

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2007

Item 1, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

1 EMERGENCY MANAGEMENT PROGRAM - ESSENTIAL LEVEL VERIFICATION

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Emergency Management Program Committee, dated December 3, 2007:

Recommendation

The Emergency Management Program Committee recommends:

That the completed Emergency Management Program Essential Level Maintenance Checklist, to verify compliance with the Emergency Management and Civil Protection Act, be approved.

Economic Impact

There is no economic impact.

Communications Plan

NIA

Purpose

To verify that the City of Vaughan's Emergency Management Program is in compliance with the essential Level of the Emergency Management and Civil Protection Act.

Background - Analysis and Options

The Emergency Management and Civil Protection Act RSO 1990 and Ontario Regulation 380/04 require every municipality perform an annual Emergency Management Program review and submit the essential level maintenance checklist (Attachment 1) and Statement of Completion (Attachment 2) to Emergency Management Ontario prior to December 31.

1. *Community Emergency Management Coordinator (CEMC)*
The City has four staff registered with Emergency Management Ontario. The primary CEMC is Fire Chief Greg Senay, the first alternate CEMC is Sharon Walker - Manager of Emergency Planning, the second alternate is John Caruso - Chief Fire Prevention Officer and the third alternate is Deputy Fire Chief Larry Bentley
2. *CEMC Training*
Sharon Walker and John Caruso have both completed the Provincial CEMC required training.
3. *Community Emergency Management Committee*
The City has an active Community Emergency Management Program Committee with 14 appointed members that meet 3 to 6 times throughout the year.
4. *Emergency Management Program By-Law*
By-Law 348-2004 The Emergency Management Program and Plan By-Law was enacted by Council on December 6, 2004.

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5. *Current Community Risk Profile*
In collaboration with York Region, the City conducted a comprehensive Community Risk Profile in 2003. The Risk Profile is review annually and revised as necessary. The last revision to the Risk Profile occurred in 2006 with the addition of surface flooding. The municipalities and York Region Emergency Management personnel have scheduled a comprehensive review of the Community Risk Profile for 2008.
6. *Emergency Response Plan*
The City's Emergency Response Plan is reviewed annually and a copy of the Plan without appendixes is on file at the offices of Emergency Management Ontario. The Plan will be undergoing revisions in 2008.
7. *Emergency Response Plan By-Law*
By-Law 348-2004 adopts the City's Emergency Plan and By-Law 192-2005 adopts the amendments to Section 7 of the Plan.
8. Designated *Emergency Operations Centre (EOC)*
The City's designated Emergency Operations Centre is the Hearing Room and Council Chambers located at the Civic Centre. A new Emergency Operations Centre will be established at the Joint Operations Centre in 2008-2009.
9. *Emergency Operations Centre Communications*
The current Emergency Operations Centre is equipped with 12 designated direct dial telephones, 1 facsimile machine, 6 networked phones and 16 network data lines.
10. *Critical Infrastructure*
The City, in collaboration with York Region, maintains a database of critical infrastructure. The data is currently under review and will be revised to reflect new critical infrastructures build over the past year. Input has been sought from the Directors of Public Works and Engineering and the Planning Department to identify any new or missing infrastructure from the lists and facilities with vulnerable populations.
11. *Annual Training for the Emergency Management Team (EMT) and Staff*
The Program has conducted 13 staff training sessions in 2007 that consisted of
 - 4 Management by Objective 5 Hours session for the EMT;
 - 6 Management by Objective 1 hour make up sessions for EMT members;
 - 1 Introduction to Emergency Management for Fire Prevention;
 - 1 Basic Emergency Management for City staff;
 - 1 Train the Trainer session for Directors/Managers/Chiefs involved in Exercise Road Runner; and
 - 346 staff trained to date.
12. *Annual Exercises*
The Program developed and conducted 3 municipal exercises in 2007 that included;
 - Exercise Road Runner May 9, 2007 - recall of City Vehicles involving 148 vehicles and 181 staff;
 - EOC Set Up exercise August 27, 2007 -- involved set up furniture, equipment and telecommunications in the EOC and testing the telecommunications. 20 Staff from 4 departments were involved; and
 - Exercise Fluz On October 26, 2007 - pandemic influenza exercise involving 70 participants.

The Program also participated in an evacuation exercise at Villa Leonardo Giambin that involved 17 staff from Vaughan Fire and Rescue Service.

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13. *Designated Emergency Information/Public Information Officer*
The Director of Corporate Communications is the designated primary Public Information Officer; Ted Hallas and Robert Kubinski are the designated alternates.

14. *Public Education and Awareness*
The program has conducted 16 public education/awareness events to date and distributed 8,340 pieces of emergency preparedness information. The program implemented an initiative with 11 local real estate companies to distribute the family emergency preparedness guides to home buyers in the City. A pets and emergencies brochure was developed and posted on the website. The program has a page on the EM Portal website hosted by the Canadian Centre of Emergency Preparedness. There are 7 scheduled public education events in November and December.

The program has experienced an increase in demand for public awareness and education, emergency management training and emergency exercises since 2006.

Relationship to Vaughan Vision 2007

This plan is in keeping with the Vaughan Vision specifically Goal A-2 Enhance and Ensure Community Safety, Health and Wellness.

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

Conclusion

The City of Vaughan has met the required elements of an essential level program as prescribed by the Emergency Management and Civil Protection Act RSO 1990.

Attachments

1. Emergency Management Program - Essential Level Maintenance Checklist.
2. Annual Emergency Management Program Statement of Completion.

Report prepared by:

Sharon Walker, Manager, Emergency Planning
Ext. 8301

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

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Item 2, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

2 **RESOLUTION IN SUPPORT OF:
THE CITY OF MISSISSAUGA'S RESOLUTION 0233-2007 ADOPTED BY THE COUNCIL FOR
THE CORPORATION OF THE CITY OF MISSISSAUGA**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Jackson, dated December 3, 2007:

Recommendation

Mayor Linda D. Jackson recommends:

1. THAT the City of Vaughan support the motion of the Federation of Canadian Municipalities calling for the Federal Government to withdraw its appeal to pay its fair share of the cost of the local government in communities where it owns real property;
2. THAT a copy of this recommendation is forwarded to the Prime Minister, Federal Ministers of Transport, the Minister of Public Works and Government Services Canada, the Premier of Ontario and Leaders of the Opposition Parties; local MP's and MPP's, the Federation of Canadian Municipalities, Big City Mayor's Caucus and the Association of Municipalities of Ontario.

Economic Impact

There is no immediate budgetary impact resulting from the adoption of this Resolution.

Communications Plan

No immediate plan required.

Purpose

To support the motion in Canadian Municipalities.

Background - Analysis and Options

On July 5, 2007, the Federal Court of Canada released three (3) decisions relating to an application for judicial review by the City of Montreal respecting the determination of payments-in-lieu-of-taxes owed to that City in respect of land occupied by two (2) Crown corporations, the Montreal Port Authority and Radio-Canada.

1. The Court determined it had jurisdiction to consider this matter and the way in which the Payments in Lieu of Taxes Act ("PLTA") is applied by the Federal Government;
2. The Court confirmed that federal officials cannot arbitrarily decide how much they will pay to municipalities in lieu of property tax and that the federal government should assume and pay its fair share of the costs of local government communities where it owns real property and instead make PILT payments with reference to the tax rates set by the City.
3. The Federal Government has indicated an intention to appeal the court decisions.

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On September 6, 2007, the Federation of Canadian Municipalities urged the Federal Government to “do the right thing” and pay its fair share of local taxes and withdraw its appeal.

Relationship to Vaughan Vision 2007

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

Regional Implications

Not Applicable.

Conclusion

As members of the Federation of Canadian Municipalities, we support other municipalities in this regard. It should be noted that Federal lands are not currently owned by the City of Vaughan.

Attachments

1. Resolution 0233-2007 adopted by the Council of The Corporation of the City of Mississauga.

Report prepared by:

Linda D. Jackson, Mayor, City of Vaughan, Ext. 8836

(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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3

DELEGATION POLICY

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager, dated December 3, 2007:

Recommendation

The City Manager in consultation with the Senior Management Team recommends that the Delegation Policy be adopted.

Economic Impact

There is no economic impact as a result of this report.

Communications Plan

Once approved, the Policy will be posted on the City's Website.

Purpose

The purpose of this report is to provide a delegation policy for Council adoption as required by the Municipal Act.

Background - Analysis and Options

The recent amendments to the Municipal Act greatly expand Council's previous authority to delegate its powers and duties under the Municipal Act, 2001, or any other Act, "to a person or body" as set out in Section 23.1 of the statute. This discretionary authority permits City Council to delegate most of its various legislative and quasi-judicial powers and duties "subject to any limits ... and to any procedural requirements, including conditions, approvals, and appeals".

Delegating some of its traditional power and duties could help streamline Council's decision-making process and enable it to focus on larger issues in a more strategic manner. It could also be used to enhance engagement with communities regarding specifically defined, local issues.

Council can choose to delegate non-core powers to:

- Individuals (including City staff if the power delegated is "of a minor nature");
- Committees of Council (including Standing, Advisory and Community Councils, if Council chooses to create them);
- Local boards (either those that currently exist or any that Council may choose to create);
- Municipal Service Boards; or
- Municipal Service Corporations (but not legislative or quasi-judicial powers).

Council can choose to delegate legislative and quasi-judicial powers to:

- One or more members of the municipal council or a council committee;
- A body that has at least 2 members, of which 50% are council members, council appointees, or combination of councilors/appointees;
- An officer, employee or agent of the municipality (if the power delegated is of a "minor nature").

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Council can choose to revoke a delegation of power at anytime. Council can also delegate a power and specify that it cannot be revoked until the end of Council's term.

Administrative

There are a number of administrative matters which have been delegated to staff over the years. These include authority to execute standard site plan, subdivision, model home, development and servicing agreements (Bylaw 333-98), authority to execute documents of an administrative nature (Bylaw 332-98-Hiatus Bylaw). Authority for minor easements and capital project land acquisitions was delegated to the Manager of Real Estate pursuant to Bylaw 239-2000. In May 2007, Council delegated authority to the City Solicitor to defend and settle certain litigation matters, subject to criteria. The Director Enforcement Services has delegated authority for certain fence height and noise exemptions and animal control regarding pit bulls.

Other examples include: The Commissioner of Engineering & Public Works has delegated authority for temporary road closings for construction and the City Clerk has delegated authority for temporary road closings for special events. The Director of Purchasing has delegated authority pursuant to Purchasing Policy for various matters. Staff also have the authority to approve spending within their respective budget envelopes with the dollar limits for the approvals being assigned according to their level of responsibility in the organization.

The existing delegations are set out in various Bylaws and Policies which also provide criteria to ensure consistent and equitable application. Staff will be reviewing the existing delegation authorities to ensure compliance with all aspects of the Delegation Policy.

Legislative and Quasi-Judicial

One example of delegation to a committee was the appointment of a Hearing Committee for Licensing Matters, which was set up on May 24, 2005 to hear applications for the granting, suspension or revocation of licences pursuant to the Licensing Bylaw. The Committee consisted of the five ward councilors.

Relationship to Vaughan Vision 2007

This report is aligned with the strategic goal to *Run Our City* by demonstrating leadership and promoting effective governance.

Regional Implications

None.

Conclusion

Section 270 of the Municipal Act requires all municipalities to adopt various policies by January 1, 2008, including a Delegation Policy. Adoption of the policy attached to this report would ensure compliance with the Municipal act. The attached policy has been developed in accordance with the policy on Corporate Policy Development.

Attachments

Attachment No. 1 -Delegation of Powers and Duties Policy

Report prepared by:

Heather A. Wilson, Director of Legal Services

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(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 4, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

4 **ACCOUNTABILITY AND TRANSPARENCY POLICY**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Manager, dated December 3, 2007, be approved.

Further, the Committee of the Whole recommends:

That staff review the dating of reports.

Recommendation

The City Manager in consultation with the Senior Management Team recommends that the attached Accountability and Transparency Policy be adopted.

Economic Impact

There is no economic impact as a result of this report.

Communications Plan

A news release will be prepared to advise of Council's action, and the policy will be posted on the City's Website.

Purpose

The purpose of this report is to place an Accountability and Transparency policy before Council for adoption in compliance with the Municipal Act.

Background - Analysis and Options

Accountability, transparency, and openness are standards of good government that enhance public trust.

The *Municipal Act, 2001* (the Act) requires that all municipalities adopt and maintain a policy with respect to the manner in which the municipality will try to ensure that it is accountable to the public for its actions, and the manner in which the municipality will try to ensure that its actions are transparent to the public.

The Municipal Act was amended to include Section 270, which requires municipalities to develop certain policies but does not prescribe the content of these policies. The legislation requires that Council have policies in the following areas: sale of land, hiring of employees, procurement of goods and services, public notice and process, delegation of powers and duties, and accountability and transparency. Section 270 was proclaimed into force and will come into effect on January 1, 2008.

Vaughan enacted Disposal of Property Bylaw 121-95 in April 1995 and is in compliance with the requirement for a policy on sale of land. Over the years Council adopted various human resources policies and adopted recently revised policies on November 26, 2007, and is in compliance with the requirement to have hiring policies. Council adopted a revised Purchasing

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Policy on April 2, 2001 and adopted the recommendations of the Tendering Task Force in June 2004 regarding Vaughan's Bid Process and Bid Document and is in compliance with the requirement regarding procurement of goods and services.

Council enacted Notice Bylaw 394-2002 in December 1992 and Procedural Bylaw 400-2002 as amended, and is in compliance regarding public notice and process. The Procedural Bylaw was recently reviewed at the Committee of the Whole (Working Session) on November 27, 2007 and amendments will be coming forward to the Council meeting of January 28 2008.

A report providing a Delegation Policy is on this agenda, for Committee of the Whole's consideration on December 3, 2007. Upon adoption, Vaughan will be in compliance with this requirement.

Upon adoption of an Accountability and Transparency Policy, Vaughan will be in compliance with all parts of Section 270 of the Municipal Act prior to the section coming into force on January 1, 2008.

Vaughan has transparency/accountability initiatives currently in place as can be seen in the attached policy. Some relate to legislative requirements, and others were initiated by Council. Among these are an internal and external audit function. The external auditor is required by the Province and is appointed by Council operating independently and adhering to a strict set of evaluation standards designed to assess effectiveness, efficiency, risk and controls relative to City operations. In addition, the City has created an internal auditor position to perform objective assessments of risk, efficiency and effectiveness within specific program areas. Regular Audit Committee meetings are held to consider reports.

In addition, on April 23, 2007, Council established an Accountability and Transparency Committee to review the Code of Conduct for Council Members, confidentiality, accountability and transparency, and the Committee is to make recommendations to Council regarding the appointment of an Integrity Commissioner. Mayor Jackson (ex-officio), Regional Councillor Frustaglio (alternate to the Mayor), Regional Councillor Ferri and Councillor Shefman are on the Committee. On June 25, 2007 Council approved the Terms of Reference for the Committee. Applications were sought from Members of the public and two persons will be appointed on November 26, 2007.

On April 23, 2007, Council approved the position of an outside and independent Integrity Commissioner pursuant to Section 223.3 of the Municipal Act. Advertisements for this position were placed in The Globe and Mail, The Ontario Reports, The York University Website and Workopolis. Once the Committee appointments are complete, the Accountability and Transparency Committee can review applications for the position and make recommendations to Council on the appointment of the Integrity Commissioner.

A report regarding the appointment of a closed meetings Investigator was included on the Committee of the Whole Agenda for November 19, 2007 and will be considered by Council on November 26, 2007.

In addition, on April 2, 2007, Council established a Task Force on Democratic Participation and Renewal to address issues of voter participation in Municipal Elections to review opportunities to increase participation by current and future eligible voters.

Relationship to Vaughan Vision 2007

This report is aligned with the strategic goal to *Run Our City* by promoting effective governance through increased accountability and transparency.

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Regional Implications

None.

Conclusion

Section 270 of the Municipal Act requires all Municipalities to adopt various policies by January 1, 2008, including an Accountability and Transparency Policy. Adoption of the policy attached to this report would ensure compliance with the Municipal Act. The Policy has been prepared in accordance with the Policy on Corporate Policy Development adopted on 2007.

Attachments

Attachment No. 1 – Draft – Accountability and Transparency Policy

Report prepared by:

Heather A. Wilson, Director of Legal Services

(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 5, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

5 CORPORATE IDENTITY AND BRANDING SURVEY

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Corporate Communications, dated December 3, 2007:

Recommendation

The Director of Corporate Communications, in consultation with the City Manager, recommends:

1. That Council approve the initial stage of a municipal branding process to determine the effectiveness and public perceptions of the City's current brand and logo, which includes "The City Above Toronto" tagline; and
2. That Council direct staff to proceed with a survey of key Vaughan stakeholders and approve funding to a maximum of \$28,000 for the survey to be developed and conducted by a market research consultant; and
3. That Council establish a Working Group, consisting of the Mayor, all Members of Council, the City Manager and/or Deputy City Manager and the Director of Corporate Communications, with appropriate staff support, to oversee the public survey initiative and other City activities relating to the municipal branding process.

Economic Impact

The cost of contracting a market research consultant to develop the questions, conduct a survey of key stakeholders and report on the results and findings, will not exceed \$28,000, to be funded through the 2008 operating budget.

Communications Plan

Corporate Communications will issue a news release on the survey initiative and communicate the survey results, when available.

Purpose

The purpose of this report is to request Council approval to proceed with a statistically valid survey to determine the effectiveness and public perceptions of the City's current brand and logo.

Background - Analysis and Options

On October 22, 2007, Council adopted without amendment a Committee of the Whole (Working Session) report on the Corporate Identity and Branding Process (Item 2, Report No. 46). It included a recommendation that a group session be held, which took place on November 5, 2007. All Members of Council were invited to this group session.

As a result of this November 5 group session, staff were instructed to prepare a report on the process required to conduct a public survey of key stakeholders on the current City logo and tagline. There was a consensus that a random survey would produce the most useful data.

The following process is proposed:

1. Formally establish a Working Group.

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2. Retain the services of a market research consultant to conduct a statistically valid survey.
3. Develop the survey questions for review by the Working Group.
4. Commence the survey by the end of January 2008.
5. Report back to the Working Group with the survey results.
6. Report back to Council with recommendations, as appropriate.

The City's purchasing policies will be followed when retaining the services of the market research consultant.

Relationship to Vaughan Vision 2007

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

Regional Implications

Not applicable.

Conclusion

The establishment of a Working Group and Council approval of a public survey on the effectiveness of the City's current brand and logo will provide important information that can guide Council with respect to their decisions regarding municipal branding.

Attachments

None.

Report prepared by:

Madeline Zito, Director of Corporate Communications
Ted Hallas, Manager of Corporate Communications

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Item 6, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

6 **PROPERTY TAX SALE REGISTRATION**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Director of Financial Services, dated December 3, 2007, be approved; and
- 2) That the confidential memorandum of the Manager, Property Tax & Assessment, dated November 19, 2007, be received.

Recommendation

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

Economic Impact

N/A

Communications Plan

Owners of these properties and all interested parties (mortgagees or lien holders) will be notified by registered mail of their property being eligible for registration of a tax arrears certificate.

Purpose

The purpose of this report is to provide Council with information relating to properties that have tax arrears in excess of three years and therefore are eligible to come under the authority of the property tax sale legislation of the Municipal Act.

Background - Analysis and Options

The tax sale process is commenced under the authority of Part XI of the *Municipal Act, 2001*, for properties in all classes that have tax arrears in excess of three years. Staff utilize the tax sale process as part of an ongoing collection effort.

Staff, through various collection efforts receives satisfactory payment plans or full payment on most property tax accounts with arrears; however, the listed properties have been identified as being eligible for registration of a tax arrears certificate, which is the first step in the tax sale process. The owners of the these properties and all the interested parties (mortgagees or lien holders) will be notified by registered mail of the initiation of this process.

Once a tax arrears certificate is registered on title, the property owner has one year to pay the tax account in full. Failing that, the owner, the spouse, a mortgagee or a tenant occupying the land may enter into an extension agreement with the City. An extension agreement allows additional time for payment of the property tax arrears. The terms of the agreement must be satisfactory to the City Treasurer and approved by Council through a by-law.

If payment in full or a satisfactory extension agreement is not processed during the 1-year period, the City is in a position to proceed with a tax sale to recover outstanding property taxes, late payment charges and costs incurred relating to the tax sale process. Council will be informed if any of the listed properties reach that point.

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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.

Regional Implications

There are no Regional implications.

Conclusion

Finance staff are continuing to contact and/or meet with the property owner(s) to attempt to negotiate acceptable payment arrangements.

Attachments

None – Council will be provided with the confidential list of properties under separate cover.

Report prepared by:

Maureen E. Zabiuk, A.I.M.A., AMTC
Manager, Property Tax & Assessment
Ext. 8268

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

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Item 7, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

7

**AWARD OF TENDER T07-261
EMMITT ROAD PARK (MN24)**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated December 3, 2007:

Recommendation

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

- 1) That T07-261, Emmitt Road Park (MN24) be awarded to Forest Contractors Ltd. for the amount of \$218,079.90 (excluding G.S.T.); and,
- 2) That a contingency allowance of \$4,300.00 be approved, within which the Director of Parks Development 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 PK 6095-07 – Emmitt Road Park (MN24) funding was approved in the 2007 Capital Budget. The annual operating cost of \$9,138.00 is required to maintain this park once completed.

Communications Plan

Not applicable.

Purpose

The purpose of this report is to seek approval to award tender T07-261 for the development of Emmitt Road Park (MN24).

Background - Analysis and Options

The project is for the construction of the Emmitt Road Park (MN24) located East of Jane Street and South of Major Mackenzie Drive in Maple. Capital project PK 6095-07 Emmitt Road Park (MN24) funding was approved in the 2007 Capital Budget.

Construction funding was approved and includes the following in accordance with the master landscape plan: single hoop basketball court; main gathering space with seating; playground area with senior and junior play units; concrete pathway with lightings; site furnishings; plantings and sodding.

The proposed park components were developed by Parks Development Department. The park is designed respecting the principles of CPTED – Crime Prevention Through Environmental Design.

The Bidders have been pre-qualified by the City of Vaughan as eligible Bidders to submit bids for this Project. Tenders were closed and publicly opened on Thursday, November 15, 2007. Six (6) bid documents were received. The bid results of the five (5) lowest bids are as follows:

.../2

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<u>Contractor</u>	<u>Base Tended Price (excluding GST)</u>	<u>Provisional Item (excluding GST)</u>	<u>Total Tended Price (excluding GST)</u>
Forest Contractors Ltd.	\$218,079.90	N/A	\$218,079.90
Melfer Construction	\$223,396.22	N/A	\$223,396.22
Northgate Farms	\$235,598.09	N/A	\$235,598.09
Pine Valley Enterprises Inc	\$250,339.25	N/A	\$250,339.25
Mopal Construction Ltd.	\$253,838.05	N/A	\$253,838.05

Relationship to Vaughan Vision 2007

Emmitt Road Park (MN24) is consistent with Vaughan Vision Statement 1.1.4:
“Identify and implement improvements to existing City facilities and parks to optimize community safety.”

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

Regional Implications

Not applicable.

Conclusion

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

Upon award of Tender, this project will commence within ten (10) working days from the Date of Notification of Award, weather permitting and should be completed on June 27, 2008.

Attachments

None

Report prepared by:

Charles Kuo, Landscape Planner, Ext. 3203
Paul Gardner; Director of Parks Development, Ext. 3209

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Item 8, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

8

**AWARD OF TENDER T07- 233
SUPPLY AND DELIVERY OF VEHICLES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated December 3, 2007:

Recommendation

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

1. That Part "A" of Tender T07-233, for the supply and delivery of one 4x2 midsize pickup truck is awarded to Performance Chrysler Dodge Jeep for a total cost of 21,406.92, and;
2. That Part "B" of Tender T07-233, for the supply and delivery of four 4x2 regular cab diesel pickup trucks is awarded to Davidson Chrysler Dodge Inc. for a total cost of \$159,631.92, and;
3. That Part "C" of Tender T07-233, for the supply and delivery of one four door 4x4 midsize pickup truck is awarded to Davidson Chrysler Dodge Inc. for a total cost of \$25,318.26, and;
4. That Part "D" of Tender T07-233, for the supply and delivery of two 4x4 regular cab pickup trucks mounted with snowplows be awarded to Colombo Motors for a total cost of \$63,933.48, and;
5. That Part "E" of Tender T07-233, for the supply and delivery of two one ton chassis and cab, mounted with service bodies is awarded to Davidson Chrysler Dodge Inc. for a total cost of \$93,897.24, and;
6. That Part "F" of Tender T07-233, for the supply and delivery of one cargo van is awarded to Donway Ford Sales for a total cost of \$27,453.48, and;
7. That Part "G" of Tender T07-233, for the supply and delivery of one 4x2 crew cab pickup truck is awarded to Performance Chrysler Dodge Jeep for a total cost of \$29,710.68, and;
8. That a Bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Projects FL-5080-07, FL-5084-07, FL-5085-07 and FL-5077-07 were approved in the 2007 Capital Budget and funded from the Vehicle Reserve and City Wide Development Charges.

Communication Plan

N/A

Purpose

To award Tender T07-233 for the supply and delivery of various pickup trucks and a cargo van.

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Background – Analysis and Options

Council approved funds for projects FL-5080-07, FL-5084-07, FL-5085-07 and FL5077-07, to purchase the various pickup trucks and one cargo van, as part of the ongoing equipment program, and are funded from the Vehicle Reserve and City Wide Development Charges.

This Tender was advertised in the Vaughan Citizen, the Bidingo and the Ontario Public Bidders Association. Seventeen (17) bid documents were issued and eight (8) documents were received on closing date November 5th, 2007.

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

<u>Supplier</u>	<u>Bid</u>
<u>Part A</u>	
1. Performance Chrysler Dodge Jeep	\$21,406.92
2. Maclver Dodge Ltd.	\$21,450.24
3. Colombo Motors	\$21,617.82
4. Jerome D. Taylor Chevrolet Cadillac	\$21,812.76
5. Wilson Niblett Motors Ltd.	\$23,543.28
6. Davidson Chrysler Dodge Inc.	\$23,997.00
7. Roy Foss Chevrolet	\$23,997.00
<u>Part B</u>	
1. Davidson Chrysler Dodge Inc.	\$159,631.92
2. Donway Ford Sales	\$160,790.16
3. Summit Auto Group	\$163,544.40
4. Colombo Motors	\$183,371.28
<u>Part C</u>	
1. Davidson Chrysler Dodge Inc.	\$25,318.26
2. Performance Chrysler Dodge Jeep	\$27,334.92
3. Maclver Dodge Ltd.	\$27,378.24
4. Colombo Motors	\$27,460.32
5. Summit Auto Group	\$28,047.42
6. Jerome D. Taylor Chevrolet Cadillac	\$31,352.28
7. Wilson Niblett Motors Ltd.	\$32,244.90
8. Roy Foss Chevrolet	\$32,614.26
<u>Part D</u>	
1. Colombo Motors	\$63,933.48
2. Maclver Dodge Ltd.	\$69,355.32
3. Davidson Chrysler Dodge Inc.	\$70,864.68
4. Performance Chrysler Dodge Jeep	\$71,076.72
5. Donway Ford Sales	\$71,145.12
6. Summit Auto Group	\$74,015.64
7. Wilson Niblett Motors Ltd.	\$78,028.44
<u>Part E</u>	
1. Davidson Chrysler Dodge Inc.	\$93,897.24
2. Colombo Motors	\$93,942.84
3. Donway Ford Sales	\$100,805.64
4. Summit Auto Group	\$104,312.28

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Part F

1. Donway Ford Sales	\$27,453.48
2. Jerome D. Taylor Chevrolet Cadillac	\$27,788.64
3. Wilson Niblett Motors Ltd.	\$28,221.84
4. Roy Foss Chevrolet	\$29,463.00
5. Colombo Motors	\$46,904.82

Part G

1. Performance Chrysler Dodge Jeep	\$29,710.68
2. Colombo Motors	\$29,754.00
3. MacIver Dodge Ltd.	\$29,776.80
4. Donway Ford Sales	\$31,813.98
5. Summit Auto Group	\$32,543.58
6. Jerome D. Taylor Chevrolet Cadillac	\$33,166.02
7. Wilson Niblett Motors Ltd.	\$34,226.22
8. Roy Foss Chevrolet	\$34,630.00

Relationship to Vaughan Vision 2007

This report is in keeping with Vaughan Vision 2007 as it strives to ensure that the municipality operations are undertaken in a responsible manner.

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

Regional Implications

None

Conclusion

Staff has reviewed the submission and based on the tender results, and the ability of the manufacturers to supply the required vehicles, it is recommended that the Tender be awarded to the various dealers as described in the recommendations.

Attachments

None

Report Prepared by:

Alvin Boyce, Fleet Manager, ext. 6141

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Item 9, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

9

**AWARD OF TENDER T07- 204
SUPPLY AND DELIVERY OF MOWERS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated December 3, 2007:

Recommendation

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

1. That Part "A" of Tender T07-204, for the supply and delivery of three six foot zero-turn mowers is awarded to Nobleton Farms Service for a total price of \$37,585.80, and;
2. That Part "B" of Tender T07-204 for the supply and delivery of three ten foot rotary mowers is awarded to G.C.Dukes Equipment Ltd for a total cost of \$126,280.08, and;
3. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Projects FL-5085-07 and FL-5077-07 were approved in the 2007 Capital Budget and funded from the Vehicle Reserve and City Wide Development Charges.

Communication Plan

N/A

Purpose

To award Tender T07-204 for the supply and delivery of three six foot zero turns and three ten foot rotary mowers.

Background – Analysis and Options

Council approved funds for projects FL-5085-07 and FL-5077-07, to purchase the mowers as part of the ongoing equipment program, and is funded from the Vehicle Reserve and City Wide Development Charges.

This Tender was advertised in the Vaughan Citizen, the Electronic Tendering Network (ETN) and the Ontario Public Bidders Association. Seven (7) bid documents were issued and five (5) bid documents were received on closing date October 5th, 2007. One (1) of the bid submission was deemed non-compliant by Purchasing Services Department during the bid open process. During the review of the bids submissions, by the Fleet Management staff, G. C. Dukes bid, for Part "A" , was deemed non-compliant as their bid not meet the specifications

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

Part A - Supplier

Bid

1. Nobleton Farm Supply Ltd. **\$37,585.80**

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Part B – Supplier

Bid

1. G.C. Duke Equipment Ltd.	\$126,280.08
2. Turf Care Products Canada	\$132,696.00
3. Nobleton Farm Supply Ltd.	\$140,733.00

Relationship to Vaughan Vision 2007

This report is in keeping with Vaughan Vision 2007 as it strives to ensure that the municipality operations are undertaken in a responsible manner.

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

Regional Implications

None

Conclusion

Staff has reviewed the submission and based on the tender results, and the ability of the manufacturer to supply the required equipment, it is recommended that Part "A" of the tender be awarded to Nobleton Farm Service and Part "B" to G.C.Dukes Equipment Ltd.

Attachments

None

Report Prepared by:

Alvin Boyce, Fleet Manager, ext. 6141

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2007

Item 10, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

10

**EDGELEY BOULEVARD AND FOUR VALLEY DRIVE
PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 3, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control be installed at the north intersection of Edgeley Boulevard and Four Valley Drive as the Provincial All-way Stop Warrant is met;
2. That a traffic signal not be installed at the north intersection of Edgeley Boulevard and Four Valley Drive as the Provincial warrant is not met; and
3. That York Regional Police be requested to strictly enforce the 50 km/h speed limit.

Economic Impact

The cost to install the stop signs and pavement markings would have an initial impact and will be absorbed in the 2008 Operating Budget. The costs to maintain the signs and pavement markings would have an impact to future Operating Budgets.

Communications Plan

Staff will notify the area businesses of Council's decision on this matter.

Purpose

To review the feasibility of implementing a traffic signal or an all-way stop control at the north intersection of Edgeley Boulevard and Four Valley Drive, in response to a request from the Local Councillor.

Background - Analysis and Options

At its meeting on October 9, 2007, Council directed:

- “1. That staff be requested to investigate the need for and feasibility of installing an allway stop control at the north intersection of Four Valley Drive and Edgeley Boulevard.**
- 2. That staff investigate the need for and feasibility of installing a signalized intersection at the north intersection of Four Valley Drive and Edgeley Boulevard.**
- 3. That staff report to a future Committee of the Whole meeting with respect to their findings in November 2007.”**

Edgeley Boulevard is designed as a collector roadway with a 26.0 metre right-of-way and 14.0 metre travelled lanes and Four Valley Drive is designed as an industrial roadway with a 23.0 metre right-of-way and 11.5 metre travelled lanes. The existing stop controls are located on Four Valley Drive. The area is shown in Attachment No.1.

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Staff conducted a turning movement count during the noon and evening peak time periods on Tuesday, October 30, 2007, and the morning peak time period on Wednesday, October 31, 2007, at the north intersection of Edgeley Boulevard and Four Valley Drive. On the days of the traffic study the weather was clear. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 72%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 100%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions from June 2005 through to June 2006 at this intersection susceptible to prevention by implementing all-way stop control. The intersection does not meet the minimum volume of vehicles entering the intersection from the side streets. However, there are sight restrictions noted at this intersection viewing the northbound traffic from the east approach. According to the results above, this intersection does meet the minimum requirements of the warrant.

The sight distance was reviewed and it was noted that the required minimum sight line distance of 90 metres for arterial and collector roadways was not met. The sight line requirement was not met due to the existing roadway geometrics. South of the intersection there is a vertical curve on Edgeley Boulevard that reduces these sight lines.

Given that the built environment cannot be easily altered physically and in consideration of the Provincial Warrant Criteria being met, it is recommended that an all-way stop control be installed at this intersection.

The installation of this stop control will bring this intersection into compliance with all applicable standards.

The collected traffic volumes were also compared to the Provincial Warrant for Traffic Signal Installation as shown below.

- Warrant 1 – Minimum Vehicular Volumes Warranted 57%
- Warrant 2 – Delay to Cross Traffic Warranted 80%
- Warrant 3 – Accident Experience Warranted 0%

For a traffic signal control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts do not meet the requirements of the Provincial Warrant for Traffic Signal Installation. The above results reflect the highest eight peak traffic hours at the intersection.

There is also Warrant 4 – Combination Warrant which may be used if no individual warrants are satisfied 100%, in which two warrants satisfying 80% or more could warrant the installation of a traffic signal. Based on the study results, Warrant 4 does not meet requirements.

Staff installed two Automatic Traffic Recorders (ATR's) on Edgeley Boulevard, one north of Four Valley Drive and one south of Four Valley Drive for 24 hours on November 1, 2007. Using the data collected from the ATR's, staff is able to calculate the average speed and the 85th percentile speed. The 85th Percentile Speed is the speed at which 85% of vehicles are driving or less, and is used to determine the average maximum speed that vehicles tend to travel. The results are summarized as follows:

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	AADT		Average Speed		85 th percentile Speed	
	North-bound	South-bound	North-bound	South-bound	North-bound	South-bound
Edgeley Boulevard south of Four Valley Drive	3435 veh/day	3215 veh/day	49 km/h	51 km/h	61 km/h	61 km/h
Edgeley Boulevard north of Four Valley Drive	4035 veh/day	4023 veh/day	50 km/h	60 km/h	49 km/h	60 Km/h

According to the Geometric Design Guide for Canadian Roads, Collector Roads can accommodate up to 12,000 vehicles per day. The traffic volumes collected on Edgeley Boulevard are within this limit.

The existing speed limit on Edgeley Boulevard is 50 km/h. The average speeds range from 49 km/h to 60 km/h. The 85th percentile speed is in the 60 km/h range. Traffic Services staff will contact York Regional Police for enforcement of the 50 km/h speed limit.

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 staff's review, it is recommended that all-way stop control be installed at the north intersection of Edgeley Boulevard and Four Valley Drive. It is also recommended that a traffic signal not be installed at the intersection.

Attachments

1. Location 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.)

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Item 11, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

**11 PLEASANT RIDGE AVENUE AND MISTYSUGAR TRAIL / FIRTREE TRAIL
PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 3, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the appropriate by-law be approved for the existing all-way stop control at the intersection of Pleasant Ridge Avenue and Mistysugar Trail / Firtree Trail as the Provincial All-way Stop Warrant is met.

Economic Impact

The costs to maintain the signs and pavement markings would have an impact to future Operating Budgets.

Communications Plan

None.

Purpose

To review the existing All-way stop control at the intersection of Pleasant Ridge Avenue and Mistysugar Trail / Firtree Trail.

Background - Analysis and Options

The Developer had installed an all-way stop control at the intersection of Pleasant Ridge Avenue and Mistysugar Trail / Firtree Trail without the required amendment to By-Law 284-94 City approved Traffic By-law. Engineering Services staff were unaware of this installation until a review of the Comprehensive Traffic By-law was completed and approved by Council in June, 2007. This all-way stop control does not have the required by-law approval. The area is shown in Attachment No.1.

In order to determine the status of the all-way stop, Engineering Services staff conducted a turning movement count on Tuesday, November 6, 2007 at the intersection of Pleasant Ridge Avenue and Mistysugar Trail / Firtree Trail. The times studied in the morning and afternoon peak time periods were 7:00 a.m. to 9:00 a.m., and 3:00 p.m. to 6:00 p.m. On the day of the traffic study the weather was cool and raining. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 125%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions from June 2005 through to June 2006 at this intersection susceptible to prevention by implementing all-way stop control. There are no sight restrictions at this intersection. According to the results of the study above, this intersection meets the minimum requirements of the Provincial Warrant.

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The required by-law is now required to be approved to formalize the all-way stop control at this intersection.

Relationship to Vaughan Vision 2007

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

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that the by-law for the existing all-way stop control be amended at the intersection of Pleasant Ridge Avenue and Mistysugar Trail / Firtree Trail.

Attachments

1. Location 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 DECEMBER 10, 2007

Item 12, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

12 STOP SIGN AT CASTLE PARK BOULEVARD AND LAURA SABRINA DRIVE

The Committee of the Whole recommends:

- 1) That an all-way stop be installed at the intersection of Castle Park Boulevard and Laura Sabrina Drive;
- 2) That the petition, submitted by Councillor Carella, on behalf of area residents, be received; and
- 3) That the following report of the Commissioner of Engineering and Public Works, dated December 3, 2007, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the petition from the area residents be received;
2. That an all-way stop not be installed at the intersection of Castle Park Boulevard and Laura Sabrina Drive as the Provincial All-Way Stop Warrant is not met; and
3. Should Council consider alternative options such as curb bump-outs, medians or painted road narrowings, that the Neighbourhood Traffic Calming Policy and Procedure be followed for possible implementation in the 2008 year.

Economic Impact

None.

Communications Plan

The Local Councillor will contact the residents in the immediate area with the information in the report.

Purpose

To present additional information to the Committee of the Whole, as stated in a previous report dated September 17, 2007 and to review the feasibility to install an all-way-stop at the intersection of Castle Park Boulevard and Laura Sabrina Drive.

Background - Analysis and Options

At it's meeting on September 24, 2007, Council directed:

“That staff review the requests from the property owners on Castle Park Boulevard and report back to a Committee of the Whole meeting as soon as possible”.

Castle Park Boulevard is a local roadway with a 24.0 metre right-of-way and 9.0 metre pavement travel width. Laura Sabrina Drive is a local roadway with an 11.5 metre right-of-way and 7.5 metre pavement travel width. The existing stop control is located on the west approach of the intersection. The existing speed limit on Castle Park Boulevard is a statutory 50 km/h. The street

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runs north-south from Napa Valley Avenue to Sonoma Boulevard. From 150 metres south of Laura Sabrina Drive to Sonoma Boulevard, Castle Park Boulevard has a raised centre median feature of 20.0 metres width. Castle Park Boulevard in this section operates as two one-way streets. The area is shown on Attachment No. 1.

Staff conducted an AM and PM radar study on Thursday, November 1, 2007. The study was completed on Castle Park Boulevard north of Laura Sabrina Drive, during the peak time periods of 8:00-9:00 am and 4:00-5:00 pm. The weather on this day was partly cloudy in the a.m. period and sunny in the p.m. period. The results are summarized below:

AM

Direction	Average Speed	85 th Percentile Speed	Number of Vehicles
Northbound	46 km/h	52 km/h	62
Southbound	47 km/h	56 km/h	32

PM

Direction	Average Speed	85 th Percentile Speed	Number of Vehicles
Northbound	46 km/h	53 km/h	43
Southbound	46 km/h	51 km/h	23

The average speeds on Castle Park Boulevard range between 46 km/h and 47 km/h. The 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below) range between 51 km/h and 53 km/h. The results of these studies indicate an acceptable level of motorist compliance to the existing speed limit of 50 km/h.

In accordance with Council’s approved Neighbourhood Traffic Committee Policy and Procedure, speed humps shall be considered only when the following three warrants are met:

- The street is not a primary emergency response route.
- The speed limit is 50 km/h or less.
- The average speed is 10 km/h greater than the speed limit.

Castle Park Boulevard is not an emergency response route. The posted speed limit is less than 50 km/h. The average speed is not 10 km/h higher than the speed limit. Castle Park Boulevard accommodates residential traffic and the vehicle volumes during the peak periods are very low. Based on the above criteria, the installation of speed humps on Castle Park Boulevard is not recommended.

Possible alternative traffic calming measures for this roadway would be the installation of chicanes, painted road narrowings, medians, or a combination of these alternatives.

Staff conducted a turning movement count on Tuesday, October 30, 2007 at the intersection of Castle Park Boulevard and Laura Sabrina Drive during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm. The weather on this day was sunny in the a.m. period and cloudy in the p.m. period. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 68%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

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All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill 68% of the required 100%. There have been no reported collisions at this intersection susceptible to prevention by implementing an all-way stop control over the last twelve-month period. There are no sight distance restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the Provincial Warrant.

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 (1.1.3).

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that no further action is warranted based on the results of the traffic studies.

Attachments

1. Location Map

Report prepared by:

Peter Trinh, Traffic Analyst, ext. 3120
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.)

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2007

Item 13, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

13

**DENTON CIRCLE
ON STREET PARKING**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 3, 2007:

Recommendation

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

That parking on Denton Circle not be implemented on the boulevard area between the road and the sidewalk due to the lack of available space.

Economic Impact

None.

Communications Plan

Staff will advise the deputant of Council's decision on this matter.

Purpose

To review the possibility of boulevard parking on Denton Circle.

Background - Analysis and Options

At its meeting on June 25, 2007, Council directed:

“ The Committee of the Whole recommends that the deputation of Ms. Mimy Cousineau, 94 Denton Circle, Maple, L6A 2N4, written submission dated June 18, 2007, petition dated June 15, 2007 and photographs be received and referred to staff to undertake a survey on Denton Circle with respect to on street parking.”

Staff spoke to Ms. Cousineau on July 24, 2007. Ms. Cousineau advised staff that she was not looking for on-street parking, but rather that the residents of Denton Circle wanted to be able to park in the 'boulevard' portion of their driveways, between the sidewalk and the road. Denton Circle is a local road with a 18.5 metre right-of-way and 8.5 metre travelled pavement width. The existing parking allowed on the street is one side only, 3 hours maximum, no overnight parking. See Attachment No. 1 for area network.

- Boulevard parking is allowed when there is sufficient space for a vehicle to park parallel to the roadway without encroaching onto the sidewalk or travelled portion of the road.
- When a vehicle is parked perpendicular to the roadway and the vehicle is overhanging either the sidewalk or the road a ticket will be issued.
- The residential homes on Denton Circle with sidewalk access are semi-detached with a shared driveway.
- According to the Geometric Design Guide for Canadian Roads, the average length of a vehicle is 5.6 metres.
- The width of the driveways on Denton Circle is approximately 3.0 metres, therefore a parked vehicle would impact the neighbours access to their driveways.

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Please see Attachment No. 2 to see visual representation of vehicles parked perpendicular to the roadway encroaching on either the sidewalk or the road.

According to the above information, the boulevard portion on Denton Circle would not accommodate parallel parking as requested by the deputant.

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

On the basis of discussions with the deputant and Enforcement Services and in accordance with past practices, staff recommends that residents of Denton Circle not be allowed to park on the boulevard portion of their driveways in a manner to overhang either the sidewalk or the road.

Attachments

1. Location Map
2. Aerial Photograph

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 DECEMBER 10, 2007

Item 14, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

14

**WESTON ROAD AND VILLA ROYALE AVENUE
TRAFFIC CONTROL SIGNALS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 3, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

Economic Impact

None.

Communication Plan

Staff will send a copy of this report to the Region of York. The Region has included this intersection to their 2008 intersection improvement program for the installation of traffic control signals.

Purpose

To review the feasibility of installing traffic control signals at the intersection of Weston Road and Villa Royale Avenue, as directed by Council.

Background - Analysis and Options

At its April 2, 2007 meeting, the Committee of the Whole recommended:

- “1. The City of Vaughan receives the letter dated March 7, 2007 from Villa Royale Shopping Centre Inc. and requests the Region of York to review and complete a traffic control study in the vicinity of the above referenced intersection.**
- 2. That the City of Vaughan Council acknowledge concerns raised by the local shopping centre, residents of Vellore with respect to the volume of traffic, turning delay, pedestrian safety, and therefore supports the request for the Regional Municipality of York to complete a traffic control study including options, costs, and opportunities to address the traffic and pedestrian safety matters raised.**
- 3. It is further requested, that the Regional Municipality of York, consults with the City of Vaughan Engineering Department and produce a report at the earliest opportunity, no later than the end of May 2007.”**

Engineering Services staff received the correspondence from the Region of York in August 2007. York Region conducted a traffic study on March 27, 2007 and determined the intersection of Weston Road and Villa Royale Avenue meets the requirements of the Traffic Control Signal Warrant. The results of their traffic study have been summarized below:

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Warrant Component	Weston Road and Villa Royale Avenue
1. Minimum Vehicular Delay	80%
2. Delay to Cross Traffic	87%
3. Collision Hazard	0%
4. Combination warrant (two of the above warrants satisfied 80% or more)	100 %

The Region of York has added this intersection to the 2008 intersection improvement program for the installation of traffic signals. The installation of traffic signals will improve the overall traffic operations and safety at this intersection for vehicular and pedestrian traffic.

Relationship to Vaughan Vision 2007

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

Regional Implications

The Region of York will install and maintain the traffic signal.

Conclusion

Based on the above review, the Region of York will install a traffic control signal at the intersection of Weston Road and Villa Royale Avenue in the 2008 year.

Attachments

1. Location 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

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Item 15, Report No. 58, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on December 10, 2007, was dealt with by approving:

That this matter be referred to the Committee of the Whole meeting of January 21, 2008.

**15 TRAFFIC REVIEW CONTROLS AT ABERDEEN AVE. NEAR IMMACULATE CONCEPTION
ELEMENTARY SCHOOL**

The Committee of the Whole recommends that this matter be referred to the Council meeting of December 10, 2007, for further consultation with area residents by the Ward Councillor.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Stopping' prohibition from 8:00 am to 9:00 am, 11:30 am to 12:30 pm and 3:00 pm to 4:00 pm, Monday to Friday from September 1 to June 30 on the east side of Aberdeen Avenue between the north and south property limits of Immaculate Conception Catholic Elementary School;
2. That By-law Enforcement Services be requested to provide enforcement of the parking activity on Aberdeen Avenue in the vicinity of the Immaculate Conception Catholic Elementary School; and
3. Should Council consider alternative options as identified in the report, that development of a plan be discussed with the residents and a School Representative for possible implementation in the 2008/2009 year.

Economic Impact

The cost to install the 'No Stopping' signs would have an initial impact and will be absorbed in the 2008 Operating Budget. The on-going costs to maintain the signs would be an impact to future Operating Budgets.

Communications Plan

The Engineering Services Staff will contact the residents and a School Representative with the information in the report on the options presented to advise them of Council's decision in this matter.

Purpose

To present additional information to the Committee of the Whole, as stated in a previous report dated September 4, 2007.

Background - Analysis and Options

At its meeting on September 4, 2007, Council approved:

- "1. That a full traffic review in the vicinity of Immaculate Conception Catholic Elementary School located at 500 Aberdeen Avenue.**
- 2. That the Engineering Department review the installation of "No Parking/No Stopping" signs as may be required on Aberdeen Avenue; and**

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3. That the review and recommendation be brought forward to a future Committee of the Whole meeting”.

Aberdeen Avenue is a collector roadway with a 26.0 metre right-of-way and a posted speed limit of 40 km/h. There are existing crossing guards on the south side of Governor Crescent and Aberdeen Avenue intersection and on the north side of Clover Leaf Street/Governor Crescent and Aberdeen Avenue intersection. There is also an existing All-Way Stop control at these two intersections; and Immaculate Conception Catholic Elementary School is located in between these two intersections on the west side of Aberdeen Avenue. Refer to Attachment No. 1.

A parking review was conducted on Thursday, October 11, 2007 during the time periods of 8:00 am to 9:00 am, 11:30 am to 12:30 pm and from 3:00 pm to 4:00 pm in front of Immaculate Conception Catholic Elementary School. The weather on this day was sunny and clear. Observations show that vehicles were parked along Aberdeen Avenue on both sides of the roadway in front of the school during the study time periods. Double parking/stopping on the east side in front of Immaculate Conception Catholic Elementary School occurred occasionally; parents were talking with each others in the vehicles.

Aberdeen Avenue has a road width of approximately 14.0 metres. When vehicles are parked on both sides of the roadway, the available travel width is about 8 metres between the vehicles. It is sufficient space for vehicles to travel in both directions on the roadway. However, when vehicles were double parking/stopping on either side, they would impact the movement of Emergency and other service vehicles in front of the school and create sightline problems for drivers and pedestrians.

The installation of a 'No Stopping' Prohibition on the east side of Aberdeen Avenue in front of Immaculate Conception Catholic Elementary School will allow Emergency and other service vehicles less restrictive movements in front of the school and reduce the amount of congestion during the time periods. Also, the prohibition will eliminate small children crossing the roadway, possibly between vehicles, in an unsafe environment.

Staff conducted speed and volume studies on Aberdeen Avenue from November 5, 2007 to November 8, 2007 in front of Immaculate Conception Catholic Elementary School. The results have been summarized below.

Direction	Average Speed	85 th Percentile Speed	Daily Traffic
Northbound	46 km/h	55 km/h	1361
Southbound	46 km/h	55 km/h	1297

The recorded average speeds on Aberdeen Avenue are 46 km/h. The recorded 85th percentile speeds on Aberdeen Avenue are 55 km/h in each direction. Aberdeen Avenue is classified as a major collector road. The traffic volumes collected over a 24-hour period are well within a major collector road capacity. According to the Geometric Design Guide for Canadian Roads, Collector Roads can accommodate up to 12,000 vehicles per day.

In accordance with the Council approved Neighbourhood Traffic Committee Policy and Procedure, speed humps are 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.
- The average speed is 10 km/h greater than the speed limit.

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The posted speed limit is 50 km/h or less. Aberdeen Avenue is an emergency response route - there is no transit route running through this section of Aberdeen Avenue. As per the June 25, 2007 Council meeting, the installation of vertical traffic calming measures on collector roadways such as Aberdeen Avenue is to be discontinued.

Staff have investigated and determined that other possible traffic calming measures such as a centre median and a painted road narrowings can be installed on the section from Governor Crescent (north intersection) to Clover Leaf Street/Governor Crescent (south intersection) on Aberdeen Avenue. Curb bump-outs also can be installed on the west side of Aberdeen Avenue between the north and south property lines of Immaculate Conception Catholic Elementary School to define the school area.

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.

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that 'No Stopping' signs with the time periods of 8:00 am to 9:00 am, 11:30 am to 12:30 pm and 3:00 pm to 4:00 pm, Monday to Friday from September 1 to June 30, be installed on the east side of Aberdeen Avenue between the north and south property lines of Immaculate Conception Catholic Elementary School.

That By-law Enforcement Services be requested to provide enforcement of the parking activity on Aberdeen Avenue in the vicinity of the Immaculate Conception Catholic Elementary School.

Should Council consider alternative options as identified in the report, that development of a plan be discussed with the residents and a School Representative for possible implementation in the year 2008.

Attachments

1. Location Map

Report prepared by:

Peter Trinh, Traffic Analyst, ext. 3120
Mike Dokman, Supervisor Traffic Engineering, ext. 3118

PT: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

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Item 16, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

16

TRAFFIC CALMING – AUTUMN HILL BOULEVARD

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 3, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

Economic Impact

None.

Communications Plan

Engineering staff will hold a Public Meeting with the Local Councillor and the residents of Autumn Hill Boulevard on Thursday, November 22, 2007. The notices were mailed out and placed on the City's web page. Also, the notices were advertised in the following papers: Vaughan Weekly, Vaughan Citizen, and Lo Specchio.

Purpose

To advise Council of the status of the Autumn Hill Boulevard Traffic Calming Committee.

Background - Analysis and Options

At its meeting on April 2, 2007, Council directed:

- “1. That staff be directed to review the need for and feasibility of traffic calming measures for Autumn Hill Boulevard;**
- 2. That staff and the Local Councillor meet with the community in July 2007 to discuss a traffic calming plan and to form a traffic calming committee; and**
- 3. That staff report to a future Committee of the Whole following the community meeting.”**

Staff will hold a meeting with the community on Thursday, November 22, 2007. At that meeting, the residents will be advised of traffic calming measures available to them for this roadway. The residents will be requested to form a traffic committee to develop a workable plan with the available traffic calming measures. Please refer to Attachment No. 1 for area network.

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.

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Regional Implications

Not Applicable.

Conclusion

Staff recommends that this report be received for information purposes.

Attachments

1. Location 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.)

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Item 17, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

**17 FOREST RUN BOULEVARD, TEN OAKS BOULEVARD AND DUFFERIN HILLS DRIVE
TRAFFIC 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 December 3, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information;
2. That a flush-to-grade impressed concrete crosswalk be installed in 2008 on the south side of Confederation Parkway and Dufferin Hills Drive and funding for the crosswalk is available from 2007 Traffic Calming Capital Budget EN-1687-07;
3. That ladder-style crosswalk markings be installed in 2008 at the three existing school crosswalks on Forest Run Boulevard – at Ten Oaks Boulevard, at Vanguard Road, and at Dufferin Hills Drive as a new initiative for pedestrian crossing identification;
4. That the ladder style crosswalk markings be installed utilizing paint at a cost of \$2,400 for 3 locations funded from the approved 2008 Operating Budget; and
5. That if sufficient funds are available in the approved 2008 Budget following staff's review of the planned 2008 pavement marking program, durable markings be utilized in place of paint for the ladder style crosswalk markings.

Economic Impact

Should Council approve the flush-to-grade impressed concrete crosswalk on Confederation Parkway, the approximate cost to install would be \$12,000. Should Council approve the installation of painted 'ladder-style' crosswalks in three locations on Forest Run Boulevard, the approximate cost to install would be \$2,400 for paint or \$13,500 for durable markings. It is noted that the life expectancy of the durable markings is approximately 8 years whereas the paint marking would have to be renewed annually at a cost of \$2,400 per year (\$19,200 over 8 years).

Communications Plan

That Mr. Lance Dutchak be informed of the findings of this report.

Purpose

To review various traffic-related concerns as received by an area resident, Mr. Lance Dutchak following a public meeting held on May 22, 2007.

Background - Analysis and Options

The initial public meeting of the Forest Run Boulevard, Dufferin Hill Drive, and Ten Oaks Boulevard Neighbourhood Traffic Committee was held on Tuesday, May 22, 2007 and attended by only 3 residents.

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Due to the low number of residents in attendance, a Traffic Committee was unable to be formed at the conclusion of the meeting. Subsequent to the public meeting, staff received a letter from an area resident, Mr. Lance Dutchak, who had a number of traffic-related concerns for the above three streets as well as for Confederation Parkway.

Traffic-related concerns were raised for the area including excessive traffic volumes and speeds, safety for pedestrians, and parking concerns at North Hill Private School. The concerns will be reported below on a street-by-street basis.

Confederation Parkway

Confederation Parkway is a feeder roadway with a posted speed limit of 40 km/h. with a pavement width of 11.5 metres. There are existing all-way stop controls at five intersections in the study area – at Belvia Drive, at Dufferin Hills Drive, at Ten Oaks Boulevard, at Camden Drive, and at Westway Crescent. Agostino Park and a future school site are located on the west side of Confederation Parkway. Refer to Attachment No. 1 for location.

Staff collected speed and volume data with an automatic traffic recorder on Confederation Parkway and was conducted on a 24-hour basis. The result of the study is shown in the table below.

Location	Direction	Highest 24-hour volume	Average Speed
Confederation Parkway south of Ten Oaks Boulevard October 24-29, 2007	Northbound	2780	44 km/h
	Southbound	2869	44 km/h
	Total	5649	

The average recorded vehicle speeds are 44 km/h, which is below the existing statutory 50 km/h speed limit. All recorded volumes are within capacities for feeder roadways. Feeder roadways accommodate traffic volumes not exceeding 8,000 vehicles per day.

A radar speed study was also conducted on Confederation Parkway north of Tuscana Boulevard on Thursday, November 1, 2007 from 8:00-9:00am and from 4:00-5:00pm. The results of the radar study are shown below.

Location	Time	Direction	Average Speed
Confederation Parkway north of Tuscana Boulevard November 1, 2007	8:00-9:00am	Northbound	38 km/h
		Southbound	39 km/h
	4:00-5:00pm	Northbound	38 km/h
		Southbound	42 km/h

The posted speed limit in this section of Confederation Parkway is 40 km/h. The average speeds recorded show a good compliance with the posted speed limit.

A request was made for speed humps on Confederation Parkway between Tuscana Boulevard and Dufferin Hills Drive, and between Camden Drive and Ten Oaks Boulevard. Based on the Traffic Calming Warrant, speed humps are not recommended on Confederation Parkway as vertical traffic calming measures are to be discontinued on feeder roadways. This road is also indicated as a primary emergency response route. Confederation Parkway is also a York Region Transit route.

A request was made for a raised pedestrian crossing and warning signs on Confederation Parkway at Agostino Park. A pedestrian crossing study was conducted on Tuesday, November 6, 2007 from 8:00-9:00am, from 11:00am-12:00pm, and from 3:30-4:30pm to determine the

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number of pedestrians crossing Confederation Parkway. Pedestrians were counted crossing Confederation Parkway from Ten Oaks Boulevard to Dufferin Hills Drive. The results of the study are shown below.

Location	Time	Number of Pedestrians Crossing Confederation Parkway
Confederation Parkway from Ten Oaks Boulevard to Dufferin Hills Drive	8:00-9:00am	29
	11:00am-12:00pm	12
	3:30-4:30pm	17

November 6, 2007

On the west side of Confederation Parkway is Agostino Park and a site for a future school. Given that Confederation Parkway is a primary feeder roadway with relatively high vehicle traffic, a flush-to-grade impressed concrete walkway with associated warning signs would assist pedestrians across Confederation Parkway. A concrete walkway could be installed at the south side of Confederation Parkway and Dufferin Hills Drive which would benefit both visitors to Agostino Park and for the future school site. This traffic calming measure would alert motorists that pedestrians are in the area. The approximate cost to install the flush-to-grade impressed concrete walkway would be \$12,000.00.

As Confederation Parkway is a York Region Transit route, a raised pedestrian crossing as requested in Mr. Dutchak’s letter is not recommended, as it is not an approved traffic calming measure for such thoroughfares.

Mr. Dutchak’s letter also requests replacing existing all-way stop controls on Confederation Parkway at Westway Crescent, at Ten Oaks Boulevard, and at Belvia Drive with Traffic Circles. Traffic Circles are not recommended due to the high installation costs as well as spacing requirements. Since Confederation Parkway is a Transit Route additional land would also be required.

Forest Run Boulevard

Forest Run Boulevard is a feeder roadway with a 50 km/h speed limit, and reduced to 40 km/h in the area of Forest Run Public School. The pavement width is 11.5 metres. There are existing all-way stop controls at two intersections – at Dufferin Hills Drive, and at Ten Oaks Boulevard. There are three existing school crosswalks on Forest Run Boulevard – at Dufferin Hills Drive, at Vanguard Road, and at Ten Oaks Boulevard. Refer to Attachment No. 1 for location.

Staff collected speed and volume data with automatic traffic recorders on Forest Run Boulevard and were conducted on a 24-hour basis. The result of the study is shown in the table below.

Location	Direction	Highest 24-hour volume	Average Speed
Forest Run Boulevard north of Tuscana Boulevard October 22-29, 2007	Northbound	1183	45 km/h
	Southbound	1107	44 km/h
Total		2290	

The average recorded vehicle speeds are from 44 to 45 km/h, which is below the existing posted 50 km/h speed limit. All recorded volumes are within capacities for feeder roadways. Feeder roadways accommodate traffic volumes not exceeding 8,000 vehicles per day.

A radar speed study was also conducted on Forest Run Boulevard north of Vanguard Road in front of Forest Run Public School on Thursday, November 1, 2007 from 8:00-9:00am and from 4:00-5:00pm.

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The results of the radar study are shown below.

Location	Time	Direction	Average Speed
Forest Run Boulevard north of Vanguard Road	8:00-9:00am	Northbound	39 km/h
		Southbound	41 km/h
November 1, 2007	4:00-5:00pm	Northbound	43 km/h
		Southbound	42 km/h

The posted speed limit on this section of Forest Run Boulevard is 40 km/h. The average speeds recorded show a good compliance with the posted speed limit.

A request was made for speed humps on Forest Run Boulevard between Novella Road and Belvia Drive, and between Dufferin Hills Drive and Vanguard Road. Based on the Traffic Calming Warrant, speed humps are not recommended on Forest Run Boulevard as vertical traffic calming measures are to be discontinued on feeder roadways.

Mr. Dutchak’s letter also requests the installation of a traffic circle at the intersection of Forest Run Boulevard and Derrywood Drive. Traffic Circles are not recommended due to the high installation costs as well as spacing requirements. The corner radii of the intersection would require enlarging to retrofit a traffic circle.

Two other requests for Forest Run Boulevard include the reduction of the speed limit to 30 km/h and the enacting of a Community Safety Zone.

As per the Highway Traffic Act, the lowest permitted posted speed limit is 40 km/h, so the speed limit cannot be further reduced. Community Safety Zones are no longer used within the City of Vaughan and are often not enforced to include the ‘double’ fined areas. Many other municipalities have not implemented additional zones due to the policing matter with the fines.

Ten Oaks Boulevard

Ten Oaks Boulevard is a feeder roadway with a 50 km/h speed limit and a pavement width of 11.5 metres. There are existing all-way stop controls at Forest Run Boulevard and at Confederation Parkway. Refer to Attachment No. 1 for location.

Staff collected speed and volume data with automatic traffic recorders on Ten Oaks Boulevard and were conducted on a 24-hour basis. The result of the study is shown in the table below.

Location	Direction	Highest 24-hour volume	Average Speed
Ten Oaks Boulevard west of Belwood Boulevard	Eastbound	1388	36 km/h
	Westbound	1229	40 km/h
October 22-29, 2007	Total	2617	

The average recorded vehicle speeds are from 36 to 40 km/h, which is well below the existing statutory 50 km/h speed limit. All recorded volumes are within capacities for feeder roadways. Feeder roadways accommodate traffic volumes not exceeding 8,000 vehicles per day.

A radar speed study was also conducted on Ten Oaks Boulevard east of Derrywood Drive on Tuesday, November 6, 2007 from 8:00-9:00am and on Tuesday, November 13, 2007 from 4:00-5:00pm. The results of the radar study are shown below.

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Location	Time	Direction	Average Speed
Ten Oaks Boulevard east of Derrywood Drive	8:00-9:00am	Eastbound	41 km/h
November 6, 2007 (AM)	4:00-5:00pm	Eastbound	44 km/h
November 13, 2007 (PM)		Westbound	43 km/h

The statutory speed limit on Ten Oaks Boulevard is 50 km/h. The average speeds recorded show a good compliance with the posted speed limit.

A request was made for the installation of a traffic circle at the intersection of Ten Oaks Boulevard and Derrywood Drive. Traffic Circles are not recommended due to the high installation costs as well as spacing requirements. The corner radii of the intersection would require enlarging to retrofit a traffic circle.

A request was also made for the installation of a raised intersection at Ten Oaks Boulevard and Forest Run Boulevard. This intersection is under an existing all-way stop control. The installation of a raised intersection will not result in a reduction of speeds, given the presence of the all-way stop control. Retrofitted raised intersections are also not recommended due to the high installation costs, ponding issues and relocation of catchbasins, storm and sanitary sewers and residential driveways locations within the intersection.

In addition, Ten Oaks Boulevard is also a York Region Transit Route so vertical traffic calming measures including a raised intersection is not recommended.

Dufferin Hills Drive

Dufferin Hills Drive is a feeder roadway with a 40 km/h speed limit and a pavement width of 11.5 metres. There are existing all-way stop controls at Confederation Parkway, at Forecastle Road, and at Forest Run Boulevard. The North Hill Private School is located on the south side of Dufferin Hills Drive at Dufferin Street. Refer to Attachment No. 1 for location.

Staff collected speed and volume data with automatic traffic recorders on Dufferin Hills Drive and were conducted on a 24-hour basis. The result of the study is shown in the table below.

Location	Direction	Highest 24-hour volume	Average Speed
Dufferin Hills Drive east of Benjamin Hood Crescent	Eastbound	1430	42 km/h
October 22-29, 2007	Westbound	1490	42 km/h
	Total	2920	

The average recorded vehicle speeds are 42 km/h, which is in general compliance with the posted 40 km/h speed limit. All recorded volumes are within capacities for feeder roadways. Feeder roadways accommodate traffic volumes not exceeding 8,000 vehicles per day.

A request was made for speed humps on Dufferin Hills Drive between Marathon Avenue and Harmony Road, and between Fremont Street and Forest Run Boulevard. Based on the Traffic Calming Warrant, speed humps are not recommended on Dufferin Hills Drive as vertical traffic calming measures are to be discontinued on feeder roadways.

A request was made for the installation of traffic circles at the intersections of Dufferin Hills Drive and Forest Run Boulevard, and Dufferin Hills Drive and Confederation Parkway. Traffic Circles are not recommended due to the high installation costs as well as spacing requirements. The corner radii at both intersections would need to be enlarged to retrofit traffic circles.

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North Hill Private School Parking

Requests were made regarding the on-street parking activity in front of North Hill Private School, which is located at the southwest corner of Dufferin Street and Dufferin Hills Drive. Suggestions include replacing the parking prohibition signs with stopping prohibition signs, or to widen Dufferin Hills Drive by reducing the width of median islands on Dufferin Hills Drive in front of North Hill Private School. The existing parking prohibitions are from 7:30-9:30am and from 4:00-6:00pm.

Staff observed parking activity in front of the school on Wednesday, November 7, 2007 from 8:00-9:00am, from 11:00am-12:00pm, and from 15:00-16:00pm. Observations showed parking activity on the south side of Dufferin Hills Drive during the morning and afternoon observation periods.

Bylaw Enforcement staff have been notified of the parking concerns regularly patrol to enforce prohibitions; however the problem continues to persist. Replacing the parking prohibitions with stopping prohibitions would not likely stop the parking activity.

Dufferin Hill Drive in the section between Dufferin Street and Marathon Avenue is directionally separated by a raised centre median island. The raised island is 3.0 metres wide with landscaping. There is 7.0m of pavement width for eastbound traffic and 7.0m of pavement width for westbound traffic. The reduction of the median island would be problematic in that it would create issues with lane designations and intersection design.

The presence of parked vehicles restricts sight lines from the school driveway and the adjacent intersections. This concern is made more critical with the presence of parents walking children across the street within the same area.

It is recommended that the existing parking prohibitions remain as-is, and the existing median island not be reduced in width.

Other Traffic-Related Requests

There are a number of other traffic-related requests made in Mr. Dutchak's letter which is addressed below.

Install painted Ladder-style crosswalk markings at all areas where crosswalks exist.

There are three existing school crosswalks on Forest Run Boulevard – at Ten Oaks Boulevard, at Vanguard Road, and at Dufferin Hills Drive. Installation of 'ladder-style' crosswalk markings at these three locations could be introduced as a pilot project. This type of marking can be applied by the use of paint or durable marking. The durable marking has initial high cost and higher life expectancy (8 years), but will save money over the re-tracing of paint each year. The approximate cost to install the special crosswalk markings at each location is \$800.00 for paint (over eight years, total \$6,400.00) or for durable (\$4,500.00 per location).

Install drop curbs for all crosswalk locations.

The three crosswalks on Forest Run Boulevard were investigated and drop curbs exist at all three locations.

Install Stop Ahead Signing (OTM Book 5, Wb-1) on approaches to main intersections.

Installing Wb-1 Stop Ahead Signs is not recommended as the Ontario Traffic Manual states these signs should be used for new stop sign installations, or for high volume urban city streets where a driver could miss seeing the stop sign. There are no sight line problems viewing stop signs in this area.

Replace all regulatory 50 km/h signs with 40 km/h signs.

Not recommended as the speed studies conducted do not indicate a speeding concern, and the existing speed limits are appropriate for the study roads.

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Use Durable pavement marking material for all stop blocks and crosswalk markings.

Not recommended as the installation costs for Durable markings are high. Stop bars and crosswalk markings are repainted yearly. The City is working on a program to apply durable markings at signalized intersections and school crossing guard locations.

Install baffles or bollards at the ends of pedestrian pass-through walkways to alert them to the presence of cross traffic.

Installation of these devices would have installation and maintenance costs. The City has not installed such devices elsewhere at the end of a pedestrian walkway.

Install Pedestrian warning signs (OTM Book 5, Wc-7) directed to motorists.

The Wc-7 Pedestrians Ahead sign can be installed in advance of park areas where pedestrians are noted crossing the street. Staff have confirmed Pedestrian Ahead warning signs are already installed on Confederation Parkway in advance of Agostino Park.

All these noted roadways could accommodate alternative traffic calming measures such as curb bump-outs, medians, chicanes or painted road narrowings. However, a neighbourhood traffic committee is required to develop such a plan and bring it forward for staff's review and Council's approval under the pavement policy.

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.

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that this report be received for information.

Attachments

1. Location Map

Report prepared by:

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

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 DECEMBER 10, 2007

Item 18, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

18 DRINKING WATER QUALITY MANAGEMENT STANDARD – DEVELOPMENT AND PROGRESS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 3, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends that this report be received for information.

Economic Impact

The Ministry of the Environment (MOE) requires that the City develop a Drinking Water Quality Management Standard (DWQMS) to obtain accreditation as the Operating Authority under the Safe Drinking Water Act (2002) by January 2009, and that updates be provided annually. The cost associated with the development of the Standard was approved in the 2007 Capital Budget and that project is underway. The MOE requires maintenance of the DWQMS on an ongoing basis and that the standard be reviewed and updated on an annual basis. To maintain the Standard requires ongoing department staff time, and review by Senior Management annually.

Communications Plan

To obtain accreditation as the Operating Authority under the Safe Drinking Water Act (2002) Council must endorse the DWQMS prior to submission to the Ministry on January 2009. Council will be required to endorse the plan annually to maintain accreditation as the Operating Authority. The Standard must be made available to the public, but would exclude any information that is considered a safety or security matter.

Purpose

The purpose of this report is to provide information to Council on the development and progress of the DWQMS.

Background - Analysis and Options

The City's water distribution services must meet the Ministry of the Environment's licensing program. The City will be required to develop an Operational Plan(s) and to obtain accreditation as the Operating Authority under the *Safe Drinking Water Act (2002)*. The City operates two drinking water systems, the Vaughan Drinking Water System which is a surface water system serving most of the City, and the Kleinburg Drinking Water System which is a ground water (well-based) system that operates independent of the Vaughan system. Public Works will be required to develop two Operational Plans, yet some elements of the plans will be common to both. For example, the budget process (Element 14), document and records control (Element 5), management review (Element 20), etc., are the same, regardless of which system is being dealt with. However, the areas that need to be separated, for example the risk assessment chart, will be broken down into the 2 distinct systems, and the description of the drinking water systems will be specific to each of the two drinking water systems.

Prior to the *Safe Drinking Water Act (SDWA)*, there were far fewer regulated procedures and standards. However, Public Works has developed numerous programs and procedures necessary to comply with the regulations made under the *Safe Drinking Water Act*. To

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understand whether the existing practices and procedures meet the requirements of the Drinking Water Quality Management Standard, a Gap Analysis was undertaken to compare what is existing, against the specific requirements of the DWQMS.

The Gap Analysis performed for Vaughan's Drinking Water Systems was based on the specific requirements of the *Safe Drinking Water Act (2002)* and the DWQMS (October 2006), and, was based on the 21 elements of the DWQMS, and included both the "Plan" and "Do" components of each of the elements. In addition, existing Regulations (O. Reg. 170/03 and O. Reg. 188/07) and Director's Directions, Minimum Requirements for Operational Plans (July 2007) and Accreditation Protocol (July 2007), were reviewed, and the applicable information incorporated into the Gap Analysis report. This gap analysis required meetings with various departments within the City, including Finance, Human Resources, Legal, Engineering, Public Works etc.

The gap analysis provided a percentage completion (i.e. how large is the gap between what exists and what is required), for the 21 elements of the DWQMS. The percentages take into account whether each element has been developed, documented, implemented and audited. It should be noted there is no approved Quality Management System in place in a municipality that meets the requirements of the DWQMS at this time.

The total percentage of completion for the overall Quality Management for Vaughan is estimated to be 35%. This percentage is comparable with other municipalities in the Province who have undertaken similar gap analyses. For several of the requirements of the standards, only minor work is required to increase the percentages, as there are practices in place. Most procedures are written, but some need to be formally documented. As well, there is currently no internal audit process used to ensure "we are doing what we say we do". Once an internal audit is completed to ensure conformance with the QMS, each requirement will automatically receive an additional 10%. Due to legislative requirements, some elements of the DWQMS (i.e., records, competencies, sampling, testing & monitoring) received a higher percentage complete since existing practices and procedures have already been established and only require formal documentation in some cases. Once these procedures are documented, the gaps will be reduced substantially.

There are some elements (e.g., continual improvement, internal audit, QMS policy, etc.), that are new for municipalities to address as part of their drinking water systems. As such, there are identified gaps for several of the DWQMS requirements, as there is no formal process or documented procedure currently in place.

The City must obtain 100% as an overall score in order to ensure the Operational Plans meet the requirements of the DWQMS and 21 elements have been developed, documented (where applicable), implemented, and audited. The Quality Management System must also exist beyond being a documented manual, and must be the current practice for the City's drinking water systems. In other words, it is to be a living document.

To complete the Quality Management System and to meet the requirements of the DWQMS, these programs and practices need to be translated into documented procedures. With the aid of the BRI International (our consultants), this will be done in time to ensure compliance with all applicable legislation.

A further update on the relevant drinking water legislation and requirements will be presented to Council at a future Working Session.

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Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council. Specifically, this initiative ties into Vaughan Vision:

A-1 “Pursue Excellence in Service Delivery”,

A-2 “Enhance and Ensure Community Safety, Health & Wellness”, and

C-3 “Maintain Assets & Infrastructure Integrity”.

Regional Implications

Although the Region of York is the wholesaler of water to the City, the Region must develop its own Drinking Water Quality Management Standard. Staff from the Region and the City do meet regularly to ensure that both plans are consistent in matters of mutual concern

Conclusion

Public Works staff are actively working with BRI International to develop the DWQMS for adoption by Council to meet the Ministry of Environment’s date of January 2009. This report is to meant update Council on the status of this project.

Attachments

N/A

Report prepared by:

Robert Meek, C.E.T.

Manager of Environmental & Technical Services

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Item 19, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

19

SIGN VARIANCE APPLICATION
FILE NO: SV.07-023
OWNER: FIELDGATE COMMERCIAL/DAVID REZMOVITZ
LOCATION: 3737 MAJOR MACKENZIE DRIVE, LOT 20, CONCESSION 5

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 3, 2007:

Recommendation

That Sign Variance Application SV.07-023, Fieldgate Commercial/David Rezmovitz, be APPROVED.

Economic Impact

None.

Communications Plan

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

Purpose

Request to install a wall sign and a window sign on the west and east elevations of the building on the subject property as shown on the attached drawings.

Background - Analysis and Options

6.2 (a) Where a site plan approved by the City provides standards for signage and the signs for the development comply therewith, such signs shall be deemed to comply with this By-Law.

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.

Regional Implications

Region of York Engineering approval is not required for the proposed signs.

Conclusion

The applicant is proposing to install a wall and window logo sign on the west and east elevations of the building as shown on the attached drawings.

Members of the Sign Variance Committee have no objections to the application as submitted and are of the opinion that the intent and purpose of the Sign By-law is being maintained.

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If Council finds merit in the application, a Sign Permit issued by the Building Standards Department is required.

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

(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. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

20

**SIGN VARIANCE APPLICATION
FILE NO: SV.07-024
OWNER: 1275621 ONTARIO INC.
LOCATION: 9933 DUFFERIN STREET, PART LOT 20, CONCESSION 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 3, 2007:

Recommendation

That Sign Variance Application SV.07-024, 1275621 Ontario Inc., be APPROVED.

Economic Impact

None.

Communications Plan

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

Purpose

Request to install a development sign not located on the subject property as shown on the attached drawings.

Background - Analysis and Options

12.1 (1) (a) Subdivision development signs must be located on lands within the plan of subdivision. For all other developments, the signs must be located on the subject lands.

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.

Regional Implications

Region of York Engineering approval is required for the proposed signs.

Conclusion

The applicant is proposing to install a development sign at the south east corner of the subject as shown on the attached drawings.

Members of the Sign Variance Committee note that prior to the registration of the Plan of Subdivision, the subject lands were combined with the lands to the north and the variance application would not of been necessary.

Members of the Sign Variance Committee have no objections to the application and are of the opinion that the intent and purpose of the Sign By-law is being maintained.

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If Council finds merit in the application, a Sign Permit issued by the Building Standards Department is required.

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

(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 21, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

21 **DRAFT PLAN OF CONDOMINIUM FILE 19CMD-07V09
KEELESNIDER DEVELOPMENTS INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 3, 2007:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium 19CDM-07V09 (Keelesnider Developments Inc.) BE APPROVED, subject to the Conditions of Approval set out in Attachment #1.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Draft Plan of Condominium on the subject lands shown on Attachment #2, consisting of a multi-unit industrial building, with a total gross floor area of 3,482.64 m² with 77 parking spaces. The building is currently under construction.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the north side of Snidercroft Road, west of Keele Street, City of Vaughan. The surrounding land uses are:

- North - Highway 407
- South - Snidercroft Road; employment uses (PBM1 Parkway Belt Restricted Industrial Zone)
- East - vacant employment (PBM1 Parkway Belt Restricted Industrial Zone)
- West - employment (PBM1 Parkway Belt Restricted Industrial Zone)

Official Plan

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Growth and Management Plan), which provides opportunities for land uses that require high visual exposure, good accessibility and an attractive working environment. The draft plan of condominium conforms to the Official Plan.

Zoning

The subject lands are zoned PBM1 Parkway Belt Restricted Industrial Zone by By-Law 1-88 which permits employment uses. The draft plan of condominium complies with the provisions of By-law 1-88.

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Site Development

The 0.74 ha condominium site has approximately 54m frontage on Snidercroft Road with 2 accesses onto the road. A total of 77 parking spaces, including 2 spaces for disabled persons are provided.

The draft plan of condominium, as shown in Attachment #3, is in accordance with approved Site Plan Files DA.06.049 and DA.06.096.

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".

Regional Implications

N/A

Conclusion

The draft plan of condominium is consistent with the approved site plan. The Development Planning Department has no objections to the approval of the draft plan of condominium, subject to the conditions set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium 19CDM-07V09

Report prepared by:

Clement Messere, Planner, ext. 8409
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 22, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

22

**DRAFT PLAN OF CONDOMINIUM 19CDM-07V11
PINE GROVE AT KIPLING INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 3, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium File 19CDM-07V11 (Pine Grove At Kipling Inc.) BE APPROVED, subject to the conditions of approval set out on Attachment #1.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted an application for Draft Plan of Condominium approval on the subject lands shown on Attachment #2, consisting of a total of 15 residential units, comprised of 14 semi-detached units and 1 detached unit and served by 30 parking spaces. The site has a lot area of .22 ha and represents Phase One of a two phase development. The residential units are currently under construction.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the west side of Kipling Avenue, north of Woodbridge Avenue, being Lots 10, 11 and 12 on Plan 546 (8018, 8026, 8032 and 8048 Kipling Avenue), City of Vaughan.

The proposed Draft Plan of Condominium is consistent with the site plan (File DA.05.057), which was approved by the Ontario Municipal Board on May 29, 2007 through Board Order 1680. The development represents Phase 1 of the overall development of the subject lands. Phase 2 is approved and is comprised of a 5-storey, 102 residential unit condominium building under a separate condominium corporation, as shown on Attachment #3. The development of Phase 1 is under construction and consists of a total of 15 residential units, comprised of 14 semi-detached units and 1 single detached unit. The units subject of this application will function as a condominium complex with access to a private road to be shared with Phase 2 (File 19CDM-07V12).

The surrounding land uses are as follows:

- North - existing residential dwellings (R3 Residential Zone), industrial (M1 Restricted Industrial Zone)
- South - RA2, Apartment Residential Zone, Phase 2 (5-storey, 102 unit condominium building under construction)

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- East - Kipling Avenue; existing residential dwellings (R3 Residential Zone), vacant/open space (Open Space Park Zone)
- West - existing CP railway line (M3 Transportation Industrial Zone), proposed application for 54 stacked townhouse units (Files OP.07.005 and Z.07.036)

Official Plan/Zoning

The subject lands are designated "Mixed Use Commercial" by OPA #644, which permits 15 residential units (Phase 1) and a 5-storey, 102 residential unit condominium building (Phase 2). The lands are zoned RA2 Apartment Residential Zone, by By-law 1-88, subject to Exception Paragraph 9(1272). The draft plan of condominium proposed for Phase 1 conforms to the Official Plan and Zoning By-law.

Phase One Design

The proposed phasing for the overall development is shown on Attachment #3. Phase 1 includes the lands for the 14 semi-detached and single detached residential dwelling units, but excludes the private road, which has been identified as part of Phase 2. The appropriate cross easements for vehicle and pedestrian access must be provided in favour of the subject lands (Phase 1) prior to occupancy.

Garbage and Recycling Collection and Snow Removal

The collection of garbage and recycling, and the removal of snow will be administered privately by the Condominium Corporation.

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".

Regional Implications

N/A

Conclusion

The Development Planning Department has reviewed the Draft Plan of Condominium application, which is consistent with the approved site plan. The Development Planning Department has no objections to the approval of the Draft Plan of Condominium, subject to the conditions set out in Attachment #1.

Attachments

1. Conditions of Approval (19CDM-07V11)
2. Location Map
3. Draft Plan of Condominium

Report prepared by:

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

/CM

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(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 23, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

23

**SITE DEVELOPMENT FILE DA.07.062
TONLU HOLDINGS LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 3, 2007, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.07.062 (Tonlu Holdings Limited) BE APPROVED, subject to the following conditions:
 - a) that prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations and landscaping plan shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading 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 shall be fulfilled to the satisfaction of PowerStream Inc.;
 - v) the Owner shall register on title the 65M-Plan for the related Draft Plan of Subdivision Application 19T-89063 (Tonlu Holdings Limited); and,
 - vi) the required variances to implement the final site plan shall be approved by the Committee of Adjustment, and be final and binding, to address the reductions to the required number of parking spaces; increased driveway width and reduced rear yard setback and;
 - b) that the site plan agreement include 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.

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Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application on the subject land shown on Attachment #1, to permit the development of a multi-unit building (“A”) and an eating establishment, with accessory drive-thru and patio (Building “B”), as shown on Attachment #2.

Background - Analysis and Options

The square shaped, 1.31ha vacant site is part of a larger C7 Zone land holding to the south, as shown on Attachment #1. The subject lands are located at the northwest corner of Regional Road 27 and future Innovation Drive, in Part of Lot 10, Concession 9, City of Vaughan. The surrounding land uses are:

- North - existing banquet hall, Le Jardin, (C7 Service Commercial Zone)
- South - future Innovation Drive; approved gas bar; Sunaco (C7 Service Commercial Zone)
- East - Regional Road 27; existing residential (R4 Residential Zone)
- West - vacant service commercial/vacant employment (C7 Service Commercial Zone and EM1 Prestige Employment Area Zone)

The final 65M-Plan for the related approved Draft Plan of Subdivision Application 19T-89063, has not been registered, and as such, the lot and road (Innovation Drive) have not legally been created. The Owner is working towards fulfilling the conditions of subdivision approval and must first register the 65M-Plan prior to the registration of the site plan agreement, to the satisfaction of the Development Planning Department.

Official Plan

The subject lands are designated “Prestige Area” by OPA #450 (Employment Area Plan), which provides opportunities that require high visual exposure, good accessibility, and an attractive working environment, and permits a wide range of office, business and civic uses, with no outside storage. The “Service Node” policies of OPA #450 also apply and permit uses that provide for the day-to-day convenience and service needs of businesses, industries and their employees, and as such, the proposed site development conforms to both the “Service Node” and “Prestige Area” policies of the Official Plan.

Zoning

The subject lands are zoned C7 Service Commercial Zone by By-law 1-88, subject to Exception 9(1258). The proposed multi-unit building (“A”) and an eating establishment, with accessory drive-thru and patio (Building “B”) are permitted uses 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 Parking Spaces	229	224
• Maximum Driveway Width	7.5m	9m
• Rear Yard Setback	22m	12.15m

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Development Planning Staff has no objection to the reduction in the required number of parking spaces; increased driveway width and reduced rear yard setback. The Owner will be required to obtain approval for the above-noted variances from the Committee of Adjustment, which shall be final and binding as a condition of site plan approval.

Site Design

The proposed site plan (Attachment #2) shows the eating establishment (Building “B”) with drive thru and patio at the southeast corner of the site, with the L-shaped multi-unit building (“A”) along the north and west property lines. The Development Planning Department will continue to work with the Owner to finalize the details of the site plan shown on Attachment #2. The final site plan shall be approved to the satisfaction of the Development Planning Department.

Building Elevations

The proposed building elevations are shown on Attachments #3 and #4. Buildings “A” and “B” will be constructed to a height of 5m, with three architectural features (towers) for the former and two for the latter, extending the height to 10m. The building materials consist of light brown brick, clear glass and bronze metal roofing. The Development Planning Department will continue to work with the Owner to finalize the details on the elevation plan shown on Attachments #3 and #4. The final elevation plan shall be approved to the satisfaction of the Development Planning Department.

Landscaping

The proposed landscape plan (Attachment #5) shows a variety of deciduous and coniferous trees and shrubs along the eastern and southern property lines. A minimum 6m and 9m wide landscape strip is proposed along Innovation Drive and Regional Road 27, respectively. The Owner has agreed to remove the portion of the patio encroaching onto the 9m landscape strip abutting Regional Road 27. The Development Planning Department has no objection to this reduction in patio area, as it will secure a consistent 9m landscape strip along all properties abutting Regional Road 27. The Development Planning Department will continue to work with the Owner to finalize the details of the landscape plan shown on Attachment #4. The final landscape plan, including detail drawings and a landscape cost estimate shall be approved to the satisfaction of the Development Planning Department.

Services/Utilities

The Owner has submitted a site grading and servicing plan and a stormwater management report, which will be approved to the satisfaction of the Engineering Department and the Region of York Transportation and Works Department.

All hydro requirements will be addressed by the Owner, to the satisfaction of PowerStream Inc.

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”.

Regional Implications

The Region of York will be a party to the site development agreement given that the subject lands abut a Regional Road (Regional Road 27), with conditions of approval to be included in the implementing Agreement. As a condition of site plan approval, all requirements of the Regional Municipality of York shall be satisfied.

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Conclusion

The proposed Site Development Application has been reviewed in accordance with the policies in OPA #450, 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 a multi-unit building and an eating establishment, with accessory drive-thru and patio is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Site Plan
3. Elevations (Building "A")
4. Elevations (Building "B")
5. Landscape Plan

Report prepared by:

Christina Napoli, Planner, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Communications Plan

N/A

Purpose

The Owner has submitted a Zoning By-law Amendment Application and a Site Development Application on the subject land shown on Attachment #1, to permit the development of public garage (specifically Great Canadian Oil Change) and Car Wash, as shown on Attachment #2.

Background - Analysis and Options

The 0.20 ha site as shown on Attachment #1 is located north of Steeles Avenue West, on the west side of Sante Drive (municipally known as 3340 and 3345 Steeles Avenue West), in Part of Lot 1, Concession 5, City of Vaughan.

The subject lands are designated "Prestige Area" by OPA #450 and zoned EM3 Retail Warehouse Employment Area Zone by By-law 1-88, subject to site-specific Exception 9(824). The surrounding land uses are:

- North - employment; existing hotel (EM3 Retail Warehouse Employment Area Zone)
- South - commercial; existing eating establishments (C7 Service Commercial Zone)
- East - Sante Drive; employment (EM1 Prestige Employment Area Zone)
- West - Highway #400 off-ramp (A Agricultural Zone)

On August 10, 2007, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. No written responses have been received to date. The recommendation of the Committee of the Whole on September 4, 2007, to receive the public hearing report and to forward a technical report to a future Committee meeting was ratified by Council on September 11, 2007.

Official Plan

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), which provides opportunities that require high visual exposure, good accessibility, and an attractive working environment, and permits a wide range of office, business and civic uses, with no outside storage. The proposed site development conforms to the Official Plan.

Zoning

The subject lands are zoned EM3 Retail Warehouse Employment Area Zone by By-law 1-88, subject to exception 9(824). The lands were originally developed in conjunction with the lands to the north (Super 8 Motel) which also have the same zoning and the lands to the south (owned by applicant) zoned C7 Service Commercial Zone subject to exception 9(824). A car wash is permitted within the C7 Service Commercial Zone and the proposed public garage (Oil Lube) which is considered compatible with the proposed car wash. The Owner has advised the Development Planning Department that there will not be any outside storage. In turn, it is recommended that this wording be incorporated into the by-law for clarity purposes. The Development Planning Department can support the proposed uses.

Site Design

The proposed site plan (Attachment #2) shows the car wash and public garage in the middle of the site, fronting onto Sante Drive. The existing restaurants are to the south and an existing hotel

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(Super 8) is to the north. The Development Planning Department will continue to work with the Owner to finalize the details of the site plan shown on Attachment #2. The final site plan shall be approved to the satisfaction of the Development Planning Department.

Building “B” Elevations

The proposed building elevations for the public garage (Great Canadian Oil Change) are shown on Attachment #3b. The public garage will be constructed to a height of 5.0m. The building materials will consist of clear blue coloured glass on the south, west and east elevations and a medium grey architectural block wall on the north elevation. Yellow, red and white signage is proposed on each façade. An accent double red band spans along the south, west and east elevations. The Development Planning Department is satisfied with the elevation plan shown on Attachment #3b.

Building “G” Elevations

The proposed building elevations for the car wash are shown on Attachment #3a. The car wash will be constructed to a height of 5.0 m. The building materials will be consistent with Building “B” with clear blue coloured glass on the south, west and east elevations and a medium grey architectural block wall on the north elevation. Each of the four facades will have a sign box. The Development Planning Department is satisfied with the elevation plan shown on Attachment #3a.

Landscaping

The proposed landscape plan (Attachment #4) shows a variety of deciduous and coniferous trees and shrubs around the proposed buildings and within the parking boulevards. The Owner will be providing additional landscaping within the 6.0m strip of land abutting Sante Drive for aesthetic purposes. The final landscape plan, including detail drawings and a landscape cost estimate shall be approved to the satisfaction of the Development Planning Department.

Services/Utilities

The Owner has submitted a site grading and servicing plan and a stormwater management report, which will be approved to the satisfaction of the Engineering Department and the Ministry of Transportation.

All hydro requirements will be addressed by the Owner, to the satisfaction of PowerStream Inc.

City of Toronto

The City of Toronto Transportation Services Department has confirmed by letter dated August 29, 2007 that they have no objection to the proposed application. The traffic impact on Steeles Avenue West is expected to be minor in nature and the existing site driveway access onto Steeles Avenue West and the intersection of Steeles Avenue West and Sante Drive are not being altered in any way.

City of Toronto Planning Department has also confirmed that they do not have any objection to the proposed applications.

Region of York

York Region Transportation and Works has reviewed the Site Plan application and has no objections to its approval.

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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".

Regional Implications

N/A

Conclusion

The proposed Site Development Application and Zoning By-law Amendment Application has been reviewed in accordance with the policies in OPA #450, 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 a public garage (oil change facility) and car wash, is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application and Zoning By-law Amendment Application, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Site Plan
- 3a. Car Wash (Proposed Building G)
- 3b. Public Garage (Oil Change Facility – Proposed Building B)
4. Landscape Plan

Report prepared by:

Andrea Seca, Planner, ext. 8215
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 25, Report No. 58, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 10, 2007, as follows:

By approving the recommendation of the Commissioner of Planning, dated December 3, 2007; and

By receiving the memorandum from the Commissioner of Planning, dated December 6, 2007.

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**ZONING BY-LAW AMENDMENT FILE Z.07.013
SITE DEVELOPMENT FILE DA.07.039
611248 ONTARIO LIMITED (C/O TRINITY DEVELOPMENT GROUP)**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of December 10, 2007, for the applicant to provide information with respect to the concerns expressed by Members of Council;
- 2) That the coloured elevation drawings submitted by the applicant, be received; and
- 3) That the following deputations be received:
 - a) Mr. David McKay, MHBC Planning, on behalf of Trinity Development Group; and
 - b) Ms. Deb Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.07.013 (611248 Ontario Limited c/o Trinity Development Group) BE APPROVED, as follows:
 - i) rezone the subject lands to C2 General Commercial Zone with additional uses including retail warehousing, supermarket, LCBO, beer store, clinic, financial institution with drive-through and department store;
 - ii) a department store shall be defined as:
 - iii) "a retail commercial establishment where a wide range of uses and merchandise is sold and services offered, including but not limited to: retail store; pharmacy; food sales; LCBO outlet limited to the sale of wine; retail nursery; photographic studio; eating establishment, convenience; health professional, regulated; office, business and professional; bank or financial institution; car rental service; garage, public with no outside storage; children's amusement facility; and personal service shop. For the purposes of this definition, a department store shall have a minimum 50 percent of the gross floor area devoted to retail store and food sale uses."
 - iv) permit a reduced "shopping centre" parking standard of 5.5 spaces /100 m² GFA on the entire site;
 - v) the subject lands must be developed with an office building with a minimum G.F.A. of 1371.25 m²;
 - vi) the minimum front yard setback shall be 9.0m;
 - vii) a shared access shall be provided with the lands to the north.

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2. THAT Site Development File DA.07.039 (611428 Ontario Limited c/o Trinity Development Group) BE APPROVED, subject to the following conditions:
 - b) that prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations, landscaping plan and signage plan shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plans, stormwater management report, access, parking and on-site vehicular circulation shall be approved by the Engineering Department and the Toronto and Region Conservation Authority;
 - iii) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) all requirements of the Toronto and Region Conservation Authority shall be satisfied;
 - v) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.;
 - vi) all requirements of Hydro One Networks shall be satisfied;
 - vii) the implementing zoning by-law shall be in full force and effect;
 - viii) the required consent for shared access with the land owner to the north shall be finalized.
 - b) that the site plan agreement include 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.

Communications Plan

N/A

Purpose

The Owner has submitted an application to amend the Zoning By-law on the subject lands shown on Attachment #1, specifically to amend the C2 General Commercial Zone provisions of By-law 1-88, in order to facilitate the following amendments:

- a) permit the additional use of a drive-through with a permitted bank use (Building 'D');

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- b) permit a reduced "shopping centre" parking standard of 5.5 spaces/100m² GFA for the entire site, whereas the By-law requires a minimum standard of 6 spaces/100m² GFA;
- c) permit a minimum front yard setback of 9.0 m;
- d) permit a shared access with the lands to the north; and,
- e) provide a new site-specific definition for a "Department Store" use (ie. to facilitate Walmart in Building 'A'), as follows:

"A Department Store shall mean a retail commercial establishment where a wide range of uses and merchandise is sold and services offered, including but not limited to: retail store; pharmacy; food sales; LCBO outlet; retail nursery; photographic studio; eating establishment, convenience; health professional, regulated; office, business and professional; bank or financial institution; car rental service; garage, public; children's amusement facility; and personal service shop. For the purposes of this definition, a department store shall have a minimum 50 percent of the gross floor area devoted to retail store and food sale uses."

The proposed zoning by-law amendment, together with the approvals granted by Vaughan Council on August 27, 2001 (File Z.23.90), to rezone the subject lands from A Agricultural Zone and C2 General Commercial Zone to entirely C2 Zone with the additional uses of retail warehousing, supermarket, L.C.B.O. Outlet, beer store and clinic, will facilitate the development of a commercial complex consisting of five buildings – a retail/department store (Building 'A'), a multi-unit commercial building (Building 'B'), a free-standing commercial building (Building 'C'), a financial institution (Building 'D') and a 2-storey office building (Buildings 'E'), as shown on Attachment #2.

A by-law to implement the rezoning of the subject lands to C2 Zone is subject to Council's approval of a site plan. The Owner has submitted a related Site Development Application (File DA.07.039), which has been reviewed concurrently with the subject zoning amendment application.

Background - Analysis and Options

The vacant, 12.82 ha site is located on the northwest corner of Regional Road #27 and Milani Boulevard, being Block 1 on Registered Plan 65M-3966, City of Vaughan, as shown on Attachment #1.

The subject lands are designated "General Commercial" by OPA #451 and zoned A Agricultural Zone and C2 General Commercial Zone by By-law 1-88, subject to site-specific Exception 9(343). The surrounding land uses are:

- North - vacant (A Agricultural Zone; C7 Service Commercial Zone; EM1 Prestige Employment Area Zone; OS1 Open Space Conservation Zone)
- South - vacant (A Agricultural Zone)
- East - commercial (C6 Highway Commercial Zone); vacant (A Agricultural Zone); Regional Road #27; residential (R4 Residential Zone)
- West - stormwater management pond (OS1 Open Space Conservation Zone); vacant (EM2 and EM2 (H) General Employment Area Zone with and without a Holding provision)

On May 25, 2007, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the West Woodbridge Homeowner's Association. To date, the following comment was expressed at the Public Hearing Meeting by Nick Pinto, West Woodbridge

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Homeowners Association regarding the concern with the sale of alcohol within the department store (Walmart). The Owner has agreed to eliminate the sale of liquor and beer from the definition.

The recommendation of the Committee of the Whole on June 18, 2007 to receive the Public Hearing Report and to forward a technical report to a future Committee of the Whole meeting was ratified by Council on June 25, 2008.

Official Plan

The subject lands are designated "General Commercial" by OPA #451. The proposed amendments to the Zoning By-law 1-88 and the proposed Site Development Plan conform to the Official Plan.

Zoning

The subject lands are zoned A Agricultural Zone and C2 General Commercial Zone under By-law 1-88, as amended. Council previously granted approval on August 27, 2001 (Z.23.90) to rezone the lands from A Agricultural Zone and C2 General Commercial Zone to a full C2 General Commercial Zone with additional uses including retail warehouse, supermarket, LCBO outlet, beer store and clinic, subject to the approval of a site development application. The owner is also proposing a drive-through associated with a financial institution and a department store.

The Development Planning Department has been working with the applicant to accommodate the concern raised at the Public Hearing, to discuss the appropriate uses and the definition for the Walmart store as requested by the applicant. The revised definition the Owner provided for consideration was as follows: "a retail commercial establishment where a wide range of uses and merchandise is sold and services offered, including but not limited to: retail store; pharmacy; food sales; LCBO outlet; retail nursery; photographic studio; eating establishment, convenience; health professional, regulated; office, business and professional; bank or financial institution; car rental service; garage, public; children's amusement facility; and personal service shop. For the purposes of this definition, a department store shall have a minimum 50 percent of the gross floor area devoted to retail store and food sale uses." The Development Planning Department concur with this definition with the exception of LCBO outlet which for clarification purposes should be limited to the sale of wine only, as agreed to by the Owner, and the public garage use which must be internal to the building. The reduced parking standard for this site accommodates of the staff and visitor parking only and not outside storage of vehicles.

The Owner has also requested a reduced "shopping centre" parking standard of 5.5 spaces/100m² GFA for the entire site, whereas the by-law required 6.0 spaces/100 m² GFA. The City's Engineering Department has reviewed the Traffic Study prepared by Itrans Consulting dated August 2007 and has no objections to the reduced parking standard.

Based on the definition of front yard as per By-law 1-88, Milani Boulevard would be considered the front yard. However, from a functioning standpoint Milani Boulevard will act as the interior street and in turn, interior lot line. In turn, Staff can support a reduction in the front yard setback (from Milani Boulevard) from the required 15.0 m to 9.0 m, which is consistent with a standard C2 interior side yard setback.

To help with circulation on the site, the City's Engineering Department requested a connection to the lands to the north which will ultimately filter some of the traffic off of Milani Boulevard to Innovation Drive. In turn, an exception is required to allow for shared access and movement off-site. Consent for cross-easements will have to be obtained through the Committee of Adjustment.

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OPA #451 contains a provision which required a pre-determined percentage for an office component prior to the occupancy of the commercial component. In turn, the Development Planning Department is recommending that the proposed GFA of the 2-storey office, 1371.25 m², be incorporated into the Zoning By-law as a minimum in order to ensure the requirement is met.

The Development Planning Department can support Zoning Amendment File Z.07.013, as amended.

Site Design

The proposed site plan (Attachment #2) shows the two-storey office, financial institution and LCBO at the front of the site abutting Highway #27. The multi-unit building is situated behind the bank and the department store (Walmart) is in the northeast corner of the site. Parking is located throughout the site however the majority is located on the rear half due to the Hydro Corridor. Two access points are being proposed – one on Regional Road #27 and one on Milani Boulevard. The Development Planning Department will continue to work with the Owner to finalize the details of the site plan shown on Attachment #2. The final site plan shall be approved to the satisfaction of the Development Planning Department.

Building “A” Elevations

The proposed building elevations for the department store (Walmart) are shown on Attachment #4a. The department store will be constructed to a maximum height of 10.0 m. Roof lines vary in the area of the signage and main entrance for architectural enhancement. The building material consist of camel and light brown stucco with light brown architectural block along the bottom of the facades. Clear glazed windows and sliding doors are located by the main entrance points. Decorative fencing will be used to screen the garden centre. Corporate signage will consist of blue, white and black colours. The Development Planning Department is satisfied with the elevation plan shown on Attachment #4a.

Building “B” Elevations

The proposed building elevations for the multi-unit building are shown on Attachment #4b. The multi-unit commercial building will be constructed to a height of 7.06 m increasing to 9.86 m in the area of the entrance ways. The building material consists of a variety of tan & beige tone stucco and clear windows. A band of tan concrete block spans along the bottom of the building. A metal canopy is located above clear spandrel glass windows along the south, north and east elevations. Tan concrete block will span along the bottom of the building and above the signage. The Development Planning Department is satisfied with the elevation plan shown on Attachment #4b.

Building “C” Elevations

The proposed LCBO as shown on Attachment #4c will be constructed to a height of 7.16 m. The building material will consist of a sandstone colour brick and clear anodized metal flashing along the top of the building. Signage blocks in green and white will be located above vision glass windows on the north, south and east elevations. Charcoal coloured concrete block spans along the bottom of the building and above the signage. The east and north elevations have display banners/motifs in the vicinity of the entrance ways. The Development Planning Department is satisfied with the elevation plan shown on Attachment #4c.

Building “D” Elevations

The proposed TD Bank as shown on Attachment #4d will be built to a height of 6.86 m, increasing to a height of 8.1 m in the vicinity of the rooftop mechanical equipment. The TD signage tower will be constructed to a height of 9.62 m. The building material will be a mix of various beige brick

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and precast finishes. A precast green banding will span around the entire building approximately ¼ of the way down from the top. Clear glazed window will be located on the north and east elevation. The sign tower will be a lien colour to be consistent with the metal flashing on the roof. Development Planning Department is satisfied with the elevation plan shown on Attachment #4d.

Building “E” Elevations

The proposed two-storey office building as shown on Attachment #4e will be constructed to a height of 10.5 m. The elevation material will be consistent in material and colour as Building “B” described above.

Landscaping

The proposed landscape plan (Attachment #3) shows a variety of deciduous and coniferous trees and shrubs around the proposed buildings and within the parking boulevards. The Owner will be providing a minimum 9.0 m landscape strip along Highway #27 and Milani Boulevard. The final landscape plan, including detail drawings and a landscape cost estimate shall be approved to the satisfaction of the Development Planning Department.

Services/Utilities

The Owner has submitted a site grading and servicing plan and a stormwater management report, which will be approved to the satisfaction of the Engineering Department and the Toronto and Region Conservation Authority.

All hydro requirements will be addressed by the Owner, to the satisfaction of PowerStream Inc.

Hydro One

Hydro One has confirmed in their letter dated October 30, 2007 that they have no outstanding issues with the proposed site plan application.

Region of York

The Regional Transportation and Works Department has no objection to the approval of the site plan, subject to the plan being revised to eliminate the dual left turn lanes at the intersection of Regional Road #27 and Milani Boulevard.

Toronto and Region Conservation Authority

The storm events used in the stormwater management report are the same as those approved by the Toronto and Region Conservation Authority (TRCA) in the overall stormwater management strategy for Registered Plan 65M-3966. As such, they consider the storm events that were utilized for this application to be appropriate. However, the Owner is required to continue to work with the TRCA and provide the appropriate material to determine compliance with the Erosion and Sediment Control Guidelines for Urban Construction.

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”.

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Regional Implications

The final site plan must be reviewed and approved to the satisfaction of the Regional Transportation and Works Department, as the site has access onto Regional Road #27. The Region of York will be a signing party to the site plan agreement.

Conclusion

The proposed Site Development Application and Zoning By-law Amendment Application has been reviewed in accordance with the policies in OPA #450, 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 applications on the subject lands to facilitate the development of a department store (Walmart), multi-unit retail building, free standing retail store (LCBO), financial institution (TD Bank) with drive-through and a 2-storey office building, is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application and Zoning By-law Amendment Application, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
- 4a. Elevations – Building A
- 4b. Elevations – Building B
- 4c. Elevations – Building C
- 4d. Elevations – Building D
- 4e. Elevations – Building E

Report prepared by:

Andrea Seca, Planner, ext. 8215
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 26, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

26

**OFFICIAL PLAN AMENDMENT FILE OP.06.007
VENTANA HOMES INC.
DUFFERIN HEIGHTS ESTATES INC.
REPORT #P.2006.48**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 3, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.007 (Dufferin Heights Estates Inc. and Ventana Homes Inc.) BE APPROVED for the lands identified as Parcel 'A' (Ventana Lands) and Parcel 'B' (Dufferin Heights Estates Inc.) on Attachment #1 to increase the maximum permitted net residential density from 5.5 units/ha (92 lots) to 6.14 units/ha (103 lots) on lands designated "Executive Residential" by OPA #332, as amended by OPA #535 (Maple Valley Plan), which is comprised of 16.77 ha of developable land, of which 14.857 ha is owned by Ventana Homes Inc. and 2.89 ha is owned by Dufferin Heights Estates Inc..

Economic Impact

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

Communications Plan

N/A

Purpose

The Owners have submitted an Official Plan Amendment Application (File OP.06.007) for the lands identified as Parcel 'A' (Ventana Lands) and Parcel 'B' (Dufferin Heights Estates Inc.) on Attachment #1 to increase the maximum permitted net residential density from 5.5 units/ha (92 lots) to 6.14 units/ha (103 lots) on lands designated "Executive Residential" by OPA #332, as amended by OPA #535 (Maple Valley Plan), which is comprised of 16.77 ha of tableland, of which 14.857 ha is owned by Ventana Homes Inc. and 2.89 ha is owned by Dufferin Heights Estates Inc.

Background - Analysis and Options

The subject lands are located on the west side of Dufferin Street, north of Teston Road, being Part of Lots 26 and 27, Concession 3, City of Vaughan, as shown on Attachment #1. The subject lands are comprised of lands owned by Ventana Homes Inc. (municipally known as 10980, 10960, 10944) and Dufferin Heights Estates Inc. (municipally known as 10872 Dufferin Street), which when combined is 33.127 ha in size and comprised of approximately 16.77 ha of developable land and 15.38 ha of valleyland. The surrounding land uses are:

- North - existing residential (R1 Residential Zone), valleylands (OS5 Open Space Environmental Protection Zone)
- South - existing residential use (RR Rural Residential Zone), valleylands (OS5 Open Space Environmental Protection Zone)

.../2

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- East - Dufferin Street, existing cemetery use (OS2 Open Space Park Zone) and vacant land (A Agricultural Zone)
- West - East Don River (OS1 Open Space Conservation Zone, OS5 Open Space Environmental Protection Zone)

In February 2006, Ventana Homes Inc. and Dufferin Heights Estates Inc. jointly submitted an Official Plan Amendment Application (File OP.06.007) to increase the permitted density on both land holdings from 5.5 units/ha to 7.2 units/ha. The Official Plan Amendment Application was considered at a Public Hearing held on April 18, 2006. The following issues were raised at the meeting and will be addressed later in this report:

- a) the disruption to the existing ecologically sensitive area and the establishment of the development limits; and
- b) the proposed density increase and site access.

The issues respecting the existing ecologically sensitive area within the Oak Ridges Moraine and site access will be addressed in a future report the Committee of the Whole meeting pertaining to the related Draft Plan of Subdivision applications for Ventana Homes Inc. and Dufferin Heights Estates Inc. (Files 19T-03V11 and 19T-06V02), as shown on Attachment #2. The discussion of the density is provided later in this report.

The recommendation of the Committee of the Whole on April 18, 2006 to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting was ratified by Council on April 24, 2006.

Official Plan

The subject lands are designated “Executive Residential” within the “North Maple Residential Area” and “Open Space” by OPA #332, as amended by OPA #535 (Maple Valley Plan) and permits single detached dwellings or other housing forms or styles which will minimize the impact on areas of environmental sensitivity at a maximum net residential density of 5 units/ha to 5.5 units/ha. The proposed density of 6.14 units/ha does not conform to the Official Plan, therefore an amendment to the official plan is required. A discussion of the density is provided later in this report.

Provincial Policy Statement

The Provincial Policy Statement includes policies that promote efficient development and land use patterns. The proposed official plan amendment seeks to increase density from the maximum permitted net residential density of 5.5 units/ha (92 lots) to 6.14 units/ha (103 lots). This would result in the addition of 11 residential units on the subject lands, which is the extension of the road and lotting pattern of the adjacent residential subdivision to the north.

The Provincial Policy Statement promotes healthy, liveable and safe communities by, among other ways, avoiding development and land use patterns which may cause environmental or public health and safety concerns. By preserving the valleylands and providing buffer areas adjoining the westerly lots on the subject lands and by increasing the density and thereby the number of potential residents into the area, the proposed official plan amendment is consistent with the policies, goals and objectives of the Provincial Policy Statement.

Regional Official Plan

The subject lands are designated “Urban Area” in the Regional Official Plan. The Region, in principle, has no objection to the proposed official plan amendment.

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Oak Ridges Moraine Conservation Plan

The subject lands are also designated “Oak Ridges Moraine Settlement Area” and “Oak Ridges Moraine Natural Core Area” (Open Space) by OPA #604 (Oak Ridges Moraine Conformity Plan) and contain a number of key natural heritage features and hydrologically sensitive features including Life and Earth Science ANSI's, Significant Woodlots, Significant Valleylands, a permanent and intermittent stream, and wetlands. The purpose of the “Natural Core Area” is to maintain and where possible improve or restore the ecological integrity of the Plan Area by:

- a) maintaining, and where possible improving or restoring, the health, diversity, size, and connectivity of key natural heritage features, hydrologically sensitive features and the related ecological functions;
- b) maintaining or restoring natural self-sustaining vegetation and wildlife habitat;
- c) maintaining the quantity and quality of groundwater and surface water;
- d) maintaining groundwater recharge;
- e) maintaining natural stream form and flow characteristics; and
- f) protecting landform features.

The ecologically sensitive area and the establishment of the development limits were identified as issues at the April 18, 2006 Public Hearing, as noted above. On March 27, 2006 the Toronto and Region Conservation Authority, along with the Development Planning Department, conducted a site visit on the subject lands to delineate the limit of the natural features on the subject lands, which included the physical top of bank along with the dripline of significant vegetation. A general 10 m buffer has been reviewed and approved by the Toronto and Region Conservation Authority and the lands will be dedicated to public ownership.

Density

The official plan designation permits single detached dwellings, that do not exceed the permitted net density range of 5 units/ha to 5.5 units/ha. The net residential density is defined as the lands used for residential development, public and private roads and private recreation facilities. At the April 18, 2006 Public Hearing, it was reported that the Owner sought to increase the net residential density for the lands owned by Ventana Homes and Dufferin Heights to 7.2 units/ha. Through amendments to the development limits, in conjunction with the Toronto and Region Conservation Authority, the application for amendment to the Official Plan (File OP.06.007) now proposes to increase the maximum permitted net residential density from 5.5 units/ha (92 lots) to 6.14 units/ha (103 lots) on lands designated “Executive Residential” by OPA #332, as amended by OPA #535 (Maple Valley Plan), which comprises of 16.77 ha of developable lands, of which 14.857 ha are within the Ventana Homes lands and 2.89 ha within the Dufferin Heights Estates lands.

The proposed increased density can be supported by the Development Planning Department as the 0.64 units/ha increase (from 5.5 units/ha to 6.14 units/ha) represents an additional 11 residential lots on an overall 16.77 ha of developable land. The proposed residential use is permitted by the Official Plan and the proposed density increase is minimal and would result in development that is compatible with the surrounding land uses.

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”.

Regional Implications

The Region of York has advised that there is no objection to the proposed official plan amendment.

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Conclusion

The Development Planning Department has reviewed the application to amend the Official Plan on both the Ventana Homes lands (14.857 ha) and Dufferin Heights lands (2.89 ha), in accordance with the applicable policies of the Official Plans, the Provincial Policy Statement, and the area context. The proposed increase in density would add an additional 11 lots and would result in residential development that is compatible with existing surrounding land uses. Accordingly, the Development Planning Department can support the approval of the Official Plan Amendment Application.

Attachments

1. Location Map
2. Proposed Draft Plans of Subdivision (19T-03V11 and 19T-06V02)

Report prepared by:

Stephen Lue, Planner, ext. 8210
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 27, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

**27 INTERIM CONTROL BY-LAW AMENDMENT FILE Z.07.044
DAVID SHERIFI**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 3, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Interim Control By-law Amendment File Z.07.044 (David Sherifi) BE APPROVED, to provide an exception to the provisions of Interim Control By-law 193-2007 as amended by By-law 264-2007, to permit the construction of a single detached residential dwelling having a maximum gross floor area of 569m² for the subject lands, shown on Attachment #1.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted an application to amend Interim Control By-law 264-2007 to request an exception to the provisions of the Interim Control By-law, in order to construct a single detached dwelling having a GFA of 569m² as shown on Attachment #3. The proposed use of the dwelling is for residential purposes.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Brooke Street, south of Thornridge Drive and north of Arnold Avenue, known municipally as 108 Brooke Street, City of Vaughan. The 1,442.49m² lot has 31.55m frontage on Brooke Street and is presently developed with a single-storey brick dwelling that is proposed to be demolished, as shown on Attachment #2. The subject lands are designated "Low Density Residential Area" by OPA #210 (Thornhill-Vaughan Community Plan) and zoned R1V Old Village Residential Zone by By-law 1-88 subject to site-specific Exception 9(662). The surrounding land uses are:

- North - residential; Thornridge Drive (R1V Old Village Residential Zone)
- South - residential (R1V Old Village Residential Zone)
- East - Brooke Street; residential (R1V Old Village Residential Zone)
- West - residential (R1V Old Village Residential Zone)

Official Plan

The subject lands are designated "Low Density Residential Area" by OPA # 210 (Thornhill-Vaughan Community Plan). In "Low Density Residential Areas" the permitted uses shall be single detached units. The net density permitted for the "Low Density Residential Area" designation shall not exceed 22 units per ha.

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Zoning

The subject lands as shown on Attachment #1 are zoned R1V Old Village Residential Zone, subject to site-specific Exception 9(662). The proposed development of a single detached dwelling is permitted within the R1V Old Village Residential Zone. The Owner requires and has made application to the Committee of Adjustment for Minor Variances respecting building height and lot coverage (Minor Variance Application A344/07). The proposed building height and lot coverage are 9.93m and 23.1% respectively, whereas the R1V Zone permits a maximum building height of 9.5m and a lot coverage of 20%. The Development Planning Department can support the proposed variances provided the maximum lot coverage does not exceed 23%, as opposed to 23.1% in order not to set a precedent. The Committee of Adjustment has not supported an increase in lot coverage greater than 23%.

In 2003, City Council directed the Development Planning Department to review the lot coverage standards in the R1V Zones within Vaughan. The Development Planning Department prepared a report which compared the lot coverage standards in Vaughan with other surrounding municipalities. The recommendation of the report was to allow additional flexibility in the maximum lot coverage provisions for bungalows which are less than 7m in height to make it reasonable to construct a bungalow, a desirable housing form that maintains the character of the Old Village Residential neighbourhoods.

In light of this, the Development Planning Department has supported other variances for a maximum lot coverage of 23% in this area as well as other R1V zoned areas in the City for two-storey dwellings.

Minor Variance Application A344/07 will be heard by the Committee of Adjustment at the November 22, 2007 Committee of Adjustment Meeting.

Interim Control By-law and Group Homes Land Use Study

On June 11, 2007 Council approved a recommendation contained in a report brought forward by the Ward 5 Councillor respecting a Group Home Land Use Study. The report recommended an Interim Control By-law applicable to properties zoned R1V Old Village Residential Zone be forwarded to Council for enactment and that the Group Homes Land Use Study be completed within six months.

Interim Control By-law 193-2007 was enacted on June 11, 2007, prohibiting the issuance of building permits within the R1V Old Village Residential Zone for a period of 1 year. As a result, a number of residents expressed concerns respecting the restrictions of By-law 193-2007 which did not allow for the construction of projects generally permitted within the municipal application process. In response to the concerns raised, an amending Interim Control By-law, By-law 264-2007 was prepared, and brought forward to Council on July 19, 2007. By-law 264-2007 exempted single detached dwellings, additions and accessory structures not exceeding a maximum GFA of 500m².

The Group Homes Land Use Study is currently being conducted by the Policy Planning Department. The intent of the study is to update the City of Vaughan's policies respecting Group Homes within the R1V Old Village Residential Zone.

The subject lands are proposed to be developed with a single detached dwelling having a maximum GFA of 569m² for use as a residence and not a group home. The proposed 569m² in GFA area does not comply with the maximum 500m² GFA permitted by By-law 264-2007. Therefore, an amendment to by-law 264-2007 is required, to exempt the subject lands from the provisions of the interim control by-law, allowing the Owner to obtain a building permit for construction of the proposed 569m² residence.

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2007

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Planning Considerations

The proposed development, as shown on Attachment #3, and described in the Interim Control By-law Amendment Application is for a single-detached residential dwelling and not intended for use as a group home. Interim Control By-law 264-2007 was previously amended by By-law 193-2007 that allowed for the exemption of Lot 27 on Registered Plan 3270 to permit the construction of a single-detached dwelling and accessory buildings and/or structures, with a total GFA of 821m².

The Policy Planning Department has no objections to the subject lands being exempted from the provisions of the Interim Control By-law in order to permit the construction of a single detached dwelling having a maximum GFA of 569m². The intent of the study focuses on group homes as a land use whereas the Owner of the subject lands is proposing a single detached dwelling to be used as a residence.

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".

Regional Implications

N/A

Conclusion

The Development Planning Department has reviewed the proposed application to amend the Interim Control By-law to provide an exception to the provisions of the Interim Control By-law 193-2007 as amended by By-law 264-2007. Based on the comments received from the Policy Planning Department the Development Planning Department are satisfied that the application to provide an exception to the provisions of the Interim Control By-law to permit the construction of a residential dwelling with a GFA of 569m² will not impact the ongoing land use study.

Attachments

1. Location Map
2. Existing Site Plan
3. Elevations

Report prepared by:

Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 28, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

28

**INTERIM CONTROL BY-LAW AMENDMENT FILE Z.07.045
OMID SHARIFI**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 3, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Interim Control By-law Amendment File Z.07.045 (Omid Sharifi) BE APPROVED, to provide an exception to the provisions of Interim Control By-law 193-2007 as amended by By-law 264-2007, to permit the construction of a single detached residential dwelling having a maximum gross floor area of 733m² for the subject lands, as shown on Attachment #1.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted an application to amend Interim Control By-law 264-2007 to request an exception to the provisions of the Interim Control By-law, in order to construct a single detached dwelling having a GFA of 733m² as shown on Attachment #3). The proposed use of the dwelling is for residential purposes.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the east side of Oakbank Road, south of Thornbank Road and west of Elmbank Road, known municipally as 17 Oakbank Road, being Lot 6 on Plan 3977, City of Vaughan. The 2,320.6m² lot has 30.48m frontage along Oakbank Road and is presently developed with a single-storey brick dwelling that is proposed to be demolished. The subject lands are designated "Low Density Residential Area" by OPA #210 (Thornhill-Vaughan Community Plan) and zoned R1V Old Village Residential Zone by By-law 1-88 subject to site-specific Exception 9(662). The surrounding land uses are:

- North - residential (R1V Old Village Residential Zone)
- South - residential (R1V Old Village Residential Zone)
- East - residential (R1V Old Village Residential Zone)
- West - Oakbank Road; residential (R1V Old Village Residential Zone)

Official Plan

The subject lands are designated "Low Density Residential Area" by OPA # 210 (Thornhill-Vaughan Community Plan). In "Low Density Residential Areas" the permitted uses shall be single detached units. The net density permitted for the "Low Density Residential Area" designation shall not exceed 22 units per ha.

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Zoning

The subject lands as shown on Attachment #1 are zoned R1V Old Village Residential Zone, subject to site-specific Exception 9(662). The proposed development of a single detached dwelling is permitted within the R1V Old Village Residential Zone. The Owner required and obtained approval from the Committee of Adjustment for Minor Variances respecting building height and lot coverage through Minor Variance Application A289/07. The proposed building height and lot coverage were 9.66m and 21.9% respectively, whereas the R1V Zone permits a maximum building height of 9.5m and a lot coverage of 20%.

In 2003, City Council directed the Development Planning Department to review the lot coverage standards in the R1V Zones within Vaughan. The Development Planning Department prepared a report which compared the lot coverage standards in Vaughan with other surrounding municipalities. The recommendation of the report was to allow additional flexibility in the maximum lot coverage provisions for bungalows which are less than 7m in height to make it reasonable to construct a bungalow, a desirable housing form that maintains the character of the Old Village Residential neighbourhoods.

In light of this, the Development Planning Department has supported other variances for a maximum lot coverage of 23% in this area as well as other R1V zoned areas in the City for two-storey dwellings.

Interim Control By-law and Group Homes Land Use Study

On June 11, 2007 Council approved a recommendation contained in a report brought forward by the Ward 5 Councillor respecting a Group Home Land Use Study. The report recommended an Interim Control By-law applicable to properties zoned R1V Old Village Residential Zone be forwarded to Council for enactment and that the Group Homes Land Use Study be completed within six months.

Interim Control By-law 193-2007 was enacted on June 11, 2007, prohibiting the issuance of building permits within the R1V Old Village Residential Zone for a period of 1 year. As a result, a number of residents expressed concerns respecting the restrictions of By-law 193-2007 which did not allow for the construction of projects generally permitted within the municipal application process. In response to the concerns raised, an amending Interim Control By-law, By-law 264-2007 was prepared, and brought forward to Council on July 19, 2007. By-law 264-2007 exempted single detached dwellings, additions and accessory structures not exceeding a maximum GFA of 500m².

The Group Homes Land Use Study is currently being conducted by the Policy Planning Department. The intent of the study is to update the City of Vaughan's policies respecting Group Homes within the R1V Old Village Residential Zone.

The subject lands are proposed to be developed with a single detached dwelling having a maximum GFA of 733m² for use as a residence and not a group home. The proposed 733m² in GFA area does not comply with the maximum 500m² GFA permitted by By-law 264-2007. Therefore, an amendment to by-law 264-2007 is required, to exempt the subject lands from the provisions of the interim control by-law, allowing the Owner to obtain a building permit for construction of the proposed 733m² residence.

Planning Considerations

The proposed development, as shown on Attachment #3, and described in the Interim Control By-law Amendment Application is for a single-detached residential dwelling and not intended for use as a group home. Interim Control By-law 264-2007 was previously amended by Interim

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Control By-law 193-2007 that allowed for the exemption of Lot 27 on Registered Plan 3270 to permit the construction of a single-detached dwelling and accessory buildings and/or structures, with a total GFA of 821m².

The Policy Planning Department has no objections to the subject lands being exempted from the provisions of the Interim Control By-law in order to permit the construction of a single detached dwelling having a maximum GFA of 733m². The intent of the study focuses on group homes as a land use whereas the Owner of the subject lands is proposing a single detached dwelling to be used as a residence.

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".

Regional Implications

N/A

Conclusion

The Development Planning Department has reviewed the proposed application to amend the Interim Control By-law to provide an exception to the provisions of the Interim Control By-law 193-2007 as amended by By-law 264-2007. Based on the comments received from the Policy Planning Department the Development Planning Department are satisfied that the application to provide an exception to the provisions of the Interim Control By-law to permit the construction of a residential dwelling with a GFA 733m² of will not impact the ongoing land use study.

Attachments

1. Location Map
2. Existing Site Plan
3. Elevations

Report prepared by:

Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 29, Report No. 58, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 10, 2007, as follows:

By receiving the written submission from Mr. Carlo DeFrancesca, dated December 9, 2007.

29 **PESTICIDE FREE PRIVATE PROPERTY – UPDATE**

(Item 3, Report No. 3 Referred from the Environment Committee meeting of November 26, 2007)

The Committee of the Whole recommends:

- 1) **That the Environment Committee recommendation of November 26, 2007, be approved;**
- 2) **That the By-law, once approved, be circulated to all GTA municipalities; and**
- 3) **That the deputation of Ms. Deb Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8, be received.**

The Environment Committee, at its meeting of November 26, 2007, recommended:

- 1) That the following report of the Commissioner of Legal and Administrative Services and City Solicitor, dated November 26, 2007, be forwarded to the Committee of the Whole meeting of December 3, 2007;
- 2) That staff bring back a draft By-law and implementation plan by February 19, 2008; and
- 3) That the initial enforcement action commence March 1, 2008.

Report of the Commissioner of Legal and Administrative Services and City Solicitor dated November 26, 2007

Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor, in consultation with the Director of Enforcement Services, recommends:

That this report be forwarded to the Committee of the Whole Meeting of December 3, 2007 with a recommendation that staff bring back a draft by-law and implementation plan by February 19, 2008.

Economic Impact

The impact of this initiative will be calculated as the implementation plans are finalized.

Communications Plan

The communications and education strategies will be developed to augment the implementation plans.

Purpose

This report is to provide information relating to the status of the initiative to curtail the use of cosmetic pesticides on private property.

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Item 29, CW Report No. 58 – Page 2

Background - Analysis and Options

At its meeting of June 11, 2007, Council directed staff to establish and conduct a Public and Stakeholder Consultation process, as well as report back to the Environment Committee with a draft by-law and implementation strategy.

Public consultation was conducted through two evening meetings, one in the east side of the City, and the other in the West. These meetings included information delivered by staff and external resources. The meetings were not heavily attended, with more residents at the east meeting. The questions and comments were predominantly in support of a ban. There were also several suggestions about incentives that could be used to solicit cooperation from property owners. These suggestions will be considered during the implementation planning process.

Public feedback was also solicited through an online survey. The survey consisted of 15 questions intended to obtain an accurate portrait of the individuals' views on restricting pesticides. At the time of this report, there had been a total of 97 responses to date.

The results of the questions and graphs illustrating the responses are attached to this report.

Highlights from the survey include:

- Most respondents indicated that pesticides pose a risk to children, adults, animals, and the environment. Only 23% indicated that they didn't believe there was any risk to the use of pesticides
- 63% of respondents felt that the By-law should apply everywhere in the City of Vaughan
- When asked if pesticides were permitted to be applied, who should be allowed to apply them, 33% indicated licensed operators with an I.P.M. accreditation. 49% of the respondents stated nobody should be able to apply pesticides.
- Only 13% of the respondents thought golf courses, and 17% of sports field should be exempt from the By-law. 34% thought that properties with infestations should be exempt.
- 55% thought that the By-law should ban all pesticides.
- 35% indicated that there should be either no phase-in, 35% also indicated a one year phase-in period would be acceptable
- 82% of the respondents live or work in the City of Vaughan
- 69% of respondents indicated that they do not use pesticides.
- Of those that did use pesticides, 87% used them to control weeds, and 85% used them to control insects.
- 61% of the respondents thought that the City should spend a moderate to high budget amount to enforce the By-law.
- 74% thought the By-law should restrict retail sales of pesticides in the City of Vaughan.
- 72% of respondents felt that the City should pass a By-law restricting the cosmetic use of pesticides.

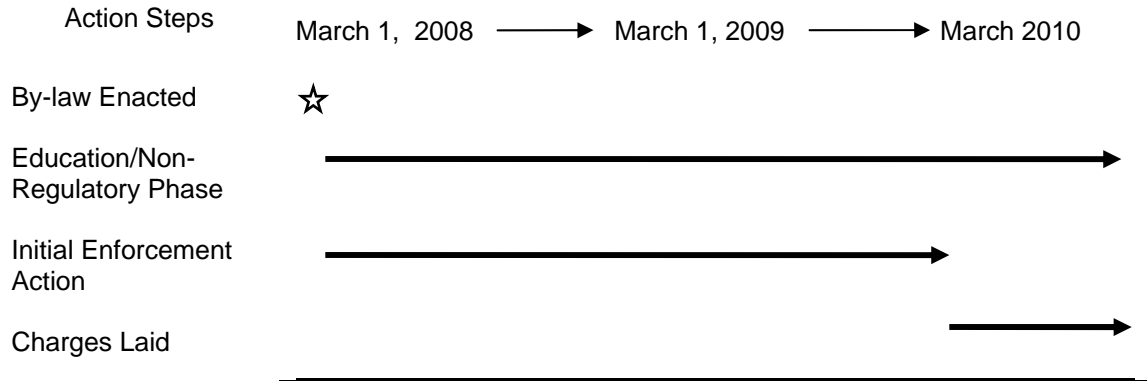
The conclusion that can be drawn from the results of the survey is that there is significant support, among those that responded, for a by-law prohibiting pesticides. The comments from the public meetings also support the implementation of the By-law.

The implementation and communications strategies will need to be developed in further detail after the draft by-law is approved. The proposed implementation plan is as follows.

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Step 1 - Non-Regulatory Approach

It is recommended that an education program be developed to raise awareness and acceptance of the rationale for eliminating the cosmetic use of pesticides. Staff from Enforcement, Parks and Corporate Communications should work together to develop and deliver this program. Other municipalities are using media promotions, telephone information lines, letters/pamphlets to homeowners, and web based information. A combination of these may prove beneficial.

The initial “education” period should cover the 8 – 12 months immediately following the enactment of the By-law. The education component will continue throughout all of the implementation phases.

Step 2 - Initial Regulatory Action

The next progression in obtaining compliance with the By-law would entail having Enforcement staff respond to complaints regarding suspected use of pesticides. Staff will provide the homeowner suspected of using pesticide with educational material along with a Notice to Comply with the By-law.

Step 3 – Increased Regulatory Action

The final step in the progression towards compliance could involve the licensing of companies that spray private property. This would mandate that the driver of the vehicle has in his possession, to provide on demand, a certificate of analysis of the content of the pesticides being used. Staff may also consider charging individual property owners for the use of pesticides if the evidentiary requirements can be met.

In addition to the consultation outlined in the report above, a further consultation meeting is planned for November 22, 2007 with affected industries; golf courses and cemetery operators in particular were invited to attend. This report is required to be submitted prior to that date. Further information can be provided at a future date.

Relationship to Vaughan Vision 2007

This initiative is in keeping with the Vaughan Vision in that it speaks to Community Safety and safeguarding our environment.

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Regional Implications

Properties under the ownership or control of York Region would be impacted by this by-law as it is anticipated that the by-law would apply to all lands within the boundaries of the City of Vaughan, and as such, staff at York Region have been contacted.

Conclusion

The consultative process supports proceeding with a cosmetic pesticide ban in the City of Vaughan. Staff will now complete the draft by-law and develop the implementation strategies.

Attachments

1. Online Pesticide Survey Results Overview

Report prepared by:

Tony Thompson
Director of Enforcement Services

(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.)

Please refer to Item 3, Report No. 3, Environment Committee.

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Item 30, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

**30 DEPUTATION OF MS. DINAH M. CRUSE-HUNTER WITH RESPECT TO A MONUMENT FOR
COLONEL DAVID BRIDGEFORD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated December 3, 2007:

Recommendation

The Commissioner of Community Services recommends:

1. That Ms. Dinah M. Cruse-Hunter continue to work with the Town of Richmond Hill in the commemorative project honouring Colonel David Bridgeford.

Economic Impact

There is no economic impact related to the staff recommendation in this report.

Communications Plan

Any decision of Council as it relates to this item will be communicated to Ms. Cruse-Hunter.

Purpose

The purpose of this report is to address Council's direction of September 10, 2007, to provide a report clarifying the request from Ms. Dinah M. Cruse-Hunter, a deputant at Council and her presentation on the historical figure of Colonel David Bridgeford.

Background - Analysis and Options

At the Committee of the Whole meeting of September 10, 2007, Ms. Dinah M. Cruse-Hunter made a deputation to Council related to Colonel David Bridgeford. Council directed that staff provide a report clarifying the deputant's request.

Ms. Cruse-Hunter has advised staff that she is requesting the City of Vaughan provide a financial contribution towards a commissioned monument at the gravesite of Colonel David Bridgeford, located in the Presbyterian Church Cemetery in Richmond Hill. Ms. Cruse-Hunter is currently working with the Town of Richmond Hill to raise funds for the gravesite monument in honour of Col. Bridgeford. Additionally, Ms. Cruse-Hunter is working with the Town to organize a parade along Yonge Street and a War of 1812/Rebellion of 1837 military encampment/re-enactment. The dedication/unveiling ceremony, parade and reenactment is being planned for October 18, 2008 in the Town of Richmond Hill. This date marks the 140th anniversary of Col. Bridgeford's death.

Colonel Bridgeford fought for the British at the Battle of Queenston Heights in the War of 1812 and played a pivotal role in the Rebellion of 1837. He was a magistrate and coroner for the County of York and built the first hotel in Richmond Hill. Although Col. David Bridgeford held political office in Vaughan from 1850 to 1860 and was Reeve in 1858, he lived on Yonge Street in Richmond Hill most of his life and is more closely related to its history. Ms. Cruse-Hunter is the third great granddaughter of Col. Bridgeford.

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Relationship to Vaughan Vision 2007

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 have been allocated.

Regional Implications

There are no regional implications associated with the approval of this report.

Conclusion

Although Colonel Bridgeford is a noteworthy historical figure in the history of Upper Canada (Ontario), his home and business was in Richmond Hill and is more closely related to the history of that community. It is recommended that Ms. Cruse-Hunter continue to work with the Town of Richmond Hill in this initiative as she has already been in contact with them with regard to the planning and site selection for this project.

Attachments

None

Report Prepared By

Angela Palermo, Manager of Cultural Services, ext. 8139

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2007

Item 31, Report No. 58, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 10, 2007, as follows:

By approving the recommendation of Councillor Carella, on behalf of the Off Leash Working Committee, dated December 3, 2007;

By receiving the memorandum from the Commissioner of Community Services, dated December 6, 2007; and

By receiving the written submission from Mr. Iain Craig, KARA, 365 Stegman's Mill Road, Kleinburg, L0J 1C0, dated December 9, 2007.

31 **OFF LEASH WORKING COMMITTEE: FINAL REPORT**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of December 10, 2007, for staff to provide additional information on the evaluation of all sites and the rationale for not considering the other identified sites;
- 2) That the maps of the seven sites identified by the Off Leash Working Committee, be received; and
- 3) That the deputation of Ms. Susan Tam, Vaughan Dog Owners Group, 1 Lucerne Drive, Woodbridge, L4H 2Y4, be received.

Recommendation

Councillor Tony Carella, on behalf of the Off Leash Working Committee, recommends

(1) that this report be received for information, and

(2) that the Director of Parks Development and other staff as appropriate be directed to pursue the establishment of an off-leash park at one of the top seven sites identified by the committee, such sites to be considered in rank order, subject to negotiation with and / or approval by any public or private entity or entities other than the City of Vaughan having ownership of or jurisdiction over such sites, namely:

1. William Foster Woods, NE corner Major Mackenzie Drive and Islington Ave.
2. hydro corridor abutting the Glen Shields neighbourhood, access off Centre St.
3. portion of Concord-Thornhill Regional Park, either within the hydro corridor or at the eastern end of the site
4. the area north of Patricia Kemp Community Centre, south of Operations Yard
5. vacant lands NW of the intersection of Jane St and Major Mackenzie Dr.
6. hydro corridor abutting Patricia Kemp Community Centre
7. vacant lands immediately north of Harry Putter driving range at Islington Avenue and Rutherford Road

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(3) that the members of the Off Leash Working Committee be asked to continue to provide to appropriate staff suggestions and advice with respect to the operation of the off-leash park, once created.

Economic Impact

Capital funds for this project in the amount of \$82,400 were already been approved in the 2007 Capital Budget. Annually, \$5,000 will be required to operate and maintain the area.

Purpose

To establish the first leash-free park in the City of Vaughan

Communication Plan

The Corporate Communications Department will issue a media release, in consultation with the Director of Parks Development and the Off-Leash Working Committee

Background – Analysis and Options

The City of Vaughan is the only municipality within the Greater Toronto Area without a leash free park. In light of that fact, Council approved the creation of the Off Leash Working Committee with the aim that citizen members, with the assistance of city staff, would identify and rank a number of sites appropriate as locations for a park of benefit to dog-owners and their pets. As well, the committee was charged with providing advice in respect of specific activities related to the future management and administration of such park(s).

The committee has met on five (5) occasions since February of this year, and has devoted itself first to identifying objective criteria for assessing the appropriateness of any suggested site, and secondly to identifying in rank order the most appropriate sites based on such criteria.

The committee started by compiling a list of thirty-two (32) potential sites, and through a two phased process these sites were evaluated. During the primary evaluation phase the criteria included distance from children's play areas, school yards and seasonally active play fields, environmentally sensitive areas such as ESA's and ANSI's, residential areas, and proximity to the centre of Vaughan. Availability was also evaluated as well as access to parking, ease of access and egress, traffic implications, and proximity to major streets. The final criteria were potential size and the ownership of the property as well as site safety and security. This evaluation was completed on paper by a working group of citizen members of the Off Leash Committee. The top ten (10) sites were then scrutinized using the secondary criteria listed below.

The secondary evaluation was a more in-depth review of the potential sites and included extensive site visits by the working group to the top ten sites that were identified by the primary evaluation process. The criteria for the secondary evaluation again included distance of the site in relation to children's play areas, school yards, sports fields and tracks, and seasonally active areas such as skating or tobogganing areas. Additional criteria included the status of each site (proposed or existing park site), site microclimate, including sun, shade, wind and noise, site drainage and cost implications. Three sites were subsequently eliminated due to current-use constraints. The scores from the primary and secondary evaluation were then added together for the final result: the top seven sites identified above.

The identified sites include city-owned property, private property, lands controlled by the Toronto Region Conservation Authority, and in the case of the first-named site, lands subject to a tri-partite agreement among the City of Vaughan, the Kleinburg and Area Ratepayers Association and the TRCA.

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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

By means of an objective process, potential sites for an off leash park have been identified. It is now appropriate that Council authorize staff to continue the process by finalizing a location based on the rank-ordered sites identified by the committee, and that the members of the committee be asked to continue to work towards finalizing a management plan to be implemented once the park location is decided and also to provide further advice and liaison with the City and the park management group on the development and management of off-leash parks.

Attachments

Attachment #1: Final Terms of Reference
Attachment #2: Evaluation Criteria
Attachment #3: City of Vaughan Rules
Attachment #4: Secondary Rules of Use
Attachment #5: Council Extract, January 29, 2007

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 DECEMBER 10, 2007

Item 32, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

32

**2008 CANADIAN NATIONAL PEE WEE CHAMPIONSHIPS
REQUEST FOR FUNDING ASSISTANCE AND IRRIGATION SYSTEM**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated December 3, 2007:

Recommendation

The Commissioner of Community Services, in consultation with the Directors of Parks Development, Reserves and Investments, Budgeting and Financial Planning and Corporate Communications and the Manager of Tourism recommends:

- 1) That this report be received for information purposes; and,
- 2) That the Committee of the Whole forwards the request from Vaughan Baseball Association for funding in the 2008 operating budget for \$35,000.00 to the Budget Committee for consideration.

Economic Impact

There will be a one time impact of \$35,000.00 on the operating budget (taxation) should Council approve the additional funding request from Vaughan Baseball Association as part of the 2008 budget. The capital request for the implementation of the irrigation system at Concord Thornhill Regional Park for \$61,800.00, is included in the 2008 capital budget.

Communications Plan

Corporate Communications is assisting the Vaughan Baseball Association in providing communications and logistical support to set up a press conference to announce the hosting of the 2008 Canadian National Pee Wee Championships on Wednesday, Dec. 5, 2007 at the City of Vaughan Civic Centre.

Purpose

The purpose of this report is to provide Council with additional information regarding the request for funding assistance and for the requirement for implementation of irrigation of baseball diamonds.

Background - Analysis and Options

At the Committee of the Whole meeting of November 5, 2007, Mr. Dirk Driberg of the Vaughan Baseball Association made a deputation requesting funding assistance for the 2008 Canadian National Pee Wee Championships including support for transportation, communications, temporary facilities and security / traffic measures. Based on the deputation, Council directed staff to meet with Mr. Driberg and to provide additional information regarding the request for funding assistance and for the requirement for implementation of irrigation of the baseball diamonds.

Mr. Driberg provided the following breakdown of the items which comprise the \$35,000 funding assistance request:

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<u>Item</u>	<u>Detail</u>	<u>Estimated Costs</u>
Transportation	Obligated to transport the 9 teams to and from games (require 2-3 buses)	\$15,000
Communications	Required to promote the tournament (print media, banners and media event)	\$10,000
Temporary Facilities	2 trailers required to be set up on-site as tournament headquarters and full service portable washrooms	\$ 5,000
Security / Traffic	Require security services each of the 5 evenings and pay duty police officers during the daytime for the duration of the event and traffic barricades	\$ 5,000
Total		\$35,000

The request in the amount of \$35,000 would be subject to Budget Committee consideration during the 2008 budget deliberations. The \$35,000 impact will be a one time increase affecting the 2008 operating budget only.

In addition to the above funding assistance request, Mr. Drieberg noted that both baseball diamonds at Concord Thornhill Regional Park need to be irrigated to meet the tournament standards criteria. As identified in the Committee of the Whole additional information item dated June 19, 2006, staff had requested funding for the premium baseball diamond irrigation system. A 2008 capital request for \$61,800 has been made to affect these modifications to the diamonds at Concord Thornhill Regional Park. Staff have made this request a top priority in the 2008 capital budget. Should Council approve this capital request during the 2008 budget deliberations for the implementation of the irrigation system at Concord Thornhill Regional Park prior to the beginning of March 2008, staff will be in a position to have contractors implement the irrigation system in time for the 2008 baseball permit season and be operational and supportive of the ongoing cultural practices throughout the summer of 2008 leading up to the tournament.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council to serve our citizens and promote and the necessary resources have been allocated and approved.

Regional Implications

N/A

Conclusion

That Council receive this report for information, and that Budget Committee consider a request for funding in the 2008 operating budget for \$35,000.00 in support of the 2008 Canadian National Pee Wee Championships.

Attachments

None

Report prepared by:

Paul Gardner, Director of Parks Development, Ext. 3209

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Due to the residential growth in this area, If possible, Transport Canada can revisit their present guidelines to ensure the needs of the residents can be properly met.

Relationship to Vaughan Vision 2007

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

Regional Implications

Nil.

Conclusion

It is my feeling that this is a reasonable request and the residents should not have to suffer in terms of the noise from the whistle blowing particularly during the night hours. The installation of Railway arms would certainly be a safety measure that should be in place particularly in high density residential areas.

Attachments

Nil.

Report prepared by:

Councillor Peter Meffe,

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Item 34, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

34 AUTUMN HILL BOULEVARD – REDUCTION OF SPEED LIMIT

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated December 3, 2007:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff be directed to have the speed limit on Autumn Hill Boulevard reduced from a statutory 50 kilometres per hour to 40 kilometres per hour; and
2. That the revised speed limit of 40 kilometres per hour be posted on the roadway as soon as possible.

Economic Impact

N/A

Communication Plan

N/A

Purpose

To alleviate speeding issues along Autumn Hill Boulevard.

Background - Analysis and Options

Autumn Hill Boulevard is a collector road that extends between Dufferin Street and Bathurst Street in the Thornhill Woods subdivision, with a statutory speed limit of 50 kilometres per hour.

At a recent community meeting, numerous residents requested that the speed limit of Autumn Hill Boulevard be reduced from a statutory 50 kilometres per hour to 40 kilometres per hour. Other through streets in the same subdivision, including Summeridge Drive and Thornhill Woods Drive, have already had their speed limit reduced to 40 kilometres per hour, and residents would like to see consistency with Autumn Hill Boulevard.

Autumn Hill Boulevard is a throughfare roadway, as a high volume of traffic utilizes this roadway as an access road between Dufferin Street and Bathurst Street, especially during peak traffic times. The volume of throughfare traffic does add to the speeding issues of the roadway, creating a safety concern for the residents of the community.

Relationship to Vaughan Vision 2007

A-2 Promote Community Safety, Health & Wellness

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

Regional Implications

None

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Conclusion

It is recommended that staff be directed to reduce the speed limit on Autumn Hill Boulevard from a statutory 50 kilometres per hour to 40 kilometres per hour in order to address the ongoing concerns over speeding along the roadway, and that the reduced speed limit be posted along the roadway as soon as possible.

Attachments

N/A

Report prepared by:

Cindy Furfaro-Benning, Council Executive Assistant

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**OFFICIAL PLAN AMENDMENT FILE OP.05.004
ZONING BY-LAW AMENDMENT FILE Z.05.011
THORNHILL VILLAGE PLAZA INC. AND M4 DEVELOPMENTS INC.
REPORT #P.2005.35**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 3, 2007, be approved; and
- 2) That the following written submissions be received:
 - a) Dr. Mark Greenwald, 49 Arnold Avenue, Thornhill, L4J 1B4, dated December 3, 2007; and
 - b) Mr. John A.R. Dawson, McCarthy Tétraut LLP, Box 48, Suite 4700, Toronto Dominion Bank Tower, Toronto, M5K 1K6, dated December 3, 2007.

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.004 (Thornhill Village Plaza Inc. and M4 Developments Inc.) to amend OPA #210 (Thornhill-Vaughan Community Plan) as amended by OPA #669 to redesignate the subject lands shown on Attachment #1 from "Low Density Residential Area" to "Mixed Residential/Commercial" with respect to 14 Arnold Avenue and from "Mid-Rise/Mixed Use" to "Mixed Residential/Commercial" for 7584, 7586, 7588, 7592, 7596, 7598, 7600, 7602 and 7604 Yonge Street and from "Heritage Main Street" to "Mixed Residential/Commercial" for 7610 and 7616 Yonge Street BE REFUSED.
2. THAT Zoning By-law Amendment File Z.05.011 (Thornhill Village Plaza Inc. and M4 Developments Inc.) to rezone the subject lands shown on Attachment #1 from R1V Old Village Residential Zone to RM2 Multiple Residential Zone respecting 14 Arnold Avenue, and from C1 Restricted Commercial Zone to RA2 Apartment Residential Zone for 7584, 7586, 7588, 7592, 7596, 7598, 7600, 7602 and 7604 Yonge Street and 7610 and 7616 Yonge Street, BE REFUSED
3. THAT City Staff be authorized to appear before the Ontario Municipal Board if required, to support the position outlined in this report.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted the following applications to facilitate the development of the subject lands on Attachment #1 with a 12-storey, 26,925m² seniors residential apartment, having a total

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of 225 units and at grade commercial retail, five 1½ storey townhouse units, and four 1½-storey semi-detached dwellings and the relocation of a heritage structure with an addition for commercial uses and the potential of live/work units, as shown on Attachment #2:

1. An Official Plan Amendment Application (File OP.05.004) to amend OPA #210 (Thornhill-Vaughan Community Plan) as amended OPA #669 to redesignate the subject lands shown on Attachment #1 from “Low Density Residential Area”, “Mid-Rise Mixed Use” and “Heritage Main Street” to “Mixed Residential/Commercial”.
2. A Zoning By-law Amendment Application (File Z.05.011) to amend By-law 1-88 to rezone the subject lands shown on Attachment #1 from R1V Old Village Residential Zone, subject to site specific Exception 9(662) to RM2 Multiple Residential Zone for 14 Arnold Avenue and from C1 Restricted Commercial Zone subject to site-specific Exception 9(1150) to RA2 Apartment Residential Zone for 7584, 7586, 7588, 7592, 7596, 7598, 7600, 7602, 7604, 7610 and 7616 Yonge Street.

Background - Analysis and Options

The 1.002 ha site is comprised of a number of parcels which combined form an irregular parcel located on the north side of Arnold Avenue and on the west side of Yonge Street, municipally known as 7584, 7586, 7588, 7592, 7596, 7598, 7600, 7602, 7604, 7616 and 7610 Yonge Street and 14 Arnold Avenue, in Part of Lot 30, Concession 1, City of Vaughan, as shown on Attachment #2.

The Arnold Avenue lot has a 30.48m frontage and a depth of 155m and is currently developed with a single detached residential dwelling and are developed with existing commercial/retail office uses.

The site at Arnold Avenue is designated “Low Density Residential Area” by OPA #210 (Thornhill-Vaughan Community Plan) and zoned R1V Old Village Residential Zone subject to site-specific Exception 9(662) permitting the use of a single detached dwelling. The subject lands on Yonge Street are designated “Mid-Rise/Mixed Use” and zoned C1 Restricted Commercial Zone, subject to site-specific Exception 9(1150) with 7616 and 7610 Yonge Street being designated “Heritage Main Street” and zoned C1 Restricted Commercial Zone by By-law 1-88. The surrounding land uses are as follows:

- North - residential (R1V Old Village Residential Zone/C1 Restricted Commercial Zone)
commercial (C1 Restricted Commercial Zone)
- South - commercial (C1 Restricted Commercial Zone and C6 Highway Commercial Zone), Arnold Avenue; school (R1V Old Village Residential Zone)
- East - Yonge Street; Town of Markham; Commercial and Residential
- West - residential (R1V Old Village Residential Zone)

The original proposal was to permit the use and future development of the subject lands with 9 block townhouse units at 14 Arnold Avenue, and a 15-storey, 309 unit residential apartment building (specifically for use as s seniors retirement residence) with a ground floor retail component on the Yonge Street properties)

Public Hearing

On May 13, 2005, a notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Crestwood Springfarm Yorkhill Residents Association as well as the Town of Markham. The notice outlined the original proposal for a 15-storey building with 9 townhouses.

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The recommendation of the Committee of the Whole to receive the Public Hearing report dated June 8, 2005 and that the applicant be requested to attend a community meeting to address concerns raised was ratified by Council on June 15, 2005.

On October 30, 2005 the applicant held an Open House for the community to discuss the proposal. In addition, a community meeting arranged by the Ward 4 Councillor was held on November 16, 2005.

The following is a summary of the comments received at the Public Hearing and Community Meeting on the applications:

- the magnitude of the development overwhelms the existing buildings in the neighbourhood
- the mass and height disrupts the view of Old Thornhill
- out of character with Arnold Avenue and this section of Yonge Street
- townhouses along Arnold Avenue are out of character with existing R1V Old Village Residential on Arnold Avenue
- congestion along Arnold Avenue already exists because of Thornhill School
- a 15-storey building is not in keeping with existing surroundings
- plan should provide more of a streetscape and there isn't sufficient setbacks provided along Yonge Street
- concerns about noise, privacy and parking were also raised, as was the loss of heritage preservation and obstruction of natural light for the existing residences
- compatibility with the heritage area
- the need to finalize the Yonge Street Study prior to proceeding with the application

Land Use Status/Planning Considerations

i) Region of York Official Plan

The subject lands are identified as being within the "Urban Area" of the Region of York Official Plan. The joint Thornhill Yonge Street Study between the Town of Markham and the City of Vaughan and the implementing OPA's are consistent with policies set forth in the Regional Official Plan (ROP) in respect to growth management, transit supportive development and heritage preservation. Although both the City of Vaughan OPA #669 and Town of Markham OPA #154 are consistent with Regional Policies, the Region of York Planning and Development Services Department in their August 25, 2006 report titled Thornhill Yonge Street Study Implementation – City of Vaughan OPA #669 and Town of Markham OPA #154 recommended deferral of the subject lands as shown on Attachment #1 in light of the existing application. The subject lands were deferred and the balance of OPA #669 and OPA #154 were approved and are now in effect. The deferral was intended to provide an opportunity for City and Regional staff to work with the Applicant with respect to proposed Official Plan and Zoning By-law Amendment application files OP.05.004 and Z.05.011.

On September 27, 2007, Regional Council lifted the deferral allowing the further approval of OPA #669 to occur for the subject lands as was intended by City of Vaughan Council. The Region has also advised that on October 22, 2007 the Applicant for the subject lands appealed the approval of OPA #669.

ii) The Thornhill Yonge Street Study – 2005

The Thornhill Yonge Street Study- 2005 was jointly undertaken by the Town of Markham and the City of Vaughan. The study was initiated in 2002 and led by the consulting firm

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of Urban Strategies Inc. The consultation process included a number of workshops with key stakeholders, including both the Town of Markham and the City of Vaughan, the Region of York, the Region of York Rapid Transit Consortium, the property owners and local residents. The land use recommendations arising from the study provided the policy framework for Official Plan Amendment #669, which amended the existing OPA #210 (Thornhill Vaughan Community Plan). The recommendations were based on the vision, key planning principles, goals, analysis and conclusions outlined in the report prepared by Urban Strategies Inc.

OPA #669 incorporates land use and urban design policy components of the Thornhill Yonge Street Study (2005). The land use designations established in OPA #669 reflect the Land Use Plan from the Study. The principle changes introduced by OPA #669 are the creation of two new land use designations, "Mid-Rise/Mixed Use" and "Heritage Main Street".

iii) Official Plan OPA #210 (as amended by OPA #669)

The proposed development encompasses 3 parcels of land and are designated by 2 official plan amendments.

The portion of the subject lands located at 14 Arnold Avenue is designated "Low Density Residential Area" by OPA #210 (Thornhill Vaughan Community Plan) which permits single detached dwellings at a maximum net density of 22 units per hectare. The proposed 5 townhouse units and 4 semi detached units exceed the permitted net density, by having a net density of 32.25 units per ha which does not conform to the "Low Density Residential Area" designation.

The remainder of the lands being 7584, 7586, 7588, 7592, 7596, 7598, 7600 7602 and 7604 Yonge Street are designated "Mid-Rise/Mixed Use" and 7610 and 7616 Yonge Street are designated "Heritage Main Street" as shown on Attachment #1.

The "Mid-Rise/Mixed Use" designation permits buildings at a maximum height of 5-storeys, with a maximum net density of 2.0 FSI. Within the "Mid-Rise/Mixed Use" designation mixed use retail/residential or retail office development is encouraged. New development on lands with frontage on Yonge Street and/or along any plaza/public open space frontage is required to include ground floor, grade related commercial uses. Residential uses at grade are not permitted along these street frontages. The designation also permits a maximum 5-storeys or 17m abutting Yonge Street only. The development proposes a total of 12-storeys, exceeding the permitted 5-storey maximum outlined by OPA #669. Furthermore, the proposed development has an FSI of 2.9. The proposed 12-storey development does not conform with the official plan.

The "Heritage Main Street" designation applies to lands where designated or listed heritage buildings are located. This designation also applies to sites in close proximity to heritage building(s). The primary intent of the "Heritage Main Street" designation is the protection and adaptive re-use of the existing heritage buildings. The maximum height of any building within the "Heritage Main Street" designation shall be 3-storeys or 9.0m subject to compatibility with existing heritage structures. A minimum height of 2.5-storeys or 8 metres is required for all new development within the "Heritage Main Street" designation. The maximum site density shall be 0.75 F.S.I. Elevations reflecting the conceptual plan shown on Attachment #2 have not been provided, so to determine compatibility of the proposed development with the existing Cox House heritage structure is premature.

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Zoning

A portion of the subject lands are presently zoned R1V Old Village Residential Zone subject to site-specific Exception 9(662) for the 14 Arnold Avenue lot. The R1V Zone permits single detached residential dwellings. Currently, the City of Vaughan has implemented an interim control on all R1V Old Village Residential Zones in order to conduct a Land Use Study. No building permits are to be issued for properties zoned R1V if the proposed building exceeds 500m².

The remainder of the subject lands as shown on Attachment #1 are zoned C1 Restricted Commercial Zone and except for 7610 and 7616 Yonge Street the lands are also subject to site-specific Exception 9(1150). The proposed development would not be permitted with the subject lands existing zoning. The Applicant has proposed rezoning the subject lands to RM2 Multiple Residential Zone for 14 Arnold Avenue and RA2 Apartment Residential Zone for the Yonge Street portion of the subject lands.

Cultural Services/Heritage Vaughan

The subject lands are located within the Thornhill Heritage Conservation District and therefore governed by Design Guidelines outlined in Section 3.0 of the Thornhill Heritage Conservation District. Furthermore, the Cox House located at 7616 Yonge Street is listed on the City of Vaughan's Inventory of Heritage properties and therefore defined as a building having cultural heritage value.

The proposed development is not consistent with the Thornhill Heritage Conservation District guidelines which include the following:

"3.4.1 Design Guidelines for Commercial Properties

Goals

The intent of the design guidelines in commercial areas of Yonge Street is to:

1. Preserve 19th and early 20th century buildings and assist in their preservation so that they can be maintained and form a viable part of the commercial area.
2. Ensure that renovations and additions within the district are consistent with the architectural style of the existing structure that changes are compatible with the character of the village."

To date, the Applicant has been to Heritage Vaughan seeking approval for the relocation and reorientation of the Cox House.

The proposed relocation and reorientation of the Cox House was reviewed by Heritage Vaughan August 24, 2005. Heritage Vaughan recommended the following:

"That Heritage Vaughan recommend 7616 Yonge Street (known as the Robert Cox House) be preserved as an integral segment of the Thornhill Heritage Conservation District and as a significant example of cultural heritage property.

That 7616 Yonge Street (Robert Cox House) be integrated into the proposed development for the site to the satisfaction of Cultural Service Staff.

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That the applicant be requested to work with Cultural Services Staff to ensure that the new development be sympathetic to the existing streetscape context in terms of scale, massing materials and the general character of the Thornhill Heritage Conservation District."

To date Heritage Vaughan has not approved any aspect of the new construction.

Land Use Compatibility

The proposed development contemplates a 12-storey apartment building, 5 townhouse units and 4 semi-detached units. The Development Planning Department cannot support the proposed development based on the following reasons:

- The proposal is contrary to policies respecting building height and FSI contained in OPA #669, as well as the Thornhill Heritage Conservation District Plan, which was recently approved by Council on November 12, 2007, and endorses the maximum 5-storey building height policies of OPA #669.
- The subject lands are located within the Thornhill Heritage District where the maximum permitted height is 5-storeys for the "Mid-Rise/Mixed Use" designation. The residential building proposed is 7-storeys higher than the maximum permitted height and not in keeping with the intent of the Heritage District, nor is it deemed to be compatible with the existing surrounding built form being, low density residential single-detached development to the west and development on the east side of Yonge Street in the Town of Markham, which consists of townhouses and a 6-storey apartment building.
- The present Interim Control By-law 193-2007 as amended by By-law 264-2007 restricts development within the R1V Old Village Residential Zones throughout the City of Vaughan, providing City Staff the opportunity to conduct a land use study. In light of the ongoing study it would be premature to move forward with a rezoning and official plan amendment for one parcel of the subject lands, being 14 Arnold Avenue presently zoned R1V, until and the study is completed.
- The Town of Markham OPA #154 (Markham's Thornhill Planning District Area Plan) was adopted by Markham Council on June 13, 2007. Markham Council subsequently directed an amendment to OPA #154 removing any reference to 5-storey development from the heritage district and replacing it with a maximum 12m height (approximately 3-storeys) requirement. OPA #167 the amendment to OPA #154 has been appealed by 2 land owners to the Ontario Municipal Board.
- The City of Vaughan does encourage higher density residential development where appropriate. However, staff cannot support the proposed increased density of this form within the Thornhill Heritage District.
- While the Development Planning Department can support intensification within the Heritage District to encourage vitality, it can only do so to a maximum height ranging between 3 to 5 storeys in accordance with OPA #669 and the Thornhill Heritage District Plan. The proposal contemplates development significantly exceeding that which was determined through the Thornhill Yonge Street Study to be appropriate.

Land Use Context

The subject lands are comprised of 3 land parcels, 14 Arnold Avenue, 7584, 7586, 7588, 7592, 7596, 7598, 7600, 7602, 7604 Yonge Street and 7610 and 7616 Yonge Street. The parcel at 14 Arnold Avenue is presently developed with a single detached residential lot fronting on Arnold

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Avenue as shown on Attachment #1. The two Yonge Street parcels share an existing driveway access with one parcel containing a multi-unit commercial building and the second containing 2 buildings one of which is the Cox House and listed on the City's inventory of heritage structures. The multi-unit commercial plaza is to be demolished. The existing built form in the area consists of single-detached residential dwellings to the west. To the north is existing commercial with parking located at the rear of the lot behind the building. To the east is Yonge Street and an existing residential complex. Directly south of Arnold Avenue is an existing public school.

The subject lands immediately abut residential lots developed with single detached dwellings which is the predominant residential built form in the area. The proposed development would introduce a highrise, high density built form immediately abutting an established low density residential area.

The conceptual plan shown on Attachment #2 illustrates that the subject lands are to be developed with a stepped back 12-storey building, 4 semi-detached dwellings and 5 townhouses. The proposal also maintains the existing Cox house and relocates it to the Yonge Street streetline while constructing an addition double the size of the Cox house at its rear. A driveway with access from Yonge Street and Arnold Avenue forms a round-about at the rear of the 12-storey building.

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".

Regional Implications

The Region of York has further approved the deferral area of the subject lands allowing OPA #669 to be approved in its entirety.

Conclusion

The Development Planning Department has reviewed the applications to amend the Official Plan and Zoning By-law in accordance with recently approved OPA #669, the Thornhill Conservation District Plan and the surrounding area context. The proposal involves significant intensification of the existing subject lands that does not appropriately integrate into the surrounding area context. Accordingly, the Development Planning Department cannot support the proposal and recommends that the applications BE REFUSED.

Attachments

1. Location Map
2. Conceptual Site Plan
3. OPA #669 Amendment Area

Report prepared by:

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

/CM

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

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Item 36, Report No. 58, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 10, 2007, as follows:

By approving the recommendation of the Commissioner of Planning, dated December 3, 2007;

By receiving the confidential memorandum from the Solicitor/Litigation, dated November 30, 2007; and

By receiving the memorandum from the Commissioner of Planning, dated December 6, 2007.

36

**ZONING BY-LAW AMENDMENT FILE Z.147.85
DRAFT PLAN OF SUBDIVISION FILE 19T-84076
KERROWOOD DEVELOPMENTS INC.**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of December 10, 2007, for staff to provide additional information on previous development approvals of this nature; and
- 2) That the following deputations be received:
 - a) Mr. Russell D. Cheeseman, Barrister and Solicitor, 181 Bay Street, Suite 2310, Toronto, M5J 2T3;
 - b) Mr. Robert Klein, Kleinburg & Area Ratepayers' Association, P.O. Box 202, Kleinburg, L0J 1C0; and
 - c) Mr. Richard Lorello, 235 Treelawn Boulevard, P.O. Box 927, Kleinburg, L0J 1C0.

Recommendation

The Commissioner of Planning and recommends:

1. That Zoning By-law Amendment File Z.147.85 and Draft Plan of Subdivision File 19T-84076 (Kerrowood Developments Inc.) BE REFUSED.

Economic Impact

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

Communications

N/A

Purpose

The Owner has submitted the following applications:

1. A Zoning By-law Amendment Application to amend Zoning By-law 1-88 to rezone the subject lands shown on Attachment #1 from A Agricultural Zone and OS1 Open Space Conservation Zone to R1 Residential Zone and OS1 Open Space Conservation Zone to facilitate the development of 45 residential lots for detached dwelling units.
2. An Application for Draft Plan of Subdivision approval as shown on Attachment #2, consisting of the following:
 - 45 lots for detached dwelling units with minimum 18.3m frontages 4.175 ha
 - Storm water management (Block "B") 0.32 ha

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• Open Space Block (Block “A”)	2.85 ha
• Buffer Block (Block “C”)	0.34 ha
• Reforestation Blocks (Blocks “D1”, “D2”)	0.15 ha
• Road & Reserves	<u>1.065 ha</u>
Total Site Area	8.9 ha

Background - Analysis and Options

The 8.9 ha irregular shaped site shown on Attachment #1, is located on the west side of Highway 27, north of Nashville Road, municipally known as 10740 Highway #27, being Part of Lots 24 and 25, Concession 8, City of Vaughan.

An application for draft plan of subdivision was originally submitted in 1984 for the subject lands. Revised Zoning By-law Amendment, Official Plan Amendment and Draft Plan of Subdivision applications submitted on December 3, 2003 to permit 45 lots for detached dwelling units.

Official Plan Amendment #614 was adopted by Council on October 25, 2004, which amends OPA #601 (Kleinburg-Nashville Community Plan) by redesignating the subject lands from “Suburban Residential” and “Valley Area” to “Serviced Residential” and “Valley Area” to permit the development of a residential subdivision on full municipal services. OPA #614 was forwarded to the Region of York for approval. On December 6, 2004 the TRCA requested the Region of York defer the approval of OPA #614 until such time as the limits of development were firmly established for the subject lands. To date, the Region has not approved OPA #614, as a result the applicant has appealed the Region’s lack of decision on OPA #614 to the Ontario Municipal Board for a consolidated hearing with the related subdivision and zoning applications to commence on January 15, 2008.

The subject lands are designated “Serviced Residential” by the City of Vaughan approved OPA #614, and zoned A Agricultural Zone and OS1 Open Space Conservation Zone by By-law 1-88, subject to Exception 9(498). The surrounding land uses are:

- North - valleyland and existing residential (OS1 Open Space Conservation Zone and RR Rural Residential Zone)
- South - existing residential and Presbyterian Cornerstone Community Church (RR Rural Residential Zone and A Agricultural Zone)
- East - Highway #27; residential and community edge buffer block (RR Rural Residential Zone and OS2 Open Space Park Zone)
- West - west Branch of Humber River valley (OS1 Open Space Conservation Zone)

On February 6, 2004, a Notice of Public Hearing was mailed to all property owners within 120 m of the subject lands, to consider the Official Plan and Zoning Amendment and Draft Plan of Subdivision Applications. The recommendation of the Committee of the Whole to receive the Public Hearing report of March 1, 2004, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on March 8, 2004.

A petition from 9 residents was received on March 1, 2004, objecting to the applications. Their concerns related to:

- the scale and density of the proposed development;
- the compatibility with surrounding area; and,
- the impact of the proposed development on the valley, drainage and erosion.

On September 7, 2005 a technical report was considered by the Committee of the Whole that dealt with the Official Plan Amendment Application (File: OP.30.90). An additional letter was submitted by the same 9 residents, objecting to the application and included the following concerns:

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- that the application was not as comprehensive as that considered on March 1, 2004;
- a comprehensive report must and should include independent reports from the Toronto and Region Conservation Authority; and
- consideration should be given to matters such as Environmental Site Assessment, Heritage Impact Assessment, Urban Design and Architectural Control Guidelines, Vegetation Inventory, Assessment and Preservation Plan, Master Landscape Plan, Open Space Master Plan, Noise Report and Master Environmental/Service Plan as required in the Official Plan.

On September 14, 2004, Council approved the Official Plan Amendment Application (File OP.30.90), and OPA #614 was subsequently adopted by Council on October 25, 2004.

On December 22, 2006, the applicant appealed the Zoning By-law Amendment and Draft Plan of Subdivision Applications to the Ontario Municipal Board on the grounds that Council neglected to make a decision on the applications within the Planning Act time frames. An OMB hearing is scheduled to commence on January 15, 2008 to deal with the official plan, zoning and subdivision applications.

On June 25, 2007, Council considered a report from the City Solicitor/Litigation, and adopted the recommendation that staff be directed to attend the OMB hearing in opposition to the zoning by-law amendment application and draft plan of subdivision on the basis that they do not comply with the requirements of OPA #601.

On June 29, 2007, a letter was received from the Nashville Area Ratepayers Association (NARA) in support of the applications, including the reduced community edge that is proposed.

Land Use Status/Planning Considerations

Subdivision Design

On April 10, 2007, the applicant submitted a revised draft plan of subdivision as shown on Attachment #2, which proposes 45 residential dwelling lots consisting primarily of 18.3 m frontage lots with lot depths ranging from 34.0 m to 56.8 m. Each lot has access to a single north/south orientated local road terminating with a cul-de-sac at each end. Access to the draft plan is proposed via one full movement access to Highway #27, located towards the north end of the proposed draft plan.

The draft plan also includes a 2.85 ha open space block (Block "A"), which delineates the valley portions of the subject lands and defines the limits of the land that would be dedicated to the Toronto and Region Conservation Authority (TRCA). An additional buffer along the valley edge (Block "C") is proposed, as required by the TRCA, to act as a separator for the residential lots that back onto the valley system. This buffer ranges in width from 5.0 m to 10.0 m. At the south end of the plan (adjacent to Lots 21-35) an additional 0.15 ha block (Blocks "D1" & "D2") is provided as an area of reforestation as required by the TRCA. The buffer block adjacent to the valley and the reforestation blocks would also be conveyed to the TRCA and zoned appropriately (OS1 Open Space Conservation Zone) if the plan is approved. A 0.32 ha storm water management pond (Block "B") is located in the southeast corner of the plan, adjacent to Highway No. 27.

The revised plan indicates that the lots adjacent to Highway No. 27 include a minimum 20.0 m wide privately owned landscaped berm. The disposition of this berm is discussed later in the report. The draft plan proposes to create a lot (Lot 42) in order to preserve an existing dwelling which flanks Highway #27. The configuration of this lot is irregular and would prevent the possibility of establishing a community edge along this portion of the proposed subdivision. Accordingly, the creation of Lot 42 as proposed, cannot be supported.

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Official Plan Analysis

a) Density

The subject lands are designated “Serviced Residential” by Official Plan Amendment #614. OPA #614, which amends OPA #601, has been adopted by Vaughan Council but has not been approved by the Regional Municipality of York. The applicant has referred OPA #614 to the Ontario Municipal Board, together with the Zoning Amendment and Draft Plan of Subdivision applications.

The density provisions for the subject lands are contained in OPA #601 (Kleinburg-Nashville Community Plan). Specifically, OPA #601 permits a maximum density range of 5.0 to 7.5 units per hectare and Section 4.3.1.1 Calculation of Residential Density states:

“The area included in the calculation of Residential Density for all residential designations of this plan shall be based on a net residential hectare which includes local and primary roads, the land for dwelling units, environmental linkages located on tablelands, and tableland valley buffer areas. Density will be calculated on a draft plan or block plan basis.”

The land area devoted to the community edge buffer and the stormwater management pond are not included in the calculation of residential density. Based on this definition, the following land areas of the proposed draft plan of subdivision are included in the calculation of residential density for the purposes of conforming with OPA #601:

Local and primary roads, including reserves:	1.065 ha
Lands for residential dwelling units:	4.175 ha
<u>Tableland buffer areas:</u>	<u>0.49 ha</u>
Total	5.73 ha

Since the applicant is proposing that the community edge buffer land remain in private ownership and form part of the lotting pattern, it is not identified as a separate block on the proposed draft plan shown on Attachment #2. If a minimum 30 m depth were applied to this draft plan (an area of approximately 1.1 ha), this would result in a net area of 4.63 ha for the purpose of calculating density. Based on this calculation, the yield would be a density of approximately 9.72 units per hectare. If the permitted density of 7.5 units per net hectare is applied to the lands, it would result in the permission for 35 residential lots. The applicant is proposing a total of 45 lots.

The proposed density exceeds the maximum density permitted by OPA #601, and therefore cannot be supported.

b) Community Edge

OPA #601 (Kleinburg-Nashville Community Plan), Section 4.7.3 Community Edges, requires the following:

“In order to retain the distinctive image of Kleinburg as a historic village in a rural landscape setting, buffer areas shall be developed along Major Mackenzie Drive, and Regional Road #27, that shall effectively screen the visibility of residential neighbourhoods from arterial roads. The width of buffer areas shall be in the range of 30 to 50 metres, and are intended to be landscaped with dense naturalized plant materials and not form part of the parkland dedication.”

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In addition, Section 4.7.5, Community Corridor states:

“Nashville Road and Regional Road 27 are considered as important community corridors between the existing villages of Kleinburg and Nashville and linking the developed and more rural areas within the Community Planning area. Consideration shall be given to the landscaping and streetscaping along these corridors to ensure that the rural character and vistas of the rural and natural landscapes are retained. The visibility of development in such areas from major roads and corridors should be minimized.”

The applicant proposes to provide a “*20 m landscape berm, no buildings, 10m Restricted building height*” as shown on Attachment #2. This berm is located along the rear of Lots 1 to 15 inclusive to be retained in private ownership and become part of each lot in order to address the Community Edge policy of OPA #601.

The Development Planning Department cannot support the provision of a 20 m landscape area in private ownership as proposed since it does not meet the requirements of the Official Plan. The Development Planning Department supports the implementation of the Official Plan requirement, of a 30 m community edge buffer which has been applied consistently for community edge treatments along Regional Road #27. In addition, the community edge buffer has been dedicated to the municipality in other instances to ensure that its’ integrity is not eroded in the future by the intrusion of residential uses (fences, gardens etc). The intent of OPA #601 is to create a “Community Edge”, which requires public, not private ownership. The City has secured a 30 m public buffer block along Regional Road #27 from three previous subdivision developments in the past, the Treelawn and Humberplex subdivisions on the east side of Regional Road #27, as well as within the Hedgerow subdivision on the west side of Regional Road #27, across from Copper Creek Golf Course.

The proposed draft plan includes a lot (Lot 42), as shown on Attachments #2, for the purpose of maintaining an existing dwelling on the subject lands and which is located within the proposed private buffer area. Lot 42 is “L-shaped”, with a width of approximately 20m flanking Highway #27 and access is proposed from the cul-de-sac at the north end of Street “B”. This lot would be in private ownership and therefore, prevent the creation of any form of a community edge on the part of the plan lying north of Street “A”.

Given that the draft plan exceeds the maximum permitted density, the Development Planning Department recommends that Lot 42 and the lots exceeding the permitted density be eliminated. The proposed lots in this area of the draft plan should be reconfigured and the plan be revised to include the required community edge buffer in accordance with minimum OPA requirements.

The Development Planning Department notes that the original draft plan of subdivision submitted by the Owner in support of the application (prepared by Brutto Consulting, dated December 2, 2003) which was included in the technical report to Council on September 7, 2004 as a basis for Official Plan Amendment application, as shown on Attachment #3, illustrates a 30 metre separate buffer block. This plan indicates that the Owner is aware of the intent of the Official Plan with respect to the community edge area being a separate block, not forming part of the individual lots.

With further revisions to the draft plan, the Development Planning Department is of the opinion that the policies of OPA #601 can be achieved, including providing the minimum 30 metre wide community edge buffer in public ownership and meet the maximum density provisions.

Zoning

The subject lands shown on Attachment #1 are zoned A Agricultural Zone and OS1 Open Space Conservation Zone, subject to Exception 9(498). To facilitate the proposed plan of subdivision, as shown on Attachment #2, a by-law amendment is required to rezone the subject lands from A

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Agricultural Zone and OS1 Open Space Conservation Zone to R1 Single Detached Dwelling Zone and OS1 Open Space Conservation Zone, in accordance with the standard requirements of Schedule “A” of By-law 1-88. The R1 Residential Zone requires a minimum lot frontage and area of 18 m and 540 m² respectively.

Should the Zoning Amendment application be approved, the residential lands would be required to be zoned with the Holding Symbol “(H)” as the residential dwelling units do not have water and sewage servicing allocation. A clause would be included in the implementing zoning by-law limiting the use of the lands zoned with the Holding Symbol (“H”) to a use legally existing as of the date of enactment of the implementing by-law. The Holding Symbol (“H”) would not be removed until the water and sewage servicing capacity has been identified and allocated by the City.

City Engineering Department

The Vaughan Engineering Department has provided the following technical comments:

a) Water Supply

The draft plan is located within the service area of Kleinburg/Nashville of the York Region Water Supply System. The MESP report proposes two connections to the existing 300 mm watermain on Highway No. 27 and the construction of a 200 mm watermain on Streets “A” and “B” to provide a looped water system to the draft plan.

b) Storm Drainage

The subject land drains in a south-westerly direction into the Humber River valley, which abuts the west boundary of the draft plan. The MESP report proposes a stormwater management pond located at the south portion of the draft plan. As part of the engineering design and prior to the initiation of any grading on the draft plan, the applicant shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands. This report shall describe the proposed drainage system required to develop the subject lands and include, but not be limited to, the following items:

- (i) plans illustrating the proposed system and its connection into the existing storm system;
- (ii) storm water management techniques that may be required to control minor or major flows;
- (iii) detail all external tributary lands, include the existing residence(s); and
- (iv) proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

c) Sanitary Servicing

The MESP report proposes a connection to the existing sanitary sewers on Highway #27. Since the City’s on-going OPA #601 Kleinburg-Nashville Servicing Strategy Master Plan Class Environmental Assessment has yet to be completed, the MESP report must be revised to not only establish the sanitary connection, but provide the detailed analysis of the proposed system in its entirety to the Kleinburg sewage treatment plant to confirm residual capacity and/or surcharging and provide recommendations for any necessary improvements to the existing sanitary system. The revised MESP report shall describe the proposed sanitary system to develop the draft plan and include, but not be limited to, the following items:

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- i) profile drawings illustrating the proposed system and its connection into the existing sanitary system;
 - ii) sanitary design sheets that confirm self-cleansing velocity (minimum actual velocity of 0.6m/s) and confirm any surcharging for the entire route to the Kleinburg sewage treatment plant;
 - iii) detail all external tributary lands, include the existing residence(s); and
 - iv) provide recommendations detailing the upgrades required to the existing sanitary sewers, the Kleinburg sanitary pumping Station and, if any, the Kleinburg sewage treatment plant.
- d) Sewage and Water Allocation
- 1. Functional servicing options for the above noted development will be subject to the completion of the City's on-going OPA #601 Kleinburg-Nashville Servicing Strategy Master Plan Class Environmental Assessment. The Region's Environmental Study Report (ESR) has been completed and is currently available for public review. The ultimate servicing requirements for the proposed plan shall conform to the final recommendations of both reports.
 - 2. Based on the recommendations of the City and Regional Studies, developments within the Kleinburg-Nashville Community Plan OPA #601 will have to contribute their proportionate share of the required proposed works based on net developable area. As well, and if required, financial contributions for the proportionate share towards any external municipal services that have been designed and oversized by others to accommodate the plan will be required from the subject development.
 - 3. The Master Environmental Servicing Plan shall be revised to address all Engineering Department comments as per the May 29, 2007 correspondence.
 - 4. In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on February 26, 2007, servicing allocation capacity for the above noted development application(s) has not been reserved nor assigned potential future capacity at this time. Therefore, servicing allocation capacity is currently not available to support the proposed development concept.

More specifically, servicing allocation capacity from the Kleinburg Water Pollution Control Plant and Water Supply System is currently not available. Future Regional servicing allocation capacity to allow for the full build-out of the Kleinburg-Nashville Community Plan OPA #601 area will be required from the Region of York.

Sewage and water allocation is currently unavailable. If the applications are approved, draft plan conditions of approval regarding sewage and water allocation will be provided.

e) Environmental Site Assessment

The Environmental Site Assessment report submitted in support of the proposed draft plan is acceptable. Conditions of draft plan approval will be provided if the applications are approved.

f) Transportation

The Engineering Transportation Section has provided a red-lined copy of the draft plan dated November 15, 2007. In summary, if the access point is determined to be acceptable, outstanding

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issues will need to be reviewed, including, but not limited to the following: sight distance analysis; driveway locations on the draft plan; a traffic management plan; the provision of two 6 m wide outbound lanes.

g) Streetlighting

The streetlighting design shall meet the City criteria within the draft plan and at the intersection with Highway No. 27.

h) Environmental Noise Impact

Due to the proximity of the draft plan to Highway No. 27, the applicant is required to submit a noise report for review and approval by the City as part of the detailed engineering submission. Despite the preliminary recommendations in the MESP in regards to environmental noise, the City requires all dwelling units that abut or face an arterial road such as Highway No. 27 be constructed with mandatory central A/C. All required acoustic barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3 m road reserve.

i) Road Network

The local road is proposed as a 17.5 meter wide right-of-way within the draft plan. The applicant is advised that the OPA #601 Kleinburg-Nashville Community Plan dictates local roads to have an 18.5 metre to 20 metre right-of-way. As part of the OPA block plan process, the Engineering Department and utility companies recommended reduced roads allowances known as Alternative Design Standard (ADS). The adoption of ADS reduces local residential road allowances to a 17.5 metre cross-section and a 15.0 metre cross section in locations where a road is single loaded (houses on one side only). Council approved the ADS road allowances in principle for OPA #600 and for use in the Woodbridge Expansion Area. However, the subject lands are outside OPA #600 and should Council wish to achieve certain urban design objectives, the Engineering Department would have no objection to establishing a 17.5 metre road allowance ADS within this draft plan.

In addition, the Engineering has provided conditions of draft plan approval that will be provided, if the application is approved.

Parkland/Cash-in-Lieu

If the report is approved, the subdivision agreement shall contain a provision that parkland shall be dedicated, and/or cash-in-lieu paid, within the plan at the rates stipulated in the approved Cash-In-Lieu of Parkland Policy. There is no parkland provided in the plan, therefore total parkland under-dedication is 0.286 ha and is calculated as follows:

Total Land Area:	8.9 ha
Minus Open Space Lands:	-2.850 ha
Minus Buffer Block:	<u>-0.34 ha</u>
Total Parkland @ 5% Dedication:	5.71 ha @ 5% = 0.286 ha

Additional conditions of approval from the Urban Design section will be issued if the draft plan is approved.

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Cultural Services Department

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.

The property falls within the Kleinburg-Nashville Heritage Conservation District, approved by Council under Part V of the Ontario Heritage Act (R.S.O. 1990) as amended, and is subject to review in accordance with the Heritage District Plan, which guides heritage conservation issues and new development in the community. The Heritage District Plan and the Ontario Heritage Act require that all changes in a designated Heritage Conservation District be reviewed and approved by Heritage Vaughan committee through the Heritage Permit process.

The above noted issues raised by Cultural Services will be included as conditions of draft approval should the applications be approved.

The Region of York

In accordance with York Region's servicing protocol respecting draft plans receiving approval prior to servicing allocation being available, the Region of York has requested that all residential lands be subject to various restrictions (ie. Holding "(H)" Zone) to ensure that the water and sewer servicing are available prior to occupancy. These restriction are included within the requested pre-condition, which are to be satisfied prior to or concurrent with draft plan approval.

The conditions of Pre-approval are as follows:

1. Prior to or concurrent with draft plan approval, the Owner shall enter into an agreement with the City of Vaughan, which agreement shall be registered on title, committing the Owner not to enter into any agreements of purchase and sale with end users, for the subject lands until such time as:
 - a)
 - i) York Region has advised in writing that it is no earlier than twelve (12) months prior to the expected completion of the Kleinburg Storage Facility, Additional Water Supply Works in Kleinburg and the Kleinburg WPCP Expansion; and,
 - ii) Council of the City of Vaughan has allocated adequate water supply and sewage servicing capacity to the subject development;

OR,

 - b) City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the construction of infrastructure; or,
 - c) the Regional Commissioner of Transportation and Works confirms servicing allocation for this development by a suitable alternative method.

2. Prior to draft plan approval, York Region shall confirm that all land required for Regional water and sewer servicing infrastructure, to service this development, has been acquired by the Region.

The Region of York has also issued their standard conditions of Draft Plan approval for this development.

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Toronto and Region Conservation Authority (TRCA)

Development Planning Department have received various letters from the Toronto and Region Conservation Authority (TRCA), dating as far back as December 5, 2005, indicating that prior to any approvals or draft plan conditions being issued by the TRCA, revisions to the Master Environmental Servicing Plan as well as the submission of additional information was required for review and comment.

The last letter received from the TRCA, dated November 16, 2007 indicates that the Toronto and Region Conservation Authority (TRCA) has issued their conditions of Draft Plan approval with outstanding issues relating to ecology and water management to be addressed to their satisfaction.

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".

Regional Implication

The Region of York will be a party at the OMB Hearing scheduled for January 15, 2008 on these applications.

Conclusion

The Development Planning Department has reviewed the applications to amend the Zoning By-law (Z.06.026) and for approval of Draft Plan of Subdivision 19T-06V04 in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law. The proposed draft plan of subdivision, as shown on Attachment #2, does not conform to the Official Plan policies of OPA #601 as they pertain to the maximum permitted density and the community edge policy. Accordingly, the Development Planning Department cannot support the approval of the Zoning By-law Amendment Application and the Draft Plan of Subdivision, as shown on Attachment #2, and recommends that the applications BE REFUSED.

Attachments

1. Location Map
2. Proposed Draft Plan of Subdivision 19T-84076
3. Original Draft Plan of Subdivision Submitted 2003

Report prepared by:

Carmela Marrelli, Planner, ext. 8791
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 37, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

37 **ACCESSIBILITY ADVISORY COMMITTEE**
RESIGNATION OF TWO MEMBERS AND APPOINTMENT OF A NEW MEMBER

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Accessibility Advisory Committee, dated December 3, 2007, be approved; and
- 2) That Ms. Edda Maria Favretto-Rust, be appointed to the Accessibility Advisory Committee for the 2006-2010 term.

Recommendation

The Accessibility Advisory Committee recommends:

- 1) That the positions of Orlando Bilotta and Charles Camilleri, be declared vacant; and
- 2) That Council appoint a new member to the Accessibility 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 Council's approval to declare the positions of Mr. Orlando Bilotta and Mr. Charles Camilleri vacant, and to request that a new member be appointed to the Accessibility Advisory Committee for the 2006 - 2010 term.

Background - Analysis and Options

At the Accessibility Advisory Committee meeting of June 26, 2007, the verbal resignation of Mr. Orlando Bilotta was received. At the November 27, 2007 meeting, the written resignation of Mr. Charles Camilleri was received, and the following recommendation was approved:

That Council be requested to amend the appointment By-law No. 36-2007, to declare the positions of Orlando Bilotta and Charles Camilleri vacant; and

That Council be requested to consider appointing a new member to the Accessibility Advisory Committee for the 2006-2010 term.

The Accessibility Advisory Committee is interested in filling the vacancies as soon as possible and submit an application for Council consideration.

Relationship to Vaughan Vision 2007

The Accessibility Advisory Committee supports the Vaughan Vision through provision of effective and efficient delivery of services by identifying opportunities to promote a barrier-free community.

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This report is consistent with the priorities previously set by Council by Serving our Citizens and promoting community safety, health & wellness.

Regional Implications

Not applicable.

Conclusion

Council is requested to declare the positions of Mr. Orlando Bilotta and Mr. Charles Camilleri vacant, and to consider appointing a new member to the Accessibility Advisory Committee for the 2006-2010 term.

Attachments

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

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.)

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Item 38, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

38

**VAUGHAN MILLS ROAD
OPERATIONAL SAFETY ADDITIONAL 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 December 3, 2007, subject to adding “as soon as possible after January 14, 2008”, after the word “held”, in the first line of Clause 3.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information;
2. That the draft report entitled “Vaughan Mills Road – Operational Safety Review” by SRM Associates Ltd. dated November 20, 2007, be received;
3. That a community meeting be held at which the consultant’s report would be presented and a consensus reached with area residents on measures to be implemented to address the traffic operational issues in the subject section of Vaughan Mills Road at Humberview Drive; and,
4. That York Regional Police be contacted to provide frequent enforcement of the existing 40 km/h speed limit, specifically in the area north of the Humber River Bridge.

Economic Impact

There will be a cost to be absorbed in the Traffic Calming Capital Budget Account Budget for the traffic calming measure installation. The cost to maintain the traffic calming measures, signs and markings would have an impact to be absorbed in future Operating Budgets.

Communication Plan

A community meeting will be scheduled and invitations sent to the affected residents in the vicinity of Vaughan Mills Road and Humberview Drive.

Purpose

To report on the operational safety review for Vaughan Mills Road between Roselawn Drive and the Humber River Bridge, as provided by a transportation consultant. The consultant was retained to review the traffic operations with specific emphasis on the area near Humberview Drive.

Background - Analysis and Options

The Vaughan Mills Road bridge was opened in December 2002, making Vaughan Mills Road continuous between Rutherford Road and Langstaff Road. Vaughan Mills Road is designed as a feeder roadway with a 23.0 metre right-of-way and a 11.5 metre travel width (one lane per direction). The existing posted speed limit is 40 km/h.

There is an existing raised roadway median from approximately 30 metres north of Humberview Drive to approximately 80 metres north of the Humber River Bridge.

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The review is summarized in the report “Vaughan Mills Road – Operational Safety Review” dated November 20, 2007. In the report, the consultant noted:

- that there is a 85% decrease in the number of reported vehicle collisions from 2003 to June 2006;
- that there is a 9% decrease in the traffic volume between 2003 and 2007;
- that the southbound vehicle speed has increased by 5 km/h at the bottom of the hill near the bridge;
- that the northbound vehicle speed has decreased by 3 km/h at the bottom of the hill near the bridge;
- that the installation of an all-way stop control at the intersection of Vaughan Mills Road and Humberview Drive does not meet the Provincial All-way Stop Warrant and is not recommended.

In their review, the consultant identified the following alternative countermeasures that may be considered along Vaughan Mills Road:

1. Upgraded police enforcement.
2. Close the Humber River Bridge, reduce its width or restrict travel direction.
3. Restrict turns at Rutherford Road.
4. Extend existing median, dividing the road.
5. Speed humps.
6. Traffic circle at Humberview Drive.
7. Curb bump-outs to restrict driving lane widths.
8. Crosswalk at Humberview Drive.
9. Roadway centerline and/or edgeline markings in conjunction with pavement reflectors.
10. Grooved edgelines and/or grooves on both sides of the medians to alert motorists.
11. Raised intersection at Humberview Drive.
12. Increased sidewalk setbacks.
13. Improved guidance to motorists such as signing the steep grade for southbound drivers.

It should be recognized that in some cases enforcement is the only effective deterrent to reckless operation of a motor vehicle. In such cases, no amount of engineering can offset a total lack of motorist vigilance. Some of the alternatives can be implemented at a minimal cost such as pavement markings and pavement reflectors. Other major type works such as the construction of a raised intersection, extension of the centre median or a traffic circle are cost restrictive.

Vehicle Speeds:

	Average Speed		85 th percentile Speed	
	Northbound	Southbound	Northbound	Southbound
Vaughan Mills Road South of Roselawn Drive	48 Km/h	49 Km/h	56 Km/h	56 Km/h
Vaughan Mills Road North of Humber Bridge	53 km/h	56 Km/h	62 Km/h	64 Km/h

Traffic Volumes

	Northbound	Southbound
Vaughan Mills Road South of Roselawn Drive	1740	1885
Vaughan Mills Road North of Humber Bridge	1685	1835

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All-way Stop

Staff conducted a turning movement count on Wednesday, September 19, 2007, at the intersection of Vaughan Mills Road and Humberview Drive during the morning and afternoon peak time periods of 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m. On the day of the traffic study the weather was clear. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

•	Warrant 1 – Minimum Vehicular Volumes	Warranted	30%
•	Warrant 2 – Accident Hazard	Warranted	0%
•	Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions from June 2005 through to June 2006, the last year for which collision data is available. There are no sight restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the warrant.

Collision History

From 2003 to June 2006, there have been two collisions reported to York Regional Police on this section of Vaughan Mills Road. Residents have reported a number of collisions where the driver left the scene and there was no police report of the incident. In early November, 2007, a northbound vehicle travelling at high speed went out of control and hit a light pole. Through complaints from area residents, it appears that this section of roadway is prone to irresponsible drivers travelling at high speed and endangering other motorists, pedestrians and residents.

The Consultant has recommended the following for Vaughan Mills Road:

- * A combination of driver guidance related treatments such as signage and pavement marking in combination with physical traffic calming measures are proposed to achieve reduced traffic speeds.
- * Narrow the lanes from the existing median south to the south end of the Humber River Bridge by placing pavement markings in conjunction with pavement reflectors either offset from the edge of pavement or as a median. Alternately, a mountable centre median could be constructed.
- * Improve guidance to motorists through upgraded signage by adding a 'steep grade' sign just south of Roselawn Drive.
- * Construct a traffic circle at Humberview Drive.

Engineering Services staff in general concur with the recommendations stated in the Consultant's report and recommend exploring the installation of a raised pedestrian crossing at Humberview Drive in place of a traffic circle.

An all-way stop control at Humberview Drive is not recommended. It is unwarranted and its installation may introduce other safety related concerns.

Further to the recommendation of the Consultant's report, Engineering Services staff recommends that 'Pedestrian' warning signs be implemented with flashing beacons in both directions. The recommended "steep grade" warning signs could also be fitted with flashing beacons. Funding for the warning signs and flashing beacons can be drawn from the Traffic Calming Capital Budget Account EN-1607-07.

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Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure that the enhancement of safety standards are adhered to (1.1.2) and that effective traffic calming measures meet the City's Neighbourhood Policy and Procedures and warrants for traffic calming (3.3.1). This report is consistent with the priorities previously set by Council.

Regional Implications

Not Applicable.

Conclusion

It is recommended that this report be received for information, and that the draft report entitled "Vaughan Mills Road – Operational Safety Review" by SRM Associates Ltd. dated November 20, 2007, be received.

It is also recommended that a meeting be held with residents of Humberview Drive and the area of Vaughan Mills Road between Roselawn and the bridge to review the findings and alternatives. The intention would be to obtain a consensus from residents on measures to be implemented to address the problem.

Attachments

1. Location Map
2. Draft Report, "Vaughan Mills Road – Operational Safety Review" (Mayor and Members of Council only)

Report prepared by

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

(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 DECEMBER 10, 2007

Item 39, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

39 TRAFFIC OPERATION AT THE INTERSECTION OF DUFFERIN AND CENTRE STREETS

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated December 3, 2007:

Recommendation

Councillor Sandra Yeung Racco recommends:

That the Region of York be requested to work with the Ministry of Transportation to review the operation of this intersection and to reduce the northbound dual left turn to a single left turn and to implement a southbound dual left turn so as to improve the operation of this intersection.

Economic Impact

As the Dufferin Street and Centre Street intersection and connecting roadways are under the jurisdiction of the Region of York and the Ministry of Transportation, any revisions should be made at no cost to the City of Vaughan.

Communications Plan

None required at this time.

Purpose

To initiate improvements to the operation of the Dufferin and Centre Street intersection.

Background - Analysis and Options

This intersection currently provides a dual lane northbound to westbound left turn phase which operates simultaneously with a single lane southbound to eastbound left turn phase. Observations at the intersection have shown that the southbound left turn queue is extensive and is frustrating to drivers. Although the southbound left turn phase has been increased in length to the maximum that would not adversely affect the intersection operation, the delay to motorists during peak hours is not acceptable.

The Region of York has advised that the intersection is under the jurisdiction of the Ministry of Transportation and any changes to the intersection must be reviewed and completed by the Province. In response to a previous request, the MTO has advised that the intersection is not wide enough to permit both northbound and southbound dual left turns to occur simultaneously. Since the current intersection geometry cannot accommodate dual left turn movements together, separated signal phases would be required for opposing dual left turns. The MTO's signal analysis shows that implementing separated phases would degrade the efficiency of the intersection and increase the delay to traffic.

Although implementing a dual southbound left turn would require reconstruction of the intersection, it is expected that substitution of a southbound dual left in place of the northbound dual left would reduce the amount of reconstruction required. The northbound dual left does not appear to be as necessary as the southbound dual left and a northbound single left turn lane would suffice.

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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

As implementation of a southbound dual left would require some widening on Centre Street at the intersection, there would be some Regional cost involved.

Conclusion

The implementation of a dual southbound left turn phase and reducing the northbound dual left to a signal left would reduce the delay to southbound traffic on Dufferin Street and improve the operation of the Dufferin/Centre Street intersection.

Attachments

1. Area Road Network

(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 DECEMBER 10, 2007

Item 40, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

40

**ASSUMPTION – MAPLE HIGHLANDS
19T-99V05 / 65M-3556**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 3, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3556 and that the municipal services letter of credit be reduced to \$400,000.

Economic Impact

Upon assumption of this development, approximately 4.1 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Communications Plan

Not applicable.

Purpose

The subdivision servicing has been completed and can be assumed by the City.

Background - Analysis and Options

The 342 lot development is a residential subdivision. The development is located south of Kirby Road and east of Keele Street as shown on Attachment 1.

The Subdivision Agreement was signed on January 2, 2002. The municipal services in Plan 65M-3556 were installed in September 2001 and the top course asphalt was placed in July 2005.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Building Standards, Parks Operations and Forestry and Clerks. The Development Planning Department is requesting that \$50,000 be held back in securities to ensure streetscape deficiencies will be repaired. The Engineering Services Department is requesting that \$100,000 be held back in securities to complete asphalt, concrete and boulevard works. The Development/Transportation Engineering Department is requesting that \$30,000 be held back in securities for lot grading deficiencies. The Public Works Department is requesting that \$205,300 be held back in securities to pay for outstanding invoices. The Parks Development Department is requesting that \$10,000 be held back in securities to complete park block works. The Reserves and Investments Department has confirmed that all of the City's financial requirements regarding this subdivision have been met.

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Relationship to Vaughan Vision 2007

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

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

Regional Implications

There are no Regional implications with respect to the assumption of the municipal works within this subdivision development.

Conclusion

It is therefore appropriate that the municipal services in 65M-3556 be assumed and the municipal services letter of credit be reduced to \$400,000. Once all outstanding deficiencies have been completed to the satisfaction of the City, the municipal services letter of credit will 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 41, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

41

VAUGHAN VISION 2020 STRATEGIC PLAN

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager and the Senior Manager of Strategic Planning, dated December 3, 2007:

Recommendation

The City Manager and the Senior Manager of Strategic Planning in consultation with the Chair of the Strategic Planning Committee and Senior Management Team recommends:

1. That Attachment 1 – Vaughan Vision 2020 Strategic Plan document be approved

Economic Impact

Funds are already been allocated in the 2007 operating budget.

Communications Plan

A comprehensive communication plan was approved by Council in report no. 5 of the Strategic Planning Committee at its meeting on November 26, 2007.

Purpose

The Vaughan Vision 2020 Strategic Plan has been revised to include Members of Council's comments, and brought back to the Committee of the Whole meeting of December 3, 2007.

Background - Analysis and Options

The revision of the Vaughan Vision 2007 and the development of the Vaughan Vision 2020 has involved many steps in the review process including; Senior Management Team (SMT) Strategic Planning Workshop November 20, 2006, Council Strategic Planning Workshop March 30, 2007, "Have Your Say" citizen survey April 2007, Council/SMT Strategic Planning Workshop May 15-16, 2007 and Strategic Planning Committee on June 19th, October 9th, and November 20th 2007.

Vaughan Vision 2020 Strategic Plan

The Vaughan Vision 2020 strategic plan (Attachment 1) contains information on the City's strategic vision, mission and values as well as the strategic goals, objectives and initiatives. A new strategic map was designed to reflect the feedback from Council and Senior Management at the May workshop that the strategic goals and objectives be represented holistically to reflect that they are equally important to the success of the City's strategic vision. Feedback from the Strategic Planning Committee on the draft Vaughan Vision 2020 strategic plan was gathered at the November 20th committee meeting and was incorporated into this final document.

Vaughan Vision 2020 Distribution

Once printed the Vaughan Vision 2020 strategic plan will not be distributed to Vaughan households but selected material will be inserted into the Annual Report which will be distributed to all households. Further, copies of the plan will be ready by the end of December'07 or early January'08 and distributed at the official launch in late January'08. They will be made available at City community centres, libraries and City hall as well as distributed to selected audiences and posted on the City's web site.

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Relationship to Vaughan Vision 2007

The Vaughan Vision 2020 document will replace the current Vaughan Vision 2007 document.

Regional Implications

N/A

Conclusion

The Vaughan Vision 2020 strategic plan is being presented to the Committee of the Whole and then to Council for approval on December 10th in order to proceed with printing the plan.

Attachments

1. Attachment 1 – Vaughan Vision 2020 Strategic Plan

Report prepared by:

Thomas Plant MBA, MPA
Senior Manager of Strategic Planning

(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 DECEMBER 10, 2007

Item 42, Report No. 58, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on December 10, 2007, was dealt with by approving:

That this matter be referred to the Committee of the Whole (Working Session) meeting of February 12, 2008.

42

**PROTOCOL FOR OFFICIAL BUSINESS INVITATIONS
AND MONITORING OFFICIAL BUSINESS INVITATIONS**

The Committee of the Whole recommends that this matter be deferred to a future Committee of the Whole (Working Session) meeting, and that staff provide the City of Toronto's protocol on dealing with official business invitations.

Recommendation

The Deputy City Clerk, in consultation with the Commissioner of Legal and Administrative Services/City Solicitor, recommends:

1. That the attached Protocol for Official Business Invitations and Monitoring Official Business Invitations (Attachment 1), be approved.

Economic Impact

The economic impact is dependent on the volume of data processing required for this initiative. Clerk's staff are utilized to the maximum in the provision of secretariat services to Committee of the Whole, Council, Special Purpose Committees and the numerous and still growing Council appointed statutory and non-statutory advisory committees and task forces. Additional resources will be required if such data processing becomes unmanageable.

Communications Plan

Those identified would be provided with the Official Business Invitations document.

Purpose

To respond to Council's directive to bring forward a draft protocol for the monitoring of invitations received by the Offices of the Mayor, City Manager, Clerk and the Senior Management Team and the implementation of a monthly reporting mechanism of pending and prior invitations.

Background - Analysis and Options

Council, at its meeting of November 26, 2007, adopted the following Committee of the Whole recommendation:

- 1) That the Deputy Clerk, in cooperation with the Mayor and City Manager, bring forward a draft protocol for the monitoring of invitations received by the Office of the Mayor, the Office of the City Manager, the Clerks Department or members of the Senior Management Team to attend official (i.e. other than social) events organized by departments or ministries of any other level of government, by associations comprised of representatives of local or other levels of government, or by agencies carrying on business with local or other levels of government;
- 2) That said draft protocol include arrangements for the reporting in advance of pending invitations, including the source of the invitation, the date of its receipt by the Clerks Department, the identity of the invitee, the date, place and time of the event and, subsequently, the identity of the individual who represented the City at the event, and failing such representation, the reason for such failure;

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- 3) That the draft protocol be included as an addendum item to the agenda of the Committee of the Whole meeting of December 3, 2007;
- 4) That the draft protocol include a plan for the month end reporting of pending and prior invitations, such report to include the information specified in Clause 2 above; and
- 5) That the Toronto Star newspaper article, submitted by Councillor Carella, dated November 17, 2007, be received.

Official business invitations are received by mail, fax, email and at times by telephone. Invitations are received in the Mayor's office, City Manager's office and Clerk's office. Invitations are also sent to individual Councillors and Commissioners.

Staff have met with the Mayor's office and the City Manager's office and an outline is provided below of the current practice:

Current Practice - Mayor's Office

When the invitation is for the Mayor and Members of Council, the Mayor's office forwards the invitation to all Members of Council with a copy to their Executive Assistants.

If the invitation is for the Mayor to attend and she is unable to go, the Mayor's office checks with the organizer to see whether a representative could go on her behalf. If representatives are able to attend, the invitation is forwarded to the senior Regional and Local Councillor, and if she is unavailable the next most senior Regional and Local Councillor and if he is unavailable the other Regional and Local Councillor. In the event all three Regional Councillors cannot attend, the invitation is extended to the Ward Councillor who may have an interest in the event through a committee he/she is the Chair or Vice-Chair thereof or the Ward Councillor representing the Ward in which the event is being held. There are times, however, when a representative may not be requested by the organizer or the particular Members of Council asked are unable to attend.

Finding a representative to attend an event in the Mayor's stead when she is unable to go can at times be challenging as Members of Council have their own busy schedules. There are times when it is not possible to provide sufficient notice of upcoming events either due to invitations being received on short notice or last minute changes to the Mayor's schedule. The Mayor's office makes every effort to communicate invitations received in a timely manner to appropriate individuals.

If the invitation received in the Mayor's office pertains to a conference, summit, forum or other such event, it is forwarded to all Members of Council with a copy to their Executive Assistants.

Current Practice - City Manager's Office

Invitations for the Mayor and Members of Council received in the City Manager's office are forwarded to the Mayor and Members of Council and their Executive Assistants.

Invitations forwarded from the Mayor's office to the City Manager are reviewed by the City Manager and sent to the Deputy City Manager and appropriate Commissioner(s) depending on the nature of the event.

Current Practice - Clerk's Office

Invitations for elected officials and senior staff are forwarded to the Mayor and Members of Council and the Senior Management Team. Appropriate staff may also be copied if the nature of the event falls under their area of responsibility such as Communities in Bloom.

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Protocol for Official Business Invitations and Monitoring Official Business Invitations (Attachment 1)

The protocol for official business invitations includes the types of invitations applicable and the protocol to be followed for the following:

1. Invitations addressed to elected officials.
2. Invitations for elected officials addressed to the City Manager/Deputy City Manager.
3. Invitations addressed to the Senior Management Team.
4. Invitations addressed to Commissioners.
5. Invitations for elected officials and/or senior staff addressed to the Clerk.
6. Process for monitoring official business invitations.

Attached to the protocol is an "Official Business Invitations Form" to be used by the office of the invitee(s) to provide the Clerk's office, within a reasonable time, the information outlined in the protocol under section 6, *Process for Monitoring Official Business Invitations*. The form will be placed on the VIBE under Clerk's Documents.

Attachment 2 is the proposed template that will be used for the Official Business Invitations document. The document will be a "living document" of pending and prior invitations and will be updated as information is received and/or changes occur. Creation of such a document would serve as the public record of events attended by elected officials and senior staff in a professional capacity as representatives of the City of Vaughan. A monthly report will be provided to Members of Council and the City Manager.

Relationship to Vaughan Vision 2007

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

Regional Implications

N/A

Conclusion

Staff are proposing this initiative be implemented commencing January 1, 2008. This will provide the necessary time to communicate and roll out the protocol.

In response to Council's directive the attached Protocol for Official Business Invitations and Monitoring Official Business Invitations is attached for consideration, further recommendations and approval.

Attachments

1. Protocol for Official Business Invitations and Monitoring Official Business Invitations
2. Official Business Invitations Template

Report prepared by:

Sybil Fernandes, Deputy 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.)

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Item 43, Report No. 58, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 10, 2007, as follows:

By approving that the WaterSide Inn be selected as the location of the April 2-3, 2008, strategic planning workshop;

By receiving the report of the City Manager and the Senior Manager of Strategic Planning, dated December 3, 2007; and

By receiving the memorandum from the Senior Manager of Strategic Planning, dated December 7, 2007.

43

2008 COUNCIL/SMT STRATEGIC PLANNING WORKSHOP

The Committee of the Whole recommends that this matter be referred to the Council meeting of December 10, 2007, for staff to provide additional information on the venue used last year including associated costs.

Recommendation

The City Manager and the Senior Manager of Strategic Planning in consultation with the Chair of the Strategic Planning Committee and Senior Management Team recommends:

1) That Attachment 1- Council/SMT Strategic Planning workshop quotes be received and direction be provided as to the selected location of the April 2-3, 2008 strategic planning workshop.

Economic Impact

Funds are already included in the 2008 operating budget.

Communications Plan

N/A

Purpose

To confirm the 2008 Council/SMT strategic planning workshop meeting location.

Background - Analysis and Options

At the Strategic Planning Committee meeting on November 20, 2007 tentative agreement was given to hold the Council/SMT Strategic Planning workshop on the dates April 2-3, 2008. Subsequent investigation by staff has confirmed the availability of all participants for this date. As can be seen in Attachment 1 a number of locations in Vaughan and neighbouring municipalities have been selected as potential sites for the workshop. It is recommended that a location for the workshop be confirmed.

Relationship to Vaughan Vision 2007

The annual Council/SMT strategic planning workshop is an opportunity to review and discuss the strategic plan document and process.

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Regional Implications

N/A

Conclusion

It is appropriate and timely to schedule the location for the April 2-3, 2008 Council/SMT strategic planning workshop in order to initiate planning for the workshop.

Attachments

1. Attachment 1- Council/SMT strategic planning workshop quotes list

Report prepared by:

Thomas Plant MBA, MPA
Senior Manager of Strategic Planning

(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 DECEMBER 10, 2007

Item 44, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

44 SUSTAINABILITY AND STATUS UPDATE OF THE NEW CITY HALL

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated December 3, 2007:

Recommendation

The Commissioner of Community Services, in consultation with the City Manager recommends:

That this report be received for information.

Economic Impact

As previously budgeted.

Communications Plan

Work with Corporate Communications to develop a communications strategy for the new City Hall.

Purpose

Provide Council with a progress update on the new City Hall.

Background – Analysis and Options

At the Committee of the Whole meeting of September 24, 2007, Report No. 40, Item No. 20, Council directed “that staff provide a report on the sustainability components of the new City Hall, including energy use and other environmental aspects of the new building.

Design for a sustainable society has become the major issue for the 21st century, as buildings have a major impact on our environment. The embodied energy inherent in the construction of buildings such as the new Vaughan Civic Centre is substantial, and by planning and undertaking certain practices in the development of such a building, we can reduce its impact on the environment.

Cities must show leadership in designing buildings that are developed with sustainability as a major criteria in their design process. Sustainable design strategies need to be deeply embedded into the architecture to create an effective fusion and integration of systems, technologies and architectural expression and provide an urban presence. Applying sustainable practices on a limited scale will have minimal positive effects on the environment; however, if all new buildings make an effort to reduce their consumption of energy during construction and throughout their operational life cycle, there will be a noticeable positive effect on the environment.

The new Civic Centre is the largest building undertaken by the City, and is therefore the ideal project to demonstrate Council’s commitment to lead and promote environmental sustainability in Vaughan.

One way to measure the extent and success of a buildings sustainability is through the LEED certification process. The general principles of the LEED initiative is driven by the ultimate goal of minimizing the impact of human artifice on the environment through careful selection and

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procurement of site, building materials and products. However, the responsible management of energy consumption has the further benefit of creating healthy buildings which invariably have a positive impact on the building inhabitants and visitors.

LEED Rating System

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is the nationally accepted benchmark for the design, construction and operation of high-performance green buildings. LEED provides building owners and operators with the tools they need to have an immediate and measurable impact on their buildings' performance.

LEED Project Certification

LEED Certification provides independent, third party verification that a building project is environmentally responsible, profitable and a healthy place to live and work.

There are four levels of certification:

1. LEED Certified
2. Silver
3. Gold
4. Platinum

The original design competition for the Vaughan Civic Centre required that the building be LEED Silver certified, and Council further demonstrate their commitment to lead and promote environmental sustainability in Vaughan by changing the LEED status to "Gold Certification."

The LEED process for certification focuses on six areas of design:

1. Sustainable Sites
2. Water Efficiency
3. Energy and Atmosphere
4. Materials and Resources
5. Indoor Environment Quality
6. Innovation and Design Process

APPROACH TO ACHIEVING LEED GOLD STATUS WITH THE VAUGHAN CIVIC PROJECT:

1. Sustainable Sites

The design of the new City Hall incorporates the following sustainable features for a Leeds Gold Certification:

- The project design incorporates measures to control erosion in order to reduce negative impacts on water and air quality through the prevention of loss of soil during construction by stormwater runoff and/or wind erosion. These measures include protection of topsoil stockpiling for reuse, prevention of sedimentation of storm sewer or receiving streams and the prevention of polluting the air with dust and particulate matter.
- The existing hydrocarbon contaminated soils have been remediated on the site as required by Provincial Contaminated Sites Program.
- One of the goals is to reduce pollution by the following means:
 - (a) the site is located adjacent to a commuter rail line and bus routes;
 - (b) the project conforms to the requirements to provide for secure bicycle storage, with convenient changing/shower facilities within the building for 5% or more of regular building occupants.

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- The Project implements a stormwater management plan that prevents the post-development 1.5 year, 24 hour peak discharge rate and quantity from exceeding the pre-development 1.5 year, 24 hour peak discharge rate and quantity.
- The design incorporates a combination of “green” (vegetated) roof and high albedo (reflective) roof membranes which collectively provide an effective 75% coverage that would not be provided by a stand alone reflective roof.

2. Water Efficiency

- The goal is to reduce potable water use and maximize water efficiency to reduce the burden on municipal water and waste systems.
- The Project utilizes high-efficiency irrigation technology through the use captured rain and recycled below grade water through the dewatering system to reduce potable water consumption for irrigation by 50% over conventional means. There will be no potable water used to irrigate the site or the building roofs.
- The Project employs strategies that in aggregate use 30% less potable water than the water use baseline calculated for the building through the use of high-efficiency fixtures.

3. Energy & Atmosphere

- The design reduces the energy consumption to comply with Natural Resources Canada's Commercial Building Incentive Program (CBIP) requirement for a 25% reduction relative to the consumption of the reference building designed to the Model National Energy Code for Buildings 1997.
- The Project has specified zero use of CFC-based refrigerants in the HVAC&R systems and zero use of halons in fire suppression equipment, to reduce ozone depletion.
- The Project is targeting a reduction in design energy cost compared to the energy cost of the (MNECB OR ASHRAE/IESNA 90.1-1999) standard reference building by 29%.
- The Project has specified continuous metering equipment to provide for the ongoing accountability and optimization of building energy and water consumption performance over time.
- A Measurement and Verification Plan that incorporates the monitoring information from the above end-uses is being developed for building monitoring.
- The City is investigating providing at least 50% of the building's electricity from renewable sources by engaging in at least a two-year renewable energy contract. Renewable sources are those that meet the Environment Canada Environmental Choice programs' EcoLogo requirements for green power supplies.

4. Materials & Resources

- The Project incorporates an easily accessible area that serves the entire building and is dedicated to the separation, collection and storage of materials for recycling including (at a minimum) paper, corrugated cardboard, glass, plastics and metals. The design facilitates horizontal movement on each floor to one vertical movement location (north service elevator) which provides an efficient way to collect and manage waste and recycling materials. As part of the building operations management, there are procedures being developed that include the following:

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- (a) identify to local waste handlers and buyers for glass, plastic, office paper, newspaper, cardboard and organic wastes.
- (b) instruct/educate occupants and cleaners on building recycling procedures.
- Following occupancy, a three-stream waste collection program will be implemented. General workstation, office, meeting rooms and lobbies will have separate containers for general waste and recyclable materials.
- Organic waste will be collected in the cafeteria, and one “green bin” will be located within each Department area equipped with kitchenette facilities. All materials will be collected at the end of the day, and taken to the main collection room for appropriate separation.
- Based on the waste management program developed during the design phase, a vertical movement of waste and recyclables will be primarily via the north service elevator and managed at the dedicated collection room at the loading dock area. The Project team evaluated the benefits of incorporating conveying chutes throughout the building to facilitate recycling operations. However because of the horizontal plan layout of the building and lack of vertical connection to one common collection space, chutes were not implemented.
- Measures are in place for the General Contractor to divert construction, demolition and land clearing debris from landfill disposal including the redirection of reusable materials to appropriate sites. These measures will contribute to redirecting recyclable recovered resources back to the manufacturing process. The General Contractor has developed and is implementing a waste management plan, quantifying material diversion goals including the recycling and/or salvaging at least 75% of construction, demolition and land clearing waste.
- The Project has targeted 15% recycled content materials and identify material suppliers that can achieve this goal. During construction, the General Contractor has put in place measures to ensure that the specified recycled content materials are installed and quantify the total percentage of recycled content materials installed.
- The Project has targeted regionally sourced materials and has identified materials and material suppliers that can achieve the goal of reducing the environmental impacts resulting from transportation. During construction the General Contractor has put in place measures to ensure that the specified regional materials are installed and quantify the total percentage of local materials installed.
- To encourage environmentally responsible forest management, the building uses minimum of 50% of wood-based materials and products, certified in accordance with the Forest Stewardship Council’s Principles and Criteria, for wood building components.

5. Indoor Environmental Quality

- The Project design incorporates permanent carbon dioxide (CO₂) monitoring system that provides feedback on space ventilation performance in a form that affords operational adjustments.
- The Project design conforms to the ASHRAE 129-1997 requirements for mechanically ventilated buildings, design ventilation systems and naturally ventilated spaces, to support the safety, comfort and well being of occupants.

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- The Project team is in the process of addressing Air Quality (IAQ) for the construction and pre-occupancy phases of the building by developing and implementing an Indoor Air Quality (IAQ) Management Plan for the pre-occupancy phase.
- The VOC content of adhesives, sealants and sealant primers used must be less than the VOC content limits of the State of California's South Coast Air Quality Management District (SCAQMD) Rule #1168, October 2003. Products specified for this Project will meet these requirements.
- The design uses reduced quantities of indoor air contaminants that are odorous, potentially irritating and/or harmful to the comfort and well-being of installers and occupants. Carpet systems will meet or exceed the requirements of the Carpet and Rug Institute's Green Label Indoor Air Quality Test Program.
- The Project employs permanent entryway systems (grilles, grates, etc.) to capture dirt, particulates, etc. from entering the building at all high volume entryways to minimize exposure of building occupants to potentially hazardous particulates, biological contaminants and chemical pollutants that adversely impact air and water quality.
- The Project provides areas for copying/printing rooms with segregated partitions with separate outside exhaust at a rate of at least 9.2 cubic meters per hour per square meter.
- The Project provides at least an average of one operable window and one lighting control zone per 18.5 m² of floor area for all regularly occupied areas within 5 meters (15 feet) of the perimeter wall to provide a high level of thermal, ventilation and lighting system control by individual occupants or specific groups. The project uses addressable controls, and thermostats for individual human comfort, in lieu of large area zoning.
- The building provides a connection for the occupants between indoor spaces and the outdoors through the introduction of daylight and views into 90% of the occupied areas of the building.

6. Innovation & Design Process

- The Project incorporates a concrete mix which achieves a higher reflectivity than normal concrete and therefore reduces lighting requirements.
- The City operations department is in the process of developing a building cleaning and maintenance program which will conform to green principles.
- An education program from both building users and visitors is being developed which will explain the green features of the building as well as instruct building occupants on how the building functions and how they may actively interact with certain aspects of the building sustainable operations.
- The consumption of water is targeted to exceed a 40% reduction over and above the 30% targeted. If this is achieved and additional credit will be attained.
- The Project has a designated LEED accredited professional on the Project team which achieves and additional credit.

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Project Update

Background:

The construction of the new Vaughan Civic Centre is now well under way. Designed by the internationally recognized firm KPMB Architects, the building proposal was selected through a two stage competition process. Detailed design development and working drawings were completed with tenders called in 2006. Tenders were received in the fall and Maystar General Contracting Ltd. was the low bidder, and council awarded the contract in December, 2006.

Progress

Construction began in early 2007, with site mobilization, site preparation, and hoarding installation of trailers underway. All site preparation was completed and in place during the early spring.

Excavation and dewatering was carried out during the spring and early summer, with shoring completed and dewatering operational. Rough site grading was also completed as well as the safety berm and fence along GO Railway line. At this time, planting with topsoil to be completed at a later stage.

During the summer months concrete work at the foundation and basement level was underway with 90% completion by October. Below grade waterproofing is ongoing and is approximately 90% complete. Mechanical and electrical trades are actively working on site, installing rough-ins, coordinating with other trades and reviewing shop drawings and submittals. Forming and placement of the ground floor slab underway and the superstructure will begin to rise above grade in January.

Two (north and south) construction cranes were installed on site in July and August respectively. Construction sequencing is from north to south, and therefore the north wing is progressing first, with basement slabs poured for the north wing and 50% of the parking area. All building foundation walls are in place, south end basement slabs and underslab drainage and foundation waterproofing is 70% complete.

Grade level construction has begun at the north wing ground floor and the Civic Square level 100 ground floor and slab is 50% complete. Early January should see the commencement of above grade construction.

Project Challenges:

There have been three areas that have presented challenges to progress on the project, and they are as follows:

1. During the dewatering process it was discovered that the water flow was greater than that initially identified in the Hydrogeological Report. Consequently there were design modifications made to the under slab weeping system to accommodate the increase flow requirements.
2. Greater quantity of soils contaminated with organic, debris and hydrocarbons were encountered than anticipated in the geotechnical report and environmental assessment. A total of 66 boreholes were drilled across the site. A large quantity of debris were found during excavation that was not located at any of the bore holes. Most of the hydrocarbon contaminated soil was discovered under the old Annex Building which housed the old York Region and the City's truck bays. It was suspected the hydrocarbon originated from an old buried oil tank inside the building.

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3. Labour strikes lasted approximately 20 days.

Measures have been undertaken by the project Team to manage these challenges and keep the project moving towards a successful and timely completion.

Risk Management:

The City has engaged a professional Scheduling management consultants (Pearson Associates) and Cost Management Consultants (Helyer Associates) to assist the project team in successful project delivery and risk management. The Scheduling Consultant is working with the project team, contractor and architect to develop a management process to overcome any potential delays related to the project challenges listed and to keep the project on track for timely completion. Each phase of the project is put through a detailed analysis of critical path items, potential obstacles and delivery dates to ensure that the project can be completed within the schedule, and project sequencing has been given a thorough review.

The Cost Management Consultant has been retained to review constructability and analyze contractor's requests for information. This ongoing security is in place as a second check to ensure that the City of Vaughan receives excellent value.

Relationship to Vaughan Vision 2007

Vaughan Vision 2020 - Pursue Excellence in Service Delivery.

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

Regional Implications

Not applicable.

Conclusion

The Vaughan Civic Centre overall masterplan is a synthesis of urban planning principles and solar principles which have jointly produced the layout and positioning of the various buildings constituting the Vaughan Civic Centre. The collection of buildings form an overall Civic Campus of low-rise buildings which frame a zone of public spaces while positioning the buildings in ways to optimize solar exposure to both the public spaces and the buildings themselves.

The Project design facilitates natural ventilation both through the building Atria which facilitate air movement as well as at individual operable windows in offices and at workstations. The atria serve as the lungs of the building providing flexible, light-filled loft working spaces. The maximization of passive systems is fundamental to make a building that delivers a healthy work environment. Individual control of air supply at workstations and offices is provided which allows for individual fine tuning of environmental conditions. Effective day lighting and views to the exterior have been provided to over 95% of occupied areas through the use of floor to ceiling glazing at the building perimeter as well as the innovative use of atria and light monitors which bisect the work loft areas allowing light to penetrate into the centre of the building. The combination of fresh air, views and natural light have proven to have significant impact on employee well being and satisfaction with the work environment. Annual energy demand and costs have been modeled to reduce consumption.

At the exterior solar shading is located at critical south and west elevations. Building materials including local limestone and terracotta have been specified for the Project. The utilization of green roofs along with the use of a combination of a rainwater and ground water fed cistern for

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irrigation purposes facilitates the maintenance of the green roofs and surface landscaping at low cost should significant periods of drought occur.

The current LEED program for the Vaughan Civic Centre remains an opportunity for the City of Vaughan to become a sustainable leader, meeting the environmental challenges of the 21st century through a delicate balance of the user and the needs of the planet. The future phases of the Civic Centre will build on the initiatives established during the Phase 1 work to further establish the value of Council Vision to lead and promote environmental sustainability within the City of Vaughan.

Attachments

1. KPMB Architects Letter, November 26, 2007

Report prepared by:

Marlon Kallideen, Commissioner of Community Services, Ext. 8501

(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 45, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

45 REQUEST FOR THE CITY OF VAUGHAN TO EXPEDITE THE OPENING OF THE WOMEN'S SHELTER IN VAUGHAN

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Meffe, dated December 3, 2007, be approved;
- 2) That staff provide a status update to the Committee of the Whole (Working Session) meeting of January 29, 2008, regarding this matter; and
- 3) That the deputation of Ms. Carrie Liddy, 36 Humberview Drive, Woodbridge, L4H 1B1, be received.

Recommendation

Councillor Peter Meffe recommends:

1. That Staff be directed to ensure that they assist in expediting the opening of the Women's Shelter in Vaughan in support of direction from Council of February 26, 2007.

Economic Impact

To be determined as outside private funds are available.

Purpose

The shelter needs of domestic violence victims are not being adequately addressed in southern York Region and the City of Vaughan has been identified as being the location best suited to establishing a women's shelter.

Background – Analysis and Options

Council approved The Mayor's Task Force on Women's Shelter Needs on June 26th, 2006, after which a Final Report was presented and approved on February 26, 2007 and to date this shelter has not moved forward.

Consulted agencies verified that the incidence of domestic violence in the City of Vaughan is comparable to that in any other municipality in Ontario.

Awareness was created in this issue and a philanthropist in the community has kindly provided the use of a location in the City of Vaughan.

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.

Regional Implications

Nil.

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Conclusion

It is my feeling that with the holiday season fast approaching it is imperative that we ensure that this shelter is opened as quickly as possible.

Attachments

Nil.

Report prepared by:

Councillor Peter Meffe

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Item 46, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

46

**NEW BUSINESS - LEFT TURN PROHIBITION FOR
CONLEY STREET AND STEELES AVENUE**

The Committee of the Whole recommends:

- 1) That staff investigate opportunities to implement a left turn prohibition from Steeles Avenue on to Conley Street during the evening rush hour; and**
- 2) That York Regional Police be requested to step-up their enforcement along Conley Street east west of New Westminster Drive.**

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

* Amended at the Council meeting of January 28, 2008, under Minute No. 3.

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Item 47, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

47

**NEW BUSINESS - ONTARIO CONFEDERATION OF SICILY
REQUEST FOR SPACE AT CHANCELLOR COMMUNITY CENTRE**

The Committee of the Whole recommends that staff review the Council decision of September 2003 regarding the Ontario Confederation of Sicily's request for space and report back in January 2008.

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

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Item 48, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

48

**CEREMONIAL PRESENTATION – MR. ROBERT BERTOLAS
WITH RESPECT TO COMPLETING THE VICTORY TOUR FOR MS 2007**

Mayor Linda D. Jackson and Members of Council, presented Mr. Robert Bertolas with an award in recognition of completing the Victory Tour for MS 2007.

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Item 49, Report No. 58, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2007.

**49 PRESENTATION – MR. JOHN SCAINI, ACCESSIBILITY ADVISORY COMMITTEE
 WITH RESPECT TO THE COMMITTEE'S INITIATIVES**

The Committee of the Whole recommends that the video presentation on the Information Fair for People with Disabilities, the verbal presentation of Mr. John Scaini, on behalf of the Accessibility Advisory Committee, the brochure titled "Working towards a barrier free Vaughan", and the new logo, be received.