

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 8, 2008

Item 1, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

1 **CHARACTER COMMUNITY INITIATIVE - 2008**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Character Community Committee, dated September 2, 2008, be approved; and**
- 2) That the memorandum of the Director of Corporate Communications, dated August 27, 2008, be received and that the updated version of the poster replace Attachment 1 of the report.**

Recommendation

The Character Community Committee, in consultation with the Senior Management Team, recommends:

1. That Character Community Week be celebrated annually in conjunction with York Region's Character Community Week with various initiatives expected to be held October 27 – 31, 2008;
2. The adoption of the eleven (11) York Region Character Community attributes, and that "leadership" be the twelfth attribute of the City of Vaughan;
3. That the City continue to liaise with Boards of Education's Community Coordinators with respect to engaging the City and the schools through various Character Community initiatives such as school presentations and City Councillor visitations;
4. That a communications and marketing plan be developed to include, but not be limited or restricted to: website content, chat rooms, corporate letterhead, banners, community meetings, Council meetings, Recreation Guide, Vibe, signage, logos, school flyers etc.;
5. That the Director of Recreation and Culture, or designate, continue to be on the Character Community Coalition, which is a sub-committee of York Region's Character Community committee;
6. That a subcommittee of volunteers (i.e. community members, students) be established to liaise with the Vaughan Character Community Committee to support the initiatives set out annually for Character Community Week;
7. That the Civic Hero Award capture the Character Community attributes;
8. That under the leadership of the Human Resources Department, an internal committee be struck to determine how the Corporation will celebrate the twelve (12) attributes throughout the year with various initiatives i.e. the Employee Recognition Program.

Economic Impact

The number and extent of the programs and initiatives that will be implemented will determine the budget impact. Any such funding requirements will be submitted during the 2009 budget process. The ongoing budget requirements for the initiatives will be submitted in the 2009 budget process.

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Communications Plan

A communications plan will be developed to create awareness about Character Community week and will include, but not be limited to, the preparation of a news release, information in various City publications, the City's website and advertisements in local newspapers, and flyer/newsletter distribution in schools.

Purpose

The purpose of this report is to report on past achievements, establish an ongoing commitment to Character Community, and to propose initiatives to support the Character Community initiative.

Background - Analysis and Options

A Character Community is one in which elected officials, community leaders, citizens and staff recognize and promote good character. Everyone works together to ensure that families are strong, homes and streets are safe, education is effective, business is productive, neighbours care about one another, and people make wise choices for their families and lives. In short, a Character Community has leaders who are models of the character attributes they advocate for their citizens.

The concept of Character Communities first started in inner City schools in the U.S. From there it came up to Canada through the schools and various municipalities. The Character Community initiative first became active in York Region in 2002 when the Region declared itself to be a Character Community. Vaughan City Council, at its meeting on October 9, 2007, established a Character Community Working Committee with representation from Council (Mayor Linda Jackson, Regional Councillor Frustaglio, and Councillor Sandra Yeung Racco). The City of Vaughan is proud of its participation as a Character Community as well as being a member on the Character Community Council.

The Boards of Education have also adopted the Character Community initiatives and celebrate the attributes in a variety of ways within the schools.

Character Community champions eleven (11) attributes chosen by the public: respect, responsibility, courage, inclusivity, honesty, fairness, integrity, optimism, compassion, perseverance and initiative. To round out the number to twelve (12), the Character Community Working Committee recommends that "leadership" be added as the twelfth (12th) attribute allowing the City of Vaughan to highlight one attribute each month. See the "I Live with Character" brochure attached.

The Region of York has typically celebrated Character Community week during the month of October. In 2007, the City of Vaughan initiated Character Community and scheduled various activities to draw attention to and highlight the programme. Activities included:

- Visits by the Mayor and Members of Council to schools to promote Character Community
- Motivational speakers
- Presentations by schools with respect to their initiatives as they related to Character Community
- Adjusting the Mayor's Award at the Chamber of Commerce which incorporated consideration of the business' actions as it related to the Character Community attributes
- VBEC provided sessions on Selling with Ethics
- Media Releases and Advisory's were prepared and released during the week
- Banners, pamphlets and stickers promoted Character Community Week at the Civic Centre

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Promoting the programme is critical to educating the Community about Character Communities. A robust communications and marketing plan, including, but not limited to website content, promotional material, use of the Recreation Guide, Vibe, signage, logos, school flyers, use of marquees, announcements at Council meetings, including a Character Community attribute on meeting agenda, etc. These methods can be used to further establish the Character Community attributes the way we want them to be celebrated during Character Community week. Attached is a copy of an example of information promoting the attributes to residents of the City of Vaughan.

To assist with the further integration of this initiative into the mainstream of Vaughan's communities, a sub-committee of volunteers should be established to liaise with the Vaughan Character Community Working Committee and to assist and support the implementation of the initiatives that are established for Character Community Week.

Further, it must be recognized that to achieve greater success, the initiative must be embraced by the staff of the Corporation to endorse and promote the development of positive attributes. Under the leadership of the Human Resources Department, an internal committee will be struck to determine how the Corporation will celebrate the twelve (12) attributes throughout the year. Work will be undertaken to capture the character attributes through both the Civic Hero Award and the Employee Recognition Program while continuing to look for new initiatives that will help the City and community celebrate Character Community week.

In conclusion, a Character Community has leaders who are models of the character attributes they advocate for their citizens. The initiatives outlined above will help further develop this worthy goal.

Relationship to Vaughan Vision 2020

All initiatives of Vaughan Vision 2020 are included with the adoption and continuation of the Character Community program including Service Excellence by preserving our heritage and supporting diversity, arts and culture, Management Excellence by demonstrating leadership and promoting effective governance, and Staff Excellence by valuing and encouraging a highly motivated workforce..

Regional Implications

The City will continue to work with the Character Community Committee of York Region as well as staff will continue to be involved with the Character Community Coalition.

Conclusion

Council at its meeting on October 9, 2007 approved Character Communities Week and that the City of Vaughan continue to develop public education and awareness initiatives in 2008 to support the Character Community programme. A working committee with representation from Council and staff has prepared a number of initiatives for the year, including Character Community Week, to foster the importance of Vaughan as a Character Community.

Attachments

1. "I Live With Character" Poster

Report Prepared By

Monika Pii Smith, Area Recreation 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 2, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

2

**PROCLAMATION REQUEST –
BIG BROTHERS BIG SISTERS MONTH – SEPTEMBER 2008**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 2, 2008:

Recommendation

The City Clerk recommends:

- 1) That September 2008 be proclaimed as “Big Brothers Big Sisters Month”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page, space permitting.

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability.

Purpose

To respond to the request received from the Development and Events Co-Ordinator of Big Brothers Big Sisters of York.

Background - Analysis and Options

The correspondence received from the Development and Events Co-Ordinator of Big Brothers Big Sisters of York is attached (Attachment #1).

The proclamation request meets the City’s Proclamation Policy, as follows:

“That upon request, the City of Vaughan issue Proclamations for events, campaigns or other similar matters:

- (i) which are promoted by any organization that is a registered charity pursuant to Section 248 of the Income Tax Act”

The Big Brothers Big Sisters of York is a service organization committed to matching children and youth with caring volunteer mentors. Their goal is to expand its recruitment drive in order to serve more children and youth in our community.

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.

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Regional Implications

N/A

Conclusion

Staff is recommending that September 2008 be proclaimed as “Big Brothers Big Sisters Month”, and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

Attachments

Attachment #1 - Correspondence from Big Brothers Big Sisters of York, dated July 10, 2008

Report prepared by:

Connie Bonsignore, Admin Assistant to the City Clerk

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

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3

**PROCLAMATION REQUEST –
CHILDHOOD CANCER AWARENESS MONTH – SEPTEMBER 2008**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 2, 2008:

Recommendation

The City Clerk recommends:

- 1) That September 2008 be proclaimed as “Childhood Cancer Awareness Month”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page, space permitting.

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability.

Purpose

To respond to the request received from the Senior Executive Assistant of the Pediatric Oncology Group of Ontario (POGO).

Background - Analysis and Options

The correspondence received from the Senior Executive Assistant of the Pediatric Oncology Group of Ontario (POGO) is attached (Attachment #1).

The proclamation request meets the City’s Proclamation Policy, as follows:

“That upon request, the City of Vaughan issue Proclamations for events, campaigns or other similar matters:

- (i) which are promoted by any organization that is a registered charity pursuant to Section 248 of the Income Tax Act”

The Pediatric Oncology Group of Ontario (POGO) is the official advisor on childhood cancer to the Ministry of Health and Long-Term Care. Their mandate is to advocate for children and their families who are diagnosed with cancer, and to raise public awareness about the disease and its effects. The Pediatric Oncology Group of Ontario (POGO) works to develop new policies and programs that improve the care of children with cancer, their families, and childhood cancer survivors.

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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

N/A

Conclusion

Staff is recommending that September 2008 be proclaimed as “Childhood Cancer Awareness Month”, and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

Attachments

Attachment #1 - Correspondence from the Pediatric Oncology Group of Ontario (POGO), dated June 9 2008

Report prepared by:

Connie Bonsignore, Admin Assistant to the City Clerk

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

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Item 4, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 8, 2008, as follows:

By approving that an all-way stop control be installed at the intersection of Ilan Ramon Boulevard and Marc Santi Boulevard and Ilan Ramon Boulevard and Lebovic Campus Drive; and

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated September 5, 2008.

4 **ILAN RAMON BLVD AND MARC SANTI BLVD AND
ILAN RAMON BLVD AND LEBOVIC CAMPUS DRIVE
ALL-WAY STOP CONTROL INSTALLATION**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Mayor Jackson, dated September 2, 2008, be approved, subject to confirmation at the Council meeting of September 8, 2008, that it would not be inappropriate to install all-way stop controls at this location; and
- 2) That an enacting By-law be available at the Council meeting of September 8, 2008.

Recommendation

Mayor Linda D. Jackson recommends:

THAT an all-way stop control be installed at the intersection of Ilan Ramon Boulevard and Marc Santi Boulevard and Ilan Ramon Boulevard and Lebovic Campus Drive.

Economic Impact

The cost to install the all-way stop signs and pavement markings (stop bars) will be managed through the 2008 Operating Budget. There are sufficient funds available for this work. The on-going costs to maintain the signs and pavement markings will be incorporated in future Operating Budgets.

Communications Plan

Engineering Services staff will contact the residents with the direction from Council.

Purpose

The purpose of this recommendation is to better regulate traffic flow in this residential area, while increasing and enhancing safety measures for the residents.

Background - Analysis and Options

A request has been received to install an all-way stop at the intersection of Ilan Ramon Boulevard and Marc Santi Boulevard and Ilan Ramon Boulevard and Lebovic Campus Drive. The residents of the area have made a formal request, by signing a petition, stipulating the need for traffic calming measures. Due to the overwhelming concern and the increased traffic flow in the area, it is necessary to install the all-way stop signs immediately.

The residents feel the lack of stop signs in the area will result in fatality, unless preventive measures are undertaken without further delay.

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Relationship to Vaughan Vision 2020

Enhance and ensure community safety, health and 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

There are no Regional implications.

Conclusion

In response to the concerns expressed by Vaughan residents, it is both appropriate and in the best interest of the City of Vaughan, to install an all-way stop control at the intersection of Ilan Ramon Boulevard and Marc Santi Boulevard and Ilan Ramon Boulevard and Lebovic Campus Drive.

Attachments

1. Location Map.
2. Petition from the City of Vaughan residents.

Report prepared by:

Ann Coletta, Office of the Mayor

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

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Item 5, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

5 **VEHICULAR CONTROL ISSUES: FRIULI COURT**

The Committee of the Whole recommends that the recommendation contained in the following report of Councillor Carella, dated September 2, 2008, be approved, subject to adding “including the issue of infiltrating traffic accessing Friuli Court via driveways connecting it to Steeles Avenue West” to the end of Clause 2.

Recommendation

Councillor Carella recommends that

(1) a “No-Parking October 15 to April 15” zone be established along the south side of Friuli Court, from the west end of the middle driveway serving the business premises known as Frini Fine Italian Furniture, to the storm sewer grate located approximately 8 m to the west of the driveway; and

(2) appropriate staff conduct a traffic control study to determine what measures can be taken to better protect seniors residing at the Friuli Centre or Villa Leonardo Gambin from speeding traffic when they choose to cross Friuli Court.

Economic Impact:

All costs relating to these recommendations have been previously budgeted.

Communication Plan:

The ward councillor will inform the principals of Frini Fine Italian Furniture and the residents of Friuli Centre and Villa Leonardo Gambin of these recommendations, if approved.

Purpose:

To respond to requests from a local business and local residents for action in regard to vehicular control issues along Friuli Court.

Background and Analysis:

Frini Fine Italian Furniture is a long-established business located in Woodbridge, at 4600 Steeles Avenue West. Deliveries to the premises are made via a number of loading docks that front onto Friuli Court, a cul-de-sac that runs east from Islington Avenue, immediately north of Steeles Avenue. Two of these loading docks (Nos. 1 and 2) are accessed by means of the middle of three driveways serving Frini Furniture.

During winter months, Friuli Court is considerably narrowed once ploughs have cleared snow to both sides of the roadway. Indeed, at times, when cars are parked along the south side of the roadway immediately to the west of the middle driveway, the turning radius required by transport trucks backing up to loading docks 1 and 2 is insufficient.

As Friuli Court is a public roadway in an employment area, it is incumbent upon the municipality to undertake any reasonable measure which will ensure unrestricted access to business premises by transport vehicles either bringing goods to the premises for sale, or taking them away for delivery to customers. Given that the problem only arises during months when snowfall is likely, the prohibition on parking in the indicated location should be limited to the six months from October 15 to April 15.

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With regard to pedestrian issues, the middle portion of the north side of Friuli Court is the location of a major seniors residence (Friuli Centre) as well as a long-term care facility (Villa Leondardi Gambin). Pedestrians from both of these buildings have frequent occasion to make mid-block crossings of Friuli Court, as the building located in the northeast quadrant of the intersection of Steeles and Islington Avenue (which backs on to Friuli Court) contains no less than three social clubs and a variety of retail stores and services.

The eastern end of Friuli Court is given over entirely to a number of employment area uses (e.g., automobile repair, etc.), all of which attract considerable vehicular traffic. As the street curves slightly to the south along its full length, site lines are less than optimal, aggravating the potential dangers associated with being both a pedestrian (crossing a sometimes busy street) and a senior citizen (crossing a sometimes busy street with less than perfect speed and agility). With this in mind, a traffic control study to determine how best to enhance pedestrian safety is appropriate.

Regional Implications:

Nil

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.

Conclusion:

Vehicular control issues along Friuli Court merit study and action by appropriate staff.

Attachments:

1. Map showing Friuli Court
2. Letter requesting "No Parking" zone, from Frini Fine Italian Furniture

Report prepared by:

Councillor Tony Carella, FRSA

(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. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

6 ELIMINATION OF SALES OF BOTTLED WATER IN ALL CITY OF VAUGHAN BUILDINGS

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Shefman, dated September 2, 2008, be approved, subject to deleting “and events sponsored by the City” in Clause 1;
- 2) That staff provide a report to the Environment Committee addressing the concerns raised by Members of Council with respect to the economic impact and communication strategy; and
- 3) That the deputation of Mr. Joe Aiello, Fontana Gardens Express, 7400 Keele Street, Concord, L4K 1Z9, be received.

Recommendation

Councillor Shefman recommends:

1. That the City of Vaughan cease the use of single-use plastic water bottles at all meetings and events sponsored by the City as of September 2008;
2. That the City of Vaughan ceases the sale of single-use plastic water bottles in all city-run buildings, arenas and community centres;
3. That staff be directed to report back to the Environment Committee on the implementation plan for this recommendation and that an implementation schedule be established that will put this recommendation into full operation no later than December 31, 2008.
4. That staff report back to the Environment Committee on a public awareness strategy relating to this recommendation by October 2008;
5. That staff be directed to report back to the Environment Committee with respect to the potential for seeking provincial support to impose a deposit on single-use plastic bottles.

Economic Impact

1. A slight economic benefit resulting from ceasing the purchasing of single-use plastic water bottles for City meetings.
2. Some relief from emptying garbage receptacles in public places that may receive less of these bottles.

Communications Plan

1. Media release to inform the public
2. To be determined by the report on the public awareness strategy.

Purpose

To eliminate the use of single-use water bottles at the City of Vaughan.

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Background - Analysis and Options

1. The City of Vaughan and York Region operates and maintains a highly regulated and sophisticated water distribution system that meets some of the most stringent water quality requirements in the world.
2. Vaughan Council believes that it has a responsibility to initiate progressive action and set a positive example to the Vaughan community on environmental matters.
3. There is no data readily available to support marketing claims that may lead some consumers to believe that bottled water is more pure or healthier to consume than Vaughan tap water.
4. Single-use bottled water bottles sold in Vaughan is up to 3,000 times more expensive than water from the tap in Vaughan, even though some estimates suggest approximately 25% of the bottle water originates from municipal water systems.
5. As reported in the August 19 edition of the National Post, “the Sierra Club estimates that just under one million tons of plastic are used in the manufacturing of water bottles, translating to approximately 17 million barrels of oil,” and that the resultant resource extraction, packaging and distribution of single-use bottled water creates unnecessary air quality and climate change impacts and consumes unnecessary oil in the manufacture of plastic bottles and in the fuel used in the transportation of bottled water to the consumer.
6. Single-use plastic bottles, although easily recycled through the City of Vaughan’s recycling program, tend to end up in the garbage stream and are ultimately delivered to a landfill site resulting in increased costs for the taxpayer.
7. Single-use plastic bottles have become one of the most significant litter problems throughout the City of Vaughan. In a recent survey in a Vaughan neighbourhood, in a five kilometer route at least 31 single-use water bottles were seen on the streets.
8. Vaughan tap water is safe, healthy and accessible to residents of Vaughan and visitors, and substantially more environmentally sustainable than single-use plastic water bottles. Vaughan tap water is readily available at most indoor facilities either in the form of a faucet in a bathroom or drinking fountain and, where it is not available a plan will be put into motion to increase access to municipal water subject to water quality requirements, budget and other considerations.
9. While normally this motion would be initiated at the Environment Committee, in light of the Committee not meeting until September 29, 2008 and that this issue being one needing immediate action, it is being brought directly to the Committee of the Whole.

Relationship to Vaughan Vision 2020

To lead and promote Environmental Sustainability – To preserve, protect and enhance Vaughan’s natural and built environment through responsible leadership and innovative policies, practices and education.

Regional Implications

A certain cost saving if the public awareness aspect of this recommendation results in fewer single-use plastic water bottles are discarded in the garbage stream.

Conclusion

Single-use plastic water bottles will no longer be sold in City Hall cafeteria, from City-owned or city administered concessions and vending machines in public facilities;

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Single-use plastic water bottles will no longer be purchased and provided at meetings and events of Council and Committees;

A public awareness campaign will be developed to support the rationale for these changes, emphasizing the quality of municipal water and importance of not littering;

An implementation schedule be established that will put this recommendation into full operation no later than December 31, 2008.

Attachments

1. Globe and Mail Article
2. Liberal/Vaughan Citizen Article
3. Toronto Star Article

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 7, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

7

**FITNESS MEMBERSHIP FEES
(SENIORS RESIDING IN VAUGHAN)**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated September 2, 2008:

Recommendation

Councillor Tony Carella recommends

1. That 2009 senior fitness membership fees be reduced percent (20%), provided the member is a resident of the City of Vaughan; and that the same discount be applied on a go-forward basis.

Economic Impact

Staff estimates that the proposed reduction of fitness club memberships offered at Al Palladini, Father Ermanno Bulfon, Garnett A. Williams, and Maple Community Centres will result in a decrease in 2008 revenues by \$11,861, based on the current total of 159 senior fitness members at these four centres a sum that represents 0.00074% of the estimated total Recreation and Culture budget of \$16,000,000.

Communication Plan

The Corporate Communications Department will issue a media release upon the adoption of this recommendation.

Purpose

To demonstrate Council's support for seniors and who choose to keep themselves fit by availing themselves of the programs on offer at various community centres.

Background – Analysis and Options

All fee increases reflecting the rising costs of delivering City services represent a burden to seniors/retired individuals who tend to live on fixed incomes. While certain of these charges are mitigated by means of such things as tax credits given to qualifying seniors, others mitigation strategies should be employed to demonstrate Councils support for these groups; namely, discounts to seniors who "do the right thing" by keeping themselves fit, thereby reducing the burden of health care costs to the overall community.

Regional Implications

Nil

Relationship to Vaughan Vision 20/20

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

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Conclusion

A discount of this nature will assist seniors residing in Vaughan and avail themselves of the benefits that derive from a regular fitness regime.

Attachments

Senior 1 Year Fitness Membership Statistics for 2006, 2007 & 2008

Report prepared by:

Councillor Tony Carella, FRSA

(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. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

8 NAPA VALLEY DRIVE: OVERNIGHT ON-STREET PARKING PILOT PROJECT

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella dated September 2, 2008:

Recommendation

Councillor Tony Carella recommends that appropriate staff be directed to provide the terms of reference (including operational details) for a one-year-long pilot project, to permit overnight, on-street parking along Napa Valley Drive (from numbers 323 to 357 and from 604 to 662), and that a report in this regard be provided to a future Committee of the Whole no later than October 31, 2008.

Economic Impact

The pilot project will reduce marginally revenues raised through overnight parking tickets issued in the immediate area. Any other impacts shall be detailed in the forthcoming report.

Communication Plan

The ward councillor will inform residents of Napa Valley about the project in advance of its implementation.

Purpose

To address the concerns of local residents regarding the shortage of off-street parking spaces in an area where two-car garage townhouses are concentrated and three-car families reside.

Background – Analysis and Options

One of the unintended consequences of the “new urbanism” is the general lack of off-street parking spaces, the result of shorter driveways or narrowed laneways leading to garages that will accommodate a maximum of two cars. Frequently, the issue arises when the children of a long-resident, two-car family reach driving age and a third car is added to the family “fleet”. The result is invariably an ongoing record of parking tickets, frequently totaling in the hundreds of dollars. While some suggest that the responsibility lies with the homeowner, to choose a home that will accommodate all of the cars belonging to the household, the practice found in older municipalities where parking is limited if not non-existent recommends itself: permit parking on street, for a fee.

This pilot project is intended to address an already-existing situation, but may point to other longer-term solutions: for instance, small public lots as a planned part of a subdivision, that local residents may or may not use depending on the number of drivers and cars belonging to a given household at a particular time.

Regional Implications

Nil

Relationship to Vaughan Vision 20/20

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

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Conclusion

The dearth of overnight, on-street parking and the parking tickets that result cannot be dismissed as the result of wrong choices on the part of the home buyer. It is, however, subject to a solution in the short term (as this pilot project may indicate), or in the long-term (via a number of options for instance, mini-parking lots near town houses, as part of the design of subdivisions that feature a mix of housing types).

Attachments

None

Report prepared by:

Councillor Tony Carella, FRSA

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Item 9, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

9 INTERNATIONAL PARTNERSHIPS SIGNAGE

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Manager, dated September 2, 2008, be approved; and
- 2) That the memorandum of the Manager of Economic Development, dated August 29, 2008, be received.

Recommendation

The City Manager, in consultation with the Manager of Economic Development, recommends:

1. That the existing signage be replaced, as per design specifications and locations, and
2. That the three (3) new signage locations be approved as shown on Attachment 'D'.

Economic Impact

There is no economic impact associated with this International Partnerships signage program as the funds (\$30,000) were previously allocated by Council and are covered by Economic & Technology Development Department's (ETDD) operating budget.

Communications Plan

Upon approval of this report, ETDD Staff will notify cultural groups associated with the Partnership cities of the City's sign replacement program.

Purpose

To seek Council approval for the location of International Partnership signage for the three (3) International Partnership Cities that currently do not have signs erected in the city.

Background - Analysis and Options

On February 26, 2007, Council approved a report recommending replacement of all four existing International Partnership signs, as well as the erection of three International Partnership cities currently not in existence. In addition, Council approved the historical design theme for the new International Partnership signs.

International Partnership Agreements and Signs

From 1992 to 2002, there were seven International Partnership agreements established. The placement of International Partnership signs throughout the City was initiated in collaboration with local cultural organizations, the City and government officials representing the international cities. Only four international partnership cities have their signs displayed, leaving three cities outstanding.

International Partnership signs displayed:

2. Baguio, Philippines: Twin City
3. Delia, Italy: Friendship City

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4. Ramla, Israel: Twin City
5. Sora, Italy: Twin City

International Partnership signs to be installed:

1. Lanciano, Italy: Friendship City
2. Sanjo, Japan: Twin City
3. Yangzhou, China: Friendship City

The existing signs are in various stages of disrepair. The metal material used to produce these signs show rust and paint erosion. See Attachment A.

Design and Production Specifications

Staff has sourced a qualified outdoor sign company from York Region, Allograph, to design the historical theme for its International Partnership signage initiative. In the past, the City has used Allograph to produce its "My Vaughan Blooms" sign, placed at the Civic Centre, fronting Major Mackenzie Drive. See Attachment B.

The new design for the International Partnership signs includes the following specifications:

1. Overall dimensions for the new signs should reflect a similar size appearance: 6 feet wide by 8 feet height.
2. The single sided sign panel should be appropriate size to clearly display the designs and words, approximately 4 feet wide by 5 feet height.
3. The colour combination should reflect the City's corporate colours and be consistent with the City's current outdoor signs (excluding icons).
4. The City's corporate crest should be used in place of the City's logo to better represent the official theme for its International Partnerships agreement.
5. Vendor to include specifications on: warranty, maintenance, materials, installation costs, regional road sign occupancy permits, estimated signage production costs and time.

Attachment C provides a mock-up of the proposed sign.

ETDD Staff has reviewed these specifications with Engineering, Planning and Community Services and found the specifications to meet with regulatory and safety guidelines. The new signage will require minimal maintenance from City staff.

Location Plans

Council's direction to replace the current signage at their existing locations suggests that each partnership city has its own sign. Therefore, three of the four existing International Partnership signs involve minimal regional road sign permit application processes, as they will be placed at their current locations. However the Ramla sign, currently attached to a York Region's population road sign, will require a Regional permit.

Signage location logistics are more complex for the three new International Partnership signs. High profile locations near major intersections were considered for the new signage locations in order to effectively promote the City's International Partnership program. The objective is to attract community support for the City's cultural, social and economic initiatives.

Considerations for new sign placements:

- City boundary at major north-south intersections where international partnership signs are currently not installed.
- High traffic volumes and good road exposure, having little landscaping blockage.
- Proximity to cultural population groups, where possible.

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Attachment D is the proposed location plan for all International Partnership signage.

Project Work Plan

Once this International Partnership signage proposal is approved by Council, signage production will commence. Staff will work with the Region of York to make application for required Roadway Occupancy Permits, Attachment E. The targeted project completion date is by end of December 2008.

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

The City of Vaughan will apply for Road Occupancy Permits through York Region's Transportation and Works Department where signage falls within Regional roadways.

Conclusion

Vaughan is home to a diverse ethnic community. International Partnership initiatives reflect the City's commitment to fostering important international relationships that support social/cultural ties, promote educational exchanges and generate economic opportunities for residents and business enterprises. The outdoor signage program is but one aspect of the City's International Partnership Program.

Attachments

Attachment A - Photos of International Partnership signs installed throughout Vaughan
Attachment B - Sample outdoor signs similar to design concept
Attachment C - Design concepts and specifications for International Partnership signs
Attachment D - Location Plan
Attachment E - York Region – Permanent Road Sign & Road Occupancy Permit

Report prepared by:

Sally Chau, Project/Marketing Coordinator
Shirley Kam, Manager of Economic Development

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

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Item 10, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

10

**NAPA VALLEY AVENUE
HORIZONTAL TRAFFIC CALMING MEASURES**

(Referred from the Council meeting of June 23, 2008 Item 14, Report No. 36)

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008, be approved, subject to adding “in principle” to the end of Clause 1;**
- 2) **That appropriate staff meet with local residents to discuss the choice of horizontal traffic calming measures as described in Alternative #1 of the report; and**
- 3) **That the memorandum of the Commissioner of Engineering and Public Works, dated August 26, 2008, be received.**

Council, at their meeting of June 23, 2008 adopted the following:

That this matter be referred to the Committee of the Whole meeting of September 2, 2008.

Report of the Commissioner of Engineering and Public Works, dated June 16, 2008

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the horizontal traffic calming measures as described in Alternative 1 of this report for Napa Valley Avenue be approved; and
2. That funds in the amount of \$37,200 for the implementation of the plan proposal be drawn from the consolidated accounts for Traffic Calming within the Capital Budget.

Economic Impact

The cost to install the traffic calming measures is estimated at \$37,200. Sufficient funds are available within the consolidated accounts for traffic calming. The cost to maintain the traffic calming measures would have an impact on future Engineering and Public Works Operating Budgets. The cost to maintain the planting material on the chokers and curb bump-outs would have an impact on the Parks and Forestry Operations Department's Operating Budget for 2009 and future years.

With the high price of crude oil, the cost of hot mix asphalt has increased from \$436 in March 2008 to \$676 in April 2008 according to the Ontario Hot Mix Producers Association. This increase of 55% far exceeds the rate of inflation. Staff's cost estimates reflect this increase.

Communications Plan

If approved, Staff will advise the Sonoma Heights Phase 2 Committee of the approved measures. Construction notices (Letter 'C') would be delivered at time of construction. This plan has been circulated to Vaughan Fire and Rescue and to York Region Transit, and they have no objections to the traffic calming measures proposed in this report.

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Purpose

To report on possible alternatives for horizontal traffic calming measures for Napa Valley Avenue.

Background - Analysis and Options

At its meeting on October 22, 2007, Council considered the installation of traffic calming measures in the Napa Valley Avenue area. Originally, vertical traffic calming measures consisting of 4 speed humps and 2 crosswalks were proposed. However, comments were received from Vaughan Fire and Rescue services and York Region Transit outlining access concerns for emergency and transit vehicles. Council therefore directed Staff to consider horizontal traffic calming measures instead of the proposed vertical measures. Specifically, Council directed as follows:

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

<u>No.</u>	<u>Traffic Calming Measures</u>	<u>Location</u>
24	Asphalt Speed Hump	Between #368 and #372 Napa Valley Avenue
25	Asphalt Speed Hump	Between #540 and #544 Napa Valley Avenue
26	Asphalt Speed Hump	Between #604 and #608 Napa Valley Avenue
27	Asphalt Speed Hump	Near #646 Napa Valley Avenue
33	Raised Crosswalk	Between #512 and #516 Napa Valley Avenue
34	Raised Crosswalk	Napa Valley Avenue at the ‘Greenway’ Crossing”

Napa Valley Avenue is a feeder roadway with a pavement width that ranges between 9.0 metres and 11.5 metres. The section of Napa Valley Avenue between south of Fonteselva Avenue to Sonoma Heights Park falls within the Sonoma Heights Phase Two Traffic Committee area. Refer to Attachment No. 1 for location and proposed traffic calming measures of the original plan.

Existing Conditions

There are five existing all-way stop controls at the following intersections on Napa Valley Avenue in the study area.

- Napa Valley Avenue and Fonteselva Avenue;
- Napa Valley Avenue and Casa Vista Drive;
- Napa Valley Avenue and Sunset Ridge;
- Napa Valley Avenue and Monte Carlo Drive (N); and
- Napa Valley Avenue and Amarone Drive.

The existing posted speed limit is 40 km/h on Napa Valley Avenue.

There are two schools, St. Stephen School and Lorna Jackson Public School as well as two parks, Sunset Ridge Park and Sonoma Heights Park within the study area.

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There is an existing parking lay-by lane on the south side of Napa Valley Avenue from approximately the west boundary of Sunset Ridge Park to the east school access of Lorna Jackson Public School.

Horizontal Traffic Calming Measure Alternatives

The existing parking lay-by lane on the south side of Napa Valley Avenue from approximately the west boundary of Sunset Ridge Park to the east school access of Lorna Jackson Public School presents some difficulty to recommend traffic calming measures as traffic can use the lay-by lane to slip around and avoid any traffic calming measures.

Two horizontal traffic calming measure alternatives intended to slow down traffic prior to entering the school and park areas where the existing parking lay-by lane have been developed by staff. The two alternatives are described below:

Alternative #1

Alternative #1 shows a combination of chokers and curb bumpouts installed at five locations on Napa Valley Avenue. Refer to Attachment No. 2 for location of the proposed horizontal traffic calming measures, listed as follows:

- Chokers at the 'Greenway' crossing, built with depressed curbs for pedestrian access.
- Chokers at #647-#649 Napa Valley Avenue (between Amarone Drive and Monte Carlo Avenue).
- A single bumpout on the north side of Napa Valley Avenue near #618.
- A single bumpout on the east side of Napa Valley Avenue between Fonteselva Avenue and the first St. Stephen School access.
- Chokers at #368 Napa Valley Avenue (between Fonteselva Avenue and Julia Valentina Drive).

Alternative #2

Alternative #2 shows a combination of chokers, curb bump outs, centre median and painted lane narrowing installed at five locations on Napa Valley Avenue. Refer to Attachment No. 3 for location of the proposed horizontal traffic calming measures, listed as follows:

- Bump outs at the 'Greenway' crossing. Built with depressed curbs for pedestrian access.
- Centre Median from #647-#651 Napa Valley Avenue (between Amarone Drive and Monte Carlo Avenue).
- Painted lane narrowings on both sides of Napa Valley Avenue between Monte Carlo Avenue and the east access of Lorna Jackson Public School.
- Bump outs on the east and west sides of Napa Valley Avenue between Fonteselva Avenue and the first St. Stephen School access.
- Chokers at #368 Napa Valley Avenue (between Fonteselva Avenue and Julia Valentina Drive).

The estimated cost for Alternative #1 is \$37,200. Staff recommends this alternative as the plan is simpler than Alternative #2 for drivers to recognize and provides definitive entry points for the two schools.

The estimated cost for Alternative #2 is \$40,800. Although effective for speed reduction, staff would recommend Alternative #1 over Alternative #2 as the bumpouts provide a better definition for the school zones over painted road narrowings.

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Fire & Rescue Services and York Region Transit Comments

Both Vaughan Fire and Rescue Services and York Region Transit have no objections to the horizontal traffic calming measures proposed in this plan.

Traffic Calming Funding Availability

Within the Committee of the Whole Agenda of June 16, 2008, four proposals are being considered for approval in four separate staff reports. These are listed as follows, together with estimated costs:

Napa Valley Avenue	37,200
Summeridge Drive	146,400
Vaughan Mills Road	58,800
Autumn Hill Boulevard	<u>184,200</u>
Total Estimated Cost	\$426,600

The uncommitted balance, after consolidation of all of the existing traffic calming accounts in the capital budget is \$252,500 (accounts EN-1631-0-06, EN-1687-07, and EN-1725-08). Therefore there is insufficient funding to do all four projects. Staff are recommending that the first three projects listed above be constructed in 2008 and the Autumn Hill Boulevard project be considered in the 2009 budget year. The rationale for going ahead with the first three projects is as follows:

- all three can be constructed within the available traffic calming funding of \$252,500.
- requests for traffic calming on Napa Valley and Summeridge pre-date the Autumn Hill request.
- the Vaughan Mills Road traffic calming measures are urgently required to rectify serious safety concerns associated with high speed collisions.

Relationship to Vaughan Vision 2020

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

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

Regional Implications

Traffic staff previously received comments from York Region Transit in relation to this proposed work. York Region Transit has no objections to horizontal traffic calming measures.

Conclusion

The Engineering Services Department recommends approval of the Napa Valley Avenue Traffic Calming proposal at an estimated cost of \$37,200, including associated traffic signs, pavement markings and planting material. Funding is available in the consolidated accounts for traffic calming to permit construction in 2008.

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Attachments

1. Original Sonoma Heights Phase 2 Traffic Calming Plan
2. Horizontal Traffic Calming Measures – Alternative #1 (Recommended)
3. Horizontal Traffic Calming Measures – Alternative #2

Report prepared by

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

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

CITY OF VAUGHAN

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Item 11, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

11

**SPRING GATE BOULEVARD
PARKING CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 2, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That By-law 1-96, the Consolidated Parking By-law, be amended to delete the 'No Parking' prohibition on the north side of Spring Gate Boulevard from 33 metres east of the west limit of Springfield Way to the east limit of Spring Gate Boulevard.

Economic Impact

None.

Communications Plan

Enforcement Services Department will be advised of the deletion of the 'No Parking' prohibition on Spring Gate Boulevard.

Purpose

To review the feasibility of the removal of a 'No Parking' prohibition on the north side of Spring Gate Boulevard from Springfield Way to the east limit of Spring Gate Boulevard, in response to a request from a local resident.

Background - Analysis and Options

Staff received a concern from the resident at #4 Spring Gate Boulevard that the existing parking prohibitions are a hardship for on-street parking needs. The existing parking prohibition is for the north side of Spring Gate Boulevard, from Springfield Way to the east limit of Spring Gate Boulevard. The signs prohibit parking from 6:00pm to 10:00pm, Monday to Friday, and from 8:00am to 6:00pm, Saturday to Sunday, from May 1st to October 31st.

Spring Gate Boulevard is a local roadway with a pavement width of 8.5 metres. The area is residential and is open on the east end to Gallanough Park. Refer to Attachment No.1.

Staff mailed a parking survey on June 2, 2008 to all six residences on Spring Gate Boulevard east of Springfield Way. The survey requested a reply as to if the resident agrees or disagrees with the proposal to remove the 'No Parking' prohibition. Refer to Attachment No. 2.

A total of four completed surveys were received. Three of the surveyed residents agreed to the proposed sign removal (75% Agree), and one resident disagreed with the proposed sign removal (25% Disagree).

Typically, in similar requests previously, a response percentage of 66% (two-thirds) would be required to initiate the change to remove existing parking prohibitions. Based on the survey results, staff recommend the removal of the 'No Parking' prohibitions.

.../2

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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 review, it is recommended that 'No Parking' prohibition signs be removed from the north side of Spring Gate Boulevard, from Springfield Way to the east limit of Spring Gate Boulevard.

Attachments

1. Location Map
2. Survey titled 'Proposed Removal of Parking Prohibitions Spring Gate Boulevard Survey' dated June 2, 2008.

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. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

12

**ZENWAY BOULEVARD
PARKING CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 2, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Parking' prohibition anytime on both sides of Zenway Boulevard from Highway 27 west to the first commercial plaza access at #8000 Highway 27.

Economic Impact

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

Communications Plan

Enforcement Services Department will be advised of the prohibition to add enforcement activities accordingly on Zenway Boulevard.

Purpose

To review the feasibility of the implementation of a 'No Parking' prohibition on Zenway Boulevard west of Highway 27 near the commercial plaza access, in response to a request from a local business owner.

Background - Analysis and Options

Staff received a concern from a local business owner that there are vehicles including large trucks parked on both sides of Zenway Boulevard west of Highway 27 to the driveway access of #8000 Highway 27. There is a coffee stop/restaurant at this plaza, and the concern is large trucks are parking on Zenway Boulevard in order to access the restaurant rather than park in the plaza's lot.

Zenway Boulevard is a major collector roadway with a 26.0 metre right-of-way and a pavement width of 14.0 metres which widens closer to Highway 27. The area is largely industrial with an industrial/commercial plaza on the northwest corner of Zenway Boulevard and Highway 27. There is an access driveway on Zenway Boulevard to this plaza. Refer to Attachment No.1.

Staff conducted a parking review on Tuesday, June 3, 2008 during the time periods of 8:00 am to 9:00 am, from 12:00 am to 1:00 pm, and from 4:00 pm to 5:00 pm on Zenway Boulevard west of Highway 27. The weather was overcast with some rain. Observations showed vehicles (almost exclusively large trucks) were parked on both sides of Zenway Boulevard. Visibility for other drivers when exiting the plaza access was severely limited due to the large parked vehicles. In addition, a number of the large trucks were parked during noon observations and were still parked during the afternoon observation period.

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Based on the study results, No Parking signs were installed as follows:

- No Parking six metres on either side of the plaza access (north side only), and
- No Parking on both the north and south sides of Zenway Boulevard from Highway 27 to 30 metres west.

Both of these previous sign installations were permitted within the Parking By-law guidelines and did not require Council approval and by-law, and were installed to assist with the immediate parking concerns

The installation for the remainder of Zenway Boulevard requires Council approval.

Based on the study results, staff recommend both sides of Zenway Boulevard from Highway 27 westerly to the plaza access be signed for No Parking.

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 review, it is recommended that 'No Parking' prohibition signs be installed on the north and south sides of Zenway Boulevard from Highway 27 westerly to the plaza access of #8000 Highway 27.

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 13, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

**13 THORNHILL WOODS DRIVE / APPLE BLOSSOM DRIVE
ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 2, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the appropriate by-law be approved to formalize the existing all-way stop control at the intersection of Thornhill Woods Drive / Apple Blossom Drive as the Provincial All-Way Stop Warrant is met.

Economic Impact

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

Communications Plan

None.

Purpose

To review the existing all-way stop control at the intersection of Thornhill Woods Drive and Apple Blossom Drive.

Background - Analysis and Options

City Staff recently became aware that the developer had installed an all-way stop control at the intersection of Thornhill Woods Drive and Apple Blossom Drive, as shown in Attachment No. 1, without first establishing the traffic warrant and amending the Traffic By-Law.

In order to determine the status of the all-way stop, a turning movement count was conducted on Wednesday, May 7, 2008 at the intersection of Thornhill Woods Drive and Apple Blossom Drive. The times studied in the morning and afternoon peak time periods were 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- | | | | |
|---|---------------------------------------|-----------|------|
| • | Warrant 1 – Minimum Vehicular Volumes | Warranted | 133% |
| • | Warrant 2 – Accident Hazard | Warranted | 0% |
| • | Warrant 3 – Sight Restriction | Warranted | 0% |

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. As noted above, there have been no reported collisions at this intersection susceptible to prevention by implementing all-way stop control nor are there any sight restrictions. Based on the existing traffic volumes, however, all-way stop controls are warranted. Accordingly, it is appropriate to amend the Traffic By-Law to formalize the all-way stop control at this intersection.

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Relationship to Vaughan Vision 2007

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

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

Regional Implications

Not Applicable.

Conclusion

Based on the results of a recent traffic count, it is recommended that the existing all-way stop control at the intersection of Thornhill Woods Drive and Apple Blossom Drive be maintained, as the Provincial All-Way Stop Warrant is met.

Attachments

1. Location Map

Report prepared by:

Niaz Muhammad, Transportation Analyst, Ext. 8249
Selma Hubjer, Transportation Engineer, Ext. 8764

(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 14, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

14

**AWARD OF TENDER T08-027
HURRICANE AVENUE, FRAN DRIVE AND GORDON DRIVE
ROAD RECONSTRUCTION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 2, 2008:

Recommendation

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

1. That Tender T08-027, Hurricane Avenue, Fran Drive and Gordon Drive Road Reconstruction be awarded to NEI Construction Corp. in the amount of \$1,039,977, plus G.S.T.;
2. That a contingency allowance in the amount of \$104,000, plus G.S.T. be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That an additional amount of \$755,000 be approved for this project, to be funded from Long Term Debt;
4. That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as Hurricane Avenue, Fran Drive and Gordon Drive Road Reconstruction is deemed sufficient notice pursuant to Section 2(1)(c) of By-law 394-2002; and
5. That the Mayor and Clerk be authorized to sign the appropriate documents.

Economic Impact

The total cost of \$1,255,000.00 for the project exceeds the approved 2008 Capital Budget of \$500,000 by \$755,000.

Long range financial implications will be no different than the current conditions, since no additional infrastructure will be added that will require additional maintenance or costs.

Communications Plan

Once this project is awarded, staff will advise the Ward Sub-Committee and will send out a Notice of Construction letter (letter 'C') to the affected property owners advising them of the project details, start and duration of construction and contact information for contractor and city staff.

Purpose

Approval to award Tender No. T08-027, Hurricane Avenue, Fran Drive and Gordon Drive Road Reconstruction.

Background - Analysis and Options

This tender (2008 Capital Budget Project No. EN-1702-08) includes the reconstruction of Hurricane Avenue, Fran Drive and Gordon Drive. (See Attachment No. 1 for project location).

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This Tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA) and on the Electronic Tendering Network (ETN), and closed on August 14, 2008. A total of 14 sets of bid documents were picked up from Purchasing Services Department and the following 5 bids were received:

<u>CONTRACTOR</u>	<u>TOTAL BID (EXCL. G.S.T.)</u>
NEI Construction Corp.	\$ 1,039,977.00
Aloia Bros. Concrete Contractors Ltd.	\$ 1,289,450.00
Pave-AI Limited	\$ 1,465,700.34
Lafarge Paving and Construction Limited	\$ 1,724,191.20
Rafat General Contractor Inc.	\$ 2,025,515.00

The estimated cost for this project including provisional items, a contingency allowance and all applicable taxes is \$1,255,000.00 and is calculated as follows:

NEI Construction Corp. (excluding G.S.T.)	\$1,039,977.00
Contingency Allowance ($\pm 10\%$)	\$ 104,000.00
Relocation of utilities (estimated)	\$ 60,000.00
Approval Costs for work on CP Rail property	<u>\$ 10,000.00</u>
Sub-Total	\$1,213,977.00
G.S.T. (5% amount is 100% recoverable)	\$ 60,698.85
Treasury Administration (3%)	<u>\$ 36,419.31</u>
Total	\$1,311,095.16
Less G.S.T. Recoverable	<u>\$ (60,698.85)</u>
Total Cost	\$1,250,396.31

ROUNDED \$1,255,000.00

The total cost of \$1,255,000 for the project exceeds the approved 2008 Capital Budget of \$500,000 by \$755,000. The reasons for this shortfall are as follows:

- Extra excavation depth required due to presence of organic material beneath roadway, revealed by a geotechnical investigation (approx. \$193,000).
- Additional utility relocation costs associated with the extra excavation (approx. \$60,000).
- Costs to dispose of chemically contaminated material, revealed by a geotechnical investigation (approx. \$100,000).
- Repairs to sanitary sewer manholes in deteriorating condition (approx. \$16,000).
- Inclusion of top asphalt layer. The top layer of asphalt is usually done a year following the construction, under a separate capital budget item (approx. \$67,000).
- Paving the road shoulder with asphalt, instead of the typical gravel (approx. \$11,000).
- Unforeseen need to replace a deteriorating culvert under Fran Drive (approx. \$30,000).
- The sudden rise in oil prices affecting all costs, especially asphalt (approx. \$17,000).
- Change in requirements for reconstruction during detailed design (approx. \$261,000).

NEI Construction Corp. has performed similar works in the past for the City, and they are deemed capable of successfully completing this project.

Staff recommend that this contract be awarded to NEI Construction Corp. in the amount of \$1,039,977, plus G.S.T.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 8, 2008

Item 14, CW Report No. 40 – Page 3

Relationship to Vaughan Vision 2020

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- Pursue Excellence in Service Delivery;
- Maintain Assets and Infrastructure
- Lead and Promote Environmental Sustainability

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

Regional Implications

Not Applicable.

Conclusion

Staff recommend that this contract be awarded to NEI Construction Corp. in the amount of \$1,039,977, plus G.S.T.

Should Council concur with this proposed additional funding request, this action would be considered as an amendment to the Capital Budget. Before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. Where a capital budget 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 By-law 394-2002.

Attachments

1. Location Map

Report prepared by:

Colin Cassar, C.E.T., Senior Engineering Assistant, ext. 3112
Tom Ungar, P. Eng., Manager, Design Services, ext. 3110

CC: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 SEPTEMBER 8, 2008

Item 15, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

15 AWARD OF TENDER Q08-096, REMOVAL OF SEDIMENTS AND IMPROVEMENTS TO STORMWATER MANAGEMENT POND #55

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 2, 2008:

Recommendation

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

1. That Quote Q08-096, for Removal of Sediments and improvements to stormwater Management Pond #55 be awarded to Iron Trio Demolition at an estimated cost of \$140,571.64;
2. That a contingency amount of \$14,060, plus G.S.T., be approved, within which the Commissioner of Engineering and Public Works, or designate, is authorized to approve amendments to the contract;
3. That additional funds in the amount of \$85,530, be allocated to cover the cost of this work, and the funding source be identified as the AMO Gas Tax Reserve;
4. That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as Removal of Sediments and Improvements to Stormwater Management Pond #55 is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002; and,
5. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The cost estimate for performing this work was based on the formula contained in the 2004 storm water management pond inventory and maintenance report prepared by Clarifica Water Resources and Environmental Consulting. Using that formula, the estimated cost for the removal of sediment from pond #55 was \$85,000.00. The 2006 capital account #1618-0-06 for Storm Pond Sediment Removal Pond #55 contains \$69,300, as some of the initial funding was used for the preparation of the tender, including determining silt loading quantities, performing soil analysis and testing, and determination of method for cleaning.

As the initial estimate for completing this work was under the \$100,000 threshold for tenders, quotes were sought for this work. The bid value of Q08-096 is substantially higher than the estimated costs, and accordingly, additional funds are required to complete the project.

Communications Plan

Residents near this pond have been complaining about its condition for some time. Staff have informed these residents that this project is scheduled to be started and completed in 2008.

Purpose

The purpose of this report is to award Contract Q08-096 for the removal of sediments and improvements to stormwater management pond #55.

CITY OF VAUGHAN

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Background - Analysis and Options

Removal of sediment from the approved stormwater management pond #55 is required to mitigate the impact of sediment on the downstream receiving water course.

It is also required to ensure that adequate storage is maintained in the stormwater management facilities at all times, as required by the design.

Quote Q08-096 requires the Contractor to prepare the site, supply and construct silt fencing, temporary pond dewatering; excavate and temporarily stockpile the sediment, test the sediment for regulated materials, dispose of excavated sediment, and site restoration activities.

Quote Q08-096 was advertised on Thursday April 24th, 2008, in the Vaughan Citizen (City page), on OPBA and on the Electronic Tendering Network (ETN), and closed on Wednesday, May 7th, 2008. A total of twelve documents were picked up from the Purchasing Department, with a total of eight bid submissions as follows:

**Q08-096 RESULTS FOR:
REMOVAL OF SEDIMENTS AND IMPORVEMENTS TO STORMWATER MANAGEMENT
POND #55**

ITEM	BIDDER	BID (including GST)
1	Iron Trio Demolition Concord, ON	\$140,571.64
2	Hollandia Land & Environmental Chelmsford, ON	\$140,962.50
3	Dynex Construction Concord, ON	\$143,362.28
4	JMX Contracting Inc.* Gormley, ON	\$147,000.00*
5	Dig-Con International Ltd. Bolton, ON	\$159,048.75
6	Metric Contracting Brampton, ON	\$189,636.30
7	Gaia Contractors Mississauga, ON	\$304,473.75
8	Top Gun Utilities & Excavation Bradford, ON	Disqualified

*prices arithmetically corrected

Staff has checked the bids for mathematical errors and has corrected the bid price for the bid noted above. They have contacted references for the low bidder and received excellent recommendations on projects of similar nature and magnitude.

Pond #55 is the first of 22 ponds that require cleaning. Public Works received funding for an additional 12 ponds in the 2006 and 2007 Capital Budgets. As many of these ponds are in regulated areas, the approval of the work must go through the applicable agencies before being tendered. In addition, as is the case of Pond #55, works can only be performed in certain times of the year to mitigate any impact on aquatic life. Prior to going to tender, work involved determining silt loading quantities, performing soil analysis and testing, and determination of the best method for cleaning.

In view of the substantial difference between the consultant's estimate and the bid price, the estimates for the previously approved ponds will be reviewed and updated to reflect true cost of doing this work. Public Works will seek Council's approval for the additional funds to complete those works through the 2009 Budget process.

CITY OF VAUGHAN

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Item 15, CW Report No. 40 – Page 3

Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council, specifically Vaughan Vision's A-3 "Safeguard Our Environment", and D-1 "Enhance Productivity & Cost Effectiveness".

Regional Implications

N/A

Conclusion

The removal of sediment in Pond #55 is required to restore the stormwater storage capacity and prevent downstream flooding. The pricing submitted by Iron Trio Demolition will enable the City to complete the work at Pond #55, Cunningham Drive and Sierra Court.

Public Works Division staff has reviewed the bid submissions and have determined that the lowest bid contractor Iron Trio Demolition of Concord, Ontario, meets the requirements of the Contract. The low bid exceeds the 2006 Capital Budget amount for this work, and additional funds are required to perform this work.

Should Council concur with this proposed 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 to be sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002.

Attachments

1. Location Map

Report prepared by:

Tina Di Biase, Technical Coordinator
Robert Meek, Manager of Environmental and Technical 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 8, 2008

Item 16, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

16 REQUEST TO ERECT A TEMPORARY BANNER ON CENTRE STREET

The Committee of the Whole recommends:

- 1) That an exemption to By-law 178-2003 be granted to the Thornhill Village Festival for the erection of a temporary banner and/or supporting structures across Centre Street, just east of Atkinson Avenue from September 8, 2008 to September 23, 2008 inclusive, in accordance with, and under the supervision of, a Professional Engineer registered in the Province of Ontario;
- 2) That the sign and supporting structure be removed immediately following the event;
- 3) That insurance coverage of not less than \$2 million be provided by the sign installation contractor, naming the City as an additional insured on the policy, be in place for the entire time the structure is in place, including the time necessary for the erection and dismantling of the structure;
- 4) That any restoration work that is necessary to public property be completed at the proponent's cost; and
- 5) That the following report of the Commissioner of Engineering and Public Works, dated September 2, 2008, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends that Council provide direction with respect to the request by the Thornhill Village Festival to install a temporary banner across Centre Street, just east of Atkinson Avenue.

Economic Impact

All costs for the installation and removal of the banner and supporting structures would be born by the Thornhill Village Festival organizers.

Communications Plan

The banner would advertise the Thornhill Village Festival, and would be located in the community.

No additional communications by the City are required.

Purpose

To consider a request from the Thornhill Village Festival to install a temporary banner and structure across Centre Street to advertise the festival.

Background - Analysis and Options

City staff have been approached by the Thornhill Village Festival organizers seeking permission to erect a temporary banner across Centre Street, just east of Atkinson Avenue.

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By-law 178-2003 does not allow for the placement of banners on or above City streets. However, Council did agree to a similar request made by the Ahmadiyya community in July of 2004, subject to certain conditions being met.

In discussions with the City's Manager of Special Projects/Licensing & Permits regarding the liability that such banners can represent to the City, there are ways that the City can protect itself should Council agree to the placement of such a banner. This would include having the sign installation contractor name the City as an additional insured on the policy, and that this policy be in effect for the entire time such a banner would be in place, including the time for set up and removal of this banner.

Should Council see merit in the request by the Thornhill Village Festival to erect such a banner across Centre Street, it is recommended that:

1. The erection of the temporary banner, and/or supporting structures, be in accordance with, and under the supervision of, a Professional Engineer registered in the Province of Ontario.
2. The sign and supporting structure be removed immediately following the event.
3. Insurance coverage of not less than \$2 million be provided by the sign installation contractor, naming the City as an additional insured on the policy, be in place for the entire time the structure is in place, including the time necessary for the erection and dismantling the structure.
4. An exemption to By-law 178-2003 be granted to the Thornhill Village Festival for the period of September 8, 2008 to September 23, 2008.
5. Any restoration work that is necessary to public property be completed at the proponent's cost.

Relationship to Vaughan Vision 2020

Should Council wish to permit the erection of a banner across Centre Street it would be a change from the priorities previously set by Council.

Regional Implications

N/A

Conclusion

If Council sees merit in the request by the Thornhill Village Festival organizers to install a temporary banner across Centre Street, the above conditions and by-law exemption would need to be approved.

Attachments

N/A

Report prepared by:

Brian T. Anthony

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 8, 2008

Item 17, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

17

YOUTH REFERRAL PROGRAM

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 2, 2008:

Recommendation

The City Clerk recommends:

- 1) That this report be received for information.

Economic Impact

There is negligible economic impact associated with this report.

Communications Plan

Disclosure of the identity of young persons involved in the Youth Referral Program is strictly confidential pursuant to the provisions of the Youth Criminal Justice Act.

Purpose

The purpose of this report is to advise Members of Council of the receipt of four \$25.00 donations from youth involved in the Youth Referral Program administered by Community Counselling of York Region.

Background - Analysis and Options

The Youth Referral Program is a program of Community Counselling Services of York Region, a not-for-profit entity whose territory includes the City of Vaughan.

The Youth Referral Program, funded by the Ministry of Children and Youth Services, is run in partnership with York Regional Police. It is a pre-charge diversion program for youth between the ages of 12 and 18 who are found to be involved in minor first time offences. Community Counselling of York Region oversees the punitive component of the program and administers ongoing therapy and treatment as necessary.

The City Clerks Department has received four written apologies and accompanying cheques, each in the amount of \$25.00. The donations are in respect of damage caused to City property, such as graffiti or minor vandalism. Participation in the program is strictly confidential and so the details of the damage done is withheld in order to avoid identification of the persons involved.

Relationship to Vaughan Vision 2020

N/A

Regional Implications

N/A

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Conclusion

The City of Vaughan has received four \$25.00 donations from youth who through their involvement in a pre-charge diversion program have been assigned alternative forms of punishment and ongoing counselling in the hope of avoiding future conflict with the law.

Attachments

N/A

Report prepared by:

Jeffrey A. Abrams, City Clerk

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 8, 2008

Item 18, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

18

**THE CADILLAC FAIRVIEW CORPORATION LIMITED AND
COMMUNICATIONS TRAFFIC PLUS (+) INC.
SIGN VARIANCE APPLICATION FILE NO: SV.06-06
PROMENADE MALL
1 PROMENADE CIRCLE, BLOCK 1-4, REGISTERED PLAN 65M-2325**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning and the Director of Building Standards, dated September 2, 2008:

Recommendation

The Commissioner of Planning and the Director of Building Standards recommends:

- 1) That the terms and conditions outlined within the "Draft Agreement" section of this report be approved; and
- 2) That a by-law be enacted authorizing the execution of the agreement by the Mayor and Clerk.

Economic Impact

None.

Communications Plan

Councils decision will be communicated to the applicants and other effected parties.

Purpose

To consider a report from staff respecting a proposed agreement with the applicants.

Background - Analysis and Options

The applicants have applied to the City to allow for six (6) additional ground and column signs at various locations on the subject property as shown on the attached site plan. The applicants are proposing that a portion of the advertising area be made available for use by the City.

The following Committee of the Whole recommendation was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

"That Sign Variance Application SV.06-06, The Cadillac Fairview Corporation Limited, be APPROVED in principle, and subject to the following conditions:

- 1) That a total of six (6) signs be permitted on the subject lands and that the proposed signs be located in close proximity of the entrances to the mall and away from the service road that services the mall (Promenade Circle.)
- 2) That the signs be restricted to advertise products/services available in the mall.
- 3) Be conditional upon an agreement to the satisfaction of the City respecting various matters that may include, but not limited to, content, location, size, duration and space available for City use and, that upon finalization of the final terms and conditions that the agreement be brought back to Council for consideration."

CITY OF VAUGHAN

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Discussions respecting the proposed agreement as directed by Council, have been held between the Commissioner of Planning and representatives of Communications Traffic Plus (+) Inc. and the Cadillac-Fairview Corporation.

A draft agreement is proposed, the details of which are submitted for consideration and are as follows:

DRAFT AGREEMENT

- 1) Parties:
- i) The Cadillac Fairview Corporation Limited
 - ii) Communications Traffic Plus (+) Inc.
 - iii) The Corporation of the City of Vaughan

2) Location: The Promenade Mall – Thornhill

The signs are proposed at various locations on the mall property as shown on Appendix 1.

The signs are being proposed to be located in close proximity to the mall entrances and away from the ring access road pursuant to Councils approval.

3) Number of Signs: A total of six (6) signs are being proposed consisting of 12 sign faces (6 double sided signs) and two different sign types.

- 4 – Column Sign Type (Type C) as shown on Appendix 2
- 2 – Sky Lamp Sign Type (Type SL) as shown on Appendix 3

Each sign face has an advertising area of approximately 1.8 meters by 1.2 meters for a total of 2.1 sqm. (6 feet by 4 feet = 24 sqft)

4) Term of Agreement The proposed agreement has a term of five (5) years and is renewable for additional five (5) year periods subject to mutual agreement between the parties. Subject to a 90 day notice period, the agreement may be terminated by any of the parties for any reason.

5) Advertising Content As outlined in Cadillac Fairview Corporation's agreement with Communications Traffic Plus (+) Inc., the advertising content for the proposed signs is restricted to the advertising of business where the business is located on the property. All advertising content shall be in accordance with the City of Vaughan and Region of York advertising policies.

6) Exclusive Use of Advertising Space by the City

- i) Vaughan shall have the exclusive right to the use of three (3) sign faces for a period of two months per year at no costs to the City.
- ii) Subject to providing a 60 day notice to Communications Traffic (+) Inc., Vaughan shall be entitled to use Sign Number "SL1" located near the main entrance to the mall on the Bathurst Street side for a permit of not less than 2 months at any time throughout the year.
- iii) The location and timing for the other two sign faces shall be mutually agreed upon by Communications Traffic (+) Inc. and Vaughan.

CITY OF VAUGHAN

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- iv) Vaughan shall provide the art work to Communications Traffic (+) Inc. for the advertising sign faces.
- v) Communications Traffic (+) Inc., shall provide advertising space and bear all other costs associated with the City signage including production, printing, and installation costs.

Attached as Appendix 4 is a table that summarizes time allocation given to other area municipalities though existing agreements with Communications Traffic (+) Inc., along with the applicant's proposal to Vaughan.

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

None.

Conclusion

Subject to any comments or concerns from Council, Staff are recommending that City proceed with the agreement.

Attachments

- Appendix 1 - Site plan showing the location of the proposed signs
- Appendix 2 - Plan showing the Column Sign Type (Type C)
- Appendix 3 - Plan showing the Sky Lamp Sign Type (Type SL)
- Appendix 4 - Table summarizing the Time Allocation for Use by Municipalities.

Report prepared by:

John Studdy, Manager of Customer and Administrative Services Ext. 8232

(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 SEPTEMBER 8, 2008

Item 19, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 8, 2008, as follows:

By receiving the memorandum from the Director of Building Standards, dated September 5, 2008.

19

**SIGN VARIANCE APPLICATION
FILE NO: SV.08-010
OWNER: CALLOWAY REIT INC.
LOCATION: 57 NORTHVIEW BLVD, LOT 6, CONCESSION 5**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Sign Variance Committee, dated September 2, 2008, be approved; and**
- 2) That staff provide the proposed sign measurements to the Council meeting of September 8, 2008.**

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-010, Calloway REIT Inc., be APPROVED, subject to the wall signs on the east and west side of the buildings be reduced to a maximum of .75 sq.m. per meter of the sign 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 two graphic wall signs on each building face (south and west sides) 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 on the approved 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.

CITY OF VAUGHAN

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Item 19, CW Report No. 40 – Page 2

Regional Implications

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

Conclusion

The applicant is proposing to install two graphic wall signs on each building face (south and west sides) as shown on the attached drawings.

Members of the Sign Variance Committee have generally no objections to the application as submitted, provided that the overall signage is reduced to more reflect the size of the building's elevations. Committee members are therefore recommending that the maximum area of the signage not exceed 0.75 sqm. per meter of the building's wall.

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 SEPTEMBER 8, 2008

Item 20, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

20

**SIGN VARIANCE APPLICATION
FILE NO: SV.08-013
OWNER: RIO CAN REAL ESTATE INVESTMENT TRUST
LOCATION: 7575 WESTON ROAD, UNIT 116
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 September 2, 2008:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-013, Rio Can Real Estate Investment Trust, 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 the west elevation and an additional wall sign on the east elevation 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 on the approved 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 wall sign on the west elevation and an additional wall sign on the east elevation of the subject property as shown on the attached drawings.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 8, 2008

Item 20, CW Report No. 40 – Page 2

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

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 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 SEPTEMBER 8, 2008

Item 21, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

21

**SIGN VARIANCE APPLICATION
FILE NO: SV.08-014
OWNER: TONY RIMOMATO
LOCATION: 20 INNOVATION DRIVE, UNIT 1
BLOCK 1, REGISTERED PLAN NO. 65M-4044**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 2, 2008:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-014, Tony Rimomato, 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 building face 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 on the approved 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 wall sign on each building face as shown on the attached drawings.

CITY OF VAUGHAN

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Item 21, CW Report No. 40 – Page 2

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

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

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Item 22, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

22

**SIGN VARIANCE APPLICATION
FILE NO: SV.08-016
OWNER: 2056668 ONTARIO INC., AND HOOP REALTY INC.
LOCATION: 1420 MAJOR MACKENZIE DRIVE, UNIT 1
BLOCK 61, REGISTERED PLAN 65M-3949**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 2, 2008:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-016, 2056668 Ontario Inc., and Hoop Realty 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 menu boards (Ground Signs) for a Drive-Through on the subject property as shown on the attached drawings.

Background - Analysis and Options

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

The Sign By-Law permits only those signs shown on the approved 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 menu boards for a Drive-Through on the subject property as shown on the attached drawings.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 8, 2008

Item 22, CW Report No. 40 – Page 2

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

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

Attachments

1. Site Plan
2. Detailed Site Plan showing the proposed sign locations.

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 23, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

23

SIGN VARIANCE APPLICATION

FILE NO: SV.08-017

OWNER: GRAND & TOY LTD.

LOCATION: 200 AVIVA PARK DRIVE, BLOCK 6, REGISTERED PLAN 65M-2790

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 2, 2008:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-017, Grand & Toy Ltd., 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 two wall signs on each building face 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 on the approved 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 remove the existing signage and install new two wall signs on each building face as shown on the attached drawings.

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

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

Attachments

1. Site Plan
2. North Building Elevations
3. South 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.)

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**PLANNING STUDY FOR THE
N/W QUADRANT JANE STREET/MAJOR MACKENZIE DRIVE
PT LT 21, CON 5, PT 5, 65R-12731, EXCEPT PTS 1 & 2, D-722
FILE 15.107**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 2, 2008:

Recommendation

The Commissioner of Planning in consultation with the Director of Reserves & Investments recommends:

1. That the proposed Terms of Reference (Attachment 2) for a planning study of lands located in the N/W quadrant of Jane Street and Major Mackenzie Drive (82 acre former Canada's Wonderland site) BE APPROVED:
2. That \$150,000 be added to 2008 Capital Budget with \$135,000 funded from City Wide Development Charges – Management Studies and \$15,000 from Taxation;
3. That Staff be directed to provide notice of an intention to adopt an amendment to the 2008 Capital Budget pursuant to By-law 394-2002; and,
4. That this report be brought forward to the Council meeting at which this amendment is to be considered.

Economic Impact

A total budget of \$150,000 is required to complete the study and would need to be added in the Policy Planning Department 2008 Capital Budget.

Communications Plan

Upon approval of the Study Terms of Reference and consultation selection, the Study's consultation program includes community information and workshop meetings. A Stakeholder Consultation Group(s) and a Technical Advisory Committee will be established to provide input throughout the study process. A Public hearing will be required to consider amendments to the Official Plan. Further details of the communications and consultation approach will be identified in the consultants' work plan.

Purpose

The purpose of this report is to provide a Terms of Reference for a planning study for the former Canada's Wonderland lands, being an 82 acre site located at the N.W. quadrant of Jane Street and Major Mackenzie Drive, as shown on Attachment 1.

Background - Analysis and Options

Canada's Wonderland (CW) recently placed its lands on the north side of Major Mackenzie Drive, between Jane Street and Highway 400 for sale on the open market (Toronto Globe and Mail advertisement, June 17, 2008). In its advertisement, Canada's Wonderland indicated that the 82 acre property would be suitable for "mixed use future development". The current "theme park" land use designations would not permit or regulate the lands for "mixed use future development".

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In the absence of current land use designations based on a City policy planning comprehensive study, any owner of the lands would be required to submit a site-specific application for a change to both the Official Plan and Zoning By-law designations to proceed with development other than “theme park”. Considering the strategic location of the lands at Highway 400 and Major Mackenzie Drive and their relationship to the wider area (including the gateway to the “Village of Maple” to the east) a city-initiated land use policy study is preferred.

On June 23rd, 2008, Vaughan Council approved the recommendation contained in the report of the Commissioner of Planning dated June 23, 2008 regarding these lands:

- “1. THAT the Interim Control By-law be enacted; and
2. THAT Policy Planning Staff prepare a Terms of Reference for a land use planning study for the lands so designated and bring back same to the Committee of the Whole in a staff report at the earliest opportunity in the fall 2008, including study costs and timing.”

The Interim Control By-law has the effect of restricting the subject area from being developed for purposes other than for the existing designation.

Since the enactment of the Interim Control By-law (By-law Number 203-2008) on June 23, 2008, the City of Vaughan has learned that the subject land has been sold. In anticipation of possibly receiving applications for development of these lands, timing for the completion of the study is critical. Therefore, in order to expedite this process the study’s completion date of approximately 6 months from commencement has been established in the draft Terms of Reference (Attachment 2).

Purpose of the Study

The purpose of the study is twofold: 1) to establish an updated land use, urban design transportation and servicing framework for the subject lands and; 2) to ensure that the review considers all relevant contextual issues and local, Regional, Provincial and agencies’ planning policies.

Scope and Focus of the Study

The focus of the study is to develop a land use policy and urban design framework to guide development in the study area, as identified on Attachment 2. The study will consider the appropriate land use, density and urban design (including built form) recommendations for the subject lands given the surrounding land use context. This includes the residential community to the north (Block 33 East, as part of Official Plan Amendment 600 lands), the Maple Community Plan Area to the east, Canada’s Wonderland to the south, Highway 400 and the emerging “Vellore Village” development on the west side of Highway 400.

Provincial Policy

Approved in 2006, the Provincial “Growth Plan for the Greater Golden Horseshoe” establishes a policy framework for compact urban growth; sets intensification targets, directs growth to existing urban areas and transit corridors; limits Greenfield development; and promotes compact, transit-supportive development patterns. The Study will be required to address the framework provided by the Growth Plan, including, but not limited to, the creation of a complete community and density targets. The Growth Plan also identifies a GTA West (Transportation) Corridor as part of the policies for infrastructure to support growth.

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Regional Policy

In terms of Regional Structure, York Region's Official Plan (2004) identifies the study area as "Urban Area". A majority of growth within the Region will occur with the urban areas.

The Region of York is now engaged in a review of its Growth Management Plan, followed by the updating of its Official Plan based on the principles of sustainable development. It will be necessary for the Study to take into account the Region's Growth Management initiatives (e.g. *New Communities Strategy*) and its approach to sustainability within the context of and compatibility with, the surrounding area.

Relevant City of Vaughan Official Plans and Initiatives

Site Specific Official Plan

The study area is designated "Theme Park" by OPA #508. Permitted uses are theme park uses, including entertainment (amusement rides, theatres, games of skill and chance), commercial uses associated with the park (retail of food and drink, accommodation facilities, conference and trade show facilities, and offices), and associated uses to support the operation of the facility (storage areas, parking, stormwater management facilities, etc.). Other uses, such as commercial, retail, institutions, and recreational uses are permitted provided they complement the theme park use or provide commercial opportunities not presently planned or that exist in the community or in the City. The study area is zoned TPC- Theme Park Commercial Zone by the City's Comprehensive Zoning By-law 1-88.

Vaughan's Growth Management Strategy

In February 2007, Vaughan Council approved a detailed work plan and time-line for proceeding with the Consolidated Growth Management Strategy and its components, the Environmental Master Plan, other component Master Plans and a new Vaughan Official Plan. The New Vaughan Official Plan will provide the City with a comprehensive, contemporary policy framework to guide the City's future growth and to achieve sustainable community development to the year 2031. The City and the consulting team lead by Urban Strategies Inc. has commenced work on the project, which is expected for completion (Council adoption of the final Official Plan) by the fall 2010.

This Study will provide guidance for an Amendment to the site specific Official Plan (OPA 508), that will be consistent with the principles, goals and objectives identified in the process leading to the New Vaughan Official Plan. The Study will also be informed by the Environmental Master Plan (the City's Sustainability Plan), which will provide an overall environmental ethic for the City and contain policies identifying how the City can move toward sustainability in all aspects of its operation. The Environmental Master Plan is scheduled for completion in the third quarter of 2008. The Official Plan Amendment for the Study Area will be incorporated into the New Vaughan (City-wide) Official Plan.

Vaughan's Active Together Master Plan

Vaughan's "Active Together" Master Plan consists of two separate but related plans, being: the Parks, Recreation, Culture and Libraries Master Plan; and, a Sports and Physical Activity Strategy. The purpose of the former plan is to develop a strategy for meeting the current and future parks, recreation, culture and library facility and service needs of Vaughan to enhance the overall quality of life of its residents. The Sports and Physical Activity Strategy is intended to establish various strategies encouraging people to increase their level of fitness. The Master Plan is expected to be finalized in 2008. The Study will be responsive to and incorporate the recommendations made in the Active Together Master Plan.

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Transportation Master Plan

The City's Transportation Master Plan will evaluate in detail the local road network and identify the infrastructure that will be needed to efficiently accommodate the population and employment growth that will result from the implementation of the Growth Management Strategy. It will address both current and future transportation needs in an integrated and comprehensive fashion. Given the relationship between transportation and land use, the Transportation Master Plan study (to commence this Fall) will be undertaken as a component of the New Vaughan Official Plan Review and the Focused Areas Studies.

In light of recent Provincial policy, intensification potential exists within the City of Vaughan, including the subject site and area west of Highway 400. Transportation analysis will be required to identify and evaluate: existing traffic and road conditions in the area, the impacts of the proposed planning and urban design strategy on the existing transportation infrastructure; necessary infrastructure improvements; alternative transportation modes requirements, including transit, cycling, etc., and; the impact of traffic on adjacent neighbourhoods and recommendations for protection or improvement. Given that the study area is adjacent to/accessed by regional roads (Jane Street and Major Mackenzie) and is adjacent to Highway 400, the transportation analysis will require consultation with, and input from, the Ministry of Transportation and the Region of York.

Components of the Review

The draft Terms of Reference for the Study (Attachment 2) requires the consulting team to conduct the following work:

1. Public Consultation is an important component of this study. Consultation will include representatives from area ratepayer associations, landowners of the subject lands, local residents, Council, the Toronto and Region Conservation Authority, the Ministry of Transportation and departments of the City and Region of York. The process will include meetings, open houses, workshops and presentations. A Technical Advisory Committee will be established as well as one or more Stakeholder Consultation Groups. A statutory public meeting(s) will be held for an Official Plan Amendment.
2. Background Review and analysis of existing and recent development, and current development applications in the area surrounding the subject lands. This step also entails a review of the existing Provincial, Regional, and City of Vaughan Official Plan policies applicable to the subject lands, and the zoning provisions.
3. The assessment of existing conditions and relevant planning considerations, including land use, urban design, community structure and needs, environmental considerations, traffic, services, impact on and the integration and connectivity with the existing and planned land uses within the surrounding area/community in terms of infrastructure, traffic/roads, transit, trail system for pedestrians and bikes, the natural heritage system, cultural heritage, facilities, parks and community identity/character, and existing City, Regional and provincial policies and regulations.
4. Development of planning principles and objectives formulated in consideration of prevailing Provincial, Regional and municipal policies, surrounding land use context, and the issues and opportunities specific to the subject lands identified in 3 above. (Examination of the surrounding area context shall place special emphasis on the planning opportunities and challenges presented by the adjacent Highway 400 and arterial roads).

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5. Preparation of Land Use Alternatives and Urban Design Framework, including developing a number of land use/urban design options for the study area. These will include: the development of a number of land use, density and development options/scenarios and urban design principles/policies for the recommended land use alternatives, including a range of building typologies and built form appropriate as infill within the surrounding context; pedestrian/bicycle connections to the surrounding area, and; public facilities, public space and amenity requirements as well as reflecting any other opportunities/community needs.
6. Development of Evaluation Criteria based on the analysis of all the issues identified in the study process, and the planning principles and objectives.
7. Transportation and Servicing Study. Transportation analysis requires examining existing traffic and road conditions in this area and the identification and evaluation of: the impact of the proposed planning and urban design strategy on the existing transportation infrastructure; necessary infrastructure improvements; alternative transportation modes requirements, including transit, cycling, etc., the impacts on adjacent neighbourhoods and recommendations for protection or improvement. The servicing analysis requires examination of existing sanitary sewer, water and stormwater management (including opportunities to implement 'green' technologies), system capacities, determining any servicing capacity constraints, development of an overall drainage plan; areas of retrofit to infrastructure or new facility requirements, impact on downstream watercourses, etc.
8. Identification of Principles of Sustainability including natural systems and green space, energy conservation and climate protection including green buildings, water conservation and water quality, pedestrian and cycling opportunities, transit friendly design, waste reduction improvements, and identify ways of establishing a complete community for a vibrant and interesting neighbourhood.
9. Finalize the Study Report which recommends a Preferred Land Use/Development Alternative and Urban Design Framework.
10. Preparation of a Secondary Plan/Official Plan Amendment for consideration of Council.
11. Include as part of the Official Plan Amendment, implementation policies that guide future development, phasing, etc.

Products of the Study

The following deliverables will be provided by the consulting team:

- a) Draft and final study reports on land use and sustainable community development options, urban design framework, state of the environment/environmental policy requirements, transportation and servicing analysis, housing and demographic, analysis of draft Parks/Opens pace and Streetscape/Public Realm Strategy and community services needs.
- b) Draft Official Plan Amendment
- c) Final Official Plan Amendment with implementation strategies.

Required Consultant Expertise

The Study requires the services of a multi-disciplinary team with expertise in:

- a) Land Use Planning
- b) Urban Design

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- c) Transportation Planning and Servicing
- d) Environment
- c) Sustainable Development
- d) Public Consultation Facilitation

The consulting team will carry out the project under the project management of the Policy Planning Department with the input and participation of the Development Planning Department, Parks Department, the Engineering Department, and other internal departments as required. The consulting team will be required to collaborate with, and be informed by, the consultants working on the City's New Vaughan Official Plan, the City's Transportation Master Plan, and the City's Environmental Master Plan

Project Administration

The project will be managed by the Policy Planning Department with the input and participation from the core consulting team for the New Vaughan Official Plan, the consultants for the City's Transportation Master Plan and the Environmental Master Plan, Development Planning, Parks, and Engineering Departments, other City departments and external agencies as required.

Timing

The Study is expected to begin in the Fall 2008 and completed in approximately 6 months.

Relationship to Vaughan Vision 2020

This report is consistent with the Vaughan Vision Strategic Plan 2020 in terms of implementing a component of the Growth Management Strategy. This report is consistent with the priorities previously set by Council, and is subject to the necessary resources being allocated and approved.

Regional Implications

The Official Plan Amendment resulting from the Study will conform to Regional and Provincial Policy requirements and establish the ground rules for future urban development. The Plan will accommodate the Region's forecast growth estimates for Vaughan and will have implications for Regional servicing, transportation and community infrastructure.

Conclusion

The draft Terms of Reference provide the basis for carrying out a detailed planning analysis that will result in updated land use, transportation and urban design framework for the subject site in the context of the surrounding area and in consideration of the relevant City, Regional, and Provincial Planning policies. Similar to the approach taken for the New Official Plan, this work will be forward-looking, state-of-the-art and reflective of the principles of sustainability.

Should Council concur with the Terms of Reference, the recommendation should be approved to enable staff to proceed with the consultant assignment.

Should Council concur with this proposed increase in expenditure, this action would be considered as an amendment to the 2008 Capital Budget. Before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. In accordance with By-law 394-2002, notice of an intention to adopt an amendment to a budget consists of publication of notice in a newspaper of a public meeting to consider the proposed amendment at least 7 days prior to the date of the Council meeting at which this proposed

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amendment is to be considered. Therefore, if Council increases the expenditures to the 2008 Capital Budget, staff shall be directed to provide notice of an intention to adopt an amendment to the Capital Budget pursuant to By-Law 394-2002.

Attachments

1. Location Map
2. Terms of Reference for the NW Quadrant Jane Street/Major Mackenzie Drive Planning Study

Report prepared by:

Duncan MacAskill, Senior Planner, ext. 8017
Wayne McEachern, Manager of Policy Planning, ext. 8026

(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. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

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**OFFICIAL PLAN AMENDMENT FILE OP.06.024
ZONING BY-LAW AMENDMENT FILE Z.06.054
DRAFT PLAN OF SUBDIVISION FILE 19T-06V09
INVAR (FRESHWAY) LIMITED
REPORT #P.2006.72**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 2, 2008, be approved; and
- 2) That the following deputations and written submission be received:
 - a) Mr. Gary Templeton, Templeton Planning Ltd., 71 Tyler Street, Aurora, L4G 2N1, on behalf of the applicant; and
 - b) Mr. Robert A. Dragicevic, MCIP, RPP, Senior Principal, Walker, Nott, Dragicevic Associates Limited, Planning Urban Design, 172 St. George Street, Toronto, M5R 2M7, on behalf of Mount Pleasant Group of Cemeteries, and written submission dated August 25, 2008.

Recommendation

The Commissioner of Planning recommends:

1. THAT The Ontario Municipal Board be advised that the City of Vaughan Council endorses Official Plan Amendment File OP.06.024 (Invar Freshway Limited), specifically to amend OPA #450 (Employment Area Plan) as follows:
 - a) add the lands shown as "Area B" on Attachment #2 to the City's Employment Area Plan (OPA #450), which were removed by the Ministry of Municipal Affairs and Housing from the Provincial Parkway Belt West Plan on May 14, 2007 via Amendment No. 185 (MMAH File No. 19-PBA-028-185) by redesignating the lands shown as "Area B" from "General Complementary Use Area" (Provincial Parkway Belt West Plan) to "Employment Area General" (City Employment Area Plan, OPA #450);
 - b) include site-specific policies for the lands shown as "Area B" on Attachment #2, to facilitate compatible development of the subject lands for employment uses that require outside storage with or without buildings, from the adjacent cemetery use, which shall address but not be limited to matters pertaining to landscape buffering and berming, distance separation from land uses, and appropriate uses;
 - c) include the following provision for the lands shown as "Area A" on Attachment #2, in accordance with the MMAH File No. 19-PBA-028-185 and approved Amendment No. 185 dated May 14, 2007:

"The subject lands are designated Inter-Urban Transitway in the Public Use Area, in the City of Vaughan, and further described as Part 2 on RP 65R-29892, in Lot 3, Concession 4, City of Vaughan. Notwithstanding the designation of the subject lands as Inter-Urban Transitway in the Public Use Area of the Parkway Belt West Plan, interim outside storage uses are permitted subject to the satisfaction of the following conditions:

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- a) no permanent buildings or structures are erected, and
 - b) interim outside storage uses are only permitted until such time as the subject lands are required for the purposes of an Inter-Urban Transitway Corridor, or other infrastructure related uses as contemplated by the Parkway Belt West Plan.”; and,
 - d) include the following provision in accordance with the Region of York conditions of approval:

“Prior to development, a Forested Area Compensation Plan shall be prepared and submitted to the satisfaction of York Region and the Toronto and Region Conservation Authority. Such plan will include a strategy for the planting, maintenance, and monitoring of the forest including the endangered Butternut (*Juglans cinerea*).”
2. THAT The Ontario Municipal Board be advised that the City of Vaughan Council endorses Zoning By-law Amendment File Z.06.054 (Invar Freshway Limited), specifically to amend By-law 1-88, to rezone the lands shown as “Area B” on Attachment #2 from PB2 Parkway Belt Complementary Use Zone to EM2(H) General Employment Area Zone with Holding Symbol “H” and OS1 Open Space Conservation Zone in the manner shown on Attachment #3, and to maintain the PB1(S) Parkway Belt Linear Facilities Zone for the lands shown as “Area A” on Attachment #2, subject to the inclusion of the following exceptions:
- a) the “H” Holding provision for the lands zoned EM2(H) General Employment Area Zone shall be removed in whole or in part at such time when a site plan is approved by Council pursuant to Section 41 of the Planning Act;
 - b) the following provisions shall apply to the lands zoned PB1(S):
 - i) interim outside storage by public or private users shall be permitted within the PB1(S) Zone and shall include only the following uses until such time as the lands are acquired by the Province of Ontario for a future transitway corridor, whereas By-law 1-88 permits only public uses and no outside storage:
 - New or used trucks and trailers road worthy and awaiting trans-shipment or used as part of a business
 - New or used cars roadworthy and awaiting trans-shipment
 - Empty waste disposal bins
 - Construction machinery, vehicles and equipment
 - Non-waste shipping containers
 - Wooden pallets
 - New construction material and products
 - Uses involving the recycling or processing of any goods, products or materials shall be prohibited in the PB1(S) Zone;
 - ii) no public or private buildings or structures shall be permitted, whereas the PB1(S) Zone permits only buildings or structures for public uses;
 - iii) no maximum lot coverage for outside storage, whereas the PB1(S) Zone does not permit outside storage;

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- iv) outside storage shall be setback a minimum of 1m from any yard, whereas there are no requirements for outside storage in the PB1(S) Zone;
 - v) outside storage within a distance of 50m or less from the westerly limit of the subject lands shall not exceed a height of 5m and shall be screened by an opaque wood fence with a minimum height of 3m, whereas there are no requirements for outside storage in the PB1(S) Zone;
 - vi) outside storage located at a distance greater than 50m from the westerly limit of the subject lands shall not exceed a height of 6m, whereas there are no requirements for outside storage in the PB1(S) Zone;
 - vii) a temporary or permanent asphalt plant; concrete plant; aggregate recycling; aggregate crushing, screening, or sorting shall be prohibited, thereby confirming uses that are already prohibited in By-law 1-88;
- c) The following provisions shall apply to the lands zoned EM2(H):
- i) only the following uses shall be permitted within the EM2(H) Zone:
 - the site-specific outside storage uses permitted in the PB1(S) Zone
 - clean aggregate material that has been mined and processed off-site and transported to the site for storage and distribution to off-site users and/or for compaction and repairs on-site
 - products distribution centre
 - general products manufacturing, assembly and warehousing
 - woodworking shop
 - metal fabrication shop excluding metal stamping
 - kitchen manufacturing shop
 - automotive repair shop including trucks and heavy equipment
 - manufacture indoors and storage outside of pre-cast concrete products

All manufacturing and assembly processes associated with the permitted uses listed above shall occur only within an enclosed building;

A temporary or permanent asphalt plant; concrete plant; aggregate recycling; or aggregate crushing, screening, or sorting shall be prohibited, thereby confirming uses that are already prohibited in By-law 1-88;

- ii) outside storage shall be permitted with or without a building being constructed and no minimum gross floor area shall be required for a building, whereas By-law 1-88 does not permit outside storage on a lot unless there is an existing building with a gross floor area of at least 550m²;
- iii) buildings if constructed shall be designed so that drive-in, loading or maintenance doors do not face in a westerly direction;
- iv) no maximum lot coverage for outside storage, whereas By-law 1-88 permits a maximum of 30%;

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- v) outside storage within 50m or less from the westerly limit of the subject lands shall not exceed a height of 5m;
 - vi) outside storage located at a distance greater than 50m from the westerly limit of the subject lands shall not exceed a height of 6m;
 - vii) buildings or structures shall not exceed a height of 9m as measured to the midpoint of a sloping roof or to the highest point of a flat roof structure and including parapets and roof-top equipment and any mechanical and environmental control equipment and appurtenances related to the industrial operation, whereas By-law 1-88 permits a maximum building height of 15m;
 - viii) the minimum interior side yard and rear yard setback of buildings, structures and outside storage shall be 1m, whereas By-law 1-88 requires a minimum of 6m and 12 m, respectively;
 - ix) the minimum front yard and exterior side yard setback of buildings, structures and outside storage from the private road shall be 3m, whereas By-law 1-88 requires a minimum yard setback of 6m, respectively;
 - x) notwithstanding viii) above, buildings and structures shall be setback a minimum of 14m from lands zoned PB1(S), as required by the Ministry of Transportation;
 - xi) buildings and structures shall be set back a minimum of 36m from the west limit of the subject lands and this requirement shall not serve to reduce the minimum 3m setback from the private road;
 - xii) notwithstanding viii) above, the minimum setback shall be 0m for outside storage abutting lands zoned PB1(S);
- d) The following provisions shall apply to lands zoned OS1:
- i) only the following uses shall be permitted in the OS1 Zone:
 - Landscaping consisting of an earthen berm, plant material and opaque fencing
 - Stormwater management facility
 - Private road and piped services and utilities
 - Employee and visitor parking and related driveways and aisles
 - Outside storage of roadworthy passenger cars and trucks and serviceable machinery and equipment
 - Outside display of products offered for sale
- Outside storage and display shall not exceed a height of 5m, whereas By-law 1-88 permits only buildings or structures for conservation or flood control projects and no outside storage;
- ii) a minimum 10m wide landscape strip shall be located within the OS1 Zone abutting the west boundary of the subject lands. The landscape strip shall contain an earthen berm, plant material and a board-on-board solid wood screening fence. The east face of the berm may include a retaining wall;

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- iii) the earthen berm, plant material and wooden screening fence shall have a combined minimum height of 5m, of which a minimum 2m shall be the height of the earthen berm;
 - iv) a 1.8m high black chain link fence shall be constructed along the entire western property line.
3. THAT The Ontario Municipal Board be advised that the City of Vaughan Council endorses Draft Plan of Subdivision File 19T-06V09 (Invar Freshway Limited) dated August 18, 2006 and shown on Attachment #3, subject to the conditions set out in Attachment #1 to this report.
4. THAT the implementing subdivision agreement for Draft Plan of Subdivision 19T-06V09 (Invar Freshway Limited) shall contain the following provision:

“The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.”
5. THAT the City’s Site Plan Control By-law 228-2005, as amended, be further amended to add the following Footnote No. 9 to Schedule “1”:

“Site Plan Control shall be required for development on a block(s) for outside storage with or without the requirement for a building for Blocks 1-16 inclusive on Draft Plan of Subdivision 19T-06V09.”
6. THAT City Staff and City Solicitor be directed to attend the Ontario Municipal Board Hearing in support of the following applications: OP.06.024, Z.06.054 and 19T-06V09 (Invar Freshway Limited).

Economic Impact

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

Communications Plan

On August 27, 2008, the Development Planning Department provided notice by email or telephone to those who requested notification of the subject Committee of the Whole meeting as follows: Len Star Welding (10 Costa Road); A.R.G. Group (111 Creditstone Road); Antonio DiBenedetto (Toronto); Robert Dragicevic of Walker, Nott, Dragicevic Associates Limited on behalf of the Mount Pleasant Group of Cemeteries (Beechwood Cemetery); Templeton Planning (agent); and Invar (applicant).

Purpose

The Owner has submitted the following applications:

1. An application to amend the Official Plan to redesignate the lands shown as “Area B” on Attachment #2 from “General Complementary Use Area” (Provincial Parkway Belt West Plan) to “Employment Area General” (City Employment Area Plan, OPA #450) and to provide development and site plan control policies for the lands to facilitate the development of the subject lands for employment uses that require outside storage.

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2. An application to amend the Zoning By-law, specifically By-law 1-88, to rezone the lands shown as “Area B” on Attachment #2 from PB2 Parkway Belt Complementary Use Zone to EM2(H) General Employment Area Zone with Holding Symbol “H” and OS1 Open Space Conservation Zone, and to maintain the PB1(S) Parkway Belt Linear Facilities Zone for the lands shown as “Area A” on Attachment #2, subject to the inclusion of the necessary exceptions to implement the draft plan of subdivision shown on Attachment #3 and the site-specific policies to be contained in the official plan.
3. An application for Draft Plan of Subdivision approval for the subject lands shown on Attachment #3, to facilitate an industrial plan of subdivision on 10.11 ha of land. The development details are as follows:

Blocks 1-16 inclusive – Industrial (EM2(H))	7.24ha
Block 17 – Sewer Easement (OS1)	0.03ha
Block 18 – Stormwater Management Pond (OS1)	0.66ha
Block 19 – Landscape Buffer (OS1)	0.51ha
Block 20 – Private Road (OS1/EM2(H))	0.93ha
Block 21 – Future Transitway (PB1(S))	0.74ha
<hr/> TOTAL	10.11ha

Background - Analysis and Options

The 10.11 ha vacant site is located east of Jane Street, on the south side of Highway #407, and west of the Canadian National Railway Classification Yard, in Part of Lots 2 and 3, Concession 4, City of Vaughan, as shown on Attachment #2.

The subject lands (Areas “A” and “B”) were sold to the applicant by the Mount Pleasant Group of Cemeteries (MPGC). The subject lands were formerly part of the MPGC property to the west (Beechwood Cemetery), however, were never used as a cemetery and are no longer licensed for cemetery purposes.

The subject lands are designated “Road-Public Use Area” and “General Complementary Use Area” by the Provincial Parkway Belt West Plan and zoned PB1(S) Parkway Belt Linear Facilities Zone and PB2 Parkway Belt Complementary Use Zone by By-law 1-88, subject to Exception 9(553). The surrounding land uses are shown on Attachment #2.

On May 14, 2007, the Ministry of Municipal Affairs and Housing (MMAH) approved Amendment No. 185 (via MMAH File No. 19-PBA-028-185) to permit interim outside storage uses on the lands shown as “Area A” on Attachment #2, which will remain designated Road-Public Use Area and zoned PB1(S), and deleted the lands shown as “Area B” on Attachment #2 from the Provincial Parkway Belt West Plan, to be redesignated to an urban designation within the City’s Official Plan.

Public Hearing

On November 17, 2006, a Notice of Public Hearing for the December 6, 2006 meeting was circulated to all property owners within 120m of the subject lands, and to the Concord West Ratepayers Association. A letter of objection was received by A.R.G. Group Inc. (111 Creditstone Road) concerning increased truck traffic on Freshway Boulevard. A.R.G.’s concerns were addressed by a traffic study prepared Poulos & Chung and submitted by the applicant, which concluded that the Regional Road 7 and Creditstone Road intersection and Freshway Drive can accommodate the proposed development traffic. The Vaughan Engineering Department supported these conclusions and approved the traffic analysis.

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A second letter of objection was received by the Mount Pleasant Group of Cemeteries (7241 Jane Street), which is located immediately west of the subject lands. The MPGC sold the subject lands to the applicant and therefore, does not oppose the development proposal in principle. However, MPGC has concerns related to the implementation of development standards, such as, but not limited to: the landscape treatment along the mutual property line; requirements for fencing and screening; and limitations to building heights and areas of outside storage. The applicant and MPGC have continued to work together to resolve these concerns. The proposed zoning boundaries, exceptions, and official plan policies in this report, reflect these on-going negotiations. Recently, the MPGC was granted party status by the Ontario Municipal Board to ensure these and any other concerns are addressed in a reasonable manner.

Ontario Municipal Board

On April 17, 2008, the applicant appealed their Official Plan Amendment Application (OP.06.024), Zoning By-law Amendment Application (Z.06.054) and Draft Plan of Subdivision Application (19T-06V09) (Invar Freshway Limited) to the Ontario Municipal Board (OMB), pursuant to subsections 34(11), 22(7) and 51 (34) of the *Planning Act*, with respect to Council's failure to approve the rezoning application within 120 days and the related official plan and subdivision applications within 180 days, after their submission to the City of Vaughan on August 24, 2006. The OMB has scheduled an eight day hearing for these appeals on October 2, 3, 8, 10 and 14-17 inclusive, 2008.

Land Use Policies/Planning Considerations

The Development Planning Department has reviewed the Official Plan Amendment application to redesignate the lands shown as "Area B" on Attachment #2 to "Employment Area General", and to maintain the "Road-Public Use Area" designation on the lands shown as "Part A" on Attachment #2 but with site-specific provisions, in light of the following land use policies:

a) Provincial Policy Statement and Places to Grow

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. The following policies of the PPS manage and direct land use to achieve efficient development and land use patterns within employment areas:

"1.3.1 Planning Authorities shall promote economic development and competitiveness by (in part):

- a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) planning for, protecting and preserving employment area for current and future uses."

In addition to the policies of the PPS, the Province's *Places to Grow: The Growth Plan for the Greater Golden Horseshoe (GGH)*, which outlines the framework for implementing the Provincial vision for building stronger, prosperous communities by better managing growth to 2031 contains the PPS policies noted above and states the following:

"2.2.6.1 An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the growth forecasts in the GGH Plan."

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The proposal to redesignate the subject lands (Part B) to “Employment Area General” will facilitate the development of a 16 lot industrial plan of subdivision, as shown on Attachment #3. The proposal is in keeping with the employment area policies of the PPS and *Places to Grow*. The development will add new employment lands to the City’s Employment Area Plan (OPA #450) and provide opportunities for employment and industrial uses that require outside storage.

b) Provincial Parkway Belt West Plan and City Official Plan Amendment #450

The subject lands shown as “Area A” on Attachment #2 are designated “Road-Public Use Area” and the lands shown as “Area B” are designated “General Complementary Use Area” by the Provincial Parkway Belt West Plan (PBWP). The former designation permits only public uses and encourages inter-regional linear facilities to locate in these areas. The latter designation, permits low intensity private uses that are compatible with the PBWP, such as but not limited to: agricultural, institutional, recreational and public uses.

On May 14, 2007, the Ministry of Municipal Affairs and Housing (MMAH) approved Amendment No. 185 (via MMAH File No. 19-PBA-028-185) to permit interim outside storage uses on the lands shown as “Area A” (Attachment #2), subject to the following conditions:

- i) no permanent buildings or structures are erected, and
- ii) interim outside storage uses are only permitted until such time as the subject lands are required for the purposes of an Inter-Urban Transitway Corridor, or other infrastructure related uses as contemplated by the Parkway Belt West Plan.

The lands shown as “Area A” (Attachment #2) will remain designated Road-Public Use Area. The designation along with the above-noted interim permission (which will be included in the implementing official plan amendment) is consistent with the Ministry of Transportation’s requirement to protect for a 30m wide right-of-way, adjacent to the south side of Highway 407 for a future Transitway Corridor (Attachment #2).

The MMAH Amendment No. 185 also deleted the lands shown as “Area B” on Attachment #2 from the Provincial Parkway Belt West Plan. The proposal to redesignate these lands to “Employment Area General” (Attachment #5) is consistent with the administration policies of the City’s Employment Area Plan (OPA #450) that upon deletion of the lands from the Provincial Parkway Belt West Plan, the said lands shall be subject to the policies and designations of OPA #450 (ss.3.4.3 c).

The “Employment Area General” designation accommodates uses that do not require higher profile locations; provides locational opportunities for industrial development which may require outside storage or be undertaken outdoors; and permits a full range of processing, warehousing and storage operation uses. The proposal to redesignate the lands shown as “Area B” to “Employment Area General”, to facilitate the development of industrial/employment uses that require outside storage, is consistent with the objectives and development policies of OPA #450.

The Development Planning Department has reviewed a Planning Justification Report prepared by Templeton Planning Limited in support of the subject application and concurs with its findings that the proposed redesignation conforms to Provincial and Regional policy and meets the intent of the City’s OPA #450.

The implementing Official Plan Amendment will include site-specific policies for the lands shown as “Area B”, to facilitate compatible development of the subject lands for employment uses that require outside storage with or without buildings, from the adjacent cemetery use, which shall address but not limited to matters permitting to landscape buffering and berming, distance separation from sensitive land uses, and appropriate uses, and be implemented by way of a site-specific zoning by-law.

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c) Region of York Official Plan

The Region of York has indicated the presence of a woodlot on the subject lands containing an endangered tree species, ie Butternut (*Juglans cinerea*). The protection of endangered species falls under the *Planning Act*, *Provincial Policy Statement*, and the pending *Species at Risk* legislation. The Region has no objection to the proposed official plan amendment application to redesignate the subject lands to “Employment Area General”, subject to the following condition, which will be included in the implementing official plan amendment and listed as a condition of draft plan approval in Attachment #1:

“Prior to development, a Forested Area Compensation Plan shall be prepared and submitted to the satisfaction of York Region and the Toronto and Region Conservation Authority. Such will include a strategy for the planting, maintenance, and monitoring of the forest including the endangered Butternut (*Juglans cinerea*).”

Additional discussion respecting the Butternut Tree and Forested Area Compensation Plan is provided later in this report under “Ministry of Natural Resources”.

Zoning

The applicant is proposing to rezone the lands shown as “Area B” on Attachment #2 from PB2 Parkway Belt Complementary Use Zone to EM2(H) General Employment Area Zone with Holding Symbol “H” and OS1 Open Space Conservation Zone in the manner shown on Attachment #3. The proposal will implement the proposed redesignation of the lands from “General Complementary Use Area” to “Employment Area General”, and the proposed industrial draft plan of subdivision.

The site-specific uses proposed for the EM2(H) Zone and listed in the recommendation of this report are specific types of employment uses, which are more restrictive than the general permitted uses in the EM2 Zone category of By-law 1-88, which would permit any uses defined as an employment use. Therefore, the Development Planning Department does not oppose the said uses. The exceptions for outside storage uses with or without a building, the reduced yard setbacks, and no maximum lot coverage for outside storage are acceptable, as the EM2(H) development lots will be screened from view of the cemetery, being the most sensitive neighbouring land use. The proposed outside storage is consistent and compatible with the existing neighbouring industrial uses, namely the asphalt plant to the immediate east and the Canadian National Railway Classification Yard further east and CNR railway operations to the south.

The proposed OS1 Zone will include a 10 m wide landscape buffer shown on Attachment #4, which will be designed with a berm, various types of planting and fencing, and will screen the proposed outside storage uses from the view of the cemetery.

In addition, the proposal to limit the height of outside storage uses and the requirements for maximum fencing height to screen the said uses; the 36m minimum structural setback from the westerly property line; the maximum 9m building height, if buildings are constructed; the requirement that loading not face in a westerly direction, also reflect on-going negotiations between the applicant and the neighbouring MPGC in a effort to mitigate the impact and screen the industrial uses and outside storage uses from view of the cemetery.

The lands shown as “Area A” on Attachment #2 will remain zoned PB1(S) Parkway Belt Linear Facilities Zone, in order to protect these lands for the future Transitway Corridor. The request to permit limited types of outside storage on the lands zoned PB1(S), prohibit buildings or structures, and not restrict the maximum lot coverage for outside storage uses or the setback of said uses is consistent with the interim permissions granted by the Ministry of Municipal Affairs

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and Housing through their approval of Amendment No. 185. Should the Ministry acquire these lands in the future, the request for a 14m structural setback from the southern limit of the PB1(S) Zone is consistent with the Ministry of Transportation's setback requirements along all Provincial Highways.

The proposal to specifically prohibit a temporary or permanent asphalt plant; concrete plant; aggregate recycling; and aggregate crushing, screening, or sorting plant, within the PB1(S) Zone and EM2(H) Zone is consistent with the requirements of By-law 1-88, which currently prohibits the said use City wide.

Site Plan Control and Holding Symbol (H)

The Holding Symbol 'H' is being placed on the EM2(H) lands in the manner shown on Attachment #3, to ensure development of structures or the use of the subject lands for outside storage purposes is designed in accordance with the implementing zoning by-law, official plan policies, and with the requirements of the external agencies noted in this report. The Holding Symbol shall be removed in whole or in part at such time when a site plan is approved by Vaughan Council pursuant to Section 41 of the Planning Act.

The City's Site Plan Control By-law will be amended to indicate that site plan control shall be required for the development of a block(s) for outside storage with or without the requirements for a building for Blocks 1-16 inclusive on Plan of Subdivision 19T-06V09. Site plan approval will ensure orderly development should the site develop as one large block or as multiple individual blocks, particularly as the site is located adjacent to the Beechwood Cemetery.

Subdivision Design

The 10.11ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- i) a total of 16 blocks (7.24ha) for industrial uses for outside storage with or without a building;
- ii) 1 landscape buffer block (0.51ha); 1 open space block (0.66ha) for a stormwater management facility; and 1 block (0.03ha) for an easement;
- iii) 1 block for a private road (0.93ha) and 1 block (0.74ha) for a right-of-way for the future Ministry of Transportation Transitway Corridor.

The private road is a north-south and east-west traversing road, which is designed to connect to Freshway Drive to the north, via an easement over the lands to the east (also owned by the applicant) and a private north-south right-of-way owned by Canadian National Railway (Attachment #2).

The draft plan of subdivision provides for 16 industrial blocks for outside storage with or without a building, as shown on Attachment #3, of which four (4) blocks are located on the north side of the private road and fourteen (14) blocks on the south and east sides. The industrial blocks will include a 3m wide landscape strip along the frontage of the private road, which shall only be used for landscaping.

The remaining blocks are for non-industrial uses, with Block 19 being a 10 m wide landscape buffer between the neighbouring cemetery use to the west, which has been designed in consultation with MPGC to ensure that the proposed berm, planting and fencing shown on Attachment #4 will screen the industrial uses from view of the cemetery. Block 18 will serve as a stormwater management facility and Block 21 is designed to protect for the Ministry of Transportation's future Transitway Corridor. However, interim outside storage is permitted by both the Ministries of Transportation and Municipal Affairs and Housing.

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

Vaughan Engineering Department

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

a) Environmental Site Assessment (ESA)

Prior to final approval, the Owner is required to submit an ESA Phase 1 report for peer review and approval by the City. If contamination is suspected then an ESA Phase 2 must be completed, peer reviewed and approved by the City prior to final approval. If testing reveals that contamination is present and that its level exceeds the MOE guideline as laid out in the Guideline for Use at Contaminated Sites in Ontario as revised February 1997, an ESA Phase 3 remedial plan must be presented to the City prior to final approval. The document proof of the satisfactory registration of the Record of Site Condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from the MOE and signed copy of the RSC by a Qualified Person, must be submitted to the Development/Transportation Engineering Department for review and approval.

b) Roads

Vehicular access to the site is proposed via a private driveway which connects to the eastern terminus of Freshway Drive. Construction access to the subject lands will be from Freshway Drive.

c) Engineering Servicing

The municipal services for the development shall be in accordance with the approved functional servicing report. The original feasibility report prepared by EMC Group Limited is dated July 26, 2006. As well, the applicant is to refer to the Engineering Planning and Studies memorandum dated July 23, 2008.

d) Sanitary Servicing

The subject site will be serviced by private sanitary sewer from the connection at Freshway Drive. The Owner is required to provide detailed sanitary sewer analysis to ensure the existing sanitary sewer main on Freshway Drive is sized to accept the additional flows from this draft plan. In accordance with the Site Servicing Feasibility Report, a private pumping station is proposed to service this development. The applicant is advised that the proposed pumping station shall remain a private pumping station built on private lands and will not be operated or maintained by the City of Vaughan.

e) Storm Drainage

The subject site will be serviced by storm sewers on the private road that discharges to the Private Storm Water Management Pond which is located at the south end of the subject site.

f) Water Supply

The Owner shall ensure that the watermain on Freshway Drive is sized to accommodate the proposed development all in accordance with the current City of Vaughan Design Criteria and Standards and Specifications. The Owner shall confirm that the watermain is looped to ensure water quality and proper pressures are achieved in case of a fire (Fire Flow Demand Plus the

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Maximum day demand or the Peak Hour Demand, whichever is greater). A water supply analysis shall be submitted based on hydrant pressure/flow tests at the existing watermain on Freshway Drive.

g) Grading

The Owner shall provide an overview of the on-site grading and any additional grading requirements the proposed development may impose on abutting lands. Details must also be provided for any required retaining walls and/or sloping etc. that will not conform to the City's criteria.

Parkland/Cash-in-Lieu

The parkland dedication for the draft plan of subdivision shall be dedicated and/or cash-in-lieu of the dedication of parkland paid, in accordance with the Planning Act and the City's approved Cash-in-Lieu of Parkland Policy. The subdivision does not include a park within the subject lands. Therefore, cash-in-lieu of the dedication of parkland will be required for the subject lands.

Canadian National Railway (CNR)

The subject lands have no frontage onto a public road, however, access to the site is via an access easement, shown on Attachment #2, over the lands to the east (also owned by the applicant) and a private north-south right-of-way owned by CNR to Freshway Drive.

Canadian National Railway has reviewed the proposed subdivision and has no objection to the proposal or to the applicant using their private right-of-way to access the subject lands. Should the City require improvements to the right-of-way, in accordance with City standards, CNR will not object, however, all costs related to the improvements shall be paid by the applicant.

Ministry of Transportation (MTO)

The 30 m wide lands shown as "Area A" on Attachment #2, abut Highway 407 and will remain within the Provincial Parkway Belt West Plan and will remain zoned PB1(S) Parkway Belt Linear Facilities Zone to protect these lands for the Ministry's future east-west Transitway Corridor. MTO has approved the interim use of these lands (Area A) for outside storage purposes, until said lands are required for the Transitway Corridor, at which time, the Owner shall remove all stored materials in a timely manner and at their expense. The Ministry requires that any new buildings/structures (including internal roads) above and below ground (including detention ponds) shall be setback a minimum distance of 14m from the southern PB1(S) Zone boundary line as shown on Attachment #3. In addition, MTO Permits are required for all buildings located within 46m of the Highway 407 property line prior to any construction taking place.

The Ministry of Transportation has no objection to the proposed applications, subject to the conditions noted above and the conditions of draft plan approval, set out in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The western boundary of the subject lands is traversed by a tributary of the Humber River. The applicant has agreed to construct a berm to separate their lands from the existing cemetery and to improve the conditions of the existing watercourse that traverses the two properties. The existing watercourse has been highly altered by previous construction, therefore, a new channel design has been proposed, which will enhance the aquatic habitat and convey flood flows. The new channel will be realigned entirely along the eastern property line of MPGC lands, as shown on Attachment #4. These works require approval and Permits from the TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourse*

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Regulation (Ontario Regulation 166/06). The Permits for said work were conditionally approved by the TRCA on October 12, 2007, subject to minor revisions to the plans.

The TRCA has reviewed the proposal and advised that there are outstanding issues that need to be addressed in the technical reports that have been submitted to date. The Owner will be required to provide a revised technical documents package, including stormwater management report; erosion and sediment control plans and reports; water balance report; and landscape and planting plans/details. The proposal must be in accordance with the requirements of the TRCA and address the conditions of draft plan approval, set out in Attachment #1.

Ministry of Natural Resources (MNR)

The MNR has conducted several site visits to the subject lands over the past two years. The most recent site visit, on June 12, 2008, concluded that the condition of the woodlot containing the endangered Butternut Tree has experienced a significant decline. The MNR notes that little recovery habitat exists in the vicinity for the butternut population due to the nature of the existing surrounding land uses. Therefore, the MNR concluded, that the Butternut at this location do not contribute to the long term survival or recovery of Butternut species in any substantive manner.

The Region of York has also indicated the presence of a woodlot on the subject lands containing the endangered tree, Butternut (*Juglans cinerea*). The protection of endangered species falls under the *Planning Act*, *Provincial Policy Statement* and the pending *Species at Risk* legislation. Given the MNR's findings and as a condition of approval, a Forested Area Compensation Plan shall be prepared that is consistent with the recommendations of the Vegetation Assessment Plan and Report and the Environmental Impact Study, prepared by the Owner. The plan shall outline specific measures to provide a sustainable forest environment for the Butternut trees, including but not limited to, a listing that includes the quantity, species, height and caliper of the trees to be planted and or/relocated. The plan shall identify the implementation and phasing of site preparation and planting activities.

The TRCA recognizes that the long term protection of the woodlot and its functions is highly dependent on the appropriate management and that an intense level of management is required on this site, which may not be practical. As such, the TRCA supports the approach put forward by the Region, which requires the preparation of a Forested Area Compensation Plan.

Agency Comments

PowerStream, Vaughan Fire and Rescue, and Canada Post have advised that they have no objection to the proposal, subject to the conditions of approval, set out in Attachment #1.

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 reviewed the proposed subdivision and has no objection to the proposal. Conditions of draft plan approval respecting the Region's requirements have been included in Attachment #1.

Conclusion

The Development Planning Department has reviewed the proposed applications to amend the Official Plan to redesignate a portion of the subject lands from "Complementary Use Area"

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(PPWBP) to “Employment Area General” (OPA #450), a Zoning By-law to rezone a portion of the subject lands to OS1 Open Space Conservation Zone and EM2(H) General Employment Area Zone with Holding provision with zoning exceptions to facilitate the development of an industrial Draft Plan of Subdivision and the details negotiated between the applicant and neighbouring landowner Mount Pleasant Group of Cemeteries (Beechwood Cemetery) to the west, in accordance with the applicable policies of the Province, Region of York, Toronto and Region Conservation Authority, and the City’s Official Plan and requirements of the Zoning By-law, and the area context. The proposed applications are consistent with Provincial policy, are supported by the Region of York and Toronto and Region Conservation Authority and would result in development that is appropriate and compatible within the industrial context of the surrounding area, which includes an asphalt plant and CN Rail yard to the east and appropriate buffering with the cemetery to the west.

The subject lands are subject to a number of conditions, which are to be addressed prior to the enactment of a by-law, the lifting of any Holding Symbol (H), and final approval of any part of the draft plan of subdivision. The Development Planning Department can support the endorsement of the applications to amend the Official Plan, Zoning By-law and Draft Plan of Subdivision, subject to the recommendations in this report and the conditions of approval as set out in Attachment #1. The applications are scheduled to proceed to the Ontario Municipal Board on October 2, 3, 8, 10 and 14 to 17, 2008.

Attachments

1. Conditions of Approval
2. Location Map
3. Proposed Subdivision and Zoning
4. Proposed Landscape Buffer and Boulevard Plan
5. Land Use Schedule OPA #450 (Employment Area Plan)

Report prepared by:

Christina Napoli, Planner, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212

/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 26, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

26

BID FOR 2010 ACTIFEST – ONTARIO SENIOR GAMES

The Committee of the Whole recommends that this matter be referred to the Budget Committee.

Recommendation

Mayor Linda D. Jackson recommends:

1. THAT Council endorse, in principle, for the City of Vaughan to submit a formal bid to host the 2010 Actifest – Ontario Senior Games to the Sport Alliance of Ontario.
2. THAT a committee, which should include staff from Economic & Technology Development, Corporate Communications and Recreation & Culture, be established to determine the feasibility of hosting the 2010 Actifest – Ontario Senior Games in the City of Vaughan, including information on submission requirements, projected costs, venues, staff resources, sponsorship opportunities and other requirements and provide a comprehensive report to Council at the Committee of the Whole meeting of September 15, 2008.

Economic Impact

Research indicates that a typical budget to host an event is \$460,000; however, this cost is offset by a \$150,000 grant available to host municipalities from the Ontario Ministry of Health through the Sport Alliance of Ontario. Hosting communities also collect registration fees and may solicit sponsors to offset expenses. Should Council approve the City of Vaughan hosting the 2010 Actifest – Ontario Senior Games, the costs associated with this initiative will be presented to Council as part of the study report from staff at the Committee of the Whole meeting on September 15, 2008.

Communications Plan

Communication of any Council decision on this matter will be related to the departments identified in this report. Additionally, any future bid proposal will require Corporate Communications to develop a comprehensive plan to communicate and promote the event.

Purpose

The purpose of this report is to request Council to endorse, in principle, the concept of submitting a formal bid to host the 2010 Actifest - Ontario Senior Games to the Sport Alliance of Ontario and to authorize a Corporate staff team headed by the Economic & Technology Development Department, and supported by the Corporate Communications and Recreation & Culture departments, to scope out and determine the feasibility of hosting the 2010 Actifest – Ontario Senior Games in the City of Vaughan. This report will be provided to Council at the Committee of the Whole meeting of September 15, 2008, which is to include information on submission requirements, projected costs and suitability of hosting the games as it relates to facilitates, staff resources and other requirements to host the event.

Background - Analysis and Options

The Sport Alliance of Ontario recently provided information on the Ontario Games Program to the Mayor's office. The program includes Youth, Seniors and ParaSport games both for summer and winter sports and activities. The games are funded in part by the Ministry of Health Promotion through the Sport Alliance of Ontario. Funding is also provided by the hosting municipality.

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The bid to host the 2010 Actifest - Ontario Youth Games has recently been awarded to the community of Sudbury. It is recommended, therefore, that the City apply to host the 2010 Actifest- Ontario Seniors Games. The deadline to submit a bid to host these games is October 2, 2008.

A typical budget to host an event is \$460,000, however, this cost is offset by a \$150,000 grant available to host municipalities from the Ontario Ministry of Health through the Sport Alliance of Ontario. In addition, communities will collect registration fees and may solicit sponsors to offset expenses.

Ontario Senior Games is a celebration of active living through friendly competition for adults 55 years and older. This event will provide Vaughan seniors with an opportunity to participate in sports and active competitive games. It will benefit our seniors by increasing their physical activity, promoting good health and providing a community program to participate and take a lead role in. Vaughan seniors are already an active and valuable asset in the community and this opportunity will further develop their community participation.

Furthermore, the Games also provide participants, volunteers and spectators an opportunity to experience the excitement of sports and active competition while leaving the host community with a legacy of pride and sport development. Additional benefits to hosting an event are the increase in economic activity and tourism, the development of a strong volunteer base and finally the promotion of active living and physical activity.

It is recommended that Council endorse, in principle, the concept of the City of Vaughan submitting a formal bid to host the 2010 Actifest – Ontario Senior Games to the Sport Alliance of Ontario. Establishing a Corporate staff team headed by the Economic & Technology Development Department, and supported by the Corporate Communications and Recreation & Culture departments to scope out and determine the feasibility of hosting the 2010 games in the City of Vaughan is an important first step towards this end. Staff will provide to Council at the Committee of the Whole meeting of September 15, 2008, information on submission requirements, projected costs and suitability of hosting the games as it relates to facilitates, staff resources and other requirements in order to determine whether it would like to further pursue the bid submission.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to Vaughan Vision 2020, the report will provide:

- STRATEGIC GOAL:
Service Excellence - Providing service excellence to citizens.
- STRATEGIC OBJECTIVES:
Enhance and Ensure Community Safety, Health & Wellness.

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

Regional Implications

None

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Conclusion

Hosting the 2010 Actifest – Ontario Senior Games has valuable benefits to participants, volunteers and spectators in addition to increasing economic activity and tourism in our community. Vaughan seniors will also gain in that the event will provide an opportunity to participate in sports and active competitive games, increase physical activity and further develop senior's community participation.

Attachments

None

Report Prepared By

Mary Reali, Director of Recreation and Culture, Ext. 8234

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Item 27, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 8, 2008.

27

NEW BUSINESS – OVERNIGHT PARKING ON CITY STREETS

The Committee of the Whole recommends that staff bring forward a report with respect to providing on-street parking on appropriate streets throughout the municipality.

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