-1/2 storeys.

iii) Commercial Policies

The “Low-Rise Residential” designation permits local convenience commercial uses at the corner of intersections of Weston Road with primary roads such as proposed Retreat Boulevard. The Official Plan has specific policies to provide for a pedestrian focused environment through urban design policies. Since the commercial site is located at the intersection of an arterial road and a primary road in the “Low-Rise Residential” area, the Official Plan requires that development be pedestrian-oriented, that buildings do not exceed of 2-1/2 storeys, and on a corner be a minimum of 2 storeys, has varied architectural facades towards both the arterial and primary roads, and provides for public entrances that face the street.

The Official Plan includes additional policies to achieve these objectives. The local convenience commercial centre cannot exceed 1200m² of gross floor area and 100% of the gross floor area is

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to be built along Weston Road at the build-to-line. The build-to-line for the subject lands requires a building to be set back 6m, which is the minimum and maximum setback from Weston Road, and 2m from the primary road. The Official Plan also requires a minimum of 15% landscaping for all commercial developments. These development matters will be addressed and implemented through the review of a formal site plan application.

Zoning

The subject lands are currently zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the lands from A Agricultural Zone to the following residential zones in accordance with the standards requirements of Schedule "A3" in By-law 1-88;

a) Residential Lands

- i) Lots 227, 228, 247 and 248 as shown on Attachment #3, are proposed to be zoned RD3 Residential Detached Zone Three to facilitate the development of 4 single detached dwelling units.
- ii) Lots 230 to 246 inclusive as shown on Attachment #3, are proposed to be zoned RD4 Residential Detached Zone Four to facilitate the development of 17 single detached dwelling units.
- iii) Lot 229 as shown on Attachment #3, is proposed to be zoned RS1 Residential Semi-Detached Zone One to facilitate the development of 2 semi-detached dwelling units.
- iv) Blocks 139 to 153 inclusive as shown on Attachment #3, are proposed to be zoned RT1(H) Residential Townhouse Zone with the "H" Holding Symbol to facilitate the location development of 15 blocks for 74 street townhouse dwelling units, only when water and sewage allocation is available.

The RS1 Residential Semi-Detached Zone One which typically implements semi-detached dwellings will be used to facilitate a single detached dwelling with the following standards:

- Minimum Lot Frontage 7.5m
- Minimum Lot Area 202m
- Minimum Front Yard 4.5m
- Minimum Rear Yard 7.5m
- Minimum Interior Side Yard 1.2m
- Minimum Exterior Side Yard 4.5m
- Minimum Lot Depth 27m
- Maximum Building Height 2 storeys and 9.5m
- Minimum Number of Parking 2 parking spaces/unit

These zoning exceptions are consistent with those provided for in the existing zoning by-laws that implemented Block 33 West.

The lands proposed to be zoned RT1(H) Residential Townhouse Zone with the "H" Holding Symbol for 74 street townhouse dwelling units do not have water and sewage servicing allocation. A clause will be included in the implementing zoning by-law limiting the use of the lands zoned with the "H" Holding Zone to a use legally existing as of the date of enactment of the

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implementing by-law. The “H” Holding Symbol shall not be removed until the water and sewage servicing capacity has been identified and allocated by the City. The Development Planning Department supports these modifications to the residential zones as they are consistent with the exceptions provided for the draft plans of subdivision in Block 33 West, and in keeping with the general intent of the Vellore Village District Centre requirements.

b) Commercial Lands

The lands located at the south-east intersection of Weston Road and proposed Retreat Boulevard (Block 269) and shown as Local Commercial on Attachment #3, are proposed to be zoned C3 Local Commercial Zone to facilitate a future commercial development.

Exceptions to the By-law are required for the C3 Local Commercial Zone in order to address the zoning requirements in the Official Plan including: reducing the minimum yards to reflect the build-to-lines of 6m from Weston Road, and 0m to 2m from Retreat Boulevard; decreasing the minimum gross floor area from 1860m² to 1200m² with 100% of the gross floor area being built along the build-to-line adjacent to Weston Road; and increasing the minimum landscaping requirement from 10% to 15%. The final use and layout of the building(s), and parking and landscaping for the commercial development will be determined through the Site Development approval process, which will address the development requirements in OPA #650 (Vellore Village District Centre), screening/fencing, and noise attenuation from the residential area.

c) Walkway Blocks

The 9m with Walkway Blocks 166 and 167 will be rezoned to OS2 Open Space Park Zone to facilitate north/south pedestrian movements through the subdivision and community.

Subdivision Design

The 3.5 ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- 21 lots for single detached dwelling units with frontages ranging from 9.15m to 17.6m and lot areas ranging from 290.9m² to 563.2m²;
- 1 semi-detached lot for 2 semi-detached dwelling units each with a lot frontage of 7.65m and a lot area of 244.8m² with frontage on the south side of Retreat Boulevard;
- 15 blocks with a range of 4 to 6 units per block for 74 street townhouse units each with a minimum lot frontage of 6m and lot area of 192m² and with frontage on the north and south sides of Zachary Place; and,
- a 0.473 ha block for local commercial development.

Retreat Boulevard is a primary road with a 23m right-of-way that traverses the subject lands in an east-west direction and intersects with the two north-south primary roads to the east being Vellore Park Avenue in the residential area and Cityview Boulevard in the employment area. Zachary Place is a local road with a 17.5m right-of-way that traverses the subject lands in an east-west direction and intersects with Vellore Park Avenue as shown on Attachment #3. Zachary Place becomes a single loaded road with a 15m road right-of-way parallel to Weston Road. The south side of Retreat Boulevard includes the designated “Greenway” in the Official Plan. A 9m wide walkway which connects to the Village Square Park as shown on Attachment #4 is located south of Retreat Boulevard towards the southerly limits of the draft plan of subdivision and south of Zachary Place.

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The development details for the draft plan of subdivision are as follows:

Lots 230 – 248 (21 Single Detached & 2 Semi-Detached Units)	0.731 ha
Blocks 139 – 153 (74 Street Townhouses)	1.654 ha
Block 269 (Commercial)	0.473 ha
Blocks 166 & 167 (9m Walkway)	0.086 ha
<u>Zachary Place (Local Road)</u>	<u>0.596 ha</u>
Total Draft Plan Area	3.540 ha

All development in the draft plans of subdivisions in the Block 33 West Planning Area are subject to architectural approval. On June 27, 2005, Council approved the Vellore Park Architectural Design Guidelines (June 2005) by The Planning Partnership Ltd., with Sterling Finlayson Architects and The Planning Partnership Ltd. as the control architect.

The Vellore Park Landscape Master Plan (April 8, 2005) by NAK Design Group, and the Urban Design and Open Space Report (October 2003) by Joseph Bogdan Associates Inc. and NAK Design Group are approved.

The Development Planning Department is satisfied with the proposed subdivision design subject to the comments in this report, and the conditions of approval in Attachment #1.

Engineering Department

The Engineering Department has reviewed the proposed draft plan of subdivision and provides the following comments:

i) Environmental Site Assessment (ESA)

The subject lands are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600, which requires that studies be carried out to the satisfaction of the City and the Ministry of the Environment to show that the development can safely take place.

ii) Engineering Services

The subject lands are to receive sewage capacity on an interim basis capacity from the York/Durham Servicing Scheme via the Maple Collector and ultimately from the Langstaff Trunk Sewer and water supply capacity from Pressure District No. 7 of the York Water Supply System in accordance with the Langstaff Trunk Sewer Regional Development Charge Credit Agreement, and the approved Master Environmental Servicing Plan and Phasing Plan for Block 33 West. Council, at its June 28, 2004 meeting draft approved the north phase of Draft Plan of Subdivision 19T-00V03, with an allocation for sewage and water supply capacity of 310 units. The 310 units includes the 23 units for the subject lands. Therefore, the north plan has allocation for 287 units and the subject lands are to receive allocation for 23 units all as part of Phase 1 of the Phasing Plan.

The draft plan of subdivision is to be red-line revised to include 0.3 m reserves along the property lines for Commercial Block 269 where it abuts Weston Road and Retreat Boulevard, and southerly property line of Zachary Place. The Engineering Department has no objections to the approval of the proposed subdivision, subject to the conditions of approval in Attachment #1.

Parkland/Cash-in-Lieu

The parkland dedication for the draft plan of subdivision shall be dedicated and/or cash-in-lieu of

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the dedication of parkland paid, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The subject lands are part of the overall Plan of Subdivision 19T-00V03 which includes the phase to the north, and the subject lands, as shown on Attachment #1. The entire plan is under-dedicated by 1.62 ha in parkland, with a 0.535 ha park provided in the north phase of the plan, and no park for the subject lands. Therefore, cash-in-lieu of the dedication of parkland will be required for the subject lands. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archeological Assessment

The Cultural Services Department requires that prior to final approval of the subdivision or prior to the initiation of any grading, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation's approved Archaeological Assessment Technical Guidelines, for approval by the City and Ministry. A condition of draft approval has been included in this respect.

The Region of York

The Region of York has indicated that Phase 1 sewer and water supply capacity is currently available subject to a sewage monitoring program in the Maple Collector Sewer and any interim sewer works that are deemed necessary as a result of the flow monitoring program, and modifications to the existing Flow Splitting Chamber.

Phase 2 sewage capacity is dependent upon the construction of the South East Collector Sewer, the Langstaff Trunk Sewer, and Bathurst Trunk Sewer (Phase 1) or additional capacity may be allocated if the Region of York determines based on monitoring and on-going analysis of the York-Durham Sanitary Sewer System. Phase 2 water supply capacity is subject to the confirmation of additional water supply capacity from the Region of Peel. The Region of York has no objections to the approval of the proposed subdivision, subject to the conditions of approval in Attachment #1.

Agency Comments

Canada Post, Power Stream, and Toronto and Region Conservation Authority have advised that they have no objections to the draft plan of subdivision, subject to the conditions of approval, set out in Attachment #1.

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 reviewed the proposed applications to amend the Zoning By-law and for approval of Draft Plan of Subdivision 19T-00V03 in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 33 West Plan, and the area context. The proposed draft plan of subdivision consisting of 21 lots for single detached dwelling units, 2 semi-detached dwelling units, 15 blocks for 74 street townhouse units, 1 block for a 0.473 ha future commercial development, and 2 blocks for a 9m wide walkway

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on approximately 3.5 ha, as shown on Attachment #3 is an appropriate form of development for the subject lands and conforms to the policies of OPA #600, as amended by OPA #650 (Vellore Village District Centre). Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 33 West Planning Area.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision as red-lined, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-00V03, as Red-lined Revised
4. Vellore Village District Centre Plan
5. Block 33 West Community Plan

Report prepared by:

Judy Jeffers, Planner, ext. 8645
Mauro Peverini, Senior Planner, ext. 8407
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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EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 28, 2005

Item 18, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

18

**ZONING BY-LAW AMENDMENT FILE Z.05.033
SITE DEVELOPMENT FILE DA.05.030
1541677 ONTARIO INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 21, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.033 (1541677 Ontario Inc.) BE APPROVED, to lift the Holding "H" provision on Block 2 of approved of Draft Plan of Subdivision 19T-04V08, currently zoned RA3-H Apartment Residential Zone as shown on Attachment #1, to facilitate the development of a 22-storey, 231 unit residential condominium apartment building.
2. THAT Site Development File DA.05.030 (1541677 Ontario Inc.) BE APPROVED, to permit the development of a 22-storey, 231 unit residential condominium apartment building as shown on Attachment #2, subject to the following conditions:
 - a) That prior to the execution of the site plan agreement:
 - i) the final site plan, elevation drawings and landscape plan shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plans and stormwater management report, access and on site circulation, including the underground parking garage, and noise report shall be approved by the Engineering Department;
 - iii) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc; and
 - iv) the required variances shall be obtained from the Committee of Adjustment and shall be final and binding; and
 - b) that the site plan agreement include the following conditions:
 - i) the Owner shall pay by way of a certified cheque, cash-in-lieu of the dedication of parkland equivalent to a fixed unit rate of \$4,100.00 per unit prior to the issuance of a Building permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;
 - ii) the Owner shall include all necessary noise warning clauses in the property and tenancy agreements for all dwelling units as identified in the Noise Report for Building "D", as approved by the Engineering Department; and

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- iii) that Development Charges are to be paid in accordance with the Development Charges By-law applicable at the time of Building Permit issuance.

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 develop a 0.32 ha site with a 22 storey, 231 unit residential condominium apartment building; and a Zoning By-law Amendment Application to lift a Holding “H” provision on the subject lands.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located west of Bathurst Street and east of Disera Drive, on the south side of the proposed east/west road (North Park Road), being Block 2 in approved Draft Plan of Subdivision 19T-04V08, in Part of Lot 6, Concession 2, City of Vaughan. The 0.32 ha site has 68m of frontage on the proposed east/west road, and a depth of 47m.

The subject Block 2 is located within a approved draft plan of subdivision 19T-04V08, which the applicant is proceeding to clear the conditions of draft plan approval, towards final registration of the subdivision plan. Should Council approve the site plan application for Building “D”, the implementing site plan agreement will be registered, following registration of the final subdivision plan.

The surrounding land uses are:

- North - vacant/proposed park (OS2 Open Space Park Zone) and Liberty Sales Office (C2 General Commercial Zone)
- South - vacant/proposed Wal Mart store (CMU2 (H) Mixed Use 2-Town Centre Zone with the Holding “H” provision)
- East - vacant (A Agricultural Zone)
- West - 18-storey apartment building under construction (RA3 Apartment Residential Zone)

Master Plan

The proposed development contemplates a 22 storey, 231-unit residential condominium apartment building east of Disera Drive and south of the new proposed east/west road (North Park Road), and is consistent with the approved Liberty Master Plan shown on Attachment #2. The Master Plan describes the conceptual development pattern the applicant’s other landholdings.

The conceptual Master Plan shows townhouse units fronting on New Westminster Drive and Beverley Glen Boulevard, with the remaining townhouse units fronting onto an internal road network, together with a 1.94 ha park. The conceptual plan also shows 7 condominium apartment buildings (Buildings A, B, C, D, E, F and G) along Disera Drive and the future east/west road (North Park Road), ranging in height from 6 storeys to 22 storeys.

To date, Buildings “A” and “B” (354 units) have been constructed, and Building “C” (253 units) is under construction.

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Official Plan

The subject lands are designated “High Density Residential by OPA #210 (Thornhill-Vaughan Community Plan) as amended by OPA #621 permits a maximum density of 1,598 units comprised of 93 townhouse units and 1505 apartment units, or a combination thereof not to exceed 1,598 units, and a maximum of 7 apartment buildings, on the applicant overall landholding shown on the approved Liberty Master Plan on Attachment #2. The proposed Building “D” site Development comprising 231 residential condominium apartment units within 1 building, together with the 607 residential condominium agreement apartment units that are built or under construction within 3 buildings (“A”, “B” and “C”), and totaling 838 units within 4 condominium apartment buildings conforms to the Official Plan

Zoning

The subject lands are zoned RA3-H Apartment Residential Zone by By-law 1-88, subject to Exception 9(1153). The RA3 Zone permits the apartment building use, however, the following exceptions to the zone standards are required to facilitate the building on Block 2, of approved Draft Plan of Subdivision 19T-04V08:

- i) a minimum front yard (north) setback of 6m is required, whereas 4.3m is being provided;
- ii) a minimum front yard (north) landscape strip of 6m is required along the street line, whereas 4.3m is being provided;
- iii) the maximum building height is 65m. Which is being maintained to the top of the parapet, however a variance is required for the architectural design element above the mechanical penthouse, which constitutes part of the building height, and will exceed the maximum permitted height from 65m to 83.1m;
- iv) a total of 305 parking spaces are required, whereas 301 parking spaces are being provided; and
- v) access to the underground parking is being provided from an entrance in the adjacent Building “C”, whereas the by-law requires access to parking areas to be from the subject lands.

The Development Planning Department is satisfied that the proposed exceptions to the by-law are appropriate in the context of the overall development of the site and Master Plan, and that variances can be obtained from the Committee of Adjustment to implement the final approved site plan.

The subject lands (Block 2, Draft Plan of Subdivision 19T-04V08) are zoned with a Holding “H” provision. The Holding “H” provision can be lifted as individual site plans within the Liberty subdivision are approved by Council in accordance with a phasing plan identified in a Traffic Impact/Phasing Report approved by the City. A Traffic Study entitled, “Staging of Proposed Thornhill City Centre, Revised Traffic Study Residential Development Master Plan”, dated August 2005, and prepared by Cansult Limited was submitted to the City and reviewed by the Engineering Department. The Engineering Department accepted the conclusions of the updated traffic study. The revised traffic study concluded that occupancy for an additional 444 condominium apartment units (2 towers) and 65 townhouse units can be accommodated in the year 2006. The approval of 231 condominium apartment units for Building “D” in 2005, will allow for construction to proceed and for occupancy in 2006/2007.

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Site Design

The Site Plan (Attachment #3) consists of a 22-storey, 231 unit residential condominium apartment building, which steps down to the 21st, 20th, and 19th floors along the east and west elevations. The proposed development is connected to Building “C” to the west by a two-storey common area, which serves both buildings. The common area/lobby will facilitate direct drop-off and pick-up access from the future North Park Road to the main lobby area. A second access to the site is from the future North Park Road at the eastern limit of the site and provides access to visitor parking, garbage pick up and loading areas, as well as, the ramp to the underground parking garage which is located on the southeast corner of the adjacent westerly Building “C”, providing access to 262 underground spaces below Building “D”. Access to the site can also be obtained from Disera Drive through the adjacent westerly Building “C” lands.

Parking

The required parking for the proposed development is based on the following parking standard:

- i) 231 units X 1.1 parking spaces/unit, plus 0.2 visitors parking space/unit (1.3 spaces/unit x 231 units), plus 4 handicapped parking space = 305 parking spaces.

The proposed development comprises 301 parking spaces, resulting in a deficiency of 4 parking spaces, (1.31% deficiency), which is minimal.

Building Elevations

The 22-storey condominium apartment building is to be constructed with a beige precast concrete paneled façade, with a significant amount of tinted glass. The footprint is rectangular in shape with the building being terraced from the 22nd, 21st, 20th, and 19th floors (Attachment #6 & #7). Walkout balconies are provided on all levels, including on the ground floor where landscaped terraces are provided. The building is connected by a two-storey link to a 2-storey lobby/recreation area Building “C” to the east.

All roof-top mechanical equipment is screened from Centre Street, New Westminster Drive, Disera Drive, future North Park Road and Bathurst Street and all service doors and garbage enclosure doors, including the door-frames, are to be painted to match the precast concrete paneled facades. The final elevations shall be approved to the satisfaction of the Development Planning Department.

Landscaping

The site will be landscaped with an extensive mix of deciduous and coniferous trees and shrubs, bushes, planting beds and sodded areas around the perimeter of the property and adjacent to the apartment building (Attachment # 4). An interlocking brick walkway is proposed along the south and west sides of the building, which will connect to a future sidewalk along North Park Road.

The by-law requires a minimum amenity area of 5.5m²/unit, which equates to a minimum amenity area of 1,270.5m² (5.5m² x 231 units), which includes balconies and landscaped areas.

Development Planning Department has reviewed the landscape plan will require the applicant to address the following matters on the final plan: snow storage locations, alternative tree species, patio screening between ground floor units, lighting plan, and additional grading details to verify if a retaining wall will be required along the south property limit, and if so, design treatment of the wall. The final landscape plan shall be approved to the satisfaction of the Development Planning Department.

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Cash-in-lieu of Parkland Dedication

The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to a fixed unit rate of \$4,100.00 per unit, prior to the issuance of a Building Permit in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in lieu payment.

Servicing

The Engineering Department has reviewed the application and provides the following comments:

- i) Site Plan Application, File DA.05.030, has been granted water and sanitary sewage allocation as part of the allocation that was given to Draft Plan of Subdivision 19T-04V08. The subject 22-storey building has been accounted for; and
- ii) the final site servicing and grading plan and stormwater management report, and on-site traffic management design issues shall be approved to the satisfaction of the Engineering Department.

All hydro requirements must be addressed to the satisfaction of Power Stream Inc.

Waste Management

The garbage pick-up area is located between Building "D" and the 2-storey common area. All garbage will be stored internal to the building.

The Public Works Department, Solid Waste Management Section, provides the following comments:

a) Access Route:

If a truck is passing onto or over any support structures (i.e. underground parking), the City must be provided with a letter certified by a Professional Engineer that the structure can safely support a fully loaded collection vehicle (28 tonnes).

b) Loading Area:

Loading area to have a base of 125mm compacted depth of 20mm crusher run limestone, and 350 mm compacted depth of 50mm diameter crusher run limestone."

Noise Report

An Environmental Noise Impact Report prepared by Howe, Gastmeire, Chapnik Limited, dated October 6, 2005, was submitted in support of the subject application. The Engineering Department has reviewed and red-lined the subject report for additional revisions. The report shall be revised to the satisfaction of the Engineering Department and shall include the appropriate noise warning clauses to purchasers and tenants, which shall be registered on title. Any additional mitigation measures will be addressed in the final site design and included in the final site plan agreement.

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Relationship to Vaughan Vision 2007

This 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 reviewed the proposed Site Development Application in accordance with the Official Plan and Zoning By-law, and the approved Liberty Master Plan. The Development Planning Department can support the approval of the proposed site plan to facilitate the development of a 22-storey, 231-unit condominium apartment building on the subject lands. Exceptions to the zoning by-law are required and must be obtained from the Committee of Adjustment, and be in full force and effect, prior to entering into a site plan agreement.

The Development Planning Department also recommends approval of the Zoning By-law Amendment Application to lift the Holding “H” provision from Block 2 of the related Approved Draft Plan of Subdivision 19T-04V08, which will facilitate the development of the site in accordance with the RA3 Apartment Residential Zone Standards.

Attachments

1. Location Map
2. Approved Liberty Master Plan
3. Site Plan
4. Landscape Plan
5. North & East Elevations
6. South & West Elevations
7. Building “D” Cross-Sections
8. Underground Parking Plan

Report prepared by:

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 28, 2005

Item 19, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

19

**ZONING BY-LAW AMENDMENT FILE Z.05.042
ARGENTO DEVELOPMENTS INC.
REPORT #P.2005.56**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 21, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Zoning By-law Amendment File Z.05.042 (Argento Developments Inc.) BE APPROVED, to rezone the subject lands from A Agricultural Zone to C2 General Commercial Zone as shown on Attachment #1, to facilitate the consolidation of the lands with the adjacent easterly C2 General Commercial Zone lands in approved Draft Plan of Subdivision 19T-03V08 (Argento Developments Inc.), and subject to the same zoning Exception 9(1221).

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 an application to amend the Zoning By-law to rezone the subject lands shown on Attachment #1 from A Agricultural Zone to C2 General Commercial Zone, subject to zoning Exception 9(1221), which applies to the adjacent easterly commercial lands.

The easterly portion of the subject lands to be consolidated with the adjacent commercial block to the east, which is zoned C2 General Commercial Zone and subject to Exception 9(1221) in approved Draft Plan of Subdivision 19T-03V08 (Argento Developments Inc.); and, the westerly portion will facilitate the future Cityview Boulevard, a 23m wide primary road allowance, as shown on Attachment #2.

Background - Analysis and Options

The 0.27ha site shown on Attachment #1 is located on the north side of Major Mackenzie Drive, west of Highway #400, in Part of Lot 21, Concession 5, City of Vaughan. The vacant lands have frontage of 30m on Major Mackenzie Drive and a depth of 140m.

The subject lands are designated "High Performance Employment Area" by OPA #600 and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - agricultural lands (A Agricultural Zone); future residential (RT1(H) Residential Townhouse Zone with the "H" Holding Symbol)
- South - Major Mackenzie Drive; commercial lands (C1(H) Restricted Commercial Zone with the "H" Holding Symbol and C2 General Commercial Zone)
- West - agricultural lands (A Agricultural Zone)
- East - future commercial lands (C2 General Commercial Zone)

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Public Hearing

On August 26, 2005, a Notice of Public Hearing was mailed to all property owners within 120 metres of the subject lands and to the Vellore Woods Ratepayers' Association. No comments have been received to date.

The recommendation of the Committee of the Whole to receive the Public Hearing report on October 11, 2005, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on October 17, 2005.

Block 33 West Plan

On September 8, 2003, Council approved the Block Plan for the Block 33 West Planning Area. The Block Plan totals 169ha with 32ha of land for high performance employment uses, and provides for Cityview Boulevard, a 23mwide north-south primary road, allowance which connects Major Mackenzie Drive to the south with Teston Road to the north, as shown on Attachment #2. The proposal is consistent with the employment land uses and road layout for the approved Block Plan.

Official Plan

The subject lands shown on Attachment #1 are designated "High Performance Employment Area" by OPA #600, which permits high quality business park uses primarily for prestige/light industrial uses, research and data processing. The Official Plan also allows for limited retail, office commercial (head offices in particular) and service commercial including financial institutions, hotels, conventions centres, restaurants, entertainment (within a hotel, convention centre or office complex) and institutional uses on lands having frontage on Major Mackenzie Drive.

To ensure a high quality business park compatible with the residential uses on the west side of Cityview Boulevard, the Official Plan prohibits uses such as automobile service stations, gas bars and car washes, automobile dealers, and automobile paint and repair, as well as uses that involve outside storage and display, and uses that generate high levels of truck traffic.

The proposal to rezone the subject lands from A Agricultural Zone to C2 General Commercial Zone, in order to consolidate the property with the adjacent easterly lands that is zoned C2 within an approved draft plan of subdivision, conforms to the Official Plan.

Zoning

The 0.27ha subject lands are proposed to be rezoned from A Agricultural Zone to C2 General Commercial Zone, and are to be consolidated with the adjacent 5.92ha commercial block to the east in approved Draft Plan of Subdivision 19T-03V08 (Argento Developments Inc.), and subject to the same zoning Exception 9(1221), which will facilitate development of a full commercial block and Cityview Boulevard, as shown on Attachment #2.

The C2 Zone lands in Draft Plan of Subdivision 19T-03V08 are subject to Exception 9(1221), which provides site-specific zoning requirements respecting uses permitted in the C2 Zone; the definition of a bakery; the location of drive-through; minimum parking standards; minimum building setbacks, lot coverage, building height, setback to a Residential Zone, and landscaping; and, the location of loading areas.

The proposed zoning for the subject lands will be consistent with the C2 General Commercial Zone and the site-specific requirements in Exception 9(1221). The proposed amendment to the

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zoning by-law is appropriate for the subject lands, and will allow for the consolidation of the commercial lands, and the completion of the commercial block and primary road to intersect with Major Mackenzie Drive.

Once the subject lands are consolidated with the adjacent commercial block, this property will be subject to the conditions of approval for Draft Plan of Subdivision 19T-03V08, which was approved on June 1, 2005. The final plan for Approved Draft Plan of Subdivision 19T-03V08 will include the subject lands for commercial and the portion of Cityview Boulevard.

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 proposed application to amend the Zoning By-law to rezone the subject lands shown on Attachment #1 from 'A' Agricultural Zone to C2 General Commercial Zone has been reviewed by the Development Planning Department in accordance with the applicable policies in the Official Plan. The proposal conforms to the policies in OPA #600 with respect to uses, and to the Block 33 West Plan. The Development Planning Department is satisfied that the proposed amendment to By-law 1-88 to rezone the subject property to C2 Zone, consistent with the C2 Zone and site-specific zoning requirements in Exception 9(1221) on the adjacent easterly block to which the subject lands are to be consolidated with, is appropriate to facilitate the assembly and development of a full commercial block and Cityview Boulevard, the 23m wide north-south primary road allowance.

Attachments

1. Location Map/Proposal
2. Approved Draft Plan of Subdivision 19T-03V08 (adjacent lands to the east)

Report prepared by:

Judy Jeffers, Planner, ext. 8645
Mauro Peverini, Senior Planner, ext. 8407
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 20, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

20

AMALFI COURT, WOODBRIDGE

(Referred from the Council meeting of November 14, 2005)

The Committee of the Whole recommends that this matter be referred to a future Committee of the Whole meeting.

Council, at its meeting of November 14, 2005, adopted the following:

That this matter be referred to the Committee of the Whole meeting of November 21, 2005 for additional information that has been requested of staff.

Report of the Commissioner of Engineering and Public Works dated November 7, 2005

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That winter road maintenance on Amalfi Court remain the responsibility of the Condominium Corporation; and,
2. That municipal waste management collection services continue to be provided in accordance with Section 15 (e) (ii) of the site plan agreement, and curbside collection services not be provided within this development.

Economic Impact

The costs to upgrade the municipal services would have an impact on the Capital Budget. In order for these municipal services to be brought up as close to possible, to the current municipal standards, these costs are estimated to be approximately \$75,000.00. Engineering Services staff have identified the following work as being required:

- The installation of subdrains under the curb-and-gutters
- The installation of new curb-and-gutters
- The installation of a new hydrant set

These costs do not include any changes to bring the sewerage system up to municipal standards.

The maintenance, repair and ultimate replacement of the municipal infrastructure within the development is the responsibility of the Condominium Corporation and therefore had no impact on future Operating budgets. The necessary resources have not been allocated and approved in the current budget.

Purpose

To report on the issues raised by the Amalfi Court residents as directed by Council.

Background - Analysis and Options

At its meeting on June 15, 2005 (Item 48, Report 39 of the Committee of the Whole) Council directed:

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“That staff be directed to report on the issues raised respecting the 7.5 meter roadway including the provisions of the agreement signed at the time of development and the cost of an additional person on snow and waste removal vehicles.”

Amalfi Court is a 7.5 meter wide private thoroughfare constructed under the terms of the Development Agreement, DA 99-006 (see Attachment No. 2). The development is a private Condominium Corporation within the Regional Municipality of York under the Condominium Act. The City still holds a municipal services letter of credit with respect to this development in the amount of \$60,000.00.

The Site Plan Agreement stipulates the following in Sect. 15:

e (i), “All snow removal and other maintenance services shall be the responsibility of the Owner/Condominium Corporation”.

e) (ii), “Garbage shall be picked up by the City provided a common garbage area is designated on the site in a vicinity near the entrance to the development. The exact location of the common garbage area shall be determined by the Public Works Department, Solid Waste Management Division”.

g), “Snow storage shall be included on site”.

h), “On street parking shall not be permitted on the 7.5m road and purchasers shall be advised by the inclusion of a warning clause to this effect in all purchase and sale agreements”.

i), “The road allowance shall remain as a private road”.

Engineering staff have conducted site inspections to determine if the municipal services within the boundaries of the development have been constructed in accordance with City of Vaughan Engineering Department Standards. Staff provide the following comments:

Operations and Maintenance Issues:

- There is no turning circle or hammerhead at the west limit of the road. Consequently, snowplows and garbage trucks would be forced to back into or out of the development, creating an unsafe situation. In accordance with the conditions of the site plan agreement, waste and blue box materials are currently collected at a common location by the City’s contractors at the curb on Martin Grove Road. The estimated additional cost for door-to-door collection would be approximately \$4,000 for 2006. This cost represents the cost to provide an additional staff person to assist the drivers in reversing in/out of the development. These costs will increase in subsequent years with the full integration of organics collection.
- The narrow roadway would require smaller equipment for snow clearing and regular removal of snow from the site. This is because streetscaping features, private walkways, narrow lots and private ownership to the curb have eliminated the opportunity to use the standard sized snow ploughing equipment, and has resulted in no on-site snow storage. The cost to provide municipal winter road maintenance services to this location using smaller vehicles would be approximately \$9,000 per winter season.
- An easement in favour of the City would be required across the lots to access the storm and sanitary sewer systems. Easements would also be required to permit City access to the water shut off valves that are situated behind the curb. The costs associated with establishing easements are undetermined at this time and involve legal and registry issues.
- Utilities may or may not be designed and constructed in accordance with City Standards. The streetlight posts are leaning, and would require straightening. Luminaires would require ongoing City maintenance.

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Engineering Design Issues:

- The road has been constructed with barrier curb-and-gutter at a nonstandard width of 7.37m, curb-to-curb; the minimum City standard road width with parking on one side is 8.0m. The road has no City Standard sub-drains and no boulevards.
- There is no defined road allowance within the development. There is insufficient room to establish a minimum standard road allowance of 17.5 metres.
- The average boulevard width to the base of the steps to the homes is 1.6 metres on each side of the road pavement. Widening the existing pavement to the 8 metres required to provide for parking would reduce the boulevards by a total of 0.63 metres.
- Because Amalfi Court is private property, there was no requirement that the Engineering Department inspect road and municipal infrastructure construction. The City has not received certification from the Owner's Consultant as to the structural composition of the road, therefore, staff is unable to determine compliance with City standards at this time.
- An additional fire hydrant would need to be installed in order to meet current City Design Criteria for hydrant spacing.
- The existing Martin Grove Road pavement configuration presently accomodates the northbound left turn lane into the Weston Produce Plaza only. Road geometrics do not provide sufficient pavement width for a left turn vehicle lane for Amalfi Court. As well, a left turn lane is not warranted based on anticipated low volumes and may also impose operational conflicts with the nearby Weston Produce Plaza entrance.
- The sanitary and storm sewerage, water and electrical system may not be built to municipal standards, requiring costly changes to current maintenance procedures and practices.

Emergency Services Issues:

- As stated in the Site Plan agreement, there is no on-street parking allowed. There would be insufficient room for vehicles to access driveways with parked vehicles on the street. Six metres of clear roadway width is required for Fire and Rescue Services. Appropriate "No Parking – Fire Route" signage is required. Further EMS access could be impaired with on-street parking and lack of an adequate turnaround.

While it may be feasible to upgrade some of the deficiencies to City Standards (eg: new subdrains, additional hydrant) at an estimated cost of \$75,000.00, it is not possible to upgrade the other municipal services infrastructure, ie: watermain, sanitary and storm sewers, etc. to current City Standards.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities established by Council.

Conclusion

Based on staff's review, it is recommended that the City of Vaughan not provide municipal services i.e. waste collection or road maintenance, within the Amalfi Court development. Waste collection services will continue to be provided in accordance with the Site Plan Agreement.

Attachments

1. Location Map
2. Site Plan Agreement

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Report Prepared by

Bill Gould, C.Tech., Senior Engineering Assistant, ext. 3112

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

Rob Meek, C.E.T., Manager of Environmental and Technical Services, ext 6100

:BG

(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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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.

Attachments

Appendix “A” - photograph of existing fence
- survey of property
- sketch of existing & proposed fencing

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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22

SITE DEVELOPMENT FILE DA.05.026

1567855 ONTARIO LTD.

(Referred from the Council meeting of November 14, 2005)

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated November 7, 2005, be approved;**
- 2) **That the memorandum of the Commissioner of Planning, dated November 16, 2005, be received; and**
- 3) **That the revised elevation drawings submitted by the applicant, be received.**

Council, at its meeting of November 14, 2005, adopted the following:

That this matter be referred to the Committee of the Whole meeting of November 21, 2005.

Report of the Commissioner of Planning dated November 7, 2005

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.026 (1567855 Ontario Ltd.) BE APPROVED, to permit the development of a 2806m², multi-unit commercial building, subject to the following conditions:

- a) that prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, access, parking and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iii) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) all hydro requirements of Power Stream Inc. shall be satisfied;
 - v) the Owner shall dedicate the lands designated and zoned Open Space into public ownership to the satisfaction of the Toronto and Region Conservation Authority;
 - vi) the Owner shall provide a trail corridor, within the subject open space lands, from the boulevard of Regional Road 7 to the satisfaction of the Parks Development Department. The said corridor shall be dedicated

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- free and clear of all encumbrance and/or be in the form of an easement in favour of the City of Vaughan. The corridor shall be of sufficient area to implement a 5 metre wide level trail platform with a maximum fall of 8% on slope areas and be continuous through the subject open space lands; and,
- vii) the required variances to implement the final site plan shall be approved by the Committee of Adjustment and such variances shall be final and binding; and,
- b) that the site plan agreement contain the following provision:
- i) the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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 a 2,806.68m², two storey, multi-unit commercial building shown on Attachment #4, with the following site statistics:

Total Site Area:	1.09ha
Developable Site Area (tableland):	0.56ha
Remaining Site Area (valleyland):	0.53ha
GFA ground floor (retail):	1,810.00m ²
GFA second floor (office):	<u>996.68m²</u>
	2,806.68m ²
Parking Provided	115 spaces

Background - Analysis and Options

The 1.09ha site is located on the south side of Regional Road #7, east of Martin Grove Road, being Block 42 on Plan 65M-2464 (5451 Regional Road #7), in Part of Lot 5, Concession 8, City of Vaughan, as shown on Attachment #1.

The surrounding land uses are:

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- North - Regional Road 7; Rainbow Creek Park (A Agricultural Zone and OS1 Open Space Conservation Zone)
- South - open space (PB1 Parkway Belt Open Space Zone) and existing employment (EM1 Prestige Employment Area Zone)
- East - open space (PB1 Parkway Belt Open Space Zone)
- West - existing commercial (C7 Service Commercial Zone)

Official Plan

The subject lands are designated “Service Commercial” (tableland) and “Open Space” (valleyland) by OPA #240 (Woodbridge Community Plan), subject to site-specific OPA #331, which was further amended by OPA #624, as shown on Attachment #2.

OPA #331 re-designated the subject lands (1.09ha) from “Public Open Space and Buffer Area” (Parkway Belt West Plan) to “Service Commercial”; provided development guidelines for the site; restricted development to a low-rise office building; and, restricted the permitted uses to: business and professional offices, day nurseries, parks and open space, and ancillary commercial uses to a maximum of 15% of the total gross floor area, with no outside storage.

The development guidelines in OPA #331 require the subject lands to be developed in accordance with a plan, which integrates the abutting lands to the west (25 Woodstream Boulevard), ensures the provision of proper access, internal traffic circulation and parking, appropriate urban design characteristics and building massing that is complimentary to the adjacent open space system, and a pedestrian connection through the valley portion of the site linking Rainbow Creek Park to the north of Regional Road #7 with the Vaughan Grove Sports Park to the south of the subject lands.

OPA #624 further amended OPA #331 to re-designate the valleyland portion (0.53ha) of the subject lands from “Service Commercial” to “Open Space”; and to maintain the “Service Commercial” designation on the tableland portion of the site. It also permits the full range of service commercial uses identified in OPA#240, in addition to the permitted uses in OPA #331, but excludes hotels, motor hotels, banquet halls, automobile service stations, car washes, public garages, and funeral homes.

OPA #240 identifies sites located on corner lots at the entrances to industrial parks as ideal locations to facilitate service commercial uses which serve the needs of the business employees in the adjacent industrial area and the traveling public. The “Open Space” designation in OPA #240 permits community parks, neighbourhood parks and pedestrian bicycle linkways. The site plan proposal to permit the development of a multi-storey, multi-unit commercial building conforms to the “Service Commercial” and “Open Space” policies of OPA #240. The property fronts onto Regional Road 7, is generally located at the corner of Woodstream Boulevard and Regional Road 7 abutting an industrial area to the south, and the valleyland portion will remain in a naturalized state.

Zoning

The subject lands are zoned in the manner shown on Attachment #2 as C7 Service Commercial Zone (tableland) and OS1 Open Space Conservation Zone (valleyland), and subject to Exception 9(1215). This exception requires a 2m wide landscape strip to be provided on the tableland portion of the site (C7 Service Commercial Zone) abutting the valley, the area of which cannot be used in computing the minimum 10% landscaping requirements of the By-law, and permits the full range of C7 uses excluding: hotel, motel, convention centre, automobile service station/gas bar, automotive retail store, banquet hall, place of entertainment, and parking garage.

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The proposed office and retail uses are permitted by the By-law. However, in order to implement the proposed site plan the following variances are necessary, and are identified as follows:

	<u>By-law Requirement</u>	<u>Provided</u>
• Minimum Lot Area	8000m ²	5,644m ²
• Minimum Lot Frontage	65m	0.0m
• Minimum Interior Side Yard (West)	6m	1m
• Minimum Interior Side Yard (East)	6m	2m
• Minimum Rear Yard (South)	22m	19.5m
• Minimum Parking Spaces	169	115(32% deficiency)
• Minimum Landscaped Area	10%	3.75%

In addition, the building is proposed on a lot that does not front onto a public street, whereas, the by-law requires that all lots upon which a building or structure is to be created shall front upon a public street. The proposed parking areas require access from the adjacent westerly property, whereas, the by-law requires that access to parking areas shall be provided and maintained on a lot upon which a building or structure is maintained.

Most of the easterly portion of the subject lands is located within the valley corridor. The Toronto and Region Conservation Authority (TRCA) has established the limits of development for the tableland (0.56ha) and the valleyland (0.53ha) to their satisfaction as shown on Attachment #2. The zoning boundaries are based on these limits, and as such, the property was rezoned to C7 Service Commercial Zone and OS1 Open Space Conservation Zone, respectively. As a result, the required lot frontage, access to a public street and access to the parking areas cannot be achieved as the entire frontage of property is deemed valleyland. Accordingly, the required lot area on the tableland cannot be achieved due to the established limits of development. The reduced minimum and interior side yards and minimum landscaping requirement is satisfactory, given the size and configuration of the developable tableland. The parking reduction has been substantiated by a parking study that has been approved by the Engineering Department. The Owner will be required to obtain approval for the above-noted variances, from the Committee of Adjustment, which must be final and binding as a condition of site plan approval.

Site Design

The proposed site plan (Attachment #4) shows an L- shaped commercial building facing Regional Road 7. The site is served by existing accesses on Regional Road 7 comprised of one right-in/ right-out and left-in access and a full movement access on Woodstream Boulevard, each requiring access over the property to the west. The parking area is located between the proposed building and Regional Road #7, and additional parking spaces are located south of the building. A pedestrian walkway surrounds the building and provides access to the proposed commercial units. The final site plan shall be approved to the satisfaction of the Development Planning Department.

Access

OPA #331 states that direct access to Regional Road 7 is prohibited and is to be provided across the abutting lands to the west to Woodstream Boulevard. The adjacent parcel (25 Woodstream Boulevard) shown on Attachment #3 is developed with two drive-through eating establishments and a pharmacy.

Two access points serve the site by way a of a registered access easement over the lands to the west (25 Woodstream Boulevard);one right-in/ right-out /left-in access onto Regional Road #7 and

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a full movement access onto Woodstream Boulevard. The site plan agreement for the adjacent property states, “access to Regional Road 7 and Woodstream Boulevard must be provided for the lands to the east (subject lands), being Block 42 on Plan 65M-2462, in Lot 5, Concession 8, City of Vaughan”. The proposed site plan conforms to these requirements of the Official Plan, and the Engineering Department and York Region are satisfied with these site accesses.

The YRT- Regional Road 7 Transitway is proposed to be an at grade bus rapid transit facility located in the centre median area of Regional Road 7 and within an exclusive right-of-way. As such, the Owner has been advised by the Region of York that upon implementation of the YRT-Regional Road #7 Transitway, the existing right-in/right-out/left-in access to/from the subject lands and Regional Road 7 will be restricted to right-in/right-out movements access only.

The Region of York has requested to be party to the site development agreement, as the subject lands abut Regional Road 7, with conditions of approval to be included in the Agreement. As a condition of site plan approval, all requirements of the Region of York Transportation and Works Department shall be satisfied.

Parking

The minimum required parking for the site is calculated as follows:

Total GFA: 2,806.68m ²	
Total Parking Required (6 spaces/100m ² GFA)	= 169 spaces
Total Parking Provided	=115 spaces

The Owner is proposing 115 parking spaces, whereas By-law 1-88 requires that 169 spaces be provided, resulting in a 32% (54 space) deficiency. The applicant has submitted a parking study prepared by Mark Engineering addressing the proposed parking reduction, which concludes that the proposed parking supply is sufficient for the proposed development. The parking study and on-site vehicular circulation, has been approved by the Engineering Department.

Services and Utilities

The site has access to hydro, water and sanitary and storm sewers. The Owner has submitted a site grading and servicing plan and stormwater management report, which has been approved by the Engineering Department.

The Owner will be responsible to address all hydro requirements to the satisfaction of PowerStream Inc.

Building Design

The proposed building elevations are shown on Attachments #5 and #6. The single-storey commercial portion of the building is proposed to be constructed to a height of 4.79m and the two-storey office portion will be 7.96m. The building materials consist of clear glass windows, taupe banding and trim, sage stucco and bamboo coloured concrete block. The primary façades are located on the north, west and east elevations, all with views from Regional Road 7. The main entry to the second floor is located on the north elevation, with glass double doors and glass panels extending to the roofline, framed in concrete block. The ground floor has a series of glass

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windows and multiple glass unit doors, framed in concrete block, with stucco banding and signage above. The second storey is of similar design, with a series of glass windows along the west, north and east elevations, framed in stucco with banding along the roofline. Six of thirteen man-doors are located on the south elevation, with the remaining man-doors on the east elevation. The final building elevations shall be approved to the satisfaction of the Development Planning Department.

Landscaping

The proposed landscape plan is shown on Attachment #7 and includes a variety of deciduous and coniferous trees and shrubs along the easterly limits of the tableland portion of the subject lands and in the parking islands. The westerly portion of the valleyland has also been heavily planted. A 1.5m wide walkway surrounds the building, with the exception of the east side, where concrete pads are proposed in front of the man doors. The final landscape plan, including detailed drawings and a landscape cost estimate shall be approved to the satisfaction of the Development Planning Department.

Parks Development Department/Toronto and Region Conservation Authority (TRCA)

The subject lands abut the Rainbow Creek Valley Open Space System, a system that follows the Rainbow Creek through the Community of Woodbridge. The system affords a connection between Rainbow Creek Park on the north side of Regional Road 7 and the Vaughan Grove Sports Park to the south. In accordance with the development guidelines of OPA #331 and the draft Pedestrian and Bicycle Master Plan, a trail routing providing access between the two open space systems through the valley portion of the subject lands shall be provided to the satisfaction of the Vaughan Parks Development Department and the Toronto and Region Conservation Authority TRCA. The Parks Department has provided the following wording to be included as a condition of site plan approval:

“The Owner shall provide a trail corridor, within the subject open space lands, from the boulevard of Regional Road 7 to the satisfaction of the Parks Development Department. The said corridor shall be dedicated free and clear of all encumbrance and/or be in the form of an easement in favour of the City of Vaughan. The corridor shall be of sufficient area to implement a 5 metre wide level trail platform with a maximum fall of 8% on slope areas and be continuous through the subject open space lands.”

The TRCA has established the geotechnical limit of development on the subject lands as shown on Attachment #2 and has confirmed the tableland to be retained in private ownership and the valleyland to be dedicated into public ownership to either the TRCA or the City. The Owner shall dedicate the lands designated and zoned “Open Space” into public ownership to the satisfaction of the TRCA as a condition of site plan approval.

Relationship to Vaughan Vision 2007

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

Conclusion

The proposed Site Development Application has been reviewed in accordance with the policies in OPA #240, OPA #331 and OPA #624, the requirements of By-law 1-88, the comments received from City Departments and external public agencies and the area context. The Development Planning Department is satisfied that the proposed development of the subject lands for an office

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and retail commercial building is appropriate and will integrate and be compatible with the existing and permitted uses on the abutting lands (25 Woodstream Boulevard). Accordingly, the Development Planning Department can support the approval of the Site Development Application and the required exceptions to the zoning by-law that are necessary to implement the proposal, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Official Plan Designation and Zoning
3. Context Plan
4. Site Plan
5. Elevation Plan (North and South)
6. Elevation Plan (East and West)
7. Landscape Plan

Report prepared by:

Christina Napoli, Planner I, ext. 8483
Mauro Peverini, Senior Planner, ext. 8407
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 28, 2005

Item 23, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

23

**ALL-WAY STOP CONTROL
WIGWOSS DRIVE AND FOREST CIRCLE COURT**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Regional Councillor Jackson, dated November 21, 2005, be approved; and
- 2) That the written submission of Ms. Elena D'Alessio, Seneca Heights Traffic Calming Committee, 246 Wigwoss Drive, Vaughan, L4L 2R4, dated November 16, 2005, be received.

Recommendation

In response to requests from area residents and the Wigwoss Drive and Monsheen Drive Traffic Calming Committee, Local and Regional Councillor Linda D. Jackson recommends:

- that an all-way stop control be installed at the intersection of Wigwoss Drive and Forest Circle Court,
- that an enacting bylaw be available at the Council meeting of November 28, 2005, and
- that all work associated with locates and sign installation be performed as soon as possible.

Economic Impact

Nil.

Purpose

To respond to the request addressed to the local and regional councillor.

Background - Analysis and Options

Vehicles routinely speed along both stretches of road and the area residents perceive a need for speed and safety controls. All-way stop controls will encourage increased moderation in vehicular speeds.

Relationship to Vaughan Vision 2007

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

Conclusion

It is appropriate for Council to respond to a reasonable request which has the support of the local traffic calming committee and all residents immediately adjacent to the intersection in question.

Attachments

1. Petition from adjacent residents.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 28, 2005

Item 23, CW Report No. 64– Page 2

Report prepared by:

Mirella Compagno

(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 NOVEMBER 28, 2005

Item 24, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

24

FREDRICK STREET – TRAFFIC MANAGEMENT MEASURES

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated November 21, 2005:

Recommendation

In response to a petition submitted by local residents, Councillor Tony Carella recommends:

That staff be directed, in coordination with the Local Ward Councillor's office, to meet with the community to determine what traffic management measures might be considered for installation on Fredrick Street and to report to a future Committee of the Whole.

Economic Impact

To be determined upon analysis.

Purpose

To better manage traffic along Fredrick Street.

Background - Analysis and Options

Local residents living on and around Fredrick Street have concerns with the excessive speeding that is taking place, following a recent accident in which a speeding motorcyclist lost control and hit a tree in front of 65 Fredrick Street. The residents of Fredrick Street have provided a petition requesting that traffic management measures be undertaken on their street in order to help reduce vehicular speeding.

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

In response to a petition of the residents, it is recommended that a meeting be convened, to which the Local Councillor and staff will attend on behalf of the corporation.

Attachments

Petition

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 28, 2005

Item 25, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

25

**DEPUTATION – MS. ISABELLA FERRARA (S.A.V.I.)
WITH RESPECT TO THE SENIORS SUMMIT**

The Committee of the Whole recommends:

- 1) That the deputation of Ms. Isabella Ferrara, Chair, Seniors Association of Vaughan Initiative (S.A.V.I.), and written submissions dated October 12, 2005 and November 21, 2005, be received and referred to staff for a report reviewing the list of issues identified to a future meeting; and**
- 2) That the following deputations be received:**
 - a) Mr. Shadi Lal Bhatla, Co-Chair of the Summit Committee; and**
 - b) Ms. Maria Eva Cristante, President, Maple Pioneer Italian Seniors Club.**

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 28, 2005

Item 26, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

26

**DEPUTATION – MR. NICK PINTO
WITH RESPECT TO OUTSTANDING ISSUES IN WEST WOODBRIDGE**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Nick Pinto, President, West Woodbridge Homeowners Association and also appearing as a resident, and the written submission dated November 8, 2005, and the memorandum of the City Clerk, dated November 21, 2005, be received and referred to staff to develop and bring forward a policy on co-generation;**
- 2) That staff investigate and review the enforcement of the “poop and scoop” by-law in West Woodbridge; and**
- 3) That staff meet with the area ratepayers association, the community and the Local Councillor to review opportunities for dealing with the traffic issues at the intersection at Medallion Boulevard and Morning Star Drive, and provide a report as soon as possible.**

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 28, 2005

Item 27, Report No. 64, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 28, 2005.

27

**DEPUTATION – MR. GAETANO IUORIO
WITH RESPECT TO REPLACING EXISTING BOLLARDS ON CURTISS COURT**

The Committee of the Whole recommends that the deputation of Mr. Gaetano Iuorio, 22 Curtiss Court, Maple, L6A 1Y4, and the written submission dated November 17, 2005 and the drawing submitted, be received.