

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 1, Report No. 47, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 22, 2007, as follows:

By approving that Mr. Mel Fruitman be appointed as an alternate member to the Maple Streetscape Community Advisory Committee for the 2006 – 2010 term.

**1 MAPLE STREETSCAPE COMMUNITY ADVISORY COMMITTEE
APPOINTMENT OF AN ALTERNATE MEMBER**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Maple Streetscape Community Advisory Committee, dated October 15, 2007:

Recommendation

The Maple Streetscape Community Advisory Committee recommends that an alternate member be appointed to the Maple Streetscape Community Advisory Committee for the 2006 - 2010 term.

Economic Impact

There is no economic impact.

Communications Plan

N/A

Purpose

The purpose of this report is to request that an alternate member be appointed to the Maple Streetscape Community Advisory Committee for the 2006 - 2010 term.

Background - Analysis and Options

At the Maple Streetscape Community Advisory Committee meeting of May 30, 2007, the following recommendation was approved:

That Council be requested to amend the appointment by-law of the Maple Streetscape Community Advisory Committee by appointing an alternate member in the event there is lack of quorum.

The Maple Streetscape Community Advisory Committee is currently comprised of eleven (11) members. The Committee is of the opinion that it is appropriate to appoint an alternate member to the Committee to reduce the need to cancel a regular meeting due to lack of quorum.

Community-minded individuals have participated on the Maple Streetscape Community Advisory Committee since 1998, providing input on matters relating to the public realm of the Maple Streetscape Area. The alternate member being suggested (Attachment 1) has participated on the Committee for several terms, continues to provide input and advice as an invited guest at the regular Committee meetings, and is interested in continuing as an appointed alternate member.

Relationship to Vaughan Vision 2007

The Maple Streetscape Community Advisory Committee supports the Vaughan Vision and is consistent with the priorities previously set by Council by Serving our Citizens and promoting community safety, health & wellness.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 1, CW Report No. 47 – Page 2

Regional Implications

N/A

Conclusion

The Maple Streetscape Community Advisory Committee is seeking the appointment of an alternate member to the Maple Streetscape Community Advisory Committee.

Attachments

- 1) Confidential - Application Form (for Members of Council Only)

Report prepared by:

Gloria Hardyck, Assistant City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 2, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

2

ROAD WATCH PROGRAM

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Safe City Committee, dated October 15, 2007:

Recommendation

The Safe City Committee recommends:

- 1) THAT the York Regional Road Watch Committee be requested to incorporate the internet address on all York Regional Road Watch signs;
- 2) That the City of Vaughan Legal Department investigates the opportunity to implement employee participation in the City of Vaughan Road Watch Program; and
- 3) That the Works Department be requested to install a "Road Watch" sign at the intersection of Wigwoss Drive and Monsheen Drive.

Economic Impact

N/A

Communications Plan

N/A

Purpose

To advise Council of the Safe City Committee's recommendation regarding the Road Watch Program.

Background - Analysis and Options

- 1) On May 26, 2003, Council approved the establishment of a City of Vaughan Road Watch Program. Road Watch is a community-based initiative that gives residents and visitors an opportunity to report dangerous aggressive drivers to the police. The York Regional Road Watch Committee was struck comprising of representatives from each of the area municipalities, The Regional Municipality of York and York Regional Police. The current mandate of the Regional Road Watch Committee is to assist municipal Road Watch Committees by sharing information, promotional material, educational material and standardizing forms. At the York Regional Road Watch Committee meeting held on September 12, 2007, it was announced by the Regional Municipality of York Police Services Board that the day to day operation of the Road Watch Program for all York Region Municipalities will be administered by the York Regional Watch Committee, commencing in the Spring of 2008. The official launch of the York Regional Road Watch Program is tentatively scheduled on April 17, 2008.
- 2) On April 2, 2007, Council adopted a recommendation brought forward by Councillor Di Vona requesting the Human Resources Department in consultation with the Legal Services Department and the Safe City Committee to provide a report with respect to the necessary and appropriate steps required to enhance the City's Road Watch Program.

.../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 2, CW Report No. 47 – Page 2

- 3) At the Safe City Committee meeting on September 13, 2007, a member of the committee reported the current unsafe and aggressive driving practices at the intersection of Wigwoss Drive and Monsheen Drive and the committee recommended that a Road Watch sign be installed at that location.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council to serve our citizens and promote community safety, health and wellness.

Regional Implications

N/A

Conclusion

The Safe City Committee recommends:

- 1) THAT the York Regional Road Watch Committee be requested to incorporate the internet address on all York Regional Road Watch signs;
- 2) That the City of Vaughan Legal Department investigates the opportunity to implement employee participation in the City of Vaughan Road Watch Program; and
- 3) That the Works Department be requested to install a "Road Watch" sign at the intersection of Wigwoss Drive and Monsheen Drive.

Attachments

None

Report prepared by:

Lilian Pagnanelli, Assistant City Clerk
Ext. 8698

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 3, CW Report No. 47 – Page 2

Regional Implications

N/A

Conclusion

The Safe City Committee recommends:

That the City of Vaughan endorse the principles of the Workplace Safety and Insurance Board's (WSIB) Community Workplace Health and Safety Charter.

Attachments

Attachment #1 – WSIB's Community Workplace Safety Charter.

Report prepared by:

Lilian Pagnanelli, Assistant City Clerk
Ext. 8698

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 4, CW Report No. 47 – Page 2

Report prepared by:

Debi Traub, Council Executive Assistant

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 5, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

**5 UPDATE OF DEFERRED TRAFFIC STUDY REVIEW: CLARENCE STREET
 BETWEEN MEETING HOUSE ROAD AND RUTHERFORD ROAD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated October 15, 2007:

Recommendation

Councillor Tony Carella recommends:

1. That appropriate staff be directed to update the traffic study review of Clarence Street between Meeting House Road and Rutherford Road in light of any relevant changes in circumstances since the spring of 2004, when data which formed the basis of the report was first collected; and
2. That an updated traffic study review be brought forward for consideration by the Committee of the Whole no later than the end of February 2008.

Economic Impact

Nil

Purpose

To address the concerns of property owners along Clarence Street and in adjacent neighborhoods regarding traffic along Clarence Street.

Communication Plan

The local Councillor will inform residents that the traffic study that was conducted in 2004 is being updated, prior to its consideration by the Committee of the Whole in the new year.

Background - Analysis and Options

Item 17 of Report No. 63 of the Committee of the Whole as adopted without amendment by Council on September 24, 2004, dealt with a traffic study review of Clarence Street between Meeting House Road and Rutherford Road. The recommendations of the Commissioner of Engineering and Public Works, as detailed in the report, included the installation of two speed humps north of the intersection of Mounsey Street, including one in the vicinity of a Board of Trade Golf Course.

In light of concerns over the impact of these speed humps on the delivery of fire services from the Woodbridge Avenue station to Sonoma Height, via Clarence Street, Council deferred consideration of the report "...until Fire Station 79 is constructed". As Fire Station No. 79 is now built and fully operational, it is appropriate for Council to turn its attention to the deferred review.

However, the data collected from March 29 to April 2, 2004, as part of the review is now some three and a half years old, and given that fact, it may no longer serve as the appropriate basis for any decisions in respect of this matter. Thus, the direction in this recommendation, that the data included in the review (traffic speeds and volumes, traffic counts, accident history, signage), be updated prior to a revised study being brought forward for consideration by the Committee of the Whole before the end of February 2008. In addition, the updated study should address any issues which have materialized in the years since the original study was done.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 5, CW Report No. 47 – Page 2

Regional Implications

Nil

Relationship to Vaughan Vision 2007

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

Conclusion

It is appropriate that the factual basis of the deferred traffic study review be updated prior to Council considering this matter.

Attachments

None

Report prepared by:

Councillor Tony Carella

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 6, CW Report No. 47 – Page 2

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 keeping with new traffic calming procedures, it is appropriate that staff conduct a study to determine what measures might be implemented, once agreed to by affected residents, to mitigate the dangers that result from vehicles speeding along this portion of Jules Avenue.

Attachments

Key map indicating the portion of Jules Avenue subject to study

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 OCTOBER 22, 2007

Item 7, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

**7 SPADINA SUBWAY TOD (TRANSIT ORIENTED DEVELOPMENT) ADVISORY TASK FORCE
DRAFT TERMS OF REFERENCE
RESPONSE TO REQUEST FOR COMMENTS FROM THE REGION OF YORK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager, dated October 15, 2007:

Recommendation

The City Manager, in consultation with the Commissioner of Planning, recommends that:

1. That the revised draft of the Terms of Reference for the Spadina Subway TOD (Transit Oriented Development) Advisory Task Force, forming Attachment No. 1 to this report be endorsed;
2. That the Region of York be advised that the revised draft constitutes the City of Vaughan's comments on the Terms of Reference;
3. This report and the revised draft of the Terms of Reference be forwarded to the Region of York; and
4. Upon Regional Council's final approval of the Terms of Reference, Council select the City of Vaughan's representation on the Advisory Task Force.

Economic Impact

There is no economic impact resulting from the adoption of this report.

Communications Plan

A communications plan is not required at this time. Any necessary communication measures will need to be discussed by the Advisory Task Force when it begins operations.

Purpose

The purpose of this report is to provide comments to the Region of York on the draft Terms of Reference for the Spadina Subway TOD (Transit Oriented Development) Advisory Task Force.

Background – Analysis and Options

a) **Background**

On June 7, 2007 the Region of York's Rapid Transit Public/Private Partnership Steering Committee considered the report of the Vice-President of the York-Region Rapid Transit Corporation entitled, "Spadina Subway TOD Advisory Task Force Draft Terms of Reference". On June 21, 2007 Regional Council ratified the resulting recommendations of the Steering Committee:

1. Committee and Council endorse the draft Terms of Reference for the Spadina Subway TOD Advisory Task Force.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 7, CW Report No. 47 – Page 2

2. Committee and Council endorse the Spadina Subway TOD Advisory Task Force membership to be comprised of the appointees of York Region and the City of Vaughan as outlined in this report.
3. The Regional Clerk circulate the draft Terms of Reference for the Spadina Subway TOD Advisory Task Force to the City of Vaughan for their comments and request their endorsement of the draft Terms of Reference and their Task Force appointments.
4. The Terms of Reference for the Spadina Subway TOD Advisory Task Force be finalized following the City of Vaughan's response.
5. Staff to report back to this Committee for final approval of the Terms of Reference once the comments from the City of Vaughan have been received.

The Regional report and original draft of the Terms of Reference for the Spadina Subway TOD Advisory Task Force form Attachment No. 2 to this report.

This report is in response to the Region's request for comment, as set out in 4 above.

b) The Spadina Subway TOD (Transit Oriented Development) Advisory Task Force

The need for an Advisory Task Force was identified by the Region of York in discussions over what would be an appropriate governance model for the subway extension project. The preferred approach would not only cover construction but would also deal with above-grade Transit Oriented Development, integration with other modes of transportation, parking and pedestrian connections and master planning and operations.

Governance of the subway extension will be a complex undertaking. It will involve, among others, the Province, the City of Toronto, the Region of York and the City of Vaughan and a number of technical agencies and authorities. Each will have specific roles and responsibilities. Information flow and understanding and coordinating the actions of the individual players will be critical to the success of the project.

Another important consideration is the need to achieve Transit-Oriented Development (TOD) along the Spadina Subway Corridor. The principles of TOD are already well-established in the Region of York and the Vaughan official plans. Transit-Oriented Development is characterized by higher land use densities adjacent to station sites to provide fare generating ridership and to act as a potential source of funding, through measures like Development Charges and Tax Increment Financing.

The Task Force also provides an opportunity for Vaughan and the Region of York to work together in a number of areas. This includes: Supporting the creation of what will be an increasingly inter-regional transit system; developing consensus when working with other levels of government, municipalities and agencies; ensuring the free-flow of information; and implementing the respective official plan policies, i.e. Vaughan's Corporate Centre Secondary Plan (OPA No. 500) and the Steeles Avenue Corridor – Jane to Keele Secondary Plan (OPA No. 620).

c) Review of the Draft Terms of Reference

The proposed Advisory Task Force is to be composed of five representatives appointed by Vaughan Council (maximum of 3 Councillors) and five representatives appointed by Regional Council (maximum of 3 Councillors). The non-Councillor appointees could be drawn any other source including the public and staff.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 7, CW Report No. 47 – Page 3

Staff's review of the initial draft of the Terms of Reference, which appeared on the Rapid Transit Public/Private Partnership Steering Committee agenda on June 7, 2007, identified a number of concerns. They primarily related to a possible overlap in the Task Force's proposed functions with the municipal planning process. There was the potential for the original mandate of the Task Force to be interpreted to include activities that the City will be carrying out as part of its statutory planning function. This includes consulting with stakeholders, reviewing applications and the development of performance criteria. Such involvement could cause uncertainty for landowners and stakeholders as to the roles and responsibilities of the City and the Task Force.

Transparency of process will be an important consideration. The City is moving ahead with the Official Plan Review as part of the preparation of the Consolidated Growth Management Strategy – 2031. Next year the City will also be initiating an official plan review for the Vaughan Corporate Centre Secondary Plan Area (OPA No. 500). It will be important to ensure that these *Planning Act* processes are clearly conveyed to the public and stakeholders. Additional concurrent processes under the auspices of the Task Force might result in confusion as to what authority is responsible for the planning process and approvals.

Discussions with Staff of the York Region Rapid Transit Corporation confirmed that it was not the intent for the Task Force to become involved in the *Planning Act* development review process. Therefore, it was decided to amend the Task Force's Terms of Reference to refine its roles and responsibilities to:

- Specify that the Task Force is independent of on-going municipal planning processes and that it will not be a commenting body in matters relating to development applications under the *Planning Act*;
- Reinforce that its role is to provide strategic support and assistance in securing Transit Oriented Development in the areas adjacent to the subway extension in accordance with the policies, plans and guidelines of the Region and the City;
- Work with the Toronto/York Construction Task Force and the corresponding TOD Advisory Committee from the City of Toronto along with other levels of government and authorities;
- Maintain the flexibility of action required to fully support the Region and the City.

The revised Terms of Reference was prepared in collaboration with Staff of the York Region Rapid Transit Corporation. The consensus is reflected in the draft set out below.

d) The Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force Revised Terms of Reference

The following provisions constitute the revised Terms of Reference for the Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force.

The Goal of the Advisory Task Force:

To support and promote Transit-Oriented Development in the areas adjacent to the Spadina Subway Extension, from Steeles Avenue to the Vaughan Corporate Centre, in accordance with the policies, plans and guidelines of the Region of York and the City of Vaughan.

The Objective of the Advisory Task Force:

To support the Spadina Subway Extension and the Viva Bus Rapid Transit System, consistent with the objectives of the Region of York and Vaughan Official Plans, through the application of the principles of Transit-Oriented Development, in order to:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 7, CW Report No. 47 – Page 4

- a) Achieve development densities adjacent to station sites that support a sustainable higher order rapid transit system, based on heavy rail (subway) and bus rapid transit technology;
- b) Benefit from the creation of attractive, well-designed, compact and pedestrian friendly communities;
- c) Achieve a diverse mix of land uses that contribute to the creation of vibrant communities;
- d) Realize the environmental and social benefits of developing communities consistent with the principles Transit-Oriented Development;
- e) Fulfill the potential of the Vaughan Corporate Centre (Vaughan OPA No. 500) as an “Urban Growth Centre” (*Places to Grow Plan* – June 2006) and a “Regional Centre” under the Region of York Official Plan;
- f) Take advantage of the opportunities emerging in the Steeles Avenue Corridor, between Jane Street and Keele Street, as provided in Vaughan OPA No. 620, the area’s location opposite York University and its proximity to the Steeles Avenue Station; and
- g) Explore, in consultation with the City of Vaughan, the potential for alternative development scenarios at and around the Transitway Subway Station, on the west side of Jane Street, south of Highway No. 407.

The Mandate of the Advisory Task Force:

It is the mandate of the Advisory Task Force to:

- a) Provide strategic support and assistance to the Region of York and the City of Vaughan in facilitating and implementing Transit Oriented Development, in accordance with the respective municipal policies, plans and guidelines;
- b) Promote and support the efficient integration of Transit Oriented Development and subway station sites with surface transit, commuter parking, passenger pick-up and drop-offs and pedestrian routes;
- c) Act as a forum for discussion for the purposes of issue identification and problem solving and to partner with the Region of York and the City of Vaughan in the planning and implementation of required responses;
- d) Communicate the economic, financial, social, environmental and aesthetic benefits of Transit Oriented Development to all sectors of society;
- e) Undertake specific tasks, in partnership with the municipalities, to support or advocate Transit Oriented Development, including working with external agencies, landowners and senior levels of government to address such matters as funding or planning/development issues affecting the implementation of Transit Oriented Development;
- f) Liaise and consult with the Spadina Subway System Task Force and the Toronto TOD Advisory Committee Task Force and support the free-flow of information between municipalities.

Location:

The Advisory Task Force’s primary focus will be on the three subway station sites along the Spadina Subway alignment, being:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 7, CW Report No. 47 – Page 5

- The Terminal Station at Highway 7 and Millway Avenue in the Vaughan Corporate Centre, within the Vaughan Corporate Centre Secondary Plan Area (OPA No. 500);
- The Highway No. 407/Transitway Station on the west side of Jane Street, south of Highway No. 407, within the lands owned by the Ontario Real Estate Corporation;
- The Steeles Avenue Station, east of Jane Street, within the Steeles Avenue Secondary Plan Area (OPA No. 620).

Areas of interest may also include properties within a convenient (5 to 10 minute) walking distance of the station sites.

Relationship to the Municipal Planning (*Planning Act*) Processes:

The Advisory Task Force will operate independently from the on-going municipal planning processes and will not affect the planning processes carried out by the Region of York and the City of Vaughan. The Advisory Task Force will not be a commenting body to either the Region or the City in matters relating to development applications or initiatives pursued under the *Planning Act*. Technical comments relating to station integration with surface transit facilities and Transit Oriented Development will be provided by the staff of the York Region Rapid Transit Corporation.

Advisory Task Force Membership:

The Advisory Task Force will be composed of:

- Five (5) appointees from the Region of York, up to three (3) of whom shall be members of Regional Council;
- Five (5) appointees from the City of Vaughan, up to three (3) of whom shall be members of Vaughan Council.

The appointments shall be at the sole discretion of the respective Councils and non-Councillor appointees may include representatives from the public and municipal staff.

Chair:

The Chair and Vice-Chair shall be elected by the Committee members at the inaugural meeting for a term of two years.

Term:

Members of the Advisory Task Force will serve concurrently with the terms of Regional/Vaughan Council. Such appointments shall expire at the end of term for both Councils.

Remuneration:

Not Applicable.

Meetings:

The Advisory Task Force will meet not less than quarterly throughout the calendar year. The quarterly meetings will be established annually at the first meeting of each calendar year. More frequent meetings may be required from time to time. Such meeting dates will be set by the Chair in consultation with the Task Force members.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 7, CW Report No. 47 – Page 6

Reporting:

Minutes of the Advisory Task Force meetings will be recorded and forwarded to the appropriate Committees/Councils of York Region and the City of Vaughan for their consideration and action as necessary.

Administration and Technical Services:

Administrative (Secretariat) Services will be provided by the Region of York. Technical support will be drawn from the staff of the York Region Rapid Transit Corporation, the Region of York and the City of Vaughan, as required.

Relationship to Vaughan Vision 2007

Participation in the Advisory Task Force fulfills a number of objectives under Vaughan Vision 2007. These include, under Section 5, "Corporate Leadership":

5.3 Strengthen relationship with other government authorities and agencies.

- 5.3.1 Coordinate strategies and priorities with the Region of York and other levels of government.
- 5.3.2 Establish a position of "advocacy" for Vaughan's priorities with other levels of government.
- 5.3.3 Ensure that Vaughan has representation on inter-municipal committees and organizations.

In supporting the development of the Corporate Centre the Advisory Task Force's work would also be consistent with:

3.2 Implement solutions to traffic gridlock.

- 3.2.2 Encourage land use designations and urban form to support transit usage.
- 3.2.4 Support regional and provincial initiatives on transportation infrastructure.

Regional Implications

This is an initiative of the Council of the Region of York. It will be administered by Regional Staff. Technical support will be provided jointly by the Region and the City, as required.

Conclusion

The proposed Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force presents an opportunity for the Region of York and the City of Vaughan to work together to support the Spadina Subway Extension and to realize their respective planning objectives for the subway corridor. The Task Force, as an advisory body, will focus on providing strategic level assistance to the Region and the City and it will work with other governments and agencies involved in the construction of the subway.

The mandate of the Task Force represents the shift from the approvals stage of the subway extension to the actual implementation phase of the project, which includes both subway construction and the development of the adjacent areas in accordance with the principles of Transit Oriented Development. The Task Force will not be involved in the *Planning Act* approvals processes for development around the station sites. It will support the implementation of development based on the Region's and City's official plans, policies and guidelines.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 7, CW Report No. 47 – Page 7

The revised Terms of Reference contained herein were developed in conjunction with Region of York Staff as a result of Regional Council's request to the City of Vaughan for comments on the original draft. (June 21, 2007). City Staff has been advised that a report will be brought forward to the Region of York's Rapid Transit Public/Private Partnership Steering Committee on October 11, 2007 to obtain endorsement of the amended Terms of Reference. Ratification by Regional Council would take place on October 18, 2007. Should Committee of the Whole require further input into the draft Terms of Reference, they can be conveyed to the Region before the Regional Council meeting on October 18.

Staff are recommending that Council endorse the draft Terms of Reference, forming Attachment No. 1 to this report, and that the report be forwarded to the Region of York for its action. It is further recommended that, upon the Region of York's final approval of the Terms of Reference, Council should select its representatives to the Task Force and the Region be advised accordingly.

Attachments

1. Draft Terms of Reference for the Spadina Subway Transit-Oriented Development (TOD) Advisory Task Force, as revised
2. Report to Regional Council: "Spadina Subway TOD Advisory Task Force Draft Terms of Reference", June 21, 2007

Report Prepared by:

Roy McQuillin, Manager of Corporate Policy, ext. 8211

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 8, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

**8 SCHOOL CROSSING GUARD
LOCATION REVIEW**

The Committee of the Whole recommends:

- 1) That a school crossing guard on the west side of the intersection of Murray Farm Lane and Crew Crescent (west intersection) for Teston Village Public School, be approved and implemented immediately;
- 2) That a school crossing guard on the east side of the intersection of Apple Blossom Drive and Sandwood Road for Carrville Mills Public School, be approved and implemented immediately; and
- 3) That the following report of the Commissioner of Engineering and Public Works, dated October 15, 2007, be received.

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Legal and Administrative Services recommends:

1. That the implementation of a school crossing guard on the west side of the intersection of Murray Farm Lane and Crew Crescent (West intersection), for Teston Village Public School be considered in the 2008 Operating Budget;
2. That the implementation of a school crossing guard on the east side of the intersection of Apple Blossom Drive and Sandwood Road, for Carrville Mills Public School be considered in the 2008 Operating Budget;
3. That funds, in the amount of \$18,840 be referred to the 2008 Operating Budget deliberations for the additional school crossing guards; and
4. That the installation of an Intersection Pedestrian Signal crossing Apple Blossom Drive on the west side of Sandwood Drive in the amount of \$52,000 be considered in the 2008 Capital Budget.

Economic Impact

The cost to implement each guard will have an impact on the 2008 Operating Budget. The annual cost of the two additional Crossing Guards will be an increase of \$18,840 commencing with the 2008 Operating Budget. The cost of the Intersection Pedestrian Signal will have an impact on the 2008 Capital Budget.

Communication Plan

Staff will advise each school and the appropriate school board of the proposed location for the crossing guard.

Staff will communicate the intended location and timing of the proposed pedestrian signal to Carrville Mills School if approved for installation. If approved by Council, that notice of this proposed pedestrian signal be circulated to the residents within 100 metres of the subject crossing and posted on the City's web page for two weeks prior to implementation.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 8, CW Report No. 47 – Page 2

Purpose

To review the need for a crossing guard at two new schools in the City of Vaughan.

Background - Analysis and Options

At its meeting on June 25, 2007 Council approved;

“2. That the proposed procedure for NEW Schools – June 25, 2007 be approved;”

Teston Village Public School

The new Teston Village Public School is located on Murray Farm Lane was opened in September for the 2007/2008 school year (This area is shown in attachment No.1). Staff received the school's boundary map from the York Region District School Board to assist with the possible location of a guard. (Refer to Attachment No.2).

Staff completed a pedestrian crossing review on Murray Farm Lane at four locations on September 18, 2007. See chart below for summary:

| Time | At Crew Crescent (W) | At Crew Crescent (E) | At Canvas Road | East of Canvas Road |
|-------------------|----------------------|----------------------|----------------|---------------------|
| 7:50 am – 8:20 am | 14 (5) | 0 (4) | 8 (2) | 0 (2) |
| 2:30 pm – 3:00 pm | 14 (8) | 0 (2) | 9 (4) | 0 (0) |
| Total | 28 (13) | 0 (6) | 17 (6) | 0 (2) |

Please note that the bold number is number of students crossing unassisted and the number in brackets is number of students crossing with assistance from an adult.

Crew Crescent (West) has the highest crossing activity, although the crossing guard warrant is not met at this location, the collective number of children crossing Murray Farm Lane is 45 unassisted and 27 assisted by an adult. The crossing guard warrant requires 50 children, which could be met at any time.

Carrville Mills Public School

The new Carrville Mills Public School is located on Apple Blossom Drive between Pleasant Ridge Drive and Thornhill Woods Drive and was opened in September for the 2007/2008 school year. (The area is shown in Attachment No. 3). Staff received the school's boundary map from York Region District School Board to assist with the possible location of a guard. (Refer to Attachment No. 4).

Staff completed a pedestrian crossing review on Apple Blossom Drive at four locations on September 12, 2007. See chart below for summary:

| Time | East of Pleasant Ridge | Between Daphnia Drive and Pepperberry Road | Between Pepperberry Road and Sandwood Drive | In front of school |
|-------------------|------------------------|--|---|--------------------|
| 8:20 am – 8:55 am | 23 (9) | 13 (10) | 17 (5) | 26 (17) |
| 3:10 pm – 3:45 pm | 14 (6) | 8 (5) | 26 (14) | 11 (10) |
| Total | 37 (15) | 21 (15) | 43 (19) | 37 (27) |

Please note that the bold number is number of students crossing unassisted and the number in brackets is number of students crossing with assistance from an adult.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 8, CW Report No. 47 – Page 3

A school crossing guard is recommended in accordance with the Council approved warrant when the number of unassisted children crossing the road exceeds 50 in the peak hour (a.m. and p.m. combined). Based on the total number of students crossing Apple Blossom Drive unassisted (138) and those with an adult (76), the warrant of 50 students crossing is met. The table above shows the majority of students are crossing between Pepperberry Road and Sandwood Drive. Staff recommends that the guard be placed on the east side at the intersection of Apple Blossom Drive and Sandwood Road.

A pedestrian signal will provide drivers with greater identification and warning of pedestrians crossing Apple Blossom Road. This traffic control device would also be beneficial after school hours for those who wish to access to the park. Staff note that this type of traffic control device is only activated when accessed by a pedestrian wanting to cross the travelled roadway. The warrant for the installation of pedestrian signal is 100 pedestrians over the peak five hours. At this location, there are 214 children over about one hour.

There are insufficient funds for additional guards in the school crossing guard line in the Human Resources Department's approved 2007 Operating Budget. To implement these guards in 2007, an overexpenditure of up to \$2500 per additional guard could be incurred to year end.

Relationship to Vaughan Vision 2007

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

Regional Implications

Not Applicable.

Conclusion

Staff recommend that two new crossing guards be implemented, one for each new school.

Attachments

1. Location Map – Teston Village School guard
2. Teston Village School Boundary Map
3. Location Map – Carrville Mills School Guard
4. Carrville Mills School Boundary Map

Report prepared by:

Leslie Winfrow, Senior Traffic Technologist, Ext 3131
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

LW:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 9, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

9

**SCHOOL CROSSING GUARD
ST. VERONICA CATHOLIC ELEMENTARY SCHOOL**

The Committee of the Whole recommends:

- 1) That a school crossing guard on the south side of the intersection of Fossil Hill Road and Maria Antonia Road (St. Veronica Catholic Elementary School), be approved and implemented immediately;
- 2) That the written submission of Ms. Susie Sacco, Vice-Chair, St. Veronica Catholic Elementary School, Parent Council, 171 Maria Antonia Road, Woodbridge, L4H 2S8, dated September 24, 2007, and petition submitted, be received; and
- 3) That the following report of the Commissioner of Engineering and Public Works, dated October 15, 2007, be received.

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Legal and Administrative Services recommends:

1. That the implementation of a school crossing guard on the west side of the intersection of Maria Antonia Drive and Fossil Hill Road be considered in the 2008 Operating Budget; and
2. That funds, in the amount of \$9,420 be referred to the 2008 Operating Budget deliberations for the additional crossing guard.

Economic Impact

The cost to implement one new guard will have an impact on the 2008 Operating Budget. The annual cost of the guard will be an increase of \$9,420 commencing with the 2008 Operating Budget.

Communication Plan

Staff will advise the school and the school board of the proposed location for the crossing guard.

Purpose

To review the need for a crossing guard at St. Veronica Catholic Elementary School.

Background - Analysis and Options

At its meeting on June 25, 2007 Council approved;

“4. That the need for a crossing guard at St. Veronica Catholic Elementary School be reviewed in the Fall 2007, and a guard be implemented in January 2008 should it meet the warranted criteria.”

St. Veronica Catholic Elementary School is located on the southwest corner of Maria Antonia Road and Fossil Hill Road. The crossing guard is proposed on the west side of the intersection of Fossil Hill Road and Maria Antonia Road. The area is shown in Attachment No. 1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 9, CW Report No. 47 – Page 2

A field study was conducted on November 1, 2006 at the intersection of Fossil Hill Road and Maria Antonia Road to determine the number of children crossing. The results were as follows:

| Time | North Side | South Side | East side | West side |
|-------------------|--------------|--------------|---------------|----------------|
| 8:15 am – 9:05 am | 5 (1) | 2 (0) | 8 (3) | 13 (3) |
| 2:55 pm – 3:45 pm | 3 (8) | 2 (5) | 8 (3) | 16 (15) |
| Total | 8 (9) | 4 (5) | 16 (6) | 29 (18) |

Please note that the bold number is number of students crossing unassisted and the number in brackets is number of students crossing with assistance from an adult.

The above counts did not specifically meet the warrants and a second study was requested for the Fall 2007.

Staff completed a second pedestrian crossing review at Fossil Hill Boulevard and Maria Antonia Drive on September 13, 2007. See chart below for summary:

| Time | North Side | South Side | East side | West side |
|-------------------|--------------|----------------|--------------|----------------|
| 8:15 am – 9:05 am | 2 (5) | 5 (5) | 5 (0) | 9 (12) |
| 2:50 pm – 3:55 pm | 5 (1) | 12 (5) | 2 (2) | 21 (13) |
| Total | 7 (6) | 17 (10) | 7 (0) | 30 (25) |

Please note that the bold number is number of students crossing unassisted and the number in brackets is number of students crossing with assistance from an adult.

The west side of the intersection of Fossil Hill Boulevard and Maria Antonia Drive has the highest crossing activity, however the warrant is still not met.

Due to the number of assisted children, staff believe that a guard should be implemented as the unassisted number of children crossing would likely increase with the provision of a guard, and the warrant may be met.

There are insufficient funds for additional guards in the school crossing guard line in the Human Resources Department’s approved 2007 Operating Budget. To implement the guard in 2007, an overexpenditure of up to \$2500 per additional guard could be incurred to year end.

Relationship to Vaughan Vision 2007

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

Regional Implications

Not Applicable.

Conclusion

A crossing guard is recommended on the west side of the intersection of Maria Antonia Drive and Fossil Hill Road.

Attachments

1. Location of proposed guard

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 9, CW Report No. 47 – Page 3

Report prepared by:

Leslie Winfrow, Senior Traffic Technologist, Ext 3131
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

LW:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 10, Report No. 47, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 22, 2007, as follows:

By approving the following in accordance with the additional report of the Commissioner of Engineering and Public Works, dated October 22, 2007:

1. ***That Tender T07-111, for the supply of material and services for various traffic calming locations be awarded to Crownwood Construction Ltd. in the amount of \$272,440.67, plus G.S.T.;***
2. ***That a contingency allowance in the amount of \$27,000.00, plus G.S.T. be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract; and***
3. ***That the Mayor and Clerk be authorized to sign the necessary documents; and***

By approving that the following Traffic Calming Measures detailed in the memorandum from the Commissioner of Engineering and Public Works, dated October 17, 2007, be deferred pending staff's suggestions on replacing them with horizontal traffic calming measures:

| <u>No.</u> | <u>Traffic Calming Measure</u> | <u>Location</u> |
|-------------------|---------------------------------------|---|
| 24. | <i>Asphalt Speed Hump</i> | <i>Napa Valley Avenue Between #36 and #372 Napa Valley Avenue</i> |
| 25. | <i>Asphalt Speed Hump</i> | <i>Napa Valley Avenue Between #540 and #544 Napa Valley Avenue</i> |
| 26. | <i>Asphalt Speed Hump</i> | <i>Napa Valley Avenue Between #604 and #608 Napa Valley Avenue</i> |
| 27. | <i>Asphalt Speed Hump</i> | <i>Napa Valley Avenue Near #646 Napa Valley Avenue</i> |
| 33. | <i>Raised Crosswalk</i> | <i>Napa Valley Avenue Between #512 and #516 Napa Valley Avenue</i> |
| 34. | <i>Raised Crosswalk</i> | <i>Napa Valley Avenue at the "Greenway" Crossing</i> |

10

**AWARD OF TENDER T07-111
TRAFFIC CALMING – VARIOUS LOCATIONS**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 15, 2007, be approved; and
- 2) That staff provide a detailed list of the traffic calming measures included in the tender, to the Council meeting of October 22, 2007.

Recommendation

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

That Tender T07-111 for Traffic Calming – Various Locations be brought forward to Council.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 10, CW Report No. 47 – Page 2

Economic Impact

The economic impact to the City is unknown at this time but will be identified in the additional information report after the tender has closed.

Communications Plan

Not Applicable.

Purpose

Council approval to award contract T07-111.

Background – Analysis and Options

The work covered by this Tender requires the supply of material and services for traffic calming measures in various areas in Vaughan, including streets in the Woodbridge Expansion Area, Vaughan Mills Road, St. Francis Boulevard, Wigwoss Drive and others.

The Tender closed on October 9, 2007. Staff will prepare an additional information report for this item after the bids have been evaluated for Council's consideration at the October 22, 2007 meeting.

Relationship to Vaughan Vision 2007

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

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

Regional Implications

Not Applicable.

Conclusion

To be submitted in the additional information after the Tender has closed.

Attachments

None.

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

:MR

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 11, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

11 CERTIFICATE OF APPROVAL AMENDMENT – 10525 KEELE STREET

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole (Closed Session) meeting of October 15, 2007.

Refer to Item 7, Report No. 48, Committee of the Whole (Closed Session) for disposition of this matter.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 12, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

12

**MAPLE SUGAR LANE
PROPOSED SCHOOL CROSSING GUARD**

The Committee of the Whole recommends:

- 1) That the school crossing guard on Maple Sugar Lane opposite the walkway east of Sugarforest Drive (Bakersfield Public School), be approved and implemented immediately;**
- 2) That the written submission of Mrs. Sharon Baker, dated October 15, 2007, be received; and**
- 3) That the following report of the Commissioner of Engineering and Public Works, dated October 15, 2007, be received.**

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Legal and Administrative Services and the Director of Human Resources recommends:

1. That the implementation of a school crossing guard on Maple Sugar Lane opposite the walkway east of Sugarforest Drive be considered in the 2008 Operating Budget; and
2. That funds, in the amount of \$9,420.00 be referred to the 2008 Operating Budget deliberations for the additional school crossing guard.

Economic Impact

The cost to implement one additional school crossing guard would have an impact on the 2008 Operating Budget. The annual cost of the additional Crossing Guard will be an increase of \$9,420.00 commencing with the 2008 Operating Budget.

Communications Plan

That upon approval by Council, the York Region District School Board, the Bakersfield Public School Principal, and the School's Community Council be notified of Council's decision in this matter.

Purpose

To review the feasibility of implementing a school crossing guard on Maple Sugar Lane, in response to a request from the York Region District School Board.

Background - Analysis and Options

Staff received a request from the York Region District School Board for a school crossing guard to assist children across Maple Sugar Lane. Bakersfield Public School is located on the south side of Mistysugar Trail. A walkway connects from the school yard to Maple Sugar Lane east of Sugarforest Drive. There is also a second walkway that connects to Maple Sugar Lane adjacent to the Park near Lander Crescent. (See Attachment No. 1 for the area network).

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 12, CW Report No. 47 – Page 2

A pedestrian study was conducted from 3:10-3:45 p.m. on Thursday, June 14, 2007, and from 8:20-9:00 a.m. on Friday, June 22, 2007. Students were counted crossing Maple Sugar Lane in 2 zones. On the days of the study, the weather was clear and sunny. The results are summarized below:

| Time | Student Crossing Location | | Total |
|----------------|--|--|----------------|
| | Sugarforest to 1 st walkway | East of 1 st walkway to 2 nd walkway | |
| 8:20-9:00 a.m. | 35 (9) | 8 (2) | 43 (11) |
| 3:10-3:45 pm | 32 (27) | 10 (4) | 42 (31) |
| Total | 67 (36) | 18 (6) | 85 (42) |

Please note the first number indicates students crossing unassisted and the number in brackets represents additional students crossing with assistance from an adult.

A school crossing guard is recommended in accordance with the Council approved warrant when the number of unassisted children crossing the road exceeds 50 in the peak hour (a.m. and p.m. combined). Based on the total number of students crossing Maple Sugar Lane unassisted (85) and those with an adult (42), the warrant of 50 students crossing is met. The table above shows the majority of students are crossing either at Sugarforest or the first walkway approximately 60 metres east of Sugarforest.

In order to best group the students crossing the street, staff recommends the first walkway for a new school crossing guard location. A school crossing guard in this location could assist students arriving from both east and west directions on Maple Sugar Lane. The proposed location is also approximately mid-way along Maple Sugar Lane.

There are insufficient funds for additional guards in the school crossing guard line in the Human Resources Department’s approved 2007 Operating Budget. To implement the guard in 2007, an overexpenditure of up to \$2500 per additional guard could be incurred to year end.

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.

Regional Implications

Not Applicable.

Conclusion

Based on our review, it is recommended that a school crossing guard be implemented on Maple Sugar Lane opposite the walkway east of Sugarforest Drive.

Attachments

- 1. Location Map

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, Ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 12, CW Report No. 47 – Page 3

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 13, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

13

BASKETBALL NETS IN RESIDENTIAL AREAS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor, dated October 15, 2007:

Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor recommends that this report be received.

Economic Impact

Not applicable.

Communications Plan

Not applicable.

Purpose

This report is to provide information relating to regulating the placement of portable basketball nets.

Background - Analysis and Options

Council, at its meeting of June 25, 2007, Item 101, Report 34, received a deputation and petition from a deputant regarding the placement of basketball nets in residential areas, and referred the matter to staff for a report.

The location where a portable basketball net is placed determines the action that the City will take.

Public Property

The most common type of complaint regarding basketball nets received by Enforcement Services is related to the portable nets being left unused on the City's road allowance or residential streets.

In these circumstances, Enforcement Services staff will advise the owners of the apparatus that the placement of the net on the boulevard or road allowance is contrary to the City of Vaughan's Encroachment By-law 244-2005. The homeowner is advised to remove the basketball net when it is not in use. On occasion, nets have been removed by the City if they are repeatedly left out on the boulevard. To date no one has been charged under the Encroachment By-law for a basketball net violation.

Private Property

The City has historically not gotten involved where the basketball net is placed on private property and the complaint deals strictly with the placement of the equipment as this is a private property matter. The Building Department does not consider basketball nets as structures, therefore the setback provisions of the City of Vaughan Zoning By-law 1-88, do not apply.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 13, CW Report No. 47 – Page 2

The placement of basketball nets on private property is a matter between neighbours. In the event that the situation between homeowners deteriorates or escalates, York Regional Police is the enforcement body responsible for that level of intervention.

Relationship to Vaughan Vision 2007

The report is in keeping with the Vaughan Vision Goal A-1, Pursue Excellence in Service Delivery

Regional Implications

Not applicable.

Conclusion

The City manages the issues with basketball nets on boulevards and road allowances. The placement of basketball nets on private property is a civil matter.

Attachments

None

Report prepared by:

Tony Thompson
Director of Enforcement Services

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 14, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

14

**RFP07-183
NEW VAUGHAN OFFICIAL PLAN
APPROVAL OF CONTRACT - CORE CONSULTING TEAM SELECTION
FILE NO. 25.1**

The Committee of the Whole recommends that this matter be referred to the Official Plan Review Committee.

Recommendation

The Commissioner of Planning in consultation with the Director, Reserves and Investments, and the Director of Purchasing Services, recommend:

1. That a Contract be approved to retain the consulting team led by Urban Strategies Inc. as the Official Plan Core Consulting Team to undertake the new Vaughan Official Plan Project to an upset limit of \$580,000 including GST, for the first year of the contract, with the remaining project costs subject to separate budget approvals in subsequent years; and
2. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The City's 2007 Capital Budget Project #PL-9003-07 includes \$750,000 in funding for the anticipated costs of the first year of this project. This budget includes:

- \$580,000 for the first year of the Core Team contract;
- \$130,000 toward the Transportation Master Plan; and
- \$40,000 toward an addendum to the Parks and Recreation Master Plan to extend its time horizon to 2031, consistent with the horizon of the new Official Plan.

The total budget required to undertake the new Vaughan Official Plan is estimated to total \$1,505,000. Subsequent budget approvals will be required to complete the project over the 2008-2010 period. The cost of the project will be funded primarily (90%) through future development charge revenues associated with anticipated future development, and intensification of some areas within the existing urban envelope, and 10% through taxation.

Communications Plan

The process includes an extensive and ongoing public consultation program throughout the duration of the contract. Details of the public consultation process will be refined in coordination with the consultants engaged in the Environmental Master Plan, under direction from the Policy Planning Department, Communications Department and the City Manager's Office.

Purpose

To seek authorization to award a contract to undertake the new Vaughan Official Plan Project.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 14, CW Report No. 47 – Page 2

Background - Analysis and Options

The consultant selection process to retain external consulting services to carry out the new Vaughan Official Plan Project is complete, based on the Study Terms of Reference, approved by Council on May 7, 2007. At that time the total cost to complete the new Official Plan including the Core Team contract and other associated studies was estimated at \$3.5 million.

A Request For Proposals to undertake this Study was advertised in Novae Res Urbis on August 1, 2007, in the Globe & Mail on August 3, 2007, in the Vaughan Citizen on August 2, 2007, and on the Electronic Tendering Network (ETN) and the Ontario Public Buyers Association web site on August 3, 2005, with a closing of 3 p.m., September 7, 2007. Ten proponents picked up the RFP document from the Purchasing Services Department.

The package provided details of the contract, including the following evaluation criteria used in assessing competing bid submissions:

Qualifications and Experience: 40%

- Capability of the Core Team Leader;
- Qualifications and expertise of the team members;
- Skills consistent with the needs of the project;
- Experience in similar studies;
- Level of public sector experience;
- Experience in multi-disciplinary teams;
- Demonstrated success in public/stakeholder consultation;
- Demonstrated skill in communicating project proposal and products, including excellent graphic presentation.

Quality of the Proposal: 30%

- Complete and comprehensive submission;
- Demonstrated understanding of the project requirements;
- Organization and clarity of presentation;
- Introduction of innovative ideas and concepts;
- Skill in communicating the project plan.

Project Management: 15%

- Work program, timelines and scheduling consistent with study requirements;
- Degree of participation of senior staff;
- Ability to commit to timing objectives for the completion of the study.

Financial: 15%

- Proposal Fee;
- Appropriate allocation of resources to various phases of study.

Short Listed Proponents Interview 50

The criteria dealt with each of the disciplines required on the Core Team – planning, urban design, environment, housing, and demographics. The Core Team will also include a transportation consultant, to be retained through a separate Request for Proposal to be managed

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 14, CW Report No. 47 – Page 3

by the Engineering Department. Each team was evaluated based on its capability, experience, expertise and skills in each discipline, and in terms of its suitability with respect to team organization, project management, public consultation, and quality of its written and oral presentation.

Three proposals were received by the Purchasing Services Department at the closing date and time. A consultant evaluation committee consisting of the Commissioner of Planning, staff from the City departments of Policy Planning, Engineering, Economic Development, Community Services, Parks Development, and the City Manager's Office evaluated the proposals. Purchasing Services facilitated and monitored the evaluation process. Subsequently, this committee received presentations and conducted interviews with two teams on October 2, 2007.

The team led by Urban Strategies Inc. with the highest score was identified as the team best qualified to carry out the contract, based on the Committee's evaluation of their proposal and interview. The recommended firm is one of the leading planning and design firms in Ontario, and has considerable relevant experience throughout the Greater Toronto Area and Vaughan in major multi-disciplinary planning projects. The supporting team of sub-consultants are similarly well-qualified.

Urban Strategies is advised that although the project is expected to require four years of work, the City's commitment for the first year of work totals \$580,000 for the Core Team's work. The Request For Proposals included the following proviso:

"The total budget for this contract is \$1,505,000. For the purpose of bidding on this contract, proposals should address this budget to explain how the full scope of the OP Project will be addressed. For 2007 Council has approved a budget to begin the work on the OP Project. A total of \$580,000 is reserved for this contract for 2007. The Consultant's agreement to undertake the Core Team consulting contract implies the City's commitment to the 2007 budget only. Separate budget approvals by Council will be needed in 2008, 2009, and 2010, to provide the necessary funds to complete the balance of the OP-related tasks outlined herein."

Relationship to Vaughan Vision 2007

The proposed new Official Plan is consistent with the Vaughan Vision Statement, and in particular to Section 4 of the Vision, 'Planning and Managing Growth'.

Regional Implications

The new Vaughan Official Plan will conform with Regional and Provincial policy requirements, and establish the ground rules for the City's future development and redevelopment. The Plan will accommodate the Region's forecast growth estimates for Vaughan, and will have implications for Regional servicing, transportation and community services infrastructure.

Conclusion

The team led by Urban Strategies Inc. should be retained by the City to fulfill the requirements of the first year of the contract to an upset limit of \$580,000. The remaining project costs will be subject to separate Capital Budget approvals in subsequent years. Urban Strategies Inc. is well qualified to undertake and complete the required work to the City's specifications. Should Council concur, staff will proceed to finalize the contract and workplan with the consulting team.

Report prepared by:

Paul Robinson, Senior Policy Planner, ext. 8410
Wayne McEachern, Manager of Planning Policy, ext. 8026

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 15, CW Report No. 47 – Page 2

Site Development

The 3,210m² site has 68.19 m frontage on North Park Road, and a depth of 47 m. The condominium plan consists of a 22-storey, 231 unit residential condominium apartment building, which is tiered down at the 21st, 20th and 19th floors along the east and west sides of the building. The subject Building “D” is connected to Building “C” to the west by a two storey common area which serves both buildings. Building “C” has been registered as a separate condominium corporation (YRCC No. 1075). The common area/lobby facilitates direct drop-off and pick-up access from North Park Road to the main entrance of both buildings. The site is also served by a second full-movement driveway located to the east of the building, providing access to the 39 surface visitor parking spaces, and for garbage pick-up to and from the loading area, at the rear of the site. The easterly driveway also provides access to the ramp leading to the underground parking garage where a total of 262 resident parking spaces are located. Alternate access to the subject lands can be obtained via Disera Drive through the adjacent lands to the west where Building “C” is located. The applicant will be required to obtain approval of a Consent application from the Committee of Adjustment to address the required encroachment easement, which shall be final and binding, prior to the registration of the final condominium plan. Landscaping has been provided for the perimeter of the site. Council approved Site Development File DA.05.030 for the subject lands on November 28, 2005. The draft plan of condominium is consistent with the approved site plan.

Application Review

As a condition of the approval, the Owner will be required to submit an “as built” survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

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 application for draft plan of condominium, in accordance with the approved site plan, building permit, and the provisions of the Official Plan and Zoning By-law. The Development Planning Department is satisfied with the draft condominium plan and has no objections to its approval, subject to the conditions provided for in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Site Plan – Condo Level 1
4. Condo Levels 2 and 3
5. Condo Levels 4 to 22
6. Underground Parking Levels A to D

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 15, CW Report No. 47 – Page 3

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 16, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

16

PEDESTRIAN SAFETY STUDY: KIPLING AVENUE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated October 15, 2007:

Recommendation

Councillor Tony Carella recommends:

1. That the Commissioner of Engineering and Public Works direct appropriate staff to conduct a pedestrian safety study along that portion of Kipling Avenue from Meeting House Road to its terminus at Langstaff Road, and
2. That recommendations for enhanced pedestrian safety in this area be brought forward to a future Committee of the Whole prior to March 31, 2008.

Economic Impact

Nil

Communication Plan

The ward councillor will inform local residents of the study and its purpose.

Purpose

To determine appropriate initiatives to enhance the safety of pedestrians walking along or across Kipling Avenue, between Meeting House Road and Langstaff Road.

Background - Analysis and Options

From Meeting House Road, Kipling Avenue runs north for approximately 450 m, before bending in a northwesterly direction for a distance of 400 m prior to junctioning with Langstaff Road at the southern end of Vaughan Mills Road. Only one arterial sign stops traffic between Meeting House and Langstaff Road, at the intersection with Beechnut Road/Gate House Court.

Given recent and projected developments in the vicinity---including (1) a new subdivision of 181 units on the north side of Langstaff Road between Martin Grove Road and Rainbow Creek west of Vaughan Mills Road, (2) the 117-unit condominium/townhouse project now being constructed on the west side of Kipling midway between Burton's Lane and the railway tracks; and (3) the approved in-fill developments along this portion of Kipling Avenue (Dunpar Developments, 116 units on the east side of Kipling north of Chavender Place, and Sceptre Developments, 66 units [including 24 "live-work"] on the west side of Kipling between the laneway to Woodbrige Foam and the railway tracks), it is clear that the amount of vehicular traffic is and will continue to increase along this section of Kipling Avenue.

All of these developments (totalling 480 residential/commercial units), but particularly (2) and (3), will also result in increased pedestrian traffic beside and across an 850 m stretch of busy roadway, where frequently speeding traffic is constrained only by a single stop sign. In light of these circumstances, a study to determine how to improve pedestrian safety is warranted.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 16, CW Report No. 47 – Page 2

Regional Implications

None

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

Given actual and potential increases in vehicular and pedestrian traffic along the upper end of Kipling Avenue, it is appropriate that a study be done, to determine how pedestrian safety can be insured in the middle and long-term.

Attachments

Key map indicating location of study area

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 OCTOBER 22, 2007

Item 17, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

17

TRAFFIC REVIEW OF REGIONAL ROAD 7

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated October 15, 2007:

Recommendation

Councillor Bernie DiVona recommends:

1. That York Region Transportation and Works Department review the traffic volume, speed, accident history, and left turning signal on Regional Road No. 7 between Pine Valley Drive to Weston Road.

Economic Impact

N/A

Communications Plan

N/A

Purpose

Traffic review of Regional Road 7 is required due to the increase in traffic.

Background - Analysis and Options

My office has received various complaints from residents using Regional Road 7 that they are concerned with the speed of vehicles and trucks. If the speed limits were lowered there would be fewer accidents.

With the opening of many new businesses on Regional Road 7 such as AMC and Colossus, the traffic has doubled and a review of the speed limits needs to be updated.

Relationship to Vaughan Vision 2007

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

Regional Implications

N/A

Conclusion

Residents believe that a review of traffic related problems is needed.

Attachments

E-mail from concerned resident.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 17, CW Report No. 47 – Page 2

Report prepared by:

Councillor Bernie DiVona, ext. 8339

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 18, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

18

HAWKVIEW BLVD. – SIDEWALK REVIEW

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated October 15, 2007:

Recommendation

Councillor Bernie DiVona recommends:

1. The City of Vaughan receives the petition dated September 25, 2007, by the residents of Hawkview Blvd.; and
2. That the City of Vaughan Council directs the City of Vaughan Engineering Department to review the sidewalk request in context with our sidewalk policy, safety needs as requested by the residents, costs and source of funding, and assumption status of the subdivisions; and
3. That the City of Vaughan Engineering Department brings forth to a Committee of the Whole, at the earliest opportunity, this report.

Economic Impact

This item is to consider and request a report be provided and therefore has no additional cost implications.

Communications Plan

N/A

Purpose

Residents are requesting that a sidewalk be installed on Hawkview Blvd.

Background - Analysis and Options

Councillor Bernie DiVona has received the above referenced request by the residents of Hawkview Blvd. Vellore Woods. They have expressed the dire need for a review to address safety issues.

Hawkview Blvd. has been constructed to serve as a mid block collector based on comments from the Engineering Department.

Hawkview Blvd. has a sidewalk constructed between Weston Road and Vellore Blvd. However, there is no continuous sidewalk easterly.

Hawkview Blvd. appears to have the same road width and residents had felt that there should be a consistent use and municipal service delivery.

Residents also wish to walk from Hawkview Blvd. to Rutherford Road and Weston Roads as shopping malls exist. Currently, they have to walk on the road for some of the way on the same street. This problem is aggravated in cold weather or rainy conditions which adds to pedestrian safety.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 18, CW Report No. 47 – Page 2

Lastly, residents have expressed concern as the road as a curve and it is dangerous for children to cross or use the road with vehicles swerving around them at high speeds.

Relationship to Vaughan Vision 2007

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

Regional Implications

N/A

Conclusion

Residents are requesting that sidewalks be installed on Hawkview Blvd. for safety reasons.

Attachments

Petition by residents dated September 25, 2007.

Report prepared by:

Councillor DiVona, Ext. 8339

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 19, Report No. 47, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 22, 2007, as follows:

By approving that the recommendation of the Committee of the Whole, dated October 15, 2007, to allocate sewage and water servicing capacity be revised as follows, in accordance with the memorandum from the Commissioners of Engineering and Public Works, and Planning, dated October 18, 2007:

“IT IS HEREBY RESOLVED THAT draft plan approved development applications 19T-05V06, 19T-95065, 19T-03V01, 19T-04V05, 19T-95044, 19T-95066, 19T-95062, 19T-03V23, 19T-00V05, 19T-00V07, 19T-00V10, 19T-00V09, 19T-00V03, 19T-03V08, 19T-06V04, and 19T-06V07 are allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 2,124 residential units.”

By approving the following:

Whereas on October 31, 2007, York Region will be considering a Planning Committee report and presentation to the Transportation and Works Committee regarding servicing, allocation, and future regional conditions for Draft Plans of Subdivision Approvals;

Therefore be it resolved that staff provide a report to the Committee of the Whole meeting immediately after the above reports are considered; and

That the report also address the remaining allocation for the Developers Groups in Blocks 11, 12, 18 and 33 West that participated in the front-ending costs of the Bathurst/Langstaff Trunk.

19

**PRIORITY 3 SCHEDULE APPLICATIONS
ALLOCATION OF SEWAGE AND WATER SERVICING CAPACITY**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Commissioner of Planning, dated October 15, 2007:

Recommendation

The Commissioner of Engineering and Public Works and the Commissioner of Planning, in consultation with the City Manager, recommend:

That Council pass the following resolution with respect to the ALLOCATION of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for the draft plan approved development applications listed below:

“IT IS HEREBY RESOLVED THAT draft plan approved development applications 19T-05V06, 19T-95065, 19T-03V01, 19T-04V05, 19T-95044, 19T-95066, 19T-95062, 19T-99V08, 19T-03V16, 19T-03V22, 19T-03V23, 19T-00V05, 19T-00V07, 19T-00V10, 19T-00V09, 19T-00V03, 19T-03V08, 19T-06V04 and 19T-06V07 are allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 2,521 residential units.”

Economic Impact

There are no immediate budgetary impacts resulting from the adoption of this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 19, CW Report No. 47 – Page 2

Communications Plan

Not applicable.

Purpose

To seek authorization from Council to allocate servicing capacity to the approved draft plans of subdivision previously assigned Priority 3 status by Council on February 26, 2007.

Background – Analysis and Options

On February 26, 2007 Council endorsed the assignment of future servicing allocation capacity to various active development applications throughout the City including the Developers' Group Trustees for Blocks 11, 12, 18, 33 West and 40 South. The Region of York's release of this assigned additional servicing capacity to Vaughan is based on the completion of the Regional Bathurst and Langstaff sanitary trunk sewers and was to be made available for allocation by the City one year prior to the in service target date for the Bathurst and Langstaff sanitary trunk sewers.

On October 9, 2007 the City received written confirmation from the Region of York that the trigger conditions to permit pre-sales of the assigned units have been met and therefore the Region has no objection to allowing pre-sales and allocation of these units by the City. The Bathurst and Langstaff sanitary trunk sewer works are on schedule for completion in the fourth quarter of 2008.

Final registration of draft plans allocated capacity by the City within the Bathurst and Langstaff sanitary trunk sewer service areas remains restricted by the Region of York and is projected to be permitted no earlier than the second quarter of 2008, 6 months prior to the expected completion date of the required infrastructure.

A summary of the individual draft plans of subdivision previously assigned future capacity by Council on February 26, 2007 which now qualify to meet the City's Priority 1 criteria for allocation has been included as Attachment No. 1. These development applications have been previously granted draft plan approval by Council and it is anticipated that each application will proceed to registration within the next 12 months. It is therefore recommended that these development applications be allocated servicing capacity.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to planning and managing growth as established by Vaughan Vision 2007, the recommendations of this report will assist in staging growth to coordinate with available infrastructure and community facilities.

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

Conclusion

Staff will continue to work closely with the Region of York to ensure the City's future servicing capacity requirements will be met in a timely manner. It is anticipated that a future update report will be brought forward to the Committee of the Whole in February of 2008 to reconcile the remaining available and anticipated future servicing capacity.

Attachments

Distribution of Allocation to Assigned Priority 3 Applications

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 19, CW Report No. 47 – Page 3

Report prepared by

Michael Frieri, Development Supervisor, Engineering Planning & Studies, Ext. 8729

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 20, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

20

**1137 CENTRE STREET OFFICE REDEVELOPMENT
REQUEST FOR EXTENSION OF APPROVAL OF
TEMPORARY ACCESS OFF PARSONS PLACE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 15, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Krcmar Surveyors be granted an extension to enter their site at 1137 Centre Street from Parsons Place with staff and visitor vehicles only from 7:30 A.M. to 5:30 P.M. MONDAY TO FRIDAY UNTIL NOVEMBER 30, 2007.

Economic Impact

None.

Communications Plan

Should Council approve the temporary access, the affected residents on Parsons Place and Carl Tennen Street would be advised of the extension for the temporary access and provided with contact information in the event that such use presents any concerns to the residents.

Purpose

To report to Committee of the Whole on a request received from Krcmar Surveyors Ltd for an extension of the approval for a temporary access for staff and visitors through Parsons Place during construction at 1137 Centre Street.

Background - Analysis and Options

In a letter, dated June 4, 2007, Krcmar Surveyors advised that they are rebuilding their head office at 1137 Centre Street and requested that temporary access be granted for staff and visitors during construction. The temporary access was requested for July through September 2007. This request was dealt with by Council at its meeting of June 25, 2007. (See Attachment No 1).

In a letter dated October 3, 2007, Krcmar Surveyors Ltd. requested an extension until November 30, 2007 of the temporary access through Parsons Place for Krcmar staff and visitors. The building permit was only issued on August 22, 2007, resulting in a two month delay in their originally anticipated construction start date thereby necessitating the extension.

As before, access would be restricted to weekday access for staff and visitors of Krcmar Surveyors Ltd., between 7:30 AM and 5:30 AM. Weekend access would not be permitted. More importantly, all heavy construction vehicle access will be restricted to the existing Centre Street access.

Krcmar Surveyors Ltd. continues to operate out of the existing building throughout the construction and is cognizant of employee/visitor safety, while causing minimal disruption to their neighbors.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 20, CW Report No. 47 – Page 2

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 so as to promote community safety, health and wellness, promote economic development and plan and manage growth.

Regional Implications

Although Centre Street is a Regional Road, this report has no impact on the Regional road network.

Conclusion

The request from Krcmar Surveyors for an extension of the approval for temporary access off Parsons Place for staff and visitors and ensuring construction traffic is restricted to the existing Centre Street driveway appears to be reasonable. Accordingly, it is recommended that the extension be granted until November 30, 2007. The Parsons Place access shall be closed at all times outside the aforementioned period. Should there be non compliance with the foregoing, the use of the Parsons Place access shall cease and all vehicular access shall be from Centre Street.

Attachments

1. Extract from Council Meeting Minutes of June 25, 2007

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 21, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

21

NEW BUSINESS – 2008 CALENDAR REVISION

The Committee of the Whole recommends that the 2008 Council calendar be revised to reflect “Family Day” in the Province of Ontario, and that the 2008 Schedule of Meetings be revised by moving the Committee of the Whole, Committee of the Whole (Closed Session) and Committee of the Whole (Public Hearing) meetings from February 18, 2008 to February 19, 2008.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 22, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

22

PRESENTATION – CHARACTER COMMUNITY WEEK

The Committee of the Whole recommends that the presentation by the Director of Recreation and Culture, and the presentations by performers from Community Living York South, and students from Father John Kelley Catholic Elementary School, Glen Shields Public School, St. Clement Catholic Elementary School and Westminster Public School, and literature submitted, be received.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 22, 2007

Item 23, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 22, 2007.

23 CEREMONIAL PRESENTATION – 2007 MARKETING CANADA AWARD

Regional Councillor Ferri presented the 2007 Marketing Canada Award to the Mayor and Members of Council, on behalf of the Economic Developers Association of Canada (EDAC), in recognition of the City of Vaughan's marketing efforts for Business Development.

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