

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 1, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

1 **COMMUNITY EQUITY AND DIVERSITY COMMITTEE**
RESIGNATION OF A MEMBER AND RECRUITMENT FOR A NEW MEMBER

The Committee of the Whole recommends:

- 1) That the resignations of Mr. Fitz-Roy Gordon and Mr. Simon Wei ming Hum from the Community Equity and Diversity Committee for the 2006-2010 term, be accepted and that the positions be declared vacant;
- 2) That the recruitment process to fill the two vacancies include the existing pool of applicants on file and advertising on the City Page;
- 3) That quorum for this Committee be amended to six (6) until the appointment of the new members; and
- 4) That the following report of the Community Equity and Diversity Committee, dated February 4, 2008, be received.

Recommendation

The Community Equity and Diversity Committee recommends:

- 1) That the resignation of Mr. Fitz-Roy Gordon from the Community Equity and Diversity Committee for the 2006-2010 term, be accepted and that the position be declared vacant;
- 2) That Council direction be provided with respect to recruitment for a new member to fill the vacancy; and
- 3) That quorum for this Committee remain unchanged at seven (7).

Economic Impact

There is no economic impact.

Communications Plan

N/A

Purpose

The purpose of this report is to seek Council's approval to accept the resignation of Mr. Fitz-Roy Gordon from the Community Equity and Diversity Committee for the 2006-2010 term and to declare the position vacant.

Further, the Community Equity and Diversity Committee is seeking Council's direction with respect to recruiting for a representative to fill the vacancy. The appointment of this member will serve to further enhance the pursuit; to promote understanding and respect among racial, cultural, ethnic, religious and community in the city.

With respect to quorum, the Committee is requesting that quorum remain unchanged at seven (7).

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Background - Analysis and Options

The Community Equity and Diversity Committee is currently comprised of eighteen (18) members. The City of Vaughan recently approved the appointment of five (5) new members to the Committee being one member each from the York Catholic District School Board, York Region District School Board, York Regional Police, Vaughan Youth Cabinet and S.A.V.I.

The Committee, at their meeting of January 9, 2008, accepted the written resignation of Mr. Fitz-Roy Gordon. The Committee sees merit in filling the vacancy caused by the resignation of Mr. Gordon, and is seeking Council direction to recruit for a representative to fill the vacancy for the 2006-2010 term and to request that quorum remain unchanged at seven (7).

Relationship to Vaughan Vision 2020

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

Regional Implications

Not applicable.

Conclusion

The Community Equity and Diversity Committee requests that Council accept the resignation of Mr. Fitz-Roy Gordon by declaring the position vacant, and requests Council direction to recruit for a representative to fill the vacancy for the 2006-2010 term and that quorum for this Committee remain unchanged at seven (7).

Attachments

None

Report Prepared By

Gloria Hardyckuk
Assistant City Clerk

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Item 2 Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

2 THORNBANK ROAD AND OAKBANK ROAD ALL-WAY STOP CONTROL

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated February 4, 2008:

Recommendation

Councillor Shefman recommends:

That an all-way stop control be installed at the intersection of Oakbank Road and Thornbank Road.

Economic Impact

Cost of installation of the signage

Communication Plan

Staff would send out a notice to local residents informing them of the new stop controls, as per Engineering policy and procedure.

Purpose

While these streets do not have the traffic volume to warrant installing a stop sign at this location, the residents in the vicinity of the intersection have reported speeding drivers on this section of roadway. The problem is located along Thornbank which is a long street with no traffic controls and a steep hill to the east. Vehicles tend to speed westward coming down this hill towards this intersection. That the installation of the stop sign will alleviate the problem.

Background - Analysis and Options

My office has been in receipt of concerns from area residents regarding speeding issues along Thornbank Road for several years. After discussion with the residents, it was determined that what was needed on the street, rather than significant and costly traffic calming installations was a way to force drivers to slow down on the street. The stop sign will achieve the desired results.

Residents have requested the installation of an all-way stop control at this intersection. Traffic Engineering Staff conducted a study on March 9, 2004 and according to their results, this intersection did not meet the minimum requirements of the warrant relating to the normal use of stop signs. Traffic Engineering Staff noted that there are low traffic volumes and that sight distance approaching the intersection is adequate. I believe that in this instance the stop sign would address the speeding concern.

This matter was previously considered by Council in 2004, however I believe it needs to be reconsidered. A resolution to the speeding problem and effectively slow traffic down would be by installing an all-way stop at this intersection.

A survey was distributed to local residents in the Thornbank/Oakbank area in October 2007 to receive their input for the installation of an all-way stop control at this intersection. As a result of this survey, we received a total of 9 votes in favour and 4 votes against this option. In consideration of the majority of support received I would like to propose the installation of the all-way stop.

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Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council

Regional Implications

None

Conclusion

Residents of the Thornbank Road and Oakbank Road area believe that the installation of a stop sign at this location will have an impact on speeding on Thornbank Road.

Attachments

1. Location Plan

Report prepared by:

Debi Traub, Council Executive Assistant

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

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Item 3, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

3 MUNICIPAL INFRASTRUCTURE INVESTMENT INITIATIVE (MIII)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager and the Commissioner of Engineering and Public Works, dated February 4, 2008:

Recommendation

The City Manager and the Commissioner of Engineering and Public Works in consultation with the Director of Reserves and Investments recommend:

1. THAT the information contained in this report with respect to the Municipal Infrastructure Investment Initiative (MIII) be received,
2. THAT staff be authorized to submit an application to the MIII program for the Peelar Road Culvert requesting funding from the Province of Ontario in the amount of \$975,410 with no contribution required by the City,
3. THAT the total funding requirement of \$975,410 be included in the 2008 capital budget deliberations process contingent on MIII funding approval,
4. THAT for the purposes of the MIII application, Council endorse the Peelar Road Culvert as "construction ready" and,
5. THAT the appropriate staff be authorized to submit the application and the Mayor and Clerk be authorized to execute the necessary agreements.

Economic Impact

An economic saving in the amount of \$975,410 will be realized if the MIII application is approved. This would reduce the long term debt funding required plus the repayment interest required to implement the project.

Communications Plan

N/A

Purpose

The purpose of this report is to provide Council with information pertaining to the Municipal Infrastructure Investment Initiative (MIII) and seek Council authorization to submit an application to Infrastructure Ontario to meet the February 15th, 2008 deadline.

Background - Analysis and Options

On December 13, the Ontario government announced spending of \$300 million for municipal infrastructure under ReNew Ontario. This program "the Municipal Infrastructure Initiative" (MIII) is a one-time, application-based program this year that is intended to address community infrastructure priorities and support as many projects as possible across the province.

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Under this program, grants will be awarded on the basis of applications evaluated on a competitive basis against specified criteria. Capital investments in all types of municipally owned infrastructure are eligible for funding except public transit. Municipalities are able to apply for up to 100% of the project costs on projects that are “construction ready”. “Construction ready” projects are those where the municipality has completed, or will soon complete, all required studies and approval processes (such as environmental assessments) to allow the project to proceed to tendering and construction. Both rehabilitation/renewal and new construction projects are eligible for funding under this initiative.

Eligible infrastructure includes water and wastewater, roads and bridges, solid waste management, culture, tourism and recreation. Studies, including planning, feasibility and environmental assessments, will not be funded under this initiative, and operating costs are ineligible. Consideration will be given to projects that have not received previous provincial funding.

Staff are seeking approval to submit an application entitled “Peelar Road Culvert Replacement” in the amount of \$975,410. This structure has reached the end of its useful life. Extensive deterioration is posing an increasing risk to its structural integrity and to public health and safety. This culvert was constructed around 1960, and has experienced extensive cracking of the steel multi-plates with deformations. Cracking of steel plates in soil-steel structures is a known case of collapse. The extent of cracking and deformations indicate that this soil-steel structure has reached the end of its service life and requires replacement to maintain the stream crossing. This project will include the replacement of the existing structure to current design standards as well as local site improvements and environmental enhancements.

The application deadline is February 15th, 2008 and is comprised of two requirements:

- (1) Council by-law affirming their support of the application
- (2) Completion of an on-line application through the Infrastructure Ontario website

Relationship to Vaughan Vision 2020

This report is consistent with the Vaughan Vision 2020 strategic initiatives to maintain assets and infrastructure and to ensure financial sustainability.

The necessary resources will be allocated and approved in the 2008 capital budget.

Regional Implications

N/A

Conclusion

The Municipal Infrastructure Investment Initiative provides Vaughan with an opportunity to obtain grants from the Provincial Government with no matching contributions from the City or other levels of government. By providing authorization to submit an application for the Peelar Road Culvert, the City will realize a funding saving of \$975,410 if the project is approved. In order to meet all application criteria, Council must endorse this project as “construction ready”.

Report prepared by:

Nancy Yates, BComm CA
Manager of Capital and Asset Management Ext 8984

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Item 4, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

4

INTERIM PROPERTY TAX LEVY FOR 2008

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Financial Services, dated February 4, 2008:

Recommendation

The Director of Financial Services, in consultation with the Manager of Property Tax & Assessment recommends:

That a by-law be prepared to levy interim property taxes for 2008, with three installments due in March, April and May for all property classes.

Economic Impact

The issuance of an interim property tax levy provides the necessary cash flow to meet the City's own needs and its financial obligations to the Region of York and the Province of Ontario for education purposes.

Communications Plan

Advertised notices for the interim property tax notices will be posted in all local papers in late February and early March.

Purpose

The purpose of this report is to inform Council on the issuance of the interim property tax bills for 2008 to all property classes, under the authority of section 317 of the *Municipal Act, 2001*, as amended.

Background - Analysis and Options

The issuance of an interim property tax levy provides funds for the City to meet day-to-day operating and capital financial obligations.

As noted above the interim levy will be due in three equal installments in March, April and May. Taxpayers enrolled in the pre-authorized payment plan will have withdrawals made on the first banking day of each month from January to November.

In accordance with current Provincial legislation, the amount levied by property is subject to the following rules:

1. The amount levied on a property shall not exceed 50% of the total taxes levied on the property for the previous year.
2. A tax rate, based on 50% of the 2007 rates, will be used to calculate the levy.
3. For the purpose of calculating the total amount of taxes for the previous year, any amount levied for only part of the year will be annualized.
4. For new property assessments added to the roll for the 2008 taxation year, the levy will be 50% of the 2007 tax rate applied to the 2008 assessment.
5. The interim levy for properties in the commercial, industrial and multi-residential classes (capped classes) will include an amount equal to 50% of the 2007 capping adjustment.

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The 2008 tax year continues to be a non-reassessment year. At this point in time, the next reassessment is still on schedule for the 2009 tax year, based on a January 1, 2008 valuation date.

Relationship to Vaughan Vision 2020

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

Regional Implications

The City of Vaughan will be collecting an amount of approximately \$103 million in interim property taxes on behalf of the Region of York.

Conclusion

The interim levy will produce total property tax revenue of approximately \$276 Million based on taxable assessment of approximately \$43 Billion. These interim funds are raised for the City's, Region of York's and School Boards' operational purposes.

Attachments

None

Report prepared by:

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

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Item 5, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

**5 ROAD NAME CHANGE – SOUTHERLY PORTION OF JACOB FISHER AVENUE TO
TOWNSGATE DRIVE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 4, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

THAT Council direct the Deputy City Clerk to initiate the street name change process to change the name of the existing southernmost portion of Jacob Fisher Avenue, designated as Parts 61 and 62 on Plan 65R-12728, to "Townsgate Drive".

Economic Impact

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

Communications Plan

Not applicable.

Purpose

To initiate the street name change process in order to properly designate the Townsgate Drive Right-of-way at Jacob Fisher Avenue.

Background - Analysis and Options

The subject land is located east of Bathurst Street, north of Steeles Avenue West and at the immediate south termination of Jacob Fisher Avenue on part of Lot 26, Concession 1, City of Vaughan, as shown on Attachment 1.

The easterly extension of Townsgate Drive created an intersection with Jacob Fisher Avenue. With the creation of this intersection, the most southerly portion of Jacob Fisher Avenue now extends within the proposed right-of-way of Townsgate Drive, which is described as Parts 61 and 62 on Plan 65R-12728. Accordingly, it is appropriate to change the name of these parts in order to legally identify the proper Townsgate Drive right-of-way. The proposed name change will not impact any municipal addresses on either street.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020 which encourages the planning and management of growth and the maintenance of the City's assets and infrastructure.

Regional Implications

There are no Regional implications associated with this report.

Conclusion

It is recommended the Deputy City Clerk initiate the street name change process to change the existing southernmost portion of Jacob Fisher Avenue to "Townsgate Drive".

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Attachments

1. Location Map

Report prepared by:

Mark Chiochio, C.E.T. – Supervisor, Development Review
Engineering
MC/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 6, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

6

WINTER STORM – DECEMBER 15 & 16, 2007

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole (Working Session) meeting of February 12, 2008.

Recommendation

The Commissioner of Engineering and Public Works, and the Commissioner of Community Services, recommend that:

1. That staff identify lands in the west side of the City with a view to acquisition and use as a permanent snow dump location, and that staff report to a future Committee of the Whole on process and options for acquisition.;
2. When a situation exists that is causing, or could cause, an imminent danger to life property, or the environment, as outlined under Regulation 555/06, as amended, with respect to hours of service for commercial vehicle operators, the Commissioner of Engineering and Public Works, or designate, be authorized to formally declare when such a condition exists;
3. The Information & Technology Management Department be requested to determine the feasibility and cost of installing the necessary equipment to record all outside calls coming into front line Public Works staff, and this information be referred to the 2009 Capital Budget process for discussion and consideration;
4. Due to the success of the Public Works' experimental anti-icing program, the Roads' tanker unit No. 807, not be disposed of when its replacement arrives, but be kept for further anti-icing operations until such time as it is no longer economically feasible to do so;
5. Parks and Forestry Operations purchase 3 additional V-blade attachments to be added to equipment being used in areas with heavy snow drifts;
6. That the Fleet Services Department purchase an enclosed service vehicle that is outfitted with parts and equipment to enable them to perform minor repairs in the field; and,
7. This report be received for information.

Economic Impact

The economic impact of developing a permanent snow dump can only be determined after the site has been selected. Ultimate costs will be dependant upon the size of the property, the final design, and whether or not the site is serviced.

The feasibility and costs of installing equipment to record all outside calls coming into front line Public Works staff has yet to be determined.

The cost for installing three "V"-blades results in a total cost of \$21,000 (\$7,000 each), and the cost for the service vehicle is \$60,000, funded from vehicle reserves.

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Communications Plan

The City's levels of service with respect to winter maintenance operations are posted on the City's web site. These service levels were reviewed by the City's Legal Department, as well as the City's insurers, prior to being approved by Council. In addition, during storm events, updates are posted on the web site for the public to review.

Purpose

The purpose of this report is to provide information to Council on the winter storm of December 15 & 16, 2007, and to provide recommendations for consideration in order to improve service for events of this magnitude and normal winter maintenance operations.

Background - Analysis and Options

On December 15, 2007, a winter storm started which would last from late Saturday, to approx. 9 p.m. on Sunday evening. Over this period of time, approx. 34 cm of snow fell across the City.

While the amount in itself was significant, it was the intensity of the storm that made it difficult to manage. At its peak, reports from our contracted weather service indicated that the snow was falling at a rate of 6.5 cm/hour, with wind gusts up to 59 km/hour. The intensity of the storm, combined with wind speeds, created white-out conditions and caused severe drifting in many open and rural areas.

The intensity of the storm was such that roads and sidewalks were snow covered within minutes after ploughing and salting had taken place.

1. Analysis of Operations – Public Works Department

The Public Works Department is responsible for maintaining the City's road network of over 2,200 lane kilometers of pavement and gravel road surfaces. To do so, it uses a combination of in-house and contracted equipment and staff, including:

- 4 front end loaders
- 44 plough units
- 34 salt trucks
- 37 driveway windrow removal units
- 20 4X4 trucks with ploughs

A) Levels of Service

The City's approved levels of service for road salting and ploughing are to:

- Apply de-icing materials on roads when snow starts accumulating on the travelled portion of the road, and is less than 5cm in depth (Note: A salt/sand mix will be applied to any rural area gravel roads)
- Commence ploughing operations on Primary roads when snow accumulations reach 5 cm, or 2 inches, and circumstances permitting, complete one pass of road ploughing of Primary roads within 4 hours
- Commence ploughing on Secondary roads when accumulations exceed 5 cm or 2 inches, but only after all Primary roads have been completed, and circumstances permitting, complete one pass of road ploughing within 12 hours after the primary roads have been completed.

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For rear laneways, the following are the approved service levels:

- Rear lanes are maintained only after all other roads have been completed.
- Rear lanes are maintained through the application of salt.
- Circumstances permitting, if snow and ice accumulations reach 15 cm or 6 inches, or if severe rutting occurs, snow removal will be commenced.

The above noted levels of service were approved by Council on December 18, 2001. To ensure services are delivered as efficiently as possible, winter operations run out of 3 yards; one in the west (Langstaff Road near Pine Valley Drive) , one in the east (Dufferin Street south of Hwy 407), and one centrally located (the Joint Operations Centre at Rutherford Road and Melville Avenue).

B) Road Salting

On average, the City uses approximately 22,000 tonnes of de-icing materials per winter season. As per previous years, Public Works is using two de-icing chemicals to maintain roads in a safe condition during snow storms. Both bulk sodium chloride (common road salt), and ClearLane Enhanced De-icer products are being used this winter season.

The City's Salt Management Plan was approved in 2005, and reports are sent annually to Environment Canada. As per the approved Salt Management Plan, all of the in-house and contracted salt trucks are equipped with electronic spreader controls to ensure only the pre-set amounts of de-icing chemicals are used. In addition, each salt truck is calibrated prior to the winter season, and after any repairs to the spreader unit, to ensure the settings are maintained. All salt trucks are also equipped with GPS units as well.

The City also uses a state of the art Road Weather Information System (RWIS), that monitors pavement temperature, ambient temperature, wind speed, and road surface salinity, to help ensure that the right method of snow clearing is done at the right time, and without excess use of de-icing materials. This station was installed in 2005 on Martin Grove Road, just south of Highway 7.

In addition to the road conditions and weather information from the RWIS station, each road patrol vehicle has an infra-red pavement temperature sensor installed. These also help staff determine the best course of action to take when applying de-icing materials by comparing the air temperature to the temperature of the pavement surface. While salt loses its effectiveness as the temperature drops, often the actual pavement temperature is different than the air temperature.

During this storm, salting commenced on December 15, from approx. 7:30 p.m. to approx. 1 a.m. on the 16th, when the trucks were pulled off the road due to the snow accumulations. Spot salting started again at approx. 6:00 a.m. on the primary roads. Once the ploughing was underway on the 16th, salting operations started again on the streets that had been ploughed.

C) Anti-Icing Pilot Project

This winter, the Public Works Department is also experimenting with a new program of anti-icing, whereby liquid salt brine is applied to selected sections of dry pavement prior to a winter storm starting. This liquid brine coats the road surface, dries, and assists with quicker melting action when the storms actually starts. Mostly, the anti-icing liquid is applied to bridge decks and areas with steep hills or sharp curves. This treatment was performed early Saturday, December 15th, which assisted in maintaining these sections of road in a safe condition when the storm started.

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It should be noted that this pilot project was developed in-house by Public Works staff, and uses the old Roads water tanker truck (unit 807), with a modified spray bar at the back to apply the liquid salt brine. This unit was approved and scheduled for replacement in 2003, and the new unit is expected sometime in 2008. However, due to the success to date with this new anti-icing program, it is recommended that the old tanker unit be kept for further anti-icing operations after the replacement unit has arrived.

D) Road Ploughing

As the storm continued, the ploughing of primary roads commenced at approx. 11 am on the 16th, concentrating on the primary roads only. This operation continued until approx. 3:30 p.m.. The department's goal is to keep the primary roads open for transit and emergency vehicles during a storm. Only after these roads are deemed to be clear, are snow clearing operations commenced on Secondary roads. At approx. 3:30 p.m., with snow still falling, the crews moved into ploughing the secondary roads. The ploughing operations were completed at approximately 5:30 a.m. on December 17th.

As the storm started late on the Saturday, and there was plenty of media coverage asking for people to stay off the roads, there were less cars travelling on the roads, making salting and ploughing somewhat easier than what was expected. However, there were still issues with cars parked on the streets. In one case, 12 cars were parked on a street, making it impossible to get through at the time. Given the number of vehicles, even By-law Enforcement assistance could not help in this particular case.

Cul-de-sacs often get cleared later than primary and secondary roads. Due to the large turning radius required by the plough and wing combination, the large trucks often cannot plough the circular part of the street properly. As such, a separate piece of equipment is sent in later to clean up these areas. Snow that is piled up in the centre of the cul-de-sacs is removed when it becomes a hazard to drivers and/or the public in general.

Even though the magnitude of the storm was great, the road ploughing operations were completed within the approved levels of service.

E) Snow Removal

Public Works loads and hauls away snow only after all ploughing operations have ceased. This snow removal is done in cul-de-sacs when the pile of snow in the middle of the "bulb" becomes a hazard to drivers and/or the public in general. There are over 550 cul-de-sacs across the City. Depending on the amount of snow, removal from all areas can take 3 or more weeks to complete, and should it snow again during the removal process, the timeline is lengthened. As soon as the clean-up from the storm was completed, both in-house and contracted crews started snow removal on December 19th, and carried on throughout the corporate shut-down (excluding holidays), and continued into the second week of January.

Snow removal is also performed in rear laneways, as they are narrower than regular roads, and they often have garage entrances on both sides of the lane. As such, ploughing is not always an option. Salting and/or snow clearing are the only ways to deal with large volumes of snow. As such, they receive a different level of service. This level of service has been approved by Council, and this is reflected in the fact that the City requires all developers to place "Warning Clauses" in all sub-division agreements to advise purchasers that snow clearing, ploughing and sanding operations for public laneways will occur only after all City streets have been cleared, and either 15 cm or more of snow has fallen or severe rutting has occurred. These warning clauses are included in all offers of purchase and sale for the property. Notwithstanding the above, when situations warrant, crews remove the snow from the lanes by loading it into trucks and hauling it away. This is not an advertised level of service, but is done to prevent snow from being pushed up against garage doors, as would happen if the lanes were simply ploughed.

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Snow removal is also performed in the Woodbridge and Kleinburg business districts to facilitate on-street parking for the businesses. Again, this operation was started within only a few days of the storm ending.

One of the issues with snow removal operations is the ongoing need for a designated snow dump. With the McCleary Court property no longer available for use, the only site where snow can be hauled to is the Dufferin Yard location. When performing snow removal, over 30 tri-axle dump truck loads of snow are hauled into this site per day. To help reduce travel time from the west end of the City and expedite the clean-up, snow was also hauled to a piece of City-owned property located on Langstaff Road, west of Hwy 27. A separate report will be provided to a future Committee of the Whole meeting regarding these lands.

Suitable available property may be increasingly difficult to locate with future development and build-out of the City. Therefore, it is recommended that staff identify lands in the west side of the City with a view to acquisition and use as a permanent snow dump location and that staff report to a future Committee of the Whole on process and options for acquisition. Together with the Dufferin site, this second location will help to provide the City with snow storage to service both sides of the City.

E) Managing Expectations

During a snow storm, it is difficult to manage the expectations of the public when it comes to service levels. Often the expectations are unrealistic, and the requests are contrary to efficiently running the operation.

Road Salting and Ploughing Operations

As was noted earlier, the City has a Salt Management Plan (SMP), whereby updates are submitted to Environment Canada annually. As a result of the SMP, Public Works has taken a number of pro-active steps to properly manage road salt usage in snow storms. A common complaint is that the salt truck has not gone down a particular street. As part of the salt management plan, the City has designated spread rates for its de-icing materials. While the residents many not see the immediate effects of the salt i.e. bare pavement right away, the amount of salt used at any time is appropriate, given the type and intensity of the storm being dealt with. As noted previously, all of the salters have GPS units that assist supervisory staff in identifying the streets that have been salted.

In terms of road ploughing, residents all seem to want their street ploughed first, and at a time that is convenient to them. In reality, the timing of the ploughing operations start-up is dictated by one factor alone; the weather itself. Once the appropriate time to start ploughing has been determined through monitoring the weather reports and condition reports from the road patrol staff, ploughing operations begin.

The approved levels of service for snow ploughing have been noted earlier, and give crews a total of 16 hours after the snowfall ceases to complete ploughing the entire City, when circumstances permit. Here is a short comparison of Vaughan's 16 hour time frame to other nearby municipalities, as determined from their web sites:

Toronto: *"Once the main roads are clear, then our crews can get to the side streets. Ploughing on side streets will usually be completed within 15-25 hours after the snow stops falling. An additional 24 hours is often required to plough difficult areas where snow has not been completely cleared.*

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Markham: *“Normal ploughing operations along local and rural roads takes a minimum of 16 to 18 hours from the time the snowfall ceases. Generally the level of service for maintenance activities along arterial, primary and secondary routes will be in progress before operations commence along local and rural streets or roads.”*

Richmond Hill: *“Every effort is made to have all sidewalks, major and local roads cleared within 12 hours after the end of a typical winter storm. Dead ends, wide bends and cul-de-sacs present a unique problem for snow clearing and generally require a second piece of equipment. These road sections are cleared within 24 hours.”*

Given the size and population of Vaughan, and the 16 hour time frame, Vaughan's level of service is one of the best in the GTA.

Windrow Clearing

The biggest source of complaints about the road ploughing operations come as a result of the residential driveway windrow clearing operations. The complaints include driveways being missed; the clearing not being done properly; and, the timing of the clearing after the plough went by. The December 16/17 storm saw all of these types of complaints.

Council first approved a City-wide residential driveway clearing service in 1999. At that time, the staff report indicated that the purpose of the program was to provide a means of access from the private property to the public road. It was never intended to completely eliminate the homeowners' necessity to clear snow from their driveway entrance after a ploughing event.

Notwithstanding that, a number of residents believe that this service should provide a perfectly clear driveway entrance after a snow storm, that it be cleared to 100% of its entire width, that even the windrow from the sidewalk ploughs be cleared, and, some expect that the entire boulevard driveway area be cleared of snow as well. These are not feasible expectations and reflect the need for improved communications to the residents as to what to expect from the City when the streets are ploughed. As such, staff will undertake to provide additional information in the next edition of the waste collection schedule, and will update the information on the City's web site.

Council previously approved that a driveway be considered “clear”, when approximately 80% of its width is cleared. However, on numerous occasions, staff were requested to go back and fully open up driveways where vehicular access is not a problem. Similarly, Council approved that the windrow crews not be sent back to clear driveways that were blocked or inaccessible. Again, this is not what is happening during snow clearing operations and an extensive amount of time is being spent investigating these types of “complaints”.

As was noted in the 1999 report to Council, there are two types of windrow clearing operations available: the first uses a gate on the end of the grader plough blade to block the snow coming off the blade at each driveway; and, the second option uses separate vehicles to clear the snow from the driveway entrance after the main plough has gone by. The City currently uses the latter method. Due to the difference in the two operations (ploughing and windrow clearing), a lag develops between the two units.

As the contracts for all winter services expire at the end of this winter season, staff will be including a section in the new contracts to determine if there are any companies that can provide windrow clearing services at the same time as the ploughing operation through the use of gates on the plough blades. If the City is able to obtain a contractor who can perform this operation at the same time as they plough the roads, it would eliminate the complaints with respect to timing, and all but eliminate the complaints of missed driveways,

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It is important to note that in almost every other city and town across the province and country, residents must shovel out their driveway entrances by themselves. Those who cannot perform the work themselves must either contract with a private ploughing contractor or hire local students to clear the driveway of the windrow left by the plough. Again, Vaughan's level of service for windrow clearing is superior to anyone in the province.

Handling of Residents' Calls/Complaints

As a result of the storm, a total of approximately 265 complaints were received by Public Works staff that required staff to investigate and/or take action. These included complaints about windrows, and street conditions in general. It is important to note that the City has approximately 70,650 residential dwelling units. Based on the number of complaints received, compared to the potential for service complaints, only 0.375% of the households called to register a complaint about the City's road maintenance services. In other words, 99.625% of the residents to which winter road maintenance services are provided to, did not complain, and in fact, many congratulated the City on its efforts to quickly restore the roads to safe, drivable conditions.

Notwithstanding the excellent complaint rates, there has been some criticism of City staff in terms of how residents' calls/complaints were handled. It should be noted that not all calls are handled by Public Works. Access Vaughan staff also respond to general inquiries and issues regarding snow. Residents often described staff as being "rude" and "not helpful", especially if they did not get the answer that they want to hear. While all City staff strive to provide "Service Excellence", the unrealistic expectations of some members of the public can lead to a frustrating experience.

In order to help verify and address complaints about staff's handling of phone calls, a fully recorded phone system, whereby all outside calls coming into Public Works' front line staff would be recorded, should be installed. This would allow managers/supervisors the opportunity to review phone conversations after the fact to determine if there was any basis for the complaint. It is understood that Access Vaughan has requested a similar program in the 2008 Capital Budget submissions. As such, it is recommended that the Information & Technology Management Department be requested to determine the feasibility and cost of installing the necessary equipment to record all outside calls coming into Public Works' front line staff, and consideration be given to implementing this technology through the 2009 Capital Budget process.

G) Hours of Service – Commercial Vehicle Operators

Effective January 1, 2007, Regulation 555/06 as amended to adopt new federal hours of service rules into the provincial regulations. One of the components was to ensure that all commercial vehicle drivers, both long and short haul, have a mandatory off-duty period for rest. These requirements had four components:

- Daily requirements
- Mandatory time off
- Cycle requirements
- Record keeping

In July 2007, Regulation 555/06 was further amended to provide two exceptions to deal with significant or impending situations. Events such as winter storms, windstorms, flooding, water main breaks etc. are potential situations where this would come into effect. The exemptions are as follows:

"4. A vehicle engaged in providing relief in an emergency, being a situation or impending situation that constitutes a danger of major proportions to life, property or the environment, whether caused by forces of nature, an accident, an intentional act or otherwise.

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4.1 A vehicle operated by or on behalf of a municipality, road authority or public utility while responding to a situation or impending situation that constitutes an imminent danger, though not one of major proportions, to life, property or the environment, whether caused by forces of nature, an accident, an intentional act or otherwise.”

Under normal circumstances, a driver of a commercial vehicle can only drive for 13 hours in a day, and can only be “on-duty”, for 14 hours in a day. The regulation also requires 10 ours off-duty time in a day, 8 of which must be consecutive.

Municipalities can determine when to decide that a situation or impending situation exists, when the situation has ended, and when normal operations can resume. In the case of an extended snow storm, it is possible that the situation would warrant City drivers of the larger commercial vehicles (road ploughs and salters), to work beyond the daily hours of service limits in order to deal with an emergent situation.

The storm of December 16/17/18 was managed without the need for extended hours of driving. However, if there were staff shortage issues due to sickness or holidays, extended hours would have been necessary.

As there needs to be some formal documentation regarding an exemption to the Regulation, it is recommended that the Commissioner of Engineering and Public Works, the Director of Public Works, or their respective designates, be authorized to determine and declare when situations warrant such use of extended hours of service under Regulation 555/06, as amended.

H) Winter Maintenance Contract Status

The contracts for providing winter road maintenance were awarded in September 2000. The City is divided into two parts for winter maintenance, with Dale Farren and Son Trenching Limited providing road ploughing and salting services to the area east of Weston Road, and Gazzola Paving Limited providing the same services to the area west of Weston Road.

For bidding purposes, windrow clearing is also tendered with two parts, with similar geographic boundaries as the road ploughing and salting operations. The contractor with the lowest bid price services both portions of the City, and this is D. Crupi & Sons Limited.

At the end of this winter season (April 15, 2008), all of the winter maintenance contracts for ploughing, salting, and windrow clearing expire, and tenders will be issued for these services.

2. Analysis and Operations – Parks & Forestry Operations

The City of Vaughan approved standards for clearing sidewalks indicate that once snow has accumulated to 5 cm. ploughing shall commence. The primary sidewalks are cleared first, followed by secondary. The level of service as defined in the Sidewalk Snow Clearing Standard states that one complete pass of primary sidewalk routes will be done when snow accumulation has reached 5 cm. or more and that secondary routes will be done only after all primary routes are completed.

On Sunday December 16th, 2007, the on-call Supervisor commenced the sidewalk and facility snow clearing operation at 5:30 a.m. Staff and contractors were called in to start ploughing City of Vaughan entranceways, fire routes, parking lots at the facilities and sidewalks. The on-call supervisor in consultation with the Director prioritized the locations utilizing the available staff and equipment. The accumulation of snow was significant and occurred in a short period of time. The snow fell at a rate of 6.5 cm/hour, with wind gusts up to 59 km/hour. The intensity of the storm, combined with wind speeds resulted in the roads and sidewalks being covered with snow within minutes after ploughing and salting had taken place. In fact, as areas that were completed before noon had to be ploughed again in the afternoon.

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The City of Vaughan fire stations and the fire routes at City Facilities were completed before 10 a.m. Contractors and staff continued to remove snow that had accumulated throughout the day. In addition, there was on-going communication between Recreation, Building and Facilities and Parks as it was necessary to plough parking lots at community centres based on the permits issued and scheduled programs that could not be cancelled. As a result of events taking place, staff and contractors returned to locations mid-afternoon, and ploughed these parking lots again to accommodate the events. The remaining parking lots were ploughed after 11 p.m. and completed by 7 a.m. the following morning.

The sidewalk operation began at 7:00 a.m. and continued throughout the day until 6:00 p.m. The focus on sidewalk operation on December 16th, 2007 was to ensure that the primary sidewalks were addressed, with initial priority given to churches and high traffic and shopping areas. In some areas the primary sidewalks were re-ploughed because the snow continued to accumulate throughout the day. In additions, sidewalks were also covered by road crews ploughing or drifting that had occurred because of the heavy winds. Staff returned the following morning at 3:00 a.m. to continue the operation and started the secondary sidewalks.

Notwithstanding the snow accumulation being at a high level to plough, other factors contributed to the difficulties in dealing with the large snowfall. Issues such as; landscapers piling snow on sidewalks and road ploughs leaving high windrows on sidewalks and corners, equipment failures, staff and equipment availability contributed to the challenges of clearing snow off sidewalks within our established standards.

The sidewalk equipment and staff availability for clearing sidewalks was not sufficient to meet our standards when dealing with the excessive snowfall. Twenty units were dispatched to deal with thirty sidewalk routes. The units that were not available to Parks were being repaired from the last storm as some parts were on backorder. In addition to the fewer units, not all staff who are assigned to clear snow were available. Thirty-nine staff members were contacted and asked to work and only twenty-four were available to work.

There were many equipment breakdowns/failures caused mainly by staff attempting to plough through heavy snow, especially in locations where the road ploughs have added windrowed snow to the sidewalk. Although the unprecedented heavy snow was the main cause of equipment breaking down, it was also apparent that additional training was also needed to address the proper handling of the equipment. The Fleet Services Department assisted by providing staff and working extra hours. They also engaged external mechanics to assist with equipment repairs; however, units were continuing to break down, reducing the availability of operational equipment. Staff was assigned to work overtime from December 17th, 2007 to December 20th, 2007, to re-plough some of the primary sidewalks, and to complete the secondary sidewalks.

The department has put measures into place to reduce the number of breakdowns, make faster repairs and reduce downtime. The following procedures were implemented to address the issues identified from the review:

- The allocation of heavier equipment and blower attachments to sidewalk machines to remove heavy or packed snow
- Stock more parts for common and frequent breakdowns
- Develop procedures for dealing with heavy snow accumulation on sidewalks
- Increased communications with York Region and our City's Public Works Department to address issues
- Supervisors are recording obstructions and notifying By-law when illegal dumping of snow or encroachment issues
- Staff were re-trained on the correct techniques to be used when operating sidewalk equipment in heavy snow

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- Hazards along the routes were marked to provide the operation with clear visibility of obstructions
- Ongoing discussion with the Union, in an effort to increase staff availability for overtime.

The department is also recommending the following:

- The purchase of V-blade attachments for the sidewalk machines
- The purchase of an enclosed service vehicle to handle repairs in the field.

The V-Blade attachments are specifically designed to plough through excessive snow in areas with heavy snow drifts and would be very efficient in dealing with the continual dumping of snow on sidewalks from the road ploughs. In addition, the department recognizes that in some instances, staff encounter breakdowns that do not completely disable the sidewalk machine. The requested mobile service vehicle would allow City mechanics to efficiently handle repairs in the field, rather than transporting the equipment to the fleet shop.

Relationship to Vaughan Vision 2020

The recommendations in this report related to Public Works activities include developing a site for a permanent snow dump, and acquiring additional telephone recording equipment. The necessary resources have not been allocated for these items.

Specifically, the recommendations tie into the following Vaughan Vision objectives:

- A-1 Pursue Excellence in Service Delivery
- A-2 Enhance and Ensure Community Safety, Health & Wellness
- B-1 Value and Encourage a Highly Motivated Workforce
- C-2 Enhance Productivity, Cost Effectiveness and Innovation

Similarly for Parks Operations, the necessary resources have not been allocated for the additional equipment and service vehicle.

Regional Implications

Notwithstanding that the Region's operations impact the City's residents, the recommendations contained within this report do not impact the Region or its winter maintenance operations.

Conclusion

The storm of December 15 and 16, 2007, had a greater intensity than the average storm, and left above average accumulations of snow. Taking that into consideration, the roads of the City were restored to safe drivable conditions within the approved timeframe.

The recommendations contained in this report will assist both Public Works and Parks in dealing with future snow storms in a more efficient manner.

Attachments

N/A

Report prepared by:

Brian T. Anthony, CRS-S,C. Tech
Director of Public Works

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Marjie Fraser
Director of Parks & Forestry Operations

Please refer to Item 1, Report No. 8, Committee of the Whole (Working Session) for disposition of this matter.

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**VELLORE WOODS
NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 4, 2008, be approved; and
- 2) That an all-way stop control be approved for Vellore Woods Boulevard at the intersection of Johnswood Crescent and Sunview Drive, in accordance with the request received from the Vellore Woods Neighbourhood Traffic Committee.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Vellore Woods Neighbourhood Traffic Committee plan proposal be approved; and
2. That funds in the amount of \$41,000 for the implementation of the plan proposal be drawn from an appropriate account following approval of the 2008 Capital Budget.

Economic Impact

The cost to install the traffic calming measures would be an initial impact to the 2008 Capital Budget, and the cost to maintain the traffic calming measures would be a future Operating Budget impact.

Communications Plan

Staff will advise the members of the traffic calming committee of Council's decision. Staff will follow up with construction notices (Letter 'C') at time of construction.

Purpose

To report on the Vellore Woods Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on June 15, 2005, Council adopted the following recommendation:

“Staff establish a Neighbourhood Traffic Control Committee to convene in the fall of 2005 to further review traffic issues in Vellore Woods.”

The traffic committee area is bounded by Major Mackenzie Drive to the north, Weston Road to the west, Rutherford Road to the south, and Highway 400 to the east. Refer to Attachment No. 1 for area map and proposed traffic calming measures.

Public Participation

The initial public meeting of the Vellore Woods Neighbourhood Traffic Committee was held on .../2

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October 26, 2005. Engineering Services Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

The final public meeting was held on December 4, 2007. The Traffic Committee, with the assistance of Engineering Services Department staff, introduced the traffic calming proposals for the neighbourhood. There were 16 residents in attendance. Of those in attendance, 9 residents were in favour of the plan and 0 residents were against the plan. Before the vote took place, 7 residents had left the meeting.

The meetings were advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers. The Notice of the meetings were also mailed out to the residents in the defined area for this Committee.

Traffic Calming Plan - General

There are fourteen existing all-way stop controls at the following intersections within the Vellore Woods Neighbourhood Traffic Committee area:

- Starling Boulevard and Dolce Crescent / Robin's Nest Drive
- Starling Boulevard and Hawstone Road
- Starling Boulevard and Fox Hound Crescent
- Starling Boulevard and Ashberry Boulevard
- Vellore Woods Boulevard and Robin's Nest Drive
- Vellore Woods Boulevard and Hawstone Road / Wildberry Crescent
- Vellore Woods Boulevard and Bucksaw Drive
- Vellore Woods Boulevard and Ashberry Boulevard
- Vellore Woods Boulevard and Timberland Drive
- Vellore Woods Boulevard and Foxhunt Drive
- Vellore Woods Boulevard and Comdel Boulevard
- Vellore Woods Boulevard and Hawkview Boulevard
- Comdel Boulevard and Plover Heights
- Ashberry Boulevard and Fox Hound Crescent / Wheatfield Drive

The existing statutory speed limits are 50 km/h on all the roadways within the Vellore Woods Neighbourhood Traffic Calming Committee, except Starling Boulevard and Vellore Woods Boulevard, which are posted at a reduced 40 km/h limit.

There are seven existing raised intersections at the following intersections within the Vellore Woods Neighbourhood Traffic Committee area:

- Starling Boulevard and Hawstone Boulevard
- Starling Boulevard and Ashberry Boulevard / Johnswood Crescent
- Vellore Woods Boulevard and Reindeer Crescent / Cormorant Crescent
- Vellore Woods Boulevard and Sunview Drive / Johnswood Crescent
- Vellore Woods Boulevard and Osprey Drive
- Vellore Woods Boulevard and Robin's Nest Drive
- Hawkview Boulevard and Osprey Drive

Staff undertook field reviews to determine locations that would be feasible for the additional traffic calming measures proposed.

There are two speed humps proposed on the plan and they can be placed at the following locations:

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- Hawkview Boulevard between property numbers #376 and #380
- Wildberry Crescent between property numbers #125 and #127

There are three intersection medians proposed on the plan and can be placed at the following locations:

- Hawkview Boulevard north of Osprey Drive
- Hawkview Boulevard south of Osprey Drive
- Osprey Drive west of Hawkview Boulevard

There are two mountable medians proposed on the plan and can be placed at the following locations:

- Vellore Woods Boulevard between Ashberry Boulevard and Bucksaw Drive
- Hawstone Road from Starling Boulevard to appoint 120 metres east of Starling Boulevard

There are two planted medians proposed on the plan and can be placed at the following locations:

- Ashberry Boulevard between Starling Boulevard and Royview Crescent / Berry Trail (With breaks at three intersections)
- Vellore Woods Boulevard between Shadetree Crescent and Timberland Drive

Speed Studies

Staff conducted radar speed studies near the proposed traffic calming locations. All studies were conducted during morning and afternoon peak time periods of 8:00 am – 9:00 am and 4:00 pm – 5:00 pm. The weather on May 12, 2006, was clear and sunny. On August 10 and 16, 2006, the weather was partly cloudy. The results of the studies are shown in the table below.

Location	Date	Direction	Time Period	Average Speed
Comdel Boulevard west of Plover Heights	May 12, 2006	Eastbound	AM	44 Km/h
		Westbound	AM	47 Km/h
Hawkview Road	August 16, 2006	Northbound	AM	41 Km/h
		Southbound	AM	41 Km/h
		Northbound	PM	37 Km/h
		Southbound	PM	30 Km/h
Wildberry Crescent between #125 & #127	August 10, 2006	Northbound	AM	41 Km/h
		Southbound	AM	30 Km/h
		Northbound	PM	39 Km/h
		Southbound	PM	48 Km/h

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In addition, staff set-up Automatic Traffic Recorders to collect volume and speed data. The results of these studies are shown in the table below.

<u>Location</u>	<u>Date</u>	<u>Direction</u>	<u>Average Speed</u>	<u># of Vehicles</u>
Starling Boulevard 40m north of Oxbow Court	June 6 2006 – June 12 2006	Northbound	40 Km/h	625 veh/day
Robin's Nest 78 metres east of Starling Boulevard	September 25, 2006 – September 29, 2006	Southbound Eastbound Westbound	41 Km/h 34 Km/h 32 Km/h	620 veh/day 190 veh/day 270 veh/day
Starling Boulevard 30m south of Fox Hound Crescent	June 6 2006 – June 12 2006	Northbound Southbound	42 Km/h 42 Km/h	750 veh/day 775 veh/day

The average recorded vehicle speeds range from 30 to 48 km/h, which is generally in accordance with existing speed limits. Should the traffic calming proposal be approved by Council, staff will collect additional speed data 12 months after installation.

Emergency and Transit Routes

There are currently bus routes travelling on Vellore Woods Boulevard, Ashberry Boulevard, and Comdel Boulevard.

Vaughan Fire and Rescue has identified Starling Boulevard, Vellore Woods Boulevard, Comdel Boulevard, Ashberry Boulevard, and Hawstone Road as primary response routes.

It should be emphasized that Hawkview Boulevard and Wildberry Crescent on which speed humps are proposed are neither transit routes nor emergency vehicle response routes.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

Regional Implications

Not Applicable.

Conclusion

The Engineering Services Department recommends for approval the Vellore Woods Neighbourhood Traffic Committee plan proposal. The estimated cost of \$41,000 includes associated traffic signs and pavement markings. This amount has been included in the 2008 Capital Budget.

Attachments

1. Location Map

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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 8, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

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**ROYAL GARDEN BOULEVARD
NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 4, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information; and
2. That no further action be taken regarding traffic calming in the Royal Garden Boulevard neighbourhood.

Economic Impact

There are no economic impacts stemming from the recommendations of this report.

Communications Plan

Staff will advise the members of the traffic calming committee of Council's decision.

Purpose

To report on the Royal Garden Boulevard Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on April 23, 2007, Council directed:

“Councillor Tony Carella recommends the establishment of a traffic calming committee to review traffic conditions on Royal Garden Boulevard; and to make recommendations for the calming of speeding on this street.”

The Royal Garden Boulevard traffic committee area is comprised of the streets of Royal Garden Boulevard and Ravine Court. Refer to Attachment No. 1 for area map and proposed traffic calming measures.

Public Participation

The initial public meeting of the Royal Garden Neighbourhood Traffic Committee was held on May 29, 2007. Engineering Services Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedures. There were 13 residents in attendance and 2 of those residents formed the traffic committee.

The final public meeting was held on November 27, 2007. Engineering Services Department staff introduced the traffic calming proposals for the neighbourhood to the residents in attendance. The meeting was attended by 3 residents, and all 3 residents were opposed to the plan. No members of the traffic calming committee were in attendance. According to the Council approved

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Neighbourhood Traffic Committee Policy and Procedure, there must be resident support of at least 66.6% in order for the plan to proceed. The threshold support was not achieved at this meeting.

The meetings were advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers. The Notice of the meetings was also mailed out to the residents in the defined area for this committee.

Speed Studies

Staff installed Automatic Traffic Recorders on Royal Garden Boulevard from April 17, 2007 through to April 19, 2007. The results are as follows:

	Northbound	Southbound
Daily traffic	237 vehicles	242 vehicles
Average Speed	35 km/h	36 km/h

Staff installed Automatic Traffic Recorders a second time on Royal Garden Boulevard from June 7, 2007 through to June 12, 2007. The results are as follows:

	Northbound	Southbound
Daily traffic	254 vehicles	252 vehicles
Average Speed	33 km/h	35 km/h

Royal Garden Boulevard is a local road with a statutory 50 km/h speed limit. The recorded speeds on Royal Garden Boulevard are well within this limit.

The Royal Garden Traffic Calming Committee had proposed an intersection median on Royal Garden Boulevard west of Pine Valley Drive.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

Regional Implications

Not Applicable.

Conclusion

The Engineering Services Department recommends that the Royal Garden Neighbourhood Traffic Committee plan proposal not be approved, as the Neighbourhood Traffic Committee Policy & Procedure's requirement of 66.6% resident support was not met.

Attachments

1. Location Map

Report prepared by

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

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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 FEBRUARY 11, 2008

Item 9, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

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**CONLEY STREET
LEFT TURN PROHIBITION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 4, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be referred to the City of Toronto for further comments on the feasibility of the implementation of an eastbound left turn prohibition at the intersection of Steeles Avenue and Conley Street.

Economic Impact

None.

Purpose

To investigate the feasibility to implement a left turn prohibition from Steeles Avenue to Conley Street, in response to a request from Council.

Background - Analysis and Options

At its meeting on December 10, 2007 Council directed:

“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 west of New Westminster Drive.”**

Conley Street is a feeder road with a 23.0 metre right-of-way and 11.5 metres pavement width. The posted speed limit on Conley Street is 40 km/h. The intersections of Steeles Avenue/New Westminster Drive and Steeles Avenue/Conley Street are under the jurisdiction of the City of Toronto.

Staff earlier requested the City of Toronto to investigate the feasibility of an eastbound left turn prohibition at the intersection on August 1, 2006. Correspondence was received from the City of Toronto on March 28, 2007. The City of Toronto has indicated that they are unwilling to implement a left turn prohibition at the intersection of Conley Street and Steeles Avenue, as it would negatively impact the traffic at the intersection of Steeles Avenue and New Westminster Drive.

At the intersection of New Westminster Drive and Steeles Avenue, currently, the eastbound left turn phase in the evening period is operating at a Level of Service 'F'. Level of Service ranges from A (excellent) to F (failure). There is currently a delay of 431.7 seconds per vehicle to turn left. The entire intersection is operating at a Level of Service 'E', with an intersection overall delay of 67.7 seconds per vehicle.

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The City of Toronto used the numbers that were collected by City of Vaughan Staff through the infiltration study of 204 vehicles turning left at Conley Street and Steeles Avenue and exiting at Conley Street and New Westminster Drive. In their analysis, the City of Toronto assumed that if a left turn prohibition was in place, approximately half of the vehicles would follow the prohibition, and half would make the illegal left turn at Conley Street. By transferring 50% of the left turn vehicles at Conley Street and Steeles Avenue to Steeles Avenue and New Westminster Drive, the results of the City of Toronto's analysis are as follows: The eastbound left turn phase in the evening period would still operate at a Level of Service 'F', however, the delay would increase to 988.8 seconds per vehicle to make the left turn. The entire intersection would be reduced to a Level of Service 'F', and the overall intersection delay would increase to 142.8 seconds per vehicle.

Accordingly, City of Toronto staff advised that they will not implement the requested left turn prohibition at the intersection of Steeles Avenue and Conley Street.

Engineering Services staff has sent a letter to York Regional Police to request enforcement on Conley Street.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

Conclusion

Staff recommends that this report be received for information purposes and referred to the City of Toronto for further consideration.

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 FEBRUARY 11, 2008

Item 10, Report No. 5, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on February 11, 2008, was dealt with by approving:

That this matter be referred to the Committee of the Whole meeting of March 3, 2008, pending consultation with the three traffic calming committees.

10

TRAFFIC REVIEW OF FOREST FOUNTAIN DRIVE

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of February 19, 2008, pending consultation with the three traffic calming committees.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That no further action be taken based on the results of the traffic studies, existing traffic calming measures and existing traffic control devices on Forest Fountain Drive.

Economic Impact

Not applicable.

Communications Plan

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

Purpose

To present additional information, as previously directed by Council to review the traffic on Forest Fountain Drive.

Background - Analysis and Options

At it's meeting on June 11, 2007. Council approved:

“That a review be conducted on the traffic on Forest Fountain Drive.”

Forest Fountain Drive is a local road with a 20.0 metre right-of-way and 9.0 metre pavement width. The existing posted speed limit is 40 km/h. Forest Fountain Drive is a main thoroughfare that runs north-south from Sunset Ridge to Rutherford Road. There are six All-way stop controlled intersections, two roundabout intersections and one raised intersection. There are four school crossing guards on Forest Fountain Drive. The area is shown on Attachment No. 1.

Utilizing Automated Traffic Recorders (ATR's) staff conducted speed and volume studies on Forest Fountain Drive from September 10, 2007 to September 14, 2007 north of Laura Sabrina Drive. This is the longest road section between traffic control devices or traffic calming measures. The results have been summarized below:

Direction	Average Speed	85 th Percentile Speed	Average Daily Traffic
Northbound	45	54	1266
Southbound	44	54	1020

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The recorded average speeds on Forest Fountain Drive range between 44km/h – 45 km/h. The recorded 85th percentile speed (the speed at which 85 percent of the vehicles are travelling at or below) on Forest Fountain Drive is 54 km/h in each direction. Typically, a major local roadway accommodates up to 3,000 vehicles per day (source; Transportation Association of Canada, Geometric Design Guide for Canadian Roads). Our study indicates that Forest Fountain Drive has 2,286 vehicles per day which is within a major local roadway capacity.

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.

The existing speed limit is a statutory 40 km/h. However, Forest Fountain Drive is an emergency response route, and the average speeds do not exceed the speed limit by 10 km/h. Therefore, additional speed humps are not warranted on this section of Forest Fountain Drive. Possible alternative traffic calming measures for this roadway could be the installation of curb bumpouts, mini-circle or painted road narrowing (one side only).

Recently Built Traffic Calming Measures

The following speed humps were installed in November 2007 and were proposed/approved through the Neighbourhood Traffic Calming Committee process.

- Sonoma Heights Phase 1 – Forest Fountain Drive - Asphalt Speed Hump will be installed between properties #94 and #98
- Sonoma Heights Phase 2 – Forest Fountain Drive - Asphalt Speed Hump will be installed between properties #326 and #330
- Sonoma Heights Phase 3 – Forest Fountain Drive - Asphalt Speed Hump will be installed between properties #412 and #416

Due to the number of traffic control devices and existing traffic calming measures, Engineering Services Staff does not recommend any additional works for this roadway.

Staff conducted an infiltration study on Tuesday, September 18, 2007, the study took place during the time periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm to determine the amount of 'cut-through traffic' that was using Forest Fountain Drive as alternative route through the subdivision. The weather was clear and sunny throughout the day.

<u>Infiltration Pattern</u>	7:00 - 9:00 AM		4:00 - 6:00 PM	
	<u>Inbound Volume</u>	(# of Vehicles) % of Entering Traffic	<u>Inbound Volume</u>	(# of Vehicles) % of Entering Traffic
Napa Valley Avenue / Forest Fountain Drive to Rutherford Road	276	(13) 5%		
Rutherford Road / Forest Fountain Drive to Napa Valley Avenue / Forest Fountain Drive			241	(10) 4%

Infiltration is considered to be an issue when the infiltration rates exceed 30%. For these two locations, the infiltration is well below the 30% threshold.

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There were only three vehicle collisions that occurred on this section of Forest Fountain Drive from June 2003 – June 2006. Staff has scheduled the placement of the radar speed message boards on Forest Fountain Drive as part of the 2008 program.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – to advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is concluded that no further action is required based on the results of the traffic studies, existing traffic calming measures and existing traffic control devices on Forest Fountain Drive.

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.)

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Item 11, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

**11 DEDICATED LEFT TURN LANE ATKINSON AVENUE AND EDMUND SEAGER DRIVE/
ROSEDALE HEIGHTS DRIVE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 4, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a dedicated left turn lane be implemented for southbound left turn movements at the intersection of Atkinson Avenue and Edmund Seager Drive/Rosedale Heights Drive.

Economic Impact

The nominal cost to remove hatch lines and install new pavement markings can be absorbed in the 2008 Pavement Marking Operating Budget following its approval, and the costs to maintain the pavement markings would be included in future Pavement Marking Operating Budgets.

Communications Plan

Not Applicable.

Purpose

To review the feasibility of implementing a dedicated southbound left turn lane at the intersection of Atkinson Avenue and Edmund Seager Drive/Rosedale Heights Drive, as previously directed by Council.

Background - Analysis and Options

At its meeting on October 9, 2007 Council directed:

“That staff investigate the feasibility of installing a dedicated left turn lane for southbound traffic on Atkinson at Edmund Seager Drive and report to Committee of the Whole with the findings as soon as possible.”

The intersection of Atkinson Avenue and Edmund Seager Drive/Rosedale Heights Drive is under existing traffic signal control. The existing southbound lane configuration is one through/right lane and one through/left lane. The two southbound lanes and two northbound lanes on the north side of the intersection are all 3.4 metres wide. There is also an existing hatched-out reduced area 2.9 metres in width. The area is shown in Attachment No.1.

The latest turning movement count for this intersection was conducted on Thursday, April 19, 2007. The highest peak hour volume for southbound left turning vehicles was 37 vehicles (3:30-4:30pm).

An intersection analysis was completed to determine the existing operations at the intersection. The left turn operations using the highest peak hour volumes and existing lane configuration indicated a Level of Service A for the intersection. Level of Service ranges from A (excellent) to F (Failure).

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The TAC (Transportation Association of Canada) suggests a minimum of 3.0 metres for a lane width. As there is already 2.9 metres width available, it would be relatively simple to remove the existing hatched lines and install a left turn lane at this location with minor modifications.

The results of the intersection analysis shows an existing excellent Level of Service, however, as existing pavement width is readily available, it would be prudent to install a dedicated southbound left turn lane at this intersection.

The installation of a dedicated southbound left turn lane would also improve sight visibility for left turning vehicles and provide a balanced continuity of left turn lanes on the north and south side of the intersection.

The pavement marking modification will be part of the 2008 Pavement Marking Contract and completed this year.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is concluded that a dedicated southbound left turn lane at the intersection of Atkinson Avenue and Edmund Seager Drive/Rosedale Heights Drive be implemented.

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.)

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Item 12, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

**12 REQUEST FOR ADDITIONAL FUNDING – QUOTE Q07-022
 CHARLTON AVENUE DRAINAGE IMPROVEMENTS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 4, 2008:

Recommendation

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

1. That additional funds in the amount \$12,500.00 for Quote Q07-022 Charlton Avenue Drainage Improvements be approved and funded from the Sewer Reserve; and
2. That the inclusion of the matter on a Public Committee or Council agenda with respect to increasing the capital budget identified as Charlton Avenue Drainage Improvements is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002.

Economic Impact

Additional funding in the amount of \$12,500.00 is required to complete the required work.

Communications Plan

Not Applicable.

Purpose

To obtain Council approval for additional funding required to complete the work under Capital Project Number EN-1694-07.

Background - Analysis and Options

Quote Q07-022 Charlton Avenue Drainage Improvements was awarded to Lima's Gardens & Construction Inc. by the Director of Purchasing Services on August 10, 2007 in the amount of \$22,500.00 (plus G.S.T.) plus a contingency allowance of \$2,250.00. Additional works are required to complete the project over and above the original contingency amount. This project was identified as necessary following the August 19, 2005 rainstorm in order to restore the capacity of the overland flow component of the area storm sewerage system.

Although it was known that underground utilities, specifically a gas line, were located in the work area, there was no information available from Enbridge Gas Distribution Inc. as to its depth. Considering that the depth of earth removal for the project was quite shallow, underground utility conflicts were not anticipated. Once the contractor began construction, the existing gas main was discovered to be exceptionally shallow. It is not possible to lower the gas main to allow for the construction, since the work area is over a buried concrete culvert. Therefore, the gas main must be re-routed to pass underneath the culvert in order for the project to be completed.

Under the City's cost sharing agreement with Enbridge Gas Distribution Inc., the City of Vaughan is responsible for 35% of the relocation costs for such gas line relocations. Enbridge has provided an estimate of \$15,500.00 for the gas line relocation, which would require the City to pay our estimated portion of \$5,753.00 (plus GST). The actual cost of the relocation will be invoiced

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by Enbridge upon completion of the relocation. The budget for Capital Project EN-1694-07 in the amount of \$20,600 was approved by Council in June 2007. The project budget was funded entirely from taxation. Additional funds in the amount of \$12,500 is required to complete the Charlton Avenue Drainage Improvements Capital Works.

Relationship to Vaughan Vision 2020

Maintain Assets and Infrastructure – To optimize existing infrastructure through sound asset management.

Regional Implications

Not Applicable.

Conclusion

The funds requested are required to pay the Enbridge Gas Distribution Inc., a portion of their cost to lower the gas main, and to pay the City's contractor, Lima's Gardens & Construction Inc. to continue and complete their work. It is recommended that the \$12,500.00 of additional funds be transferred into EN-1694-07 from the Sewer Reserve.

Should Council concur with the additional funding request, this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act, before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. Where a capital project has been subject to a public meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a Public Committee or Council Agenda is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002.

Attachments

1. Location Plan

Report prepared by:

Colin Cassar, C.E.T., Senior Engineering Assistant

TU:cc

(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 13, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

**13 REQUEST FOR ADDITIONAL FUNDING – CONTRACT T06-033
 WOODBIDGE AVENUE RESURFACING AND WATERMAIN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 4, 2008:

Recommendation

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

That additional funds in the amount \$87,550.00 for Contract T06-033 Woodbridge Avenue Resurfacing and Watermain Replacement be approved and funded from within Capital account 1572-0-05.

Economic Impact

Additional funding is being allocated to this specific project from the total budget approved in the 2005 Capital Budget. There are sufficient funds in the approved budget to pay the final project costs.

Communications Plan

Not Applicable.

Purpose

To obtain Council approval for additional funding required to complete final payment for previously approved Capital Contract T06-033.

Background - Analysis and Options

Contract T06-033 – Direct Underground Inc.

Contract T06-033 Woodbridge Avenue Resurfacing and Watermain Replacement was awarded by Council on September 11, 2006 in the amount of \$346,222 (plus G.S.T.) plus a contingency allowance of \$35,000. Additional works were required to complete the project over and above the original contingency amount. Although it was intended that part of the project area would receive top asphalt in this contract, the top asphalt was placed over the entire project length rather than under a separate tender in order to minimize repeated disruption to area businesses. This work was not included in the original contract. As well, a relocation of the watermain was necessitated by unforeseen field conditions and, as a result, additional curb and subdrain replacement was necessary. Enhanced detour signage over and above that specified in the contract were installed and maintained due to concerns from residents and businesses about traffic management through the Woodbridge core. Additional costs necessitated by requiring the contractor to completely demobilize and remobilize to clear the area during the sesquicentennial celebrations in June 2007. This had not been anticipated or provided for as a contract requirement.

The additional costs required to complete the works was \$87,550 (includes 3% administration). The recommended funding source is the Water Reserve. The total cost of the project as completed is \$508,181.98, including GST and 3% administration. The approved 2005 Capital Budget funding for this project was \$570,000.

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Quantities for this project and the additional costs have been reviewed by Engineering staff who are satisfied that they are appropriate and outside the scope of the original tender.

Relationship to Vaughan Vision 2020

Maintain Assets and Infrastructure – To optimize existing infrastructure through sound asset management.

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

Regional Implications

Not Applicable.

Conclusion

The funds requested are required to pay the contractor the cost of unexpected additional work required in the completion of this project. The cost and quantities involved have been verified by Engineering staff. It is therefore appropriate to approve the payment of the funds as requested. Sufficient funds are available in the approved 2005 Capital Budget for this project.

Attachments

None.

Report prepared by:

Justin Metras, Manager of Construction Services

JM:mc

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EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 14, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

14 REQUEST FOR NOISE EXEMPTION - NORTH MAPLE RESERVOIR UPGRADE PROJECT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Enforcement Services, dated February 4, 2008:

Recommendation

The Director of Enforcement Services recommends that Drainstar be granted an exemption to the Noise By-law 96-2006.

Economic Impact

N/A

Communications Plan

Drainstar has been advised to notify the area residents and businesses of the work schedule.

Purpose

This report is to provide information related to a request for a long term noise exemption to By-law 96-2006.

Background - Analysis and Options

The City of Vaughan Noise By-law 96-2006 delegates authority to grant noise exemptions for construction purposes up to eleven days, to the Department Head of Enforcement Services.

On January 16, 2008, Drainstar Contracting Ltd. Wrote to the City of Vaughan Enforcement Services Department requesting an exemption to the Noise By-law for the North Maple Reservoir Upgrade Project located at 11201 Keele Street & the southwest corner of Keele Street and Kirby Road.

The request for exemption has been revised in a letter dated January 21, 2008 in order to allow time for the item to be reviewed by Council. The dates requested for exemption are for a period from January 25 to April 25th every weekend and on weeknights for the weeks of February 11 and March 3, 2008. The exemption is required for the purpose of valving and connection to existing water main and cell re-activation. Evening work is required to reduce the impact to the residents and businesses in the area as the two connections will cause temporary disruption to the water supply.

The Applicant further advised that the North maple Reservoir supplies the Pressure District 9 area within the City of Vaughan and is essential for the domestic and emergency and fire supply to the system. The project requires in-cell work and reduces the capacity of the reservoir for the construction period. The project was scheduled for the winter months to take advantage of the lower water demands on the system.

As the delegated authority under the By-law is only eleven days, the Applicant would require a specific amendment to the By-law.

The Applicant's package has been attached to this report.

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Item 14, CW Report No. 5 – Page 2

Relationship to Vaughan Vision 2007

This report is in keeping with the priorities previously established by Council.

Regional Implications

York Region has retained Drainstar Contracting Ltd. to construct the North Maple Reservoir Upgrade Project.

Conclusion

This request for a Noise Exemption under By-law 96-2006 exceeds the delegated authority. A specific By-law amendment would be required to permit this construction project to proceed as planned.

Attachments

Information package from Drainstar Contracting Ltd.

Report prepared by:

Janice Heron
Administrative Coordinator, 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.)

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Item 15, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

15

**SIGN VARIANCE APPLICATION
FILE NO: SV.07-021
OWNER: 1163919 ONTARIO INC.
LOCATION: 212 STEELES AVE. WEST, PART LOT 26, CONCESSION 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 4, 2008:

Recommendation

That Sign Variance Application SV.07-021, 1163919 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 wall signs on the front elevations of the building of 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.

The Sign By-Law permits only those signs shown/approved on the site plan agreement.

Relationship to Vaughan Vision 2020

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 wall signs on the front elevations of the building as shown on the attached drawings.

Members of the Sign Variance Committee noted that the proposed signs are to replace the existing signs that have been removed during the building's renovations. Members of the 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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EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 15, CW Report No. 5 – Page 2

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

Attachments

1. Building elevations showing the proposed Signs.

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 16, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

16

**SIGN VARIANCE APPLICATION
FILE NO.: SV.07-025
OWNER: 2063414 INVESTMENT LP
LOCATION: 5400 STEELES AVENUE WEST
PART OF LOT 1, CONCESSION 8, PLAN 65R-25383**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 4, 2008:

Recommendation

That Sign Variance Application SV.07-025, 2063414 Investment LP., 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 wall signs on the east and west building elevations and a pylon sign at the southeast corner of 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.

The Sign By-Law permits only those signs shown/approved on the site plan agreement.

Relationship to Vaughan Vision 2020

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 two wall signs having an area of approximately 7 sqm. (76.5 sqft.) each on the east and west building elevations. In addition, the applicant is proposing to erect a ground sign at the driveway entrance onto Steeles Ave.

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Members of the Sign Variance Committee note that the proposed signs do not face residential areas and are of the opinion that the area of the proposed signs are in keeping with the overall size and scale of the project. Committee members have no objections to the application as submitted.

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

Attachments

1. Site Plan
2. Building Elevations (See East and West Elevations)
3. Sketch of Ground Sign
4. Sketch of Proposed Wall Signs.

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 17, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

17

SIGN VARIANCE APPLICATION

FILE NO: SV.07-026

OWNER: HEATHERWOOD PROPERTIES INC./LOUIS I. GREENBAUM

LOCATION: 1101 RUTHERFORD ROAD, BUILDING 'B'

BLOCK 91, REGISTERED PLAN 65M-3686, CONCESSION 2

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 4, 2008:

Recommendation

That Sign Variance Application SV.07-026, Heatherwood Properties Inc./Louis I. Greenbaum, be APPROVED, subject to the proposed wall sign on the north elevation not being installed.

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 interior window signs on the west and east elevations and an additional wall sign on the north elevation of the subject building 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.

The Sign By-Law permits only those signs shown/approved on the site plan agreement.

Relationship to Vaughan Vision 2020

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 interior window signs on the west and east elevations and an additional wall sign on the north elevation of the subject building.

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Item 17, CW Report No. 5 – Page 2

Members of the Sign Variance Committee have no objections to the proposed interior window signs for the west and east elevations but do not support the proposed wall sign for the north elevation. Committee members note that the proposed north wall sign is within 2.4 meters (8 ft) of the finished grade which is contrary to Section 6.6 of the City's Sign By-Law. For safety and protection against vandalism, the Sign By-law requires all wall signs to be a minimum of 2.4m above grade.

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

Attachments

1. Site Plan
2. West and East Building Elevations
3. North Building Elevation

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.)

CITY OF VAUGHAN

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Item 18, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

18

**SIGN VARIANCE APPLICATION
FILE NO: SV.07-027
OWNER: 1714959 ONTARIO INC./VICTOR CHUANG
LOCATION: 1200 THE KING'S HIGHWAY 7 WEST
BLOCK 56, REGISTERED PLAN 65M-3227**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 4, 2008:

Recommendation

That Sign Variance Application SV.07-027, 1714959 Ontario Inc./Victor Chuang, 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 interior window sign on the east elevation and an additional wall sign on the south elevation of the subject building of 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.

The Sign By-Law permits only those signs shown/approved on the site plan agreement.

Relationship to Vaughan Vision 2020

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 window sign on the east elevation and an additional wall sign on the south elevation of the subject building.

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 by-law is being maintained.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 18, CW Report No. 5 – Page 2

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

Attachments

1. Site Plan
2. East Building Elevation
3. South Building Elevation

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 19, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

19

**SIGN VARIANCE APPLICATION
FILE NO: SV.07-029
OWNER: CARSTAR BUILDING GROUP INC.
LOCATION: 8400 JANE STREET, BLOCK 78, REGISTERED PLAN M-2611**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 4, 2008:

Recommendation

That Sign Variance Application SV.07-029, Carstar Building Group Inc., be APPROVED, provided that the sign at the main entrance of the building be reduced by 33% and that the two signs located at the south-west corner be eliminated.

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 on each of the building elevations with a portion being above the roof line of the subject building as shown on the attached drawings.

Background - Analysis and Options

5.8 No person shall erect, install, post, display, maintain or keep on a premises any roof signs and signs erected in part or entirely above the roof of a building or structure.

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.

The Sign By-Law permits only those signs shown/approved on the site plan agreement.

Relationship to Vaughan Vision 2020

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 total of five (5) wall signs on each of the building elevations as shown on the attached drawings. A portion of the proposed signs are to be located above the roof line but below the building's parapet.

CITY OF VAUGHAN

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Members of the Sign Variance Committee reviewed the application and are concerned with the amount of overall signage being proposed for the building. Members of the Committee recommend that the signage be reduced accordingly, and are suggesting that the application be approved in accordance with the following:

- 1) That the proposed sign located above the main entrance of the building be reduced by 33%.
- 2) That the two proposed wall signs for the south-west corner of the building be eliminated.

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 20, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

20

**SIGN VARIANCE APPLICATION
FILE NO: SV.07-030
OWNER: TRINITY DEVELOPMENT GROUP
LOCATION: 21 FAMOUS AVENUE, LOT 5, CONCESSION 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 4, 2008:

Recommendation

That Sign Variance Application SV.07-030, Trinity Development Group, be APPROVED, subject to the sign being no larger than 0.75m per metre of linear wall.

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 an additional wall sign at the rear of the building of 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.

The Sign By-Law permits only those signs shown/approved on the site plan agreement.

Relationship to Vaughan Vision 2020

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 an additional wall sign at the rear of the building as shown on the attached drawings. The subject premises (unit) has been split into two units and an additional sign is required.

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Members of the Sign Variance Committee have reviewed the application and have no objections to the proposed sign provided that the area of the proposed sign does not exceed 0.75 sqm. sign area per metre of wall. This is the maximum sign area that is permitted by the Sign By-law where the properties are not subject to a site plan agreement.

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

Attachments

1. Site Plan showing the location of the subject unit
2. Sketch of Sign
3. Building Elevations

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.)

CITY OF VAUGHAN

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Item 21, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

21

**SIGN VARIANCE APPLICATION
FILE NO.: SV.07-031
OWNER: THE TORGAN GROUP
LOCATION: 800 STEELES AVENUE WEST, BLOCK 334, REGISTERED PLAN 65M-2240**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 4, 2008:

Recommendation

That Sign Variance Application SV.07-031, The Torgan Group, 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 on each face of the subject building 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.

The Sign By-Law permits only those signs shown/approved on the site plan agreement.

Relationship to Vaughan Vision 2020

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 exterior alterations to the subject premises and to install wall signs above the area that was reserved for wall signage as shown on the approved site plan agreement.

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

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Item 21, CW Report No. 5 – Page 2

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

Attachments

1. Site Plan
2. Building Elevations

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.)

CITY OF VAUGHAN

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Item 22, Report No. 5, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on February 11, 2008, was dealt with by approving:

That this matter be deferred pending the court decision on the appeal;

That the memorandum from the Commissioner of Planning, dated February 11, 2008, be received;

That the confidential memorandum from the Director of Legal Services, dated February 8, 2008, be received; and

That the written submission from Mr. Robert E. Jarvis, Barrister and Solicitor, 105 Confederation Way, Thornhill, L3T 5R4, dated February 8, 2008, be received.

22

**ZONING BY-LAW AMENDMENT FILE Z.07.034
DRAFT PLAN OF SUBDIVISION FILE 19T-07V03
ELM THORNHILL WOODS INC.
REPORT #P.2007.22**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of February 11, 2008, for a report from Legal, Planning and Engineering staff to provide additional information addressing members of Council's comments;
- 2) That the following deputations and written submissions be received:
 - a) Mr. Barry A. Horosko, Bratty and Partners, LLP, 7501 Keele Street, Suite 200, Vaughan, L4K 1Y2, on behalf of the applicant, and written submission dated February 4, 2008;
 - b) Mr. Robert E. Jarvis, Q.C., Barrister and Solicitor, 105 Confederation Way, Thornhill, L3T 5R4 and correspondence submitted from Mr. Elliot Steiner, Elm Thornhill Woods Inc., 30 Werthelm Court, Unit 18, Richmond Hill, L4B 1B9, dated September 7, 2005; and
 - c) Mr. Bernard Feintuch, LL.B., Barrister and Solicitor, The Madison Centre, 4950 Yonge Street, Suite 1800, Toronto, M2N 6K1, and written submission dated January 31, 2008; and
- 3) That the written submission of Mr. Marvin J. Singer, Mitchell, Bardyn & Zalucky, LLP, Barristers and Solicitors, 3029 Bloor Street West, Suite 200, Toronto, M8X 1C5, dated January 31, 2008, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.07.034 (Elm Thornhill Woods Inc.) BE APPROVED, to provide site-specific exceptions to By-law 1-88, which would permit the frontage of freehold townhouse lots to be located on a private proposed common elements condominium driveway as shown on Attachment #4.
2. THAT Draft Plan of Subdivision 19T-07V03 (Elm Thornhill Woods Inc.) prepared by Rabideau & Czerwinski Ontario Land Surveyors as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1.

CITY OF VAUGHAN

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Economic Impact

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

Communications Plan

On August 10, 2007, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands. To date, no comments have been received. 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 of the Whole meeting, was ratified by Council on September 11, 2007.

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachment #2:

1. An application to amend the Zoning By-law to permit 17 proposed freehold townhouse lots (Lots 1 to 17), within a 32 lot townhouse development as shown on Attachment #4, to have frontage on a private proposed common elements condominium driveway, whereas By-law 1-88 requires freehold lots to front onto a public road.
2. An application for Draft Plan of Subdivision approval for the subject lands shown on Attachment #3, to facilitate the creation of one block, under a single registered M-Plan, which would facilitate applications for Draft Plan of Condominium (Common Elements) and Part Lot Control (to create 32 freehold townhouse lots).

Both the Zoning By-law Amendment and Draft Plan of Subdivision applications are required to implement a related application for Draft Plan of Condominium (common elements include driveway, visitor parking spaces, walkways and common landscaped areas; File 19CDM-07V06). A site plan has been approved for the subject lands and the 32 townhouse units are currently under construction as shown on Attachment #4.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located at the northeast corner of Summeridge Drive and Dufferin Street, known municipally as 8777 Dufferin Street, being Block 392 on Registered Plan 65M-3757, in the City of Vaughan. The 8,461.89 m² block is presently under construction with the development of 32 townhouses. The site has 66.4 m frontage on Dufferin Street, and 124m flankage on Summeridge Drive. The surrounding land uses are as follows;

- North - approved for institutional synagogue use (A Agricultural Zone)
- South - Summeridge Drive; commercial (C4 Neighbourhood Commercial Zone)
- East - residential (RVM1 (WS-A) Residential Urban Village Multiple Zone One)
- West - Dufferin Street; commercial (C4 Neighbourhood Commercial Zone)

Official Plan

The subject lands shown on Attachment #2 are designated "Medium Density Residential/Commercial" by OPA #600, which permits townhouse uses at a net density of between 17-40 units/ha. The proposed development has a net density of 36.66 units/ha, and conforms to the Official Plan.

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Zoning

The subject lands are zoned RVM2 Residential Urban Village Multiple Zone Two by By-law 1-88 subject to Exception 9(1210). The RVM2 Zone permits the development of block townhouses as of right, however, a further exception to the by-law is required to permit 17 proposed freehold lots (Lots 1 to 17), within a 32 lot townhouse development as shown on Attachment #4, to have frontage on a private proposed common elements condominium driveway, whereas By-law 1-88 requires freehold lots to front onto public road. Therefore, a zoning exception is required to facilitate the proposed freehold townhouse lots to not be located on a public road.

The Development Planning Department can support the proposed zoning amendment, which addresses the proposed tenure of the freehold townhouse units and the private internal driveways, and which does not impact the physical built form of the overall townhouse complex.

Subdivision and Site Plan Design

The draft plan of subdivision shown on Attachment #3 proposes one (1) block fronting onto Dufferin Street and having flankage on Summeridge Drive. The subject lands are currently under construction with the site plan approved townhouse development as shown on Attachment #4. The block referenced as Block 1 on the subdivision plan will contain all 32 of the approved townhouses, which access to the subject lands to be from Summeridge Drive at the southeast corner of the block. The common elements driveway being Lane 'A' as shown on Attachment #4 proceeds in a northerly direction and intersects with the second common elements driveway, Lane 'B', which is parallel to Summeridge Drive and ends at the westerly limit of the subject lands.

The co-ordination of land uses, servicing and traffic connections with adjacent lands has been considered in the context of the approved Site Development Application (DA.04.047). The approved site plan facilitates the townhouses, which will be sited on freehold lots, with access onto a private common element driveway, and provided with common element landscaped amenity areas, walkways, and visitor parking spaces.

Vaughan Engineering Department

The Vaughan Engineering Department has reviewed the proposed plan and provides the following comments:

- a) The draft plan of subdivision as shown on Attachment #3 is serviced by storm sewers, sanitary sewers and watermains connecting to existing services on Summeridge Drive located within Block 10. On June 27, 2005, Council approved water and sewage allocation for 32 units in keeping with the proposed site development.
- b) A Phase I Environmental Evaluation (ESA) dated December 23, 2003 was prepared by Bruce A. Brown Associates Limited, and reviewed through the Site Plan Application process (File DA.04.047). On July 19, 2006, the City provided the ESA clearance for the subject lands.

Subject to the conditions contained in Attachment #1, Vaughan Engineering Staff have no objections to the approval of the proposed draft plan of subdivision.

Waste/ Collection Snow Removal

Garbage and recycling pick-up and snow removal will be the responsibility of the Condominium Corporation, and undertaken through private contractors.

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Parkland Dedication

Cash-in-lieu of Parkland Dedication was included in the overall calculations for Block 10, and was paid through the related site plan approvals process.

School Boards

The York Region District School Board, York Catholic District School Boards, and the Conseil Scolaire de District Catholique Centre-Sud have no objections to the proposed draft plan of subdivision.

Canada Post

Canada Post Corporation has no objection to the proposed subdivision plan, and has provided conditions of approval, which have been included in Attachment #1

Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 20, particularly, "Plan & Manage Growth & Economic Vitality".

Regional Implications

The Region of York has completed its review of the proposed draft plan of subdivision and has no objections subject to the conditions of approval outlined in Attachment #1.

Conclusion

The Development Planning Department has reviewed the proposed application for Draft Plan of Subdivision approval to facilitate the creation of one (1) block, and the Zoning By-law Amendment application to permit freehold townhouse lots to front onto a private driveway, whereas the by-law requires lots to have frontage on a public street. The applications were reviewed in the context of the Official Plan policies By-law 1-88 standards, and the existing surrounding neighbourhood. The proposed residential block will enable the individual townhouse lots to be created through the lifting of Part Lot Control and the common blocks for the private road and amenity areas will be created through a Draft Plan of Condominium (19CDM-07V06). The development of the subdivision block with 32 freehold townhouse lots on a common elements driveway is appropriate and compatible with the existing surrounding uses, and addresses the intended tenure of the overall development without impacting the physical built form of the townhouse complex.

Attachments

1. Conditions of Subdivision Approval
2. Location Map
3. Draft Plan of Subdivision 19T-07V03
4. Approved Site Plan For Townhouse Development (File DA.04.047)

Report prepared by:

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

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 23, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

23

**ZONING BY-LAW AMENDMENT FILE Z.03.097
DRAFT PLAN OF SUBDIVISION FILE 19T-03V23
COUNTRY WIDE HOMES (THORNHILL ESTATES) INC.
REPORT #P.2004.22**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 4, 2008:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.03.097 (Country Wide Homes (Thornhill Estates) Inc.) BE APPROVED, to amend Zoning By-law 1-88 to rezone the subject lands shown on Attachment #2 from A Agricultural Zone to RD3 Residential Detached Zone Three, RD3(H) Residential Detached Zone Three with Holding Symbol "(H)", RD4 Residential Detached Zone Four and RD4(H) Residential Detached Zone Four with Holding Symbol "(H)", as shown on Attachment #3.
2. THAT Draft Plan of Subdivision File 19T-03V23 (Country Wide Homes (Thornhill Estates) Inc.) as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1.
3. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or by purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.
4. For the purposes of notice, 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 OPA #600 and conform to the City's approved "Cash-in-Lieu of Parkland Policy".

Economic Impact

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

Communications Plan

On December 22, 2003, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands and to the Gates of Maple, Maple Landing, and Maple Village Ratepayers Associations. Written submissions were received from area residents identifying concerns about the redevelopment of farmland to residential subdivisions.

At the public hearing held on January 19, 2004, Council directed that the applicant meet with the Ward 1 Sub-Committee, area residents and Local Ratepayer Associations to resolve concerns and issues identified, prior to this matter being brought forward to a Committee of the Whole meeting. The applicant has met with the area residents and they have resolved their concerns by deleting a proposed intersection to the west at Teston Road and Quail Run Boulevard.

A notice of this subject Committee of the Whole meeting was sent to those individuals on file having expressed interest in this application.

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The recommendation of the Committee of the Whole to receive the Public Hearing report of January 19, 2004, and to forward a comprehensive report to a future Committee meeting was ratified by Council on January 26, 2004.

Purpose

The Owner has submitted the following applications:

1. A Zoning By-law Amendment Application (File Z.03.097) to amend By-law 1-88 to rezone the subject lands shown on Attachment #2 from A Agricultural Zone to the following:
 - i) RD3(H) Residential Detached Zone Three with the Holding Symbol “(H)” for Lots 1 to 10 inclusive and Blocks 15 to 22 inclusive to be combined with Part Blocks in the adjacent plans of subdivision to facilitate detached dwelling units;
 - ii) RD3 Residential Detached Zone Three for Block 14 to be combined with a part Block in Plan 65M-4016 to the south to facilitate a detached dwelling unit;
 - iii) RD4 Residential Detached Zone Four for Blocks 12 and 13 to be combined with Part Blocks in Plans 65M-4020 to the east and 65M-4016 to the south to facilitate detached dwelling units; and,
 - iv) RD4(H) Residential Detached Zone Four with Holding Symbol “H” for Block 11 to be combined with a Part Block in Plan 65M-4020 to the east to facilitate a detached dwelling unit.
2. An application for Draft Plan of Subdivision approval (File 19T-03V23) on the subject lands shown on Attachment #3, consisting of 10 full lots and 12 part blocks to be combined with Part Blocks in the adjacent approved plans (in Registered Plans 65M-4016 and 65M-4020, and subdivision application 19T-04V12), that will result in a total of 22 lots, on a 1.134 ha site.

Background - Analysis and Options

The 1.134 ha property is located on the south side of Teston Road, west of Bathurst Street, within Planning Block 12, in Part of Lot 25, Concession 2, City of Vaughan.

The subject lands are designated “Low Density Residential” by OPA #600, and further designated “Settlement Area” by OPA #604 (Oak Ridges Moraine Conformity Plan). The Block 12 Plan specifically defines the residential land use for detached dwelling units. The lands are zoned A Agricultural Zone by By-law 1-88.

The surrounding land uses are:

- North - Teston Road; residential (RR Rural Residential Zone) and water reservoir (A Agricultural Zone)
- South - vacant (RD2(H) Residential Detached Zone two with the addition of the Holding Symbol “(H)”, RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four)
- East - existing residential (RD3 Residential Detached Zone and RS1 Residential Semi-Detached Zone One)
- West - vacant (A Agricultural Zone)

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Block Plan

On September 22, 2003, Council approved the Block 12 Plan, which provides primarily “low density residential” development over most of the Block, including the subject lands, comprised of detached units with frontages ranging from 10 m to 18 m. Within the Block Plan, there are four elementary schools and five neighbourhood parks. Four of the school sites are adjacent to parks, forming and campuses. There are also two neighbourhood commercial sites, one local convenience commercial site, and 12 stormwater management ponds.

The proposed development of the subject lands for low density residential uses and layout of the subdivision plan conforms to the Block 12 Plan.

Oak Ridges Moraine Conservation Plan

The subject lands are located on the Oak Ridges Moraine. The Oak Ridges Moraine Conservation Plan (ORMCP) requires that all Planning Act applications must conform with the ORMCP. The Block 12 Oak Ridges Moraine Conservation Plan Conformity Report (August 2003) prepared by Malone Given Parsons for the Block 12 Landowners, comprehensively addressed the ORMCP requirements for the entire Block and demonstrates conformity.

The proposed subdivision and zoning applications were filed after November 17, 2001, and therefore, are subject to the provisions of the Oak Ridges Moraine Conservation Plan (ORMCP). The Block 12 conformity report demonstrated that the features of the Moraine have been protected and conserved as required by the ORMCP, which is reflected in the design of the proposed draft plan of subdivision, and therefore, no additional conformity reports are required.

Official Plan

The subject lands are designated “Low Density Residential” by OPA #600, and further designated “Settlement Area” by OPA #604 (Oak Ridges Moraine Conformity Plan). The “Low Density Residential” designation permits detached and semi-detached units at an overall gross density of 14 units per hectare for Block 12. The draft plan yields an overall density of 14 units per net hectare, and conforms to the Official Plan in this respect.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88. An amendment to the zoning is required to implement the proposed residential draft plan of subdivision. The RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four zone categories will be applied to the subject lands to facilitate single detached dwelling units. The zone standards that will be applied to the lots within the subdivision will be in accordance with the standards on Schedule “A-3” to By-law 1-88. Any exceptions to the zoning standards that may be required will be identified in the implementing zoning by-law.

The portion of the draft plan of subdivision identified as Phase 1 – Stage 2 development on Attachment 4, will be zoned with the addition of the Holding Symbol “(H)” pending availability of servicing capacity. The affected lots and blocks that are subject to the Holding Symbol “(H)” provision include: Lots 1-10, Block 11, and Blocks 15 – 22.

Subdivision Design

The draft plan of subdivision has been prepared in accordance with the approved Block 12 Plan. The road pattern is designed to align with the adjacent roads (Lady Angela Lane and Lady Nadia Drive) in the adjacent subdivisions to the east and south. When completed, the road pattern will provide for a continuous movement of local traffic.

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The proposed draft plan of subdivision provides for 10 full lots (Lot 1-10) intended for future detached residential dwellings and 12 block, (11-22) to be combined with blocks in adjacent plans of subdivision to form full lots for detached residential dwellings. The minimum lot frontage proposed is 12.5m and with lot depths of 31m. The Development Planning Department is satisfied with the proposed draft plan of subdivision.

Street Names

The proposed street names (Lady Nadia Lane and Lady Angela Lane) for the subdivision are shown on Attachment #3. These street are extensions of existing streets that were previously approved in the adjacent subdivision plans.

Energy Star

On November 12, 2007, Vaughan Council adopted Energy Star Conditions to be included in all Draft Plan of Subdivision approvals. The Subdivision Plan will be subject to the Energy Star requirements, and the conditions of approval are provided on Attachment #1.

Vaughan Engineering Department

The Vaughan Engineering Department provides the following comments:

i) Environmental Site Assessment (ESA)

The Owner has submitted an ESA prepared by Shaheen + Peaker Limited, dated February 5, 2004, which has been reviewed and accepted by the City's peer review consultant, Decommissioning Consulting Services Limited.

ii) Roads

The use of alternative road design standards is being proposed in this development within the Block 12 Plan.

iii) Engineering Servicing

The municipal services for this development shall be in accordance with the approved Master Environmental Servicing Plan (M.E.S.P.) dated September 1999 (Revised October 2001), the Block 12 Master Environmental Servicing Plan and Environmental Impact Statement Volume 2 Technical Appendix dated September 1999 (Revised October 2001) and the Block 12 Master Environmental Servicing Plan and Environmental Impact Statement Addendum dated September 1999 (Revised October 2001), and Addendum dated August 2003, all prepared by Malone Given Parsons et. al. Subsequent plans or reports, which are approved and amended for Block 12 (OPA 600) shall also be deemed to constitute part of the approved M.E.S.P.

iv) Servicing Allocation

On October 22, 2007, Council approved water supply and sewage allocation for 3 units to this plan. The remaining units, for a future phase, have not been reserved or assigned potential future servicing capacity.

Cultural Services Department

The Cultural Services Department has no objection to approval of this draft plan of subdivision, subject to the conditions set out in Attachment #1.

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Toronto and Region Conservation Authority (TRCA)

The property is within Planning Block 12, which has an approved Master Environmental Servicing Plan (MESP) in place (with conditions). The TRCA addressed their interest for the subject proposal through their review of the Block 12 MESP, and is satisfied with the subdivision plan, subject to the conditions set out in Attachment #1.

Canada Post

Canada Post Corporation has no objection to the proposed development, subject to the conditions of approval provided on Attachment #1.

School Boards

The York Region District School Board and York Catholic District School Board have no objections to the proposed draft plan of subdivision.

Relationship to Vaughan Vision 2020

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

Regional Implications

In accordance with York Region's servicing protocol respecting draft plans receiving approval prior to servicing allocation being available, Staff are requesting that the portion of this plan that does not have allocation be subject to various restrictions (i.e., Holding Symbol "(H)" and No-Pre-Sell agreements to ensure that the water and sewer servicing are not available prior to occupancy. These restrictions are found within the requested pre-conditions (to be satisfied prior to, or concurrent with draft plan approval) and the schedule of conditions attached. In addition, York Region requests that the City of Vaughan apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

The Region of York has no objection to the approval of the draft plan of subdivision, subject to the conditions set out in Attachment #1.

Conclusion

The Development Planning Department is of the opinion that the proposed draft plan of subdivision is an appropriate development for the lands and conforms to the density, land use and policies of the Official Plan and approved Block Plan, subject to the conditions contained in Attachment #1. Lots 1 to 10 inclusive and Blocks 15 to 22 inclusive identified in Phase 1 - Stage 2 of the plan will be subject to the Holding Symbol "(H)" in the Zoning By-law, if approved, until servicing allocation has been granted by Council. The Development Planning Department can therefore support the approval of the Draft Plan of Subdivision and Zoning By-law Amendment applications to implement the proposed residential plan of subdivision.

Attachments

1. Conditions of Draft Approval
2. Location Map
3. Proposed Draft Plan of Subdivision and Zoning
4. Block 12 - Staging Plan for Phase 1 lands

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Item 23, CW Report No. 5 – Page 6

Report prepared by:

Margaret Holyday, Planner, ext. 8216

Mauro Peverini, Senior Planner, ext. 8407

Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 24, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

24

**ZONING BY-LAW AMENDMENT FILE Z.06.073
SITE DEVELOPMENT FILE DA.06.092
2019625 ONTARIO INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 4, 2008, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.073 (2019625 Ontario Inc.) BE APPROVED, to remove the Holding Symbol "(H)" from the subject lands, zoned C1(H) Restricted Commercial Zone with the Holding Symbol "(H)", as shown on Attachment #1, to facilitate the development of three motor vehicle sales establishments.
2. THAT Site Development File DA.06.092 (2019625 Ontario Inc.) BE APPROVED, to permit the development of three motor vehicle sales establishments (Mitsubishi, Acura and Honda Motorcycle & Power Equipment Dealership's), as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations, signage and landscape plans shall be approved to the satisfaction of the Development Planning Department;
 - ii) the final site servicing and grading plan, and stormwater management report shall be approved by the Engineering Department;
 - iii) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority; and,
 - iv) all hydro requirements of PowerStream Inc. shall be satisfied; and
 - b) that the site plan agreement include the following provisions:
 - i) the Owner shall agree to give permission to the TRCA for accessing the Owner's property for the purpose of monitoring the permeable pavers infiltration system for a post-construction period of three years;
 - ii) the Owner shall agree to make satisfactory arrangements with the TRCA and the City of Vaughan to enter into a Maintenance Agreement with the parties; and,
 - iii) the Owner shall agree to forward maintenance reports to the TRCA and the City of Vaughan at intervals to be determined by all parties.

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Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to permit the development of three motor vehicle sales establishments (Mitsubishi, Acura and Honda Motorcycle & Power Equipment Dealership's), as shown on Attachment #2.

In addition, the Owner has submitted a Zoning By-law Amendment Application to remove the Holding Symbol "(H)" on the subject lands, currently zoned C1(H) Restricted Commercial Zone with the Holding Symbol "(H)", to facilitate the proposed development.

Background - Analysis and Options

Location

The subject lands shown on Attachment #1 are located west of Jane Street and north of Rutherford Road, more specifically at the southeast corner of Sweetriver Boulevard and Auto Vaughan Drive, municipally known as 233 Sweetriver Boulevard, 101 Auto Vaughan Drive, and 111 Auto Vaughan Drive, being Part of Block 3 on Registered Plan 65M-3766, City of Vaughan.

The vacant 17,375 m² irregular shaped site has approximately 68 m of frontage on Auto Vaughan Drive and 170 m of flankage onto Sweetriver Boulevard. The lot abuts the existing Honda dealership to the east, the surrounding land uses are:

- North - Auto Vaughan Drive; approved Mazda dealership (C1 Restricted Commercial Zone)
- South - open space valley (OS1 Open Space Conservation Zone)
- West - Sweetriver Boulevard; vacant/commercial (C1(H) Restricted Commercial Zone with Holding Symbol "(H)")
- East - existing Honda dealership (C1 Restricted Commercial Zone)

Official Plan

The subject lands are designated "General Commercial-Special Policy" by OPA #600, which permits general commercial uses such as retail stores for the buying, leasing and exchanging of goods and services, restaurants and banks. The proposed development of the site for three motor vehicle sales establishment conforms to the Official Plan.

Zoning

The subject lands are zoned C1(H) Restricted Commercial Zone with the Holding Symbol "(H)" by By-law 1-88, subject to Exception 9(1031), which permits a motor vehicle sales establishment use, including the open display and storage of new and used motor vehicles. The proposed motor vehicle sales establishment (Mitsubishi, Acura and Honda Motorcycle & Power Equipment) uses comply with the Zoning By-law.

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The subject lands are zoned with the addition of the Holding Symbol "(H)", which can be removed upon Council's approval of the subject Site Development Application.

Site Design

Building 'A' the proposed 2-storey Acura Dealership, as shown on Attachment #2, is centrally located on the property between the proposed 1-storey Mitsubishi dealership (Building 'C') to the west and the 2-storey Honda Motorcycle dealership (Building 'B') to the east. The following are the proposed building areas:

Building 'A' – Acura Dealership

Ground Floor G.F.A.	1,951 m ²
Second Floor G.F.A.	382 m ²
TOTAL	2,333 m²

Building 'B' – Honda Motorcycle Dealership

Ground Floor G.F.A.	930 m ²
Second Floor G.F.A.	211 m ²
TOTAL	1,141 m²

Building 'C' – Mitsubishi Dealership

Ground Floor G.F.A	1,014 m ²
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Two vehicular driveway access points are proposed to service the site including, one each from Auto Vaughan Drive and Sweetriver Boulevard. The most easterly driveway on Auto Vaughan Drive is shared with the existing adjoining Honda Dealership property.

Parking spaces are located around the buildings and periphery of the site. Garbage storage will be internal to the building. The proposed site design is consistent with the existing automobile dealerships that have been developed on the surrounding lands, within the auto complex.

Building Elevations

The proposed building elevations are shown on Attachments #4, #5 and #6. The main front elevations of each building, including the entrances, face Auto Vaughan Drive and Sweetriver Boulevard.

The main front elevation of Building 'A' (Acura Dealership) is shown on Attachment #4, and consists of a glass curtain wall within aluminum frames and grey rectangular shaped "Acura" and "Maple Acura" signage. Metallic silver coloured pre-finished aluminum panels comprise the top portion of the building. The main entrance is defined with a taller architectural canopy. The building has a flat roof with a parapet to a height of 9.2 m. The balance of the building is finished with precast concrete panels. The service bay doors are located on the west and east elevations.

Building 'B' (Honda Motorcycle Dealership) is shown on Attachment #5, and is primarily rectangular in shape with a rounded edge in the northeast corner where the showroom is located. This main elevation consists of clear glazed glass that wrap around the north and east portions of the building. A grey and red band runs across the frontage containing the "Maple Honda" signage in red. Also in red is the logo and "Honda" above the main entrance. The building has a flat roof with a parapet to a height of 8.77 m. The balance of the building is finished with white precast concrete panels. The service doors are located on the south and east elevations.

Building 'C' (Mitsubishi Dealership) is shown on Attachment #6, and consists of a grey fascia band on the top half of the northern portion of the building, that wraps around to half of the west and east sides of the building clear glazing is provided on the lower portion of the building in

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these locations. The elevation also consists of darker grey panels running vertically and incorporating the “Mitsubishi” signage and logo. The building has a flat roof with a parapet to a height of 8.9 m. The south, east and elevations include drive-in overhead doors, associated with the service portions of the building. The main service related areas of the buildings consist of light architectural concrete block.

The Development Planning Department is satisfied with the proposed building elevations.

Landscaping

The site is proposed to be landscaped with a mix of shrubs, and coniferous, deciduous and ornamental trees, as shown on Attachment #3. The prime concentration of landscaping is situated within the proposed 6.0 m wide landscape strip abutting Sweetriver Boulevard and Auto Vaughan Drive, as well as the 9.0 m wide landscape strip abutting the open space conservation lands to the south. Additionally, there is a small amount of landscaping situated between the proposed development and the existing automotive development to the east to soften the edge along the eastern property line. The Owner proposes armour stone features scattered throughout the proposed landscaping strip, which are similar in character with the surrounding motor vehicle sales establishment sites within the auto complex. The proposed landscaping features will create a consistent and uniform appearance throughout the overall auto complex.

The Site Grading and Servicing Plan indicates that permeable pavers will be used in between the buildings and Sweetriver Boulevard and Auto Vaughan Drive. The Toronto and Region Conservation Authority (TRCA) has requested a condition with respect to the on going monitoring of pavers.

The final landscape plan must be approved to the satisfaction of the Development Planning Department.

Parkland Dedication

The Parkland Dedication requirement under the Planning Act was satisfied through the processing of the subdivision application, and no further cash-in-lieu payment is required as a result of the subject site plan application.

Parking

By-law 1-88 requires that parking for the proposed development be calculated at 3 spaces 100m² of gross floor area, as follows:

Building ‘A’ – Acura Dealership	2,333 m ² @ 3 spaces/1100m ² =	70
Building ‘B’ – Honda Motorcycle Dealership	1,141 m ² @ 3 spaces/1100m ² =	35
Building ‘C’ – Mitsubishi Dealership	1,014 m ² @ 3 spaces/1100m ² =	31
TOTAL PARKING REQUIRED		136 spaces (including 2 handicapped spaces)

Total Parking Provided = 160 spaces (incl. 5 handicapped spaces)

The proposed development exceeds the minimum parking requirement of By-law 1-88, with a surplus of 24 spaces.

Services

The final site servicing and grading plan and storm water management report must be approved to the satisfaction of the Vaughan Engineering Department.

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

Garbage and snow removal will be privately contracted.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has no concerns with the removal of the Holding Symbol "(H)" and the approval of the Site Plan application, subject to the applicant satisfying the following conditions:

- i) the applicant successfully obtaining permit approval pursuant to Ontario Regulation 166/06; and,
- ii) the applicant submitting a modified landscape plan and revised stormwater management report, as part of the submission requirement for the Ontario Regulation 166/06 permit application.

A large area is proposed to be constructed with unit pavers around Buildings "A" and "B", which extends to Auto Vaughan Drive providing a pedestrian connection into the site and around these buildings. Accordingly, additional clauses for inclusion in the site plan agreement have been provided and are included in the recommendation Section of this report, with respect to the on-going maintenance and monitoring of these pavers.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

Regional Implications

The Region of York has no objections to the proposed development. The Regional conditions related to transportation issues were dealt with at the subdivision approval stage.

Conclusion

The Development Planning Department has reviewed the proposed Site Plan Application in accordance with the policies of the Official Plan, the requirements of the Zoning By-law, and the area context. The Development Planning Department is satisfied that the subject lands can be appropriately developed to accommodate the proposed motor vehicle sales establishments (Acura, Honda Motorcycle, and Mitsubishi), subject to the conditions of this report. The proposed development is consistent with the existing motor vehicle sales establishments developed on the surrounding lands within the auto complex.

The Development Planning Department also recommends approval of the Zoning By-law Amendment Application to remove the Holding Symbol "(H)" on the subject lands, which will facilitate the development of the site in accordance with the C1 Restricted Commercial Zone standards.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations Building 'A' – Acura Dealership
5. Elevations Building 'B' – Honda Motorcycle Dealership
6. Elevations Building 'C' – Mitsubishi Dealership

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Report prepared by:

Margaret Holyday, Planner, ext. 8216

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 25, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

25

**SITE DEVELOPMENT FILE DA.07.087
LORWOOD HOLDINGS INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 4, 2008, 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.07.087 (Lorwood Holdings Inc.) 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, landscape plan and signage plans for Buildings 'C' and 'E', shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plans, and stormwater management report, shall be approved by the Engineering Department;
 - iii) the applicant shall satisfy all requirements of the Region of York Transportation and Works Department and the Toronto and Region Conservation Authority; and,
 - iv) all hydro requirements of PowerStream Inc. shall be satisfied.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to facilitate the construction of two, one-storey retail/commercial buildings (Buildings "C" and "E") totaling 1,254.2 m² within an existing commercial plaza, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the northwest corner of Rutherford Road and Jane Street, being Block 38 on Registered Plan 65M-3645, City of Vaughan. The surrounding land uses are:

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- North - Julliard Elementary School (RVM2 Residential Urban Village Multiple Dwelling Zone), valleylands (OS1 Open Space Conservation Zone)
- South - Rutherford Road; Vaughan Mills Shopping Centre and associated outparcel sites (SCD Shopping Centre District Zone and C1 Restricted Commercial Zone, respectively)
- East - Jane Street; high density residential under construction (RA3 Apartment Dwelling Zone)
- West - Julliard Drive; Canadian Tire (C5 Community Commercial Zone), residential (RVM1(B) Residential Urban Village Multiple Dwelling Zone)

The subject lands are 3.45 ha in size and are currently developed with an existing commercial development consisting of two buildings (Buildings "A" and "B") previously approved under Site Development File DA.05.015. Building 'A' is a multi-unit building having a gross floor area of 5,211.62 m² and Building 'B' is a single tenant building with an outdoor patio (McDonald's) having a gross floor area of 405 m², as shown on Attachment #2.

Official Plan

The subject lands are designated "High Density Residential/Commercial (Special Policy)" by OPA #600 and are part of the Vaughan Centre Secondary Plan Area. The Official Plan permits a range of commercial/retail, office and restaurant uses on the subject property, and includes the following policies that are applicable to this site:

- the site shall be developed with a prestigious "landmark" development; and,
- the urban design objectives of the Official Plan shall be maintained.

The proposal is consistent with the uses permitted by the Official Plan, and incorporates a future 3-storey office building (Building "D") at the corner of Jane Street and Rutherford Road as a "landmark" structure, together with the implementation of good urban design that will facilitate the evolving commercial land uses within the Vaughan Centre Secondary Plan Area, west of Jane Street.

The Development Planning Department is satisfied that the proposed development is compatible with the existing and planned land uses in the surrounding area and conforms to the Official Plan.

Zoning

The subject lands are zoned C8 Office Commercial Zone by By-law 1-88, subject to Exception 9(1243), which permits the proposed commercial/retail uses.

Urban Design Guidelines

The property is subject to Urban Design Guidelines and an Open Space Master Plan, prepared by Terraplan Landscape Architects and Viljoen Architect Inc. The Guidelines establish principles for sites with multiple buildings. Specifically, the document proposes that smaller buildings be located along Rutherford Road with larger anchor buildings located along the northern boundary, with parking situated internally to the site.

The site plan is consistent with the Guidelines with respect to the location of the commercial/retail buildings. The future office building (Building 'D'), as shown on Attachment #2, is located close to the corner of Jane Street and Rutherford Road, to create massing and a landmark building at this prominent intersection location. To date, the Owner has not submitted a site plan application for the approval of the office building.

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The Guidelines also provide direction respecting the edge treatment along the perimeter of the site. The Development Planning Department is generally satisfied with the proposed landscaping, and will continue to work with the Owner to finalize the plan.

Site Plan

The subject lands are currently developed with two buildings, including a multi-unit building (Building "A") located along the north property line and a freestanding restaurant (Building "B") located at the corner of Rutherford Road and Julliard Drive. The Owner is proposing two separate buildings (Buildings "C" and "E"), both one-storey in height and intended for commercial purposes as shown on Attachment #2. Building 'D' is identified as a future three-storey office building. The site is designed with the existing and proposed buildings located along the perimeter of the lot, with parking in the centre.

Building "C" is located adjacent to Jane Street, north of the site entrance. Building 'E' is a two unit, square shaped building that is located to the west of the existing driveway on Rutherford Road, and includes a 46.45 m² patio. All garbage areas will be incorporated within each building. The location of the proposed Buildings 'C' and 'E' and the existing McDonald's restaurant along the perimeter of the site facilitates strong pedestrian connections from the street into the site.

Three existing driveway access points provide access to the site including a right-in/right-out on each of Rutherford Road and Jane Street, and a full-movement driveway on Julliard Drive. The Owner will be required to submit a subsequent site plan application for Building 'D' for approval by Council, at a future date.

Elevations

The proposed elevations for Building "C" and "E", as shown on Attachments #4 and #5 respectively, are consistent in terms of architectural design and materials with the existing Building 'A'. The primary building materials consist of a combination of brick, stucco and glazing. The east elevation of Building 'C' abuts Jane Street with continuous glazing at the pedestrian level and with stucco and brick veneer above. The main entrance is located under an ornamental tower and oriented towards the parking area on the west elevation. Building 'E' fronts onto Rutherford Road with continuous glazing on the ground floor and stucco up above. The west elevation for Building 'E' includes the main storefront comprised of glass and brick at the pedestrian level.

Stucco is used as an accent material on the upper half of each building and is applied in various earth tone shades to create a visual interest to the buildings. A stucco cornice molding is provided along the upper edge of each building. The west elevation of Building 'C' and the north elevation of Building 'E' are comprised of brick and stucco and includes the service doors.

All roof-top mechanical equipment will be screened from street view for both buildings. The final building elevations must be approved to the satisfaction of the Development Planning Department.

Parking

The subject lands are zoned C8 Office Commercial Zone by By-law 1-88, subject to Exception 9(1243), which requires that parking be calculated at a rate of 5 spaces/100 m² of gross floor area for the retail/commercial uses and 3.5 spaces/100 m² gross floor area devoted to the office uses (Building "B"). The applicant submitted a parking study prepared by iTrans Consulting Inc. in support of the original Site Development Application (File DA.05.015), which included all the anticipated buildings on the site (i.e. Buildings "A" to "E" inclusive). This study was reviewed and approved by the Vaughan Engineering Department. The minimum parking space requirement for the proposed ultimate development on the site is calculated as follows:

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Existing Buildings 'A' and 'B': 5,616.62 m² @ 5 parking spaces/100 m² GFA = 281 spaces

Proposed Buildings 'C' and 'E': 1,254.2 m² @ 5 parking spaces/100 m² GFA = 63 spaces

Future Building 'D' (3-storey Office Building):

2,787 m² @ 3.5 parking spaces/100 m² GFA = 98 spaces

Total Number of Parking Spaces Required = 442 spaces

Total Number of Parking Spaces Provided = 460 spaces

The proposed parking supply exceeds the minimum By-law requirement by 18 spaces.

Landscape Plan

The proposed landscape plan is shown on Attachment #3. The site landscaping already exists, however the proposed landscaping to be provided around Buildings 'C' and 'E' will be added and must be to the satisfaction of the Development Planning Department.

Servicing

The Owner has submitted detailed engineering drawings, including site servicing and grading plans and a storm water management report, which must be approved by the Vaughan Engineering Department.

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

Garbage and snow removal services will be privately contracted.

Parkland Dedication

The Owner satisfied the Parkland Dedication requirement under the Planning Act through the registration of the original subdivision, and therefore, no additional cash-in-lieu payment is required for the subject site plan application.

Relationship to Vaughan Vision 2020

This staff report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth to Economic Vitality".

Regional Implications

The Region of York has no objections to the proposed development.

Conclusion

The Development Planning Department has reviewed the subject Site Development Application proposing two additional commercial buildings to the existing commercial development in the context of the Official Plan and Zoning By-law and the surrounding land uses.

The proposed development is consistent with the previous concept site plan for the subject lands that was considered and approved by Council under Site Development File DA.05.015. The two proposed commercial buildings are also consistent and compatible in terms of architectural design and materials used with the existing buildings on the subject lands. The proposed development conforms to the Official Plan and complies with the requirements of By-law 1-88.

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Accordingly, the Development Planning Department can recommend approval of the application, subject to the conditions in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations – Building 'C'
5. Elevations – Building 'E'

Report prepared by:

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

/CM

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 26, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

26

**OFFICIAL PLAN AMENDMENT FILE OP.06.012
ZONING BY-LAW AMENDMENT FILE Z.06.033
390 STEELES WEST HOLDINGS INC.
REPORT #P.2006.63**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 4, 2008:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.012 (390 Steeles West Holdings Inc.) BE APPROVED, to amend OPA #210 (Thornhill-Vaughan Community Plan), as amended, to redesignate the subject lands identified as Block "A" on Attachment #2 from "General Commercial" to "Low Density Residential", to permit 6 single detached dwellings at a maximum permitted density of 24.37 units/ha.
2. THAT Zoning By-law Amendment File Z.06.033 (390 Steeles West Holdings Inc.), BE APPROVED, to amend By-law 1-88, specifically to rezone the subject lands identified as Block "A" on Attachment #2, from M1 Restricted Industrial Zone and C2 "General Commercial" Zone under site-specific Exception 9(448) to R4 Residential Zone with the following site-specific exceptions:
 - i) an increase in the maximum building height from 9.5 m to 11 m;
 - ii) a reduction to the minimum rear yard setback from 7.5 m to 7 m; and,
 - iii) an increase in the maximum lot coverage from 45% to 49%.
3. THAT the Owner amend the existing site plan agreement for the existing commercial plaza on the retained portion of the site shown as Block 'B' on Attachment #2, to reflect the changes to the parking area and landscape buffer strip at the rear of the parking lot, to the satisfaction of the Development Planning Department.
4. THAT the Owner be advised that no building permit will be issued for any residential dwelling unit until a noise report has been approved by the Vaughan Engineering Department to address any noise issues identified in the noise report.

Economic Impact

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

Communications Plan

On August 25, 2006, a Notice of Public Hearing was mailed to property owners within 120m of the subject lands and to the Crestwood Springfarm Yorkhill Residents' Association. Written comments were received from a resident on Sylvester Court, located about 70 m east of the subject lands, raising concerns that since there are no building elevations, fencing plans, landscape plans and that the house sizes have not been determined, the proposed amendments are premature. The Public Hearing was held on September 18, 2006, where only the agent for the applicant spoke. The recommendation of the Committee of the Whole to receive the Public Hearing report of September 18, 2006, was ratified by Council on September 25, 2006.

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Purpose

The Owner has submitted applications to:

1. Amend the Official Plan, specifically OPA #210 (Thornhill-Vaughan Community Plan) as amended by OPA #264, to redesignate the subject lands shown as Block 'A' on Attachment #2 from "General Commercial" to "Low Density Residential", and to increase the maximum permitted density from 22 units/ha to 24.37 units/ha, to permit the development of six single-detached residential dwelling.
2. Amend Zoning By-law 1-88, to rezone the subject lands shown as Block 'A' on Attachment #2 from M1 Restricted Industrial Zone and C2 General Commercial Zone under Exception 9(448), to R4 Residential Zone to permit the development of six single-detached residential dwelling units, each with minimum lot frontages of 9.89m, lot depths of 31.7m, and minimum lot areas of 314.2m².

The proposed redesignation and rezoning would facilitate the future severance of the rear (northerly) 31.7m of the overall property, into 6 residential lots with frontage on the south side of Royal Palm Drive (Block 'A') for the development of single detached dwellings. The southern portion of the property (Block 'B') fronting onto Steeles Avenue West, will continue to be used by the existing commercial plaza.

Background - Analysis and Options

The overall site (Blocks "A" and "B" on Attachment #2) is located at 390 Steeles Avenue West (east of Bathurst Street), and runs from the north side of Steeles Avenue West to the south side of Royal Palm Drive, in the City of Vaughan. The total site area is 10,814.2m² with Block "A" being 1,890m² and Block "B" being 8,924.2m². There is an existing commercial building on Block "B", which is predominantly one-storey with a partial second floor, comprising a total GFA of 4,034 m². Most of the site parking is provided on the surface in front of the plaza. There is an underground parking area at the rear of the building and additional surface parking behind the plaza.

The subject lands are designated "General Commercial" by OPA #210 (Thornhill-Vaughan Community Plan). The northerly portion (31.7m) of the site is zoned M1 Restricted Industrial Zone and the southerly portion is zoned C2 General Commercial Zone, subject to site-specific Exception 9(448) for the existing commercial plaza site, all by By-law 1-88.

The surrounding land uses are:

- North - Royal Palm Drive; existing residential detached dwellings (R4 Residential Zone)
- South - existing commercial plaza (C2 Restricted Commercial Zone under Exception 9(448)); Steeles Avenue West
- East - commercial plaza and parking area (C1 Restricted Commercial Zone)
- West - commercial plaza and parking area (C2 Restricted Commercial Zone and M1 Restricted Industrial Zone, respectively)

Policy Context

1. Provincial Policy Statement (PPS)

The PPS focuses on key provincial interests related to land use planning. Section 1.0 "Building Strong Communities", states (in part) that land requirements and land use patterns will be based on densities which efficiently use land, resources, and infrastructure and public service facilities, and support the use of public transit, and the provision of a range of uses and opportunities for intensification in areas which have existing or planned infrastructure to accommodate them.

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The PPS includes provisions for a range of housing types and densities by encouraging all forms of residential intensification in built up areas that have sufficient existing or planned infrastructure to create a potential supply of new housing units from residential intensification.

The proposed residential units on Block "A" are consistent with the single-detached dwellings located on Royal Palm Drive, and would be located in a built-up area of Thornhill, with access to transit on Bathurst and Yonge Streets and on Steeles Avenue West. The proposed infill development would efficiently utilize existing infrastructure, services and facilities, and be consistent with the policies in the PPS.

2. Regional Official Plan

The Region of York Official Plan designates the subject property as "Urban Area". Steeles Avenue West is designated as a "Regional Corridor". The Regional Official Plan includes policies that encourage different housing forms, sizes and tenures. Policy 4.3.6 of the Regional Official Plan encourages housing to be provided on underutilized sites, and on single use development sites with full municipal services. The proposal is also consistent with Regional Official Plan policies to direct development to existing built-up portions of Urban Areas (Section 5.2.4). The proposed residential infill development conforms with the policies of the Regional Official Plan.

The Regional Planning Department has indicated that the provision of single detached dwellings at this location is a local matter and the Region does not object to the proposed change in land use.

3. City Official Plan (OPA #210)

a) Land Use Designation

The subject lands (Block 'A') and lands occupied by the commercial plaza (Block 'B') are designated "General Commercial" by OPA #210 (Thornhill-Vaughan Community Plan), as amended by OPA #264, which permits commercial uses, retail stores for the leasing and exchanging of goods and services, restaurants, banks and business and professional offices. Policy 2.2.3.6 (o) of OPA #210 provides specific policies that apply to the site, which was implemented through the adoption of OPA #264.

b) Official Plan Amendment #264

On July 27, 1995, the OMB approved OPA #264, redesignated the rear of 390 Steeles and the properties to the east and to west, from "Low Density Residential" to "General Commercial". OPA #264 was initiated as a result of applications to amend the existing site plan agreements for the subject lands and the property to the east. Those applications proposed that commercial parking be permitted on the northerly portions of these sites in accordance with the existing M1 Restricted Industrial zoning, notwithstanding the then residential designation on these lands in the Official Plan.

In addition to considering the site development plans for these lands, Council also wanted to give consideration to the status of Royal Palm Drive and land use alternatives for these properties. To allow for adequate consideration of these issues, Council enacted an interim control by-law to deal with the rear portions of the lands from 350 Steeles Avenue West to 434 Steeles Avenue West (Attachment #1). While the City studied the appropriate land use planning policies for these lands, both the interim control by-law and site development application were referred to the Ontario Municipal Board by Development 2000 Inc. (434 Steeles). The OMB adjourned its consideration of the Development 2000 site plan application and the interim control by-law appeals to allow Council to consider a report on the interim control by-law. In the interim, Development 2000 initiated official plan and zoning by-law amendment applications for their lands

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and referred these applications to the OMB in 1989 so that all the applications could be considered jointly by the Board.

The planning reports for the Development 2000 applications indicated it would be appropriate to redesignate the northerly portion of the affected lands for commercial purposes and that providing for residential uses on the south side of the proposed Royal Palm Drive would have the effect of having dwellings backing onto the existing commercial plazas. The reports concluded that this would bring them into conflict with activities related to the normal operation of commercial uses. The report recommended the establishment of a buffer between the residential uses to the north and the commercial uses to the south of Royal Palm Drive.

The purpose of OPA #264 was to establish the buffer, by redesignating a 41m wide strip of land on the south side of Royal Palm Drive, between the rear of the Sylvester Court properties to the east to as far west as Payson Avenue, and including the subject lands, from “Low Density Residential” to “General Commercial”. The policy intent was to eliminate potential conflict between residential dwellings on the north side of Royal Palm Drive, and the activities related to the normal operation of commercial sites by eliminating the potential for residential lots on the south side of Royal Palm Drive, by including policies that would require a minimum 6m wide berm and fencing to be provided along the south side of Royal Palm Drive.

The policies of OPA #264, which currently apply to 390 Steeles Avenue, state:

- “i) In order to ensure that residential properties to the north enjoy an adequate distance separation from commercial uses, the implementing by-law shall provide for a generous building setback from the south limit of Royal Palm Drive. In addition, the zoning by-law and/or site development agreement shall ensure that servicing areas do not have a negative impact on the buildings to the north;
- ii) A substantial landscaped strip and privacy fencing shall be provided adjacent to the Royal Palm Drive right-of-way, in order to establish a buffer between the commercial uses to the south and the residential use to the north. Conceptually, the landscaped strip and screen shall be provided generally in the manner set out in Schedule “3” to this Amendment and shall be implemented through individual amending zoning by-laws and site development agreements; and
- iii) No commercial access to Royal Palm Drive shall be permitted.”

c) Proposed Redesignation to Low Density Residential

The proposed Official Plan Amendment application would redesignate the rear 31.7 m of the overall property from “General Commercial” back to “Low Density Residential”, which originally existed under OPA #210, and removing the existing restriction that the rear 41m of the subject lands only (390 Steeles) be a landscaped buffer and allowing for the development of the 6 proposed residential lots at a density of 24.37 units per hectare.

A 2.5m wide landscaped buffer strip is proposed to be provided at the rear of the commercial plaza property along with a 1.8m high wood acoustic fence to screen the proposed new residential dwellings from the existing commercial uses to the south (Attachment #2). The proposed landscaping is to consist of 9 deciduous trees (Silver Linden) being 180-200mm in caliper and spaced at 6475mm on centre. The existing Site Plan Agreement (File: DA.68.86) between the City and the Owner is to be amended to reflect changes to the parking and landscaping in this location, should Council approve the subject applications to amend the Official Plan and Zoning By-law.

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The “Low Density Residential” policies of OPA #210, as amended, permit a maximum net residential density of 22 units per hectare. The net density for the proposed residential development is 24.37 units per hectare, which is slightly higher, but compatible with the density of the existing residential uses to the north and east of the subject lands.

The existing residential lots along the north side of Royal Palm Drive were created from rear lot severances from larger lots located along the south side of Crestwood Road, following the creation of Royal Palm Drive as a new east/west road between Steeles Avenue West and Crestwood Road. The residential development proposed by the subject applications are similar to and consistent with the pattern of development which has occurred to the north and east of the subject lands, and if approved, would extend the pattern of residential development already established in the existing neighbourhood.

In 2006, Vaughan Council approved applications to amend the Official Plan and Zoning By-law (Files OP.05.016 and Z.05.029), Steeles Memorial Chapel), to redesignate of the rear of 350 Steeles Avenue West from "General Commercial" to “Low Density Residential” and rezoning from C1 Restricted Commercial Zone to R4 (H) Residential Zone, to permit the development of 4 single-detached lots with similar lot frontages and lot depths to those lots proposed by the subject application. The implementing amendments were appealed to the OMB by residents on Sylvester Court, and were subsequently approved by the OMB later in 2006, upon successful negotiations between the applicant, residents, Development Planning Staff, and the Local Councillor.

Zoning

The rear portion of the overall property is zoned M1 Restricted Industrial Zone and C2 General Commercial Zone under Exception 9(448), by By-law 1-88. The southerly portion fronting onto Steeles Avenue is zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(448), which applies to the commercial plaza portion of the site. A zoning by-law amendment is required to rezone the rear 31.7m of the property from M1 Restricted Industrial Zone and C2 General Commercial Zone under Exception 9(448), to R4 Residential Zone, to permit the proposed 6 detached residential dwellings having frontages on Royal Palm Drive. The zoning for the commercial portion (Block ‘B’) of the site will remain as is.

The proposed residential lots will have similar lot frontages and lot areas to the existing residential lots to the east and along the north side of Royal Palm Drive which are also zoned R4.

The standard and proposed R4 provisions of By-law 1-88 are as follows:

	<u>Standard</u>	<u>Proposed</u>
Minimum lot frontage	9.0m	9.89m
Minimum lot area	270m ²	311m ²
Minimum front yard setback	4.5m	4.5m
Minimum rear yard setback	7.5m	7.0m
Minimum interior side yard setback *	1.2m	1.2m
Maximum lot coverage	45%	49%
Maximum height	9.5m	11m

*The minimum side yard on one side can be reduced to 0.3m, where it abuts a side yard of a minimum of 1.2m, except where the side yard abuts a non-residential use.

The applicant is proposing the following site-specific exceptions:

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- ii) The applicant is proposing a maximum building height of 11m, whereas By-law 1-88 permits 9.5m in an R4 Residential Zone. The existing R4 Residential Zone to the north limits the maximum height of residential dwellings to 9.5m. However, lots further to the east and to the west in the adjacent R4 and R3 zones have maximum height limits of 11m. In the context of the surrounding heights and recent approvals, the Development Planning Department considers the proposed increase in height to 11m to be appropriate, and can support the proposed increase.
- iii) The applicant is proposing a minimum rear yard setback of 7.0m, whereas By-law 1-88 requires 7.5m in an R4 Residential Zone. The Development Planning Department considers the proposed reduction in the rear yard setback to be appropriate, as the provision of the noise fence and the addition of the trees at the rear of the plaza property will adequately screen the proposed residential lots from the existing plaza to the south.
- iv) The applicant is proposing a maximum lot coverage of 49% on each residential lot, whereas By-law 1-88 permits a maximum of 45% in an R4 Residential Zone. The proposed increase in lot coverage to 49% is consistent with the lot coverage recently approved for the 4 lots at the rear of 350 Steeles Avenue. The Development Planning Department supports the proposed increase in lot coverage to 49%.

There were no residents in attendance at the public hearing, and no correspondence received from any adjacent landowners to indicate the proposed increase in height and lot coverage or the reduced rear yard setback is of concern.

The Development Planning Department has no concerns with the proposed zonings exceptions. The applicant has not submitted plans showing how the proposed dwellings will be sited on the proposed lots. The Owner may be required to obtain approvals for additional exceptions to the R4 Residential Zone requirements in the future, if necessary.

Site Design of Existing Commercial Plaza

The existing site plan for the commercial plaza will be affected, if the rear 31.7m of the property is developed for residential purposes. There will be a reduction in the number of plaza parking spaces provided. The existing commercial plaza building is a one-storey building with a partial second floor. The ground floor is 2,770m² and the partial second floor is 1,264m². The total floor area of the building is 4,034m².

The original site plan for the property provides for 163 surface spaces and 55 underground parking spaces for a total of 218 spaces (which were provided on the entire 390 Steeles property). The current zoning for the site requires that a minimum of 168 parking spaces be provided on site, plus an additional 16.0 spaces per 100m² of restaurant customer service area. One restaurant currently operates on site with a customer service area of approximately 250m², therefore requiring 40 parking spaces. In total, 208 parking spaces are required for the existing development. Currently, there is a surplus of parking for the commercial plaza and the proposed residential development will not create a parking deficiency for the existing commercial plaza. The applicant is proposing to provide 155 surface spaces and 55 underground spaces, for a total of 210 spaces, which meets the existing zoning requirement, with a surplus of 2 spaces.

By-law 1-88 requires a minimum 2.4m wide landscape strip to be provided on the commercial lands, where abutting residential. A 2.5m wide strip has been provided for optimal tree growth, as shown on Attachment #2. The Development Planning Department is satisfied that the proposed acoustic fence and landscape buffer strip will provide satisfactory buffer/screen for the residential lots from the existing commercial plaza. The applicant is also providing a 1.8m high wood privacy fence along the side lot line of Lot 1 and Lot 6, where these lots abut properties which are currently used for commercial purposes.

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Vaughan Engineering Department

i) Servicing

The applicant has submitted a Functional Servicing Report for the proposed residential development. Based on this report, the Vaughan Engineering Department has no objection to the proposal as it relates to sanitary, storm and water servicing for the site. However, the Vaughan Engineering Department has requested the Owner to enter into an external servicing agreement with the City for the proposed storm sewer extension. Services for the proposed residential lots would connect to those available along Royal Palm Drive.

The Vaughan Engineering Department recognizes that the proposed lots will be created by Consent applications. In this regard, the Vaughan Engineering Department recognizes that in accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on February 26, 2007, allocation of servicing capacity shall be granted at the Consent Application stage.

ii) Environmental Assessment Report

A Phase One Environmental Assessment Report was submitted for the development, as the proposed amendment is for a more sensitive use. The Vaughan Engineering Department has reviewed the report and found it to be acceptable to the City.

iii) Noise

The Vaughan Engineering Department has indicated that a Noise Report is required prior to the release of Building Permits for the proposed residential lots. A noise report has been submitted and is being reviewed by the Vaughan Engineering Department. Any recommendations contained in the noise report, once approved, will need to be reflected in the individual house designs for Building Permit.

Lot Creation

The applicant intends to create the proposed lots (Block 'A' on Attachment #2) through the Consent process. The applications for Consent have been submitted to the Committee of Adjustment under files B039/07 to B044/07 inclusive. The severed lots are proposed to be sold to a builder. The retained portion of the subject lands (Block 'B') will continue to be used as a commercial plaza. The commercial plaza will retain its commercial zoning and site-specific zoning exception. The severance will not necessitate any exceptions to the existing zoning on the commercial plaza site.

Site Plan Agreement

There is an existing site development agreement for the commercial plaza. If the proposed applications are approved, the site plan agreement will need to be modified to reflect the changes to the plaza parking area, and to enable the City to ensure that appropriate landscape buffering and fencing is provided adjacent to the new residential properties.

The applicant has submitted a revised Development Concept – Landscape Plan (as shown on Attachment #2), which would be used to implement the site plan revision for the commercial plaza.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan and Manage Growth and Economic Vitality".

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Conclusion

The Development Planning Department has reviewed the proposed applications to amend the Official Plan and Zoning By-law, specifically to redesignate the northerly 31.7m of the overall subject lands from “General Commercial” to “Low Density Residential” and to rezone from M1 Restricted Industrial Zone and C2 General Commercial Zone under Exception 9(448), to R4 Residential Zone, to facilitate 6 lots for single-detached dwellings. The applications have been reviewed in the context of the Provincial Policy Statement, and are consistent with the policies contained therein. The proposal is for infill residential development in an existing built-up residential community with available municipal servicing. The applications are also consistent with the Region of York’s Official Plan policies for development in an urban area.

The proposed residential lots are an appropriate form of development for the subject lands and are compatible with the existing surrounding residential land uses. The proposed development is consistent with the pattern of development and lot sizes, which exist on the north side of Royal Palm Drive, and with the residential lots recently approved at the rear of 350 Steeles Avenue West.

In accordance with the above, the Development Planning Department can support the approval of the Official Plan Amendment Application which would redesignate the subject lands (Block “A”) from “General Commercial” to “Low Density Residential”, to permit 6 single detached dwellings at a maximum residential density of 24.37 units/ha. The Development Planning Department can also support the approval of the Zoning By-law Amendment Application to rezone Block ‘A’, on Attachment #2, from M1 Restricted Industrial Zone to R4 Residential Zone with an exception to address the maximum building height, maximum lot coverage, and the minimum rear yard setback.

An amendment to the existing site plan agreement for the commercial building will also be undertaken to reflect changes to the rear parking area and the provision of the new landscaping and fencing to be provided adjacent to the 6 proposed residential lots.

Attachments

1. Location Map
2. Development Concept – Landscape Plan

Report prepared by:

Laura Janotta, Planner, ext. 8634
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 27, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

**27 INTERIM CONTROL BY-LAW AMENDMENT FILE Z.07.060
STEPHEN AND HELENE SENDER**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 4, 2008:

Recommendation

The Commissioner of Planning recommends:

1. THAT Interim Control By-law Amendment File Z.07.060 (Stephen and Helene Sender) 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 548.13m² 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, affecting the lands shown on Attachment #1 in order to construct a single detached dwelling having a GFA of 548.13m² as shown on Attachments #2 and #3. The proposed use of the dwelling is for residential purposes.

Background - Analysis and Options

The subject lands are located on the south side of Thornridge Drive, west of Clarkhaven Street, known municipally as 95 Thornridge Drive, City of Vaughan. The 2,500m² vacant lot has 30.43m frontage on Thornridge Drive and a depth of 62.63m. The surrounding land uses are:

- North - Thornridge Drive; residential (R1V Old Village Residential Zone)
- South - residential (R1V Old Village Residential Zone)
- East - 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), which permits single detached units. The proposal conforms to the Official Plan.

Zoning

The subject lands are zoned R1V Old Village Residential Zone by By-law 1-88, subject to site-specific Exception 9(662). The proposed development of a single detached dwelling is permitted

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within the R1V Zone. The Owner has made application to the Committee of Adjustment for Minor Variances respecting minimum front yard setback, maximum permitted driveway width and minimum landscaping in the front yard (Minor Variance Application A018/08). The application for Minor Variance will be considered by the Committee of Adjustment at the January 17, 2008 meeting. The minor variances requested, which the Development Planning Department is supporting, are as follows:

	<u>Required</u>	<u>Requested Relief</u>
Min. Front Yard Setback	9.92m	6.7m
Max. Driveway Width	9.0m	10.7m
Min. Percentage of Landscaping In the Front Yard	50%	45%

The subject lands are partially located within a Regulated Area of the Don River Watershed, and therefore, requires a permit from the Toronto and Region Conservation Authority prior to development. The Permit (Permit No. C-07716) was approved on November 2, 2007 for the proposed development.

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 Homes Land Use Study. The report recommended that 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.

On June 11, 2007, Interim Control By-law 193-2007 was enacted, thereby 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 enacted by Council on July 19, 2007, and 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 548.13m² for use as a residence and not a group home. The proposed 548.13m² GFA 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 548.13m² residence.

Planning Considerations

The proposed development, as shown on Attachments #2 and #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 193-2007 was amended by By-law 264-2007 that granted an exception to 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

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821m². Subsequently, on December 10, 2007, Council approved further exceptions to the Interim Control By-law for an additional 2 properties being 108 Brooke Street (File Z.07.044, David Sherifi) and 17 Oakbank Road (File Z.07.045, Omid Sharifi).

The Policy Planning Department has no objections to the subject lands being granted an exception to the provisions of the Interim Control By-law in order to permit the construction of a single detached dwelling having a maximum GFA of 548.13m². 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 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly “Plan & Manage Growth & Economic Vitality”.

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 is 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 548.13m² will not impact the ongoing land use study.

Attachments

1. Location Map
2. Site Plan
3. Elevations

Report prepared by:

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 28, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

28 CITY OF VAUGHAN POLICY FOR ECONOMIC TRADE MISSIONS AND BUSINESS TRAVEL FOR MEMBERS OF COUNCIL AND THE SENIOR MANAGEMENT TEAM

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Mayor Jackson, dated February 4, 2008, be approved, subject to including “and service delivery awareness missions” after the word “missions” in Clause 1, and inserting “Whether” at the beginning of Clauses 2. b) and 2. c); and**
- 2) That the guidelines include the provision of follow-up reports as soon as possible after the mission and at one year and three year intervals after the mission.**

Recommendation

Mayor Linda D. Jackson recommends:

1. THAT staff provide a report outlining a proposed strategy and protocol for economic trade missions, to include the following guidelines:
 - a) Identify the target industries and business sectors for a trade mission;
 - b) Identify the target diplomatic exchanges;
 - c) Identify the desired and quantifiable goals/outcomes;
 - d) Recognizing that goals and outcomes sometimes evolve over time following a trade mission, identify a schedule for regular reporting of updates;
 - e) Identify the number of attendees and the expected roles for the attendees (Members of Council, SMT, and/or staff); and
 - f) Identify parameters for budgetary impact and approvals.
2. THAT staff conduct research and provide a report that outlines a proposed Business Travel Policy for Council Members and the Senior Management Team to include the following considerations:
 - a) When and if business class air travel is warranted and under what circumstances it may be warranted;
 - b) Any costs incurred for business travel, for the benefit of economic development purposes, should be directly allocated to the Economic Development budget, including travel for trade missions and trips promoting commercial growth in Vaughan;
 - c) Any additional costs associated with the extension of business travel, for personal reasons, should be incurred by the passenger on a personal basis;
 - d) Scrutiny for the lowest fare costs should, at all times, be considered; and
 - e) The guidelines be set in compliance with the City of Vaughan Corporate Occupational Health and Safety Policy.

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Economic Impact

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

Communications Plan

Upon Council approval, the new guidelines for economic trade missions and business travel will be communicated to all Members of Council and the Senior Management Team. In addition, a copy of both new policies will be included in the City of Vaughan's Policy Manual.

Purpose

To implement an Economic Trade Mission Policy and a Business Travel Policy.

Background - Analysis and Options

1. It is in the best interest of the Corporation of the City of Vaughan, for the purposes of fiscal responsibility and economic growth, to adopt a quantifiable strategy and protocol to govern future economic trade missions; and
2. Studies conducted by the Aerospace Medical Association and the World Health Organization (WHO) indicate that air travel, over long distances, expose passengers to a number of factors which may have an effect on health and well-being. Passengers who travel long distances are exposed to several health risks including DVT (Deep Vein Thrombosis), heart attacks, and several other immobility, circulatory and respiratory problems. It is imperative to minimize health risks and travel fatigue, while travelling long distances, during business travel, recognizing that business travel is often associated with demanding itineraries and physical constraints.

Relationship to Vaughan Vision 2020

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

Regional Implications

Not Applicable.

Conclusion

It is essential for the corporation to have a guideline for economic trade missions and for business travel in order to manage expectations and costs.

Attachments

None

Report prepared by:

Ann Coletta, Office of the Mayor

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Item 29, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

29

CN OVERPASS BANNERS

The Committee of the Whole recommends:

- 1) That Clause 1 of the recommendation contained in the following report of the City Manager, dated February 4, 2008, be approved; and**
- 2) That the subject Agreement be for a six (6) month trial period.**

Recommendation

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

1. That the Canadian National Railway's (CN) proposal for a revised agreement for signage at CN's overpasses be received and
2. That Council provide direction to staff regarding the installation of signage at CN overpasses as outlined in this report.

Economic Impact

There is no economic impact to the City.

Communications Plan

Not applicable

Purpose

To consider a proposal for a revised Agreement to permit City of Vaughan signage and third party advertising signage on overpasses owned by CN and to provide direction to staff for the resolution of the signage issue.

Background - Analysis and Options

On September 25, 2006, the City of Vaughan entered into an Agreement with CN to permit City of Vaughan and third party advertising signage on four CN overpasses located at Bathurst Street, Dufferin Street, Pine Valley Drive and Islington Avenue, north of Steeles Avenue West. Since the execution of the Agreement, the City has received numerous concerns from residents about the signs being a detraction for the community.

On June 25, 2007 Council approved a report recommending that CN take responsibility for the maintenance of their bridges to the appropriate City standards and that the contract with CN be terminated as soon as possible due to the unsatisfactory fulfillment of their commitment to the Agreement. On July 13, 2007 formal notice of termination of the Agreement was sent to CN. The Agreement provided for a 90-day notice period, effective October 11, 2007.

In response to the notice, CN requested a meeting with the Mayor and senior officials to address the municipality's concerns. CN and RCC Media officials met with City Staff and the Mayor in late December 2007 and presented a proposal.

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CN and RCC Media proposed the following. The south side of overpasses will feature Welcome to Vaughan signage exclusively, with creative design subject to the approval of the City. The City will have the option to change its signage several times a year and RCC Media will develop and install the signage at no cost to the City. To improve the appearance of the bridge structure, CN will supply, install and maintain landscaping on south bridge abutments, at no cost to City. The selection of the plant materials will be approved by the City's Parks Development Department.

The north side of overpasses will feature a maximum of two advertisers with the CN logo placed between the ads. The City and CN shall have all final approval rights to the copy and creative design for all signage.

In response to Council's concern regarding bird droppings from the overpasses, CN has advised that a spike system, similar to what is being used in the City of Toronto, will be installed for bird control.

The proposed Agreement is for a six-month trial period.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved. Specifically this report fulfills Vaughan Vision 2020 Goal: Plan and Manage Growth and Economic Vitality.

Regional Implications

Not applicable

Conclusion

The quality of urban streetscape is the responsibility of the City. The appearance of the CN rail overpasses are contributors to the streetscape and generate a daily impression for residents and visitors. CN's proposal for a revised agreement is one option in the resolution of the maintenance standards for overpasses.

Attachments

1. Proposed Signage Concepts

Report prepared by:

Shirley Kam, Manager of Economic Development
Madeline Zito, Director of Corporate Communications
Michael DeAngelis, City Manager

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

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Item 30, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

**30 REQUEST FOR STAFF TO ENSURE 4 WAY STOP SIGN REMAIN AT THE INTERSECTION
OF CANADA DRIVE AND VELLORE PARK BOULEVARD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated February 4, 2008:

Recommendation

Councillor Peter Meffe recommends that Staff be directed to ensure that the 4 way stop presently located at the intersection of Canada Drive and Vellore Park Boulevard not be removed.

Economic Impact

Nil.

Communications Plan

Not required.

Purpose

To ensure that the 4 way stop sign remain in place at this intersection.

Background - Analysis and Options

The intersection of Canada Drive and Vellore Park Boulevard is the busiest intersection in the Block 33W subdivision. Presently this intersection is also a school bus drop off zone. Residents have also expressed their concerns with respect to the large volume of truck traffic along with vehicular traffic in this area. The removal of the stop sign would also encourage speeding along this busy intersection. I believe it is important that this 4 way stop is maintained at this intersection as it will control traffic and prevent the possibility of accidents occurring for the reasons mentioned above.

Relationship to Vaughan Vision 2020

This report is consistent with the Vaughan Vision 2020 strategic initiatives to 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.

Regional Implications

Nil.

Conclusion

It is my feeling that this is a reasonable request and it would be in the City's best interest to have this 4 way stop maintained.

Attachments

None.

CITY OF VAUGHAN

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Item 30, CW Report No. 5 – Page 2

Report prepared by:

Peter Meffe,
Councillor, Ward 1

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EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 31, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

31 ENHANCING PUBLIC TRANSIT OPTIONS IN WEST VAUGHAN

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Carella, dated February 4, 2008, be approved; and**
- 2) That this resolution be communicated to the Ontario Minister of Transportation, the Greater Toronto Transportation Authority (Metrolinx), the members of the provincial Parliament from York and Peel Regions, the Councils of the Regional Municipalities of York and Peel , and the Councils of the municipalities which comprise those regional municipalities.**

Recommendation

Councillor Tony Carella recommends adoption of the following resolution:

WHEREAS the Greater Toronto Transportation Authority (GTTA, or "Metrolinx") was created by the Government of Ontario to develop and implement transportation plans for the metropolitan region, encompassing the City of Toronto, the Regional Municipalities of Durham, Halton, Peel and York, and the City of Hamilton; and

WHEREAS the Metrolinx board and staff are committed to:

- (1) serving as an advocate for customers, continually focusing on how to improve the system for transportation users;
- (2) engaging in open, transparent, two-way dialogue, always seeking ideas and input from a broad spectrum of people;
- (3) taking action, to demonstrate real progress;
- (4) inclusiveness, ensuring that all voices are heard; and
- (5) promoting understanding that transportation involves choices, and individual have a responsibility to make informed decisions; and

WHEREAS, the west side of Vaughan (that is, those portions west of Pine Valley Drive, from Steeles Avenue to the northern limit of the city, or approximately 40% of the area of Vaughan), will in the coming years witness substantial development, both residential (in the Kleinburg-Nashville area) and, industrial/commercial (in the Vaughan Business Enterprise Zone, slated to employ upwards of 60,000 people when fully built); and

WHEREAS, the concentration of residents and workers in this area in such numbers will put considerable strain on existing and planned local, regional and provincial roadways; and

WHEREAS, the sustainability of such development will be directly proportional to the availability and use of public transit modalities in whatever form they take; and

WHEREAS, the western part of Vaughan is presently bisected by a CP railway corridor of some one hundred feet in width, sufficiently ample to allow the construction of additional rail lines along the corridor;

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NOW THEREFORE BE IT RESOLVED that the Council of the City of Vaughan requests Metrolinx give priority consideration to the development of a two-way GO commuter rail service along the underused portion of the local CP right of way, to provide a link from downtown Toronto, through west Vaughan, to Bolton (in the Town of Caledon) and beyond, with consideration given to the establishment of GO stops at three historic locations at Woodbridge Station (vicinity of the Woodbridge Fair Grounds), at Elders Mills Station (Rutherford Road, west of Highway 27), and at Kleinburg Station (at Nashville Road).

Economic Impact

Nil

Purpose

To ensure the provision of publicly-owned and operated commuter rail service through a part of the City of Vaughan which, once developed, will be both a major employment and residential area.

Background - Analysis and Options

The CP line---which runs through the west portion of Vaughan from Steeles Avenue near Pine Valley Drive to where it crosses the Albion-Vaughan Road, near Cold Creek---is the historic rail route from Toronto to northern Ontario and the west of Canada, and has always been a busy line for that reason. As it passes through Woodbridge, however, it is a much under-used transportation resource, with ample space in its cross-section for a least two more rail lines, enough to permit two-way commuter traffic between Toronto and Bolton and points beyond.

Besides passing through the well-settled residential areas of Woodbridge proper, and future residential lands west of Kleinburg, the line transects what promises to be the premier industrial zone in the GTA---the Vaughan Business Enterprise Zone, bound by Highways 27, 50, and 407, and soon to be transected by an extension of Highway 427, making its connection to Pearson International Airport a matter of minutes. It is estimated that the zone will eventually employ an estimated 60,000 thousand workers, who will benefit from a two-way public transit link. (As “two-way” suggests, it can reasonably expected that this line, once completed, will serve commuters heading to work *in* Toronto in the morning, as well as workers coming *from* Toronto at the same time to the Vaughan Business Enterprise Zone, and vice versa.)

Relationship to Vaughan Vision 2007

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

Conclusion

It is appropriate that Council respond to Metrolinx's request for comments on the future direction of transportation infrastructure in the Greater Toronto Area.

Attachments

Nil

Report prepared by:

Councillor Tony Carella

CITY OF VAUGHAN

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Item 32, Report No. 5, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 11, 2008, as follows:

By approving the following:

- 1) ***That this initiative be handled by the Environment Committee;***
- 2) ***That a press release be issued for this initiative; and***
- 3) ***That a copy of this resolution be forwarded to the Region of York.***

32

PARTICIPATION IN EARTH HOUR – MARCH 29, 2008

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Frustaglio, Regional Councillor Rosati and Councillor Yeung Racco, dated February 4, 2008:

Recommendation

Regional Councillor Joyce Frustaglio, Regional Councillor Gino Rosati and Councillor Sandra Yeung Racco recommend:

1. That the City of Vaughan participate in Earth Hour on March 29, 2008, a global movement in which people around the world will turn off their lights for one hour as a symbol of taking action against climate change; and,
2. That the Economic & Technology Development Department and Corporate Communications Department, in consultation with PowerStream, will develop a communications plan to publicize the Earth Hour initiative to the City's residents and businesses.

Economic Impact

All activities can be supported through existing budget allocations.

Communications Plan

Information regarding this event will be posted on the City's website and an advertisement will run on the City Page of the local papers. Corporate Communications will promote this initiative through a News Release, upcoming city events and they will engage local media through an official announcement at a Council Meeting. A pamphlet will be sent to the School Boards to be distributed to all City of Vaughan schools, and a piece will be incorporated into any of our own publications. The Economic and Technology Development Department will promote the initiative to local businesses as well.

Letters will be sent to the Chair of York Region, the Premier of Ontario and the Prime Minister of Canada informing them of our participation in this initiative.

Purpose

Building public awareness of energy use is key to moving the Province toward a conservation culture. Earth Hour will be an international demonstration of the power of individuals to create change and promote civic engagement.

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EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 32, CW Report No. 5 – Page 2

Background - Analysis and Options

The lights-out campaign was launched last year in Sydney, Australia. Organizers say 1,950 businesses and government departments and 60,000 households participated. Since most of Australia's electricity is generated by burning coal, the reduction in greenhouse gas emissions was equivalent to taking 48,000 cars off the road for an hour.

This year, Earth Hour (<http://www.earthhour.org/>) will be an international demonstration of the power of individuals to create change. Sydney is in again, and the event has expanded to include Toronto; Chicago; Tel Aviv, Haifa, Israel; Manila, Philippines; Suva, Fiji; Christchurch, New Zealand; four Danish cities – Copenhagen, Aarhus, Odense, and Aalborg; Bangkok, Singapore, and Shanghai. The City of Toronto has committed to this challenge and all major Civic Centres, including City Hall and Metro Hall will participate in this event.

As of January 23, 2008 17 cities in seven countries have indicated they will also participate. In Canada, Toronto, Markham, Mississauga, Pickering, Newmarket, Brampton and York Region have indicated that they are considering participating or will participate.

Earth Hour is not about solving the climate change: it's about people expressing concern and an intention to do something about it.

Relationship to Vaughan Vision 2020

Lead and Promote Environmental Sustainability.

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

Regional Implications

York Region has indicated they will also be participating in this initiative.

Conclusion

Participating in the Earth Hour initiative on March 29th, 2008 at 8pm will demonstrate the City of Vaughan's ongoing commitment to promoting and practicing environmentally responsible behaviour. Vaughan will be joining a growing number of GTA municipalities who have expressed their interest in participating.

Working with PowerStream will provide both technical and promotional support. PowerStream will be able to access the impact on electrical demand, which will provide the public with an indication of the potential benefits of a minor behavioural change on their energy usage.

Attachments

1. Earth Hour Backgrounder
2. Excerpt from January 24, 2008 York Regional Council Minutes

Report prepared by:

Anita Micoli, Council Executive Assistant
Enza Barbieri, Council Executive Assistant
Joy Ciafardoni, Council Executive Assistant

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

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Item 33, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

33 CREATION OF AN ECONOMIC DEVELOPMENT COMMITTEE

- 1) That Clauses 1, 2, 4 and 5 of the recommendation contained in the following report of Regional Councillor Rosati, dated February 4, 2008, be approved;
- 2) That the Steering Committee be comprised of the Mayor, 3 Members of Council, the City Manager and the Director of Economic Development;
- 3) That the following be appointed to the Steering Committee;

Mayor Linda D. Jackson (ex-officio)
Regional Councillor Gino Rosati
Councillor Peter Meffe
Councillor Sandra Yeung Racco
City Manager
Director of Economic Development;
- 4) That a communications plan be developed and consideration be given to including business leaders and a representative from the Vaughan Chamber of Commerce on the Economic Development Committee; and
- 5) That the deputation of Ms. Carrie Liddy, 36 Humberview Drive, Woodbridge, L4H 1B1, be received.

Recommendation

Regional Councillor Gino Rosati recommends that:

1. The process to establish an Economic Development Committee (EDC) be initiated.
2. A Steering Committee be struck to make recommendations to Council as to the Economic Development Committee's:
 - Mandate and Terms of Reference;
 - Membership; and
 - The resources required to support its work.
3. The Steering Committee be composed of:
 - The Mayor;
 - Two Members of Council;
 - The City Manager; and
 - The Director of Economic Development.
4. The Steering Committee report back to Council at first opportunity with the recommendations identified in 2 above.
5. The Steering Committee be supported by Council Secretariat services and staff as required.

Economic Impact

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

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Communications Plan

No communications plan will be required at this time.

Purpose

The purpose of this report is to obtain Council direction to initiate the development of an Economic Development Committee. The creation of the Economic Development Committee would be facilitated by a Steering Committee that would be struck to make recommendations to Council as to the EDC's mandate and terms of reference, membership and resource needs.

Background and Analysis

The City of Vaughan has a large and vibrant employment sector, which takes advantage of the city's outstanding location in the Greater Toronto Area and the excellent and continuously improving transportation links. Preliminary allocations, by the Region of York, of the *Places to Grow* employment projections for 2031, indicate that the number of jobs in the city could grow from approximately 150,000 in 2005 to over 270,000 by the end of the planning period.

However, there are challenges emerging that may affect the City of Vaughan's ability to take advantage of these opportunities. The issues facing Vaughan and its employment sector include:

- Globalization and national/international competition for investment;
- The strength of the Canadian dollar versus the US dollar;
- High fuel prices;
- In the short-term, a slowing economy;
- The on-going decline in the manufacturing sector;
- The continuing shift to a more service based economy;
- The implications of declining job quality; and
- Sustaining and growing the City's employment base.

In the face of these challenges it is important that the City continue to be proactive and continually support and improve its economic development efforts, especially those that focus on the growth and preservation the City's employment sector.

There are a number of concurrent opportunities emerging in the policy area, which will need to take the positive and negative conditions into account. The City will be updating its economic development strategy over the next year. Also, as part of the Growth Management 2031 Strategy, the City will be preparing an "Employment Sectors Strategy". It will identify the types of employment the City should be seeking based on Vaughan's assets and advantages. It will support the Official Plan Review and it will be one of the bases for the land use policies that will apply to our employment areas.

It is recommended that Council move ahead with establishing an EDC, the first step being the creation of a Steering Committee. The Steering Committee would investigate best practices for the operation of the EDC, research initiatives originating with other municipalities and consult with other levels of government and potential partners. It would develop the EDC's mandate, the terms of reference, its membership and identify the resources needed to operate effectively. This information would form the basis of a recommendation to Council to set up the Committee, backed by a fully-developed and well-considered plan for moving forward.

Relationship to Vaughan Vision 2020

This report is consistent with the Vaughan Vision objectives pertaining to Planning and Managing Growth including, "Revise and update the Economic Development Strategy"; and "Prepare an employment area plan for the Vaughan Enterprise Zone and employment lands".

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Regional Implications

Not applicable.

Conclusion

Over the next twenty-five years the City will be faced with a range of opportunities that are not available to most municipalities. These include the potential for substantial employment growth, major investments in rapid transit and highway infrastructure and an outstanding location in the GTA. There are also a number of challenges ahead that will have to be addressed. It is recommended that the City proceed with the creation of an Economic Development Committee. This would help to ensure that the City and its employment sector remains strong for the long-term by developing and committing to policies and strategies that optimize the City's opportunities and mitigate the challenges.

Attachments

Not Applicable

Report prepared by:

Regional Councillor Rosati

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 34, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

**34 ST. CLARE ELEMENTARY CATHOLIC SCHOOL – 391 VELMAR DRIVE
PARKING CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated February 4, 2008:

Recommendation

Councillor DiVona recommends:

1. That the Engineering Department review the installation of “No Parking/No Stopping” signs only during school hours, specifically 8:00 am to 9:00 am and 3:00 pm to 4:00 pm, Monday to Friday , September 1 to June 30 at St. Clare Catholic School, 391 Velmar Drive;
2. The By-Law Enforcement Services be requested to provide enforcement of the parking activity on Velmar Drive in the vicinity of St. Clare Catholic School; and
3. That the recommendation be brought forward to a future Committee of the Whole meeting.

Economic Impact

The cost to install the ‘No Parking’ signs will be an initial impact on the 2008 Operating Budget.

Communications Plan

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

Purpose

To install ‘No Parking/No Stopping’ signs on Velmar Drive to include school time periods in front of St. Clare Elementary Catholic School located at 391 Velmar Drive.

Background - Analysis and Options

My office and the Mayor’s office has received a complaint from the Trustee Michael Carnovale that on January 29, 2008, an accident had occurred. There are no parking/no stopping signs present on Velmar Drive in the vicinity of St. Clare Elementary Catholic School. It was noted that the majority of the schools throughout the City have signage.

Relationship to Vaughan Vision 2007

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

Regional Implications

N/A

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Conclusion

The majority of schools throughout the City have 'No Parking/No Stopping' signage installed. It would be beneficial for the residents in the vicinity of St. Clare Catholic Elementary School to have on street parking for guests outside school arrival and departure times.

Attachments

Location Map

Report prepared by:

Councillor Bernie DiVona

(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 FEBRUARY 11, 2008

Item 35, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

35

TAX-FREE MUNICIPAL BONDS

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated February 4, 2008:

Recommendation

Councillor Tony Carella, recommends the adoption of the following resolution:

WHEREAS the future financing of the costs for the maintenance and replacement of aging municipal infrastructure is of ongoing and increasing concern to all Canadian municipalities; and

WHEREAS the discussion of the need to ensure an adequate source for such funding can only benefit from the consideration of any new municipal financing options; and

WHEREAS the use of tax-free municipal bonds as a mechanism for such funding is common practice in other jurisdictions.

NOW THEREFORE BE IT RESOLVED that the Council of the City of Vaughan endorses in principle the proposal by Senator Jerry Grafstein, that the Business Development Bank of Canada be granted the authority to issue tax-free bonds for the purpose of financing capital infrastructure projects on behalf of Canadian municipalities that choose to avail themselves of this option; and

That this resolution be communicated to Senator Grafstein, to the Ministers of Finance of Canada and Ontario, the members of Parliament from York Region, the members of provincial Parliament from York Region, the Council of the Regional Municipality of York, and the councils of the municipalities which comprise the Region of York.

Economic Impact

Nil

Purpose

To lend support to a not-yet-considered option for increasing funds available to municipalities, to meet the future costs of infrastructure maintenance and replacement.

Communication Plan

The Corporate Communications Department will issue a media release upon the adoption of this resolution by Council.

Background – Analysis and Options

The cost of maintaining and replacing municipal infrastructure is in the words of Sir Robert Walpole, a “sleeping dog”, one that cannot be relied on to play dead forever. Indeed, it is arguably the most important issue that Canadian municipalities will confront over the next few decades, given the evidence of the need for such maintenance and replacement. Witness the spectacular and costly collapses of highway bridges in Montreal and Minneapolis, Minnesota this past year. Reasonable estimates put the total of funds needed to meet infrastructure replacement requirements across Canada at \$200 billion.

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Proposals to address this issue are growing, most recently those that seek the redirection of one percent of the Goods and Services Tax to municipal coffers. Senator Grafstein's proposal, that the Business Development Bank be granted the authority to issue, on behalf of municipalities, tax-free bonds, is one that is common in many jurisdictions. The fact that such bonds would be tax-free, means that municipalities could pay less interest on the money raised while still providing an attractive investment opportunity for Canadians looking for a secure place to "park their money". According to Senator Grafstein, the plan he proposes would limit the investment of proceeds to projects that would generate revenue (e.g., transit lines, water mains, toll roads, etc.).

While the proposal would mean less revenue for federal and provincial coffers, such losses would be, according to Senator Grafstein, recouped through the sales and income taxes generated by the wave of construction activity the proposal would result in.

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

Council of the City of Vaughan supports consideration of another option for financing municipal infrastructure maintenance and replacement.

Attachments

None

Report prepared by:

Councillor Tony Carella

CITY OF VAUGHAN

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Item 36, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

**36 DEPUTATION – MS. CATHY FERLISI, CONCORD WEST RATEPAYERS’ ASSOCIATION
WITH RESPECT TO THE PROPOSED COMMUNITY ENVIRONMENTAL CENTRE**

The Committee of the Whole recommends that the deputation of Ms. Cathy Ferlisi, President, Concord West Ratepayers’ Association, 7777 Keele Street, Unit 8/70, Concord, L4K 1Y7, and petition submitted, be received.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 37, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

**37 NEW BUSINESS – HEART AND STROKE FOUNDATION GRANT INITIATIVE
WITH RESPECT TO YORK REGION EMS AND LOCAL MUNICIPAL PARTNERSHIPS**

The Committee of the Whole recommends that staff be directed to review the report of the Health and Emergency Medical Services Committee of York Region, dated January 24, 2008, submitted by Regional Councillor Frustaglio, and identify locations within the City's municipal buildings to determine the number of Defibrillators required and advise the Region's Health Department.

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

CITY OF VAUGHAN

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Item 38, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

38

**NEW BUSINESS – GOVERNANCE OF COUNCIL
WITH RESPECT TO COMMITTEES**

The Committee of the Whole recommends:

- 1) That a report be provided to a future Committee of the Whole meeting with respect to the governance of Council relating to the expansion of the committee system while a Committee of the Whole system currently exists;**
- 2) That the report include an “audit” of the committees that currently exist and a list of their membership; and**
- 3) That insight be provided as to the models of governance that may be applied.**

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 40, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

40

**NEW BUSINESS – ADMINISTRATIVE CORRECTION
WITH RESPECT TO WHISTLE BLOWING IN NASHVILLE**

The Committee of the Whole recommends that an administrative correction be made to Item 33, Report No. 58, of the Committee of the Whole, adopted by Council on December 10, 2007, by replacing “1:00 a.m.” with “7:00 a.m.” under “Purpose”.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 41, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

41

**CEREMONIAL PRESENTATION – MS. GIULIA MORRA
WITH RESPECT TO WARD 1 CIVIC HERO AWARD**

Councillor Meffe, together with Members of Council, presented Ms. Giulia Morra with the Ward 1 Civic Hero Award for her exemplary actions in the community.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 11, 2008

Item 42, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 11, 2008.

42

**DECLARATION OF APPOINTMENT
MR. MICHAEL RADOV, VAUGHAN YOUTH CITY COUNCILLOR**

The Deputy City Clerk administered the Declaration of Appointed Member and the Oath of Allegiance to Vaughan Youth City Councillor, Mr. Michael Radov. The newly appointed Youth City Councillor thanked those involved in supporting his appointment and gave his inaugural address.

Regional Councillor Ferri introduced, congratulated and commended Mr. Michael Radov on his appointment.