

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 24, 2008

Item 1, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

**1 ASIAN LONG-HORNED BEETLE INTERGOVERNMENTAL TASK FORCE
COMMUNICATIONS PLAN AND
INVASIVE SPECIES ENVIRONMENTAL SUMMIT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Asian Long-Horned Beetle Intergovernmental Task Force, dated November 17, 2008:

Recommendation

The Asian Long-Horned Beetle Intergovernmental Task Force recommends:

- 1) That Corporate Communications work with the Canadian Food Inspection Agency to produce a communications plan for the Emerald Ash Borer, after the issuance of the Ministerial Order;
- 2) That Corporate Communications assist with the organization of an Invasive Species Environmental Summit of area municipalities affected by the Asian Long-Horned Beetle and the Emerald Ash Borer; and
- 3) That the report of the Director of Corporate Communications, dated October 22, 2008, be received (Attachment 1).

Economic Impact

To be determined.

Communications Plan

Upon approval of the Task Force recommendation, the Corporate Communications Department will develop a plan for the Invasive Species Environmental Summit and a public information plan for the Emerald Ash Borer.

Purpose

This report is before Council for consideration regarding an Invasive Species Environmental Summit of municipalities affected by invasive species and the development of a communications plan for the Emerald Ash Borer after the issuance of the Ministerial Order.

Background - Analysis and Options

Asian Long-Horned Beetle

The Asian Long-Horned Beetle Intergovernmental Task Force was established in March 2004, following the discovery in the summer of 2003, of the infestation of the Asian Long-Horned Beetle north of Steeles Avenue, west of Highway 400. The Canadian Food Inspection Agency is recognized as the federal agency responsible for regulating invasive pests and develops strategies to control and prevent the spread of these pests to other parts of Canada. The Task Force is comprised of representatives from the City of Toronto, York Region, the federal government, the provincial government, the Canadian Food Inspection Agency, and the Toronto and Region Conservation Authority. Its objectives are to enhance and develop communication strategies, support the planning and implementation of strategies for the eradication of the Asian

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Long-Horned Beetle, and strategies for the replanting of urban forests. Vaughan's communications efforts regarding the Asian Long-Horned Beetle have been extensive and are currently on-going.

Emerald Ash Borer

At the meeting of October 22, 2008, discussion ensued regarding the confirmed presence of the Emerald Ash Borer in various areas of the GTA, including the area of Highway 7 and Weston Road in the City of Vaughan. This pest was first discovered in Canada in 2003 in the Windsor area and has been steadily moving west towards the GTA. This wood boring beetle is a native to China, Japan, Korea, Russia, and Taiwan, and can attack and kill all species of ash trees. It was noted that the Emerald Ash Borer is most commonly spread when people move materials which it has infested. It is anticipated that the CFIA will receive a ministerial order from the Minister of Agriculture and Agri-Food to expand the current quarantine zone from the City of Toronto to the infested area in the City of Vaughan. The quarantine zone restricts the movement of ash trees, nursery stock, logs, lumber, wood chips, bark, and firewood of all species from the area.

The Task Force agreed that once CFIA receives the ministerial order addressing the infestation in Vaughan, the City's Corporate Communications department would be required to commence an extensive public information communications program for the Emerald Ash Borer, similar to that developed for the Asian Long-Horned Beetle.

Invasive Species Environmental Summit

Municipalities across Ontario are faced with many of the similar problems with respect to these highly destructive pests. Although the CFIA is collaborating with government agencies to develop strategies to control and prevent the spread of invasive species to other areas of Canada, municipalities affected by these destructive aliens have not had an opportunity to meet to discuss and share ideas, experiences, and knowledge.

At the Asian Long-Horned Beetle Intergovernmental Task Force meeting of October 22, 2008, the following motion was made incorporating the discussion of the Task Force:

MOVED by Regional Councillor Ferri
seconded by Mayor Jackson

- 1) That Corporate Communications work with the Canadian Food Inspection Agency to produce a communications plan for the Emerald Ash Borer, after the issuance of the Ministerial Order;
- 2) That Corporate Communications assist with the organization of an Invasive Species Environmental Summit of area municipalities affected by the Asian Long-Horned Beetle and the Emerald Ash Borer; and
- 3) That the report of the Director of Corporate Communications, dated October 22, 2008, be received (Attachment 1).

CARRIED

Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council as it provides services excellence in leading and promoting environmental sustainability.

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Regional Implications

N/A

Conclusion

The recommendation of the Task Force on Democratic Participation and Renewal is before Council for consideration.

Attachments

1. Report of the Director of Corporate Communications, dated October 22, 2008
2. Report No. 34, Item 66 "Report Regarding Municipalities Affected by Invasive Species
3. CFIA News Release August 28, 2008 "Emerald Ash Borer Confirmed in Vaughan"

(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. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

2

**AWARD OF TENDER T08-170
SUPPLY AND DELIVERY OF VARIOUS PICKUP TRUCKS AND A CARGO VAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 17, 2008:

Recommendation

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

1. That Part "A" of Tender T08-170, for the supply and delivery of three 4x2 midsize pickup truck is awarded to Performance Chrysler Dodge Jeep for a total cost of \$62,640.42 and;
2. That Part "B" of Tender T08-170, for the supply and delivery of five ¾ ton 4x2 heavy duty crew cab pickup trucks is awarded to Performance Chrysler Dodge Jeep for a total cost of \$141,481.65, and;
3. That Part "C" of Tender T08-170, for the supply and delivery of one 4x4 midsize pickup truck with extended cab is awarded to Performance Chrysler Dodge Jeep. For a total cost of \$24,457.72, and;
4. That Part "D" of Tender T08-170, for the supply and delivery of one four door 4x4 midsize pickup truck is awarded to Performance Chrysler Dodge Jeep for a total cost of \$28,139.26, and;
5. That Part "E" of Tender T08-170, for the supply and delivery of three ¾ ton heavy duty cargo vans is awarded to Summit Auto Group for a total cost of \$77,261.49, and;
6. That a Bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Projects FL-5090-08, FL-5091-08, FL-5092-08, FL-5093-08, FL-5095-08, FL-5098-08, and FL-5102-08 were approved in the 2008 Capital Budget and funded from the Vehicle Reserve and City Wide Development Charges.

Communication Plan

N/A

Purpose

To award Tender T08-170 for the supply and delivery of various pickup trucks and cargo vans.

Background – Analysis and Options

Council approved funds for projects FL-5090-08, FL-5091-08, FL-5092-08, FL-5093-08, FL-5095-08, FL-5098-08 and FL-5102-08 to purchase the various pickup trucks and cargo vans, as part of the ongoing equipment program, and are funded from the Vehicle Reserve and City Wide Development Charges.

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This Tender was advertised in the Vaughan Citizen, the Bidingo and the Ontario Public Bidders Association. Twelve (12) bid documents were issued and eight (8) bid documents were received on the closing date August 14, 2008.

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

| <u>Supplier</u> | <u>Bid</u> |
|------------------------------------|---------------------|
| <u>Part A</u> | |
| 1. Performance Chrysler | \$62,640.42 |
| 2. Colombo Motors LP | \$62,721.78 |
| 3. Wilson Niblett Chevrolet | \$63,054.00 |
| 4. Davidson Chrysler Dodge | \$63,098.07 |
| 5. Summit Ford Sales Ltd. | \$63,440.46 |
| 6. Ottawa Dodge Chrysler Jeep Inc. | \$92,574.12 |
| <u>Part B</u> | |
| 1. Performance Chrysler | \$141,481.65 |
| 2. Colombo Motors LP | \$142,803.75 |
| 3. Yonge Steeles Ford Lincoln | \$144,046.75 |
| 4. Summit Ford Sales Ltd. | \$145,933.85 |
| 5. Al Palladini's Pine Tree | \$150,674.20 |
| 6. Oak-Land Ford Lincoln | \$163,742.65 |
| 7. Wilson Niblett Chevrolet | \$168,285.25 |
| 8. Ottawa Dodge Chrysler Jeep Inc. | \$222,530.90 |
| <u>Part C</u> | |
| 1. Performance Chrysler | \$24,457.72 |
| 2. Colombo Motors LP | \$24,484.84 |
| 3. Davidson Chrysler Dodge | \$24,610.27 |
| 4. Summit Ford Sales Ltd. | \$24,724.40 |
| 5. Wilson Niblett Chevrolet | \$24,905.20 |
| 6. Ottawa Dodge Chrysler Jeep Inc. | \$36,237.97 |
| <u>Part D</u> | |
| 1. Performance Chrysler | \$28,139.26 |
| 2. Colombo Motors LP | \$28,166.38 |
| 3. Davidson Chrysler Dodge | \$28,347.18 |
| 4. Summit Ford Sales Ltd. | \$28,405.94 |
| 5. Wilson Niblett Chevrolet | \$30,221.85 |
| 6. Ottawa Dodge Chrysler Jeep Inc. | \$39,566.95 |
| <u>Part E</u> | |
| 1. Summit Ford Sales Ltd. | \$77,261.49 |
| 2. Oak-Land Ford Lincoln | \$77,617.44 |
| 3. Yonge Steeles Ford Lincoln | \$78,336.12 |
| 4. Al Palladini's Pine Tree | \$80,970.15 |
| 5. Wilson Niblett Chevrolet | \$81,631.20 |

Relationship to Vaughan Vision 2020

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

- STRATEGIC GOALS:
Service Excellence – Providing service excellence to citizens.

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- STRATEGIC OBJECTIVES:
Pursue Excellence in Service Delivery and Enhance and Ensure Community Safety, Health and Wellness – To deliver high quality services and to promote health and wellness through design and program.

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

Regional Implications

None

Conclusion

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

There are sufficient funds available in the approved capital budget to complete this project.

Attachments

None

Report Prepared by:

Alvin Boyce, Fleet Manager, ext. 6141

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Item 3, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

3

**AWARD OF TENDER T08-311
SNOW PLOWING AT CITY OF VAUGHAN FACILITIES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 17, 2008:

Recommendation

The Commissioner of Community Services, in consultation with the Directors of Purchasing Services Department, and the Parks & Forestry Operations Department recommends:

- 1) That Award of Tender T08-311 for Snow Plowing at City of Vaughan Facilities be awarded to Pine Valley Enterprises in the amount of \$126,436.80 for Part 1, 16 Locations east of Highway 400 and in the amount of \$151,868.85 for Part 2, 15 locations west of Highway 400 for a total cost of \$278,305.65 (including G.S.T. and P.S.T.) and,
- 2) That a by-law be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Funds for T08-311 for Snow Plowing at City of Vaughan Facilities were approved in the 2008 Operating Budget.

Communications Plan

N/A

Purpose

The purpose of this report is to award Tender No. T08-311 for Snow Plowing at City of Vaughan Facilities.

Background - Analysis and Options

The Parks Division is responsible for snow removal of City of Vaughan buildings, facilities, firehalls and joint firehalls/EMS stations throughout the City.

A tender was issued to include labour and equipment to clear all paved areas, subject to pedestrian and/or vehicular traffic including all driveway entrances and all parking lots at the City of Vaughan facilities, firehalls and EMS stations. As part of the 2008 Operating Budget, funding was included for facility snow plowing for this contract.

This tender was advertised in the City Page on October 23, 2008 in addition to the Ontario Public Buyers Association and the Bidingo (formerly called Electronic Tender Network - ETN), and closed on October 30, 2008. Eighteen (18) bid documents were issued and six (6) bids were received, of which two (2) were deemed non compliant by the Purchasing Services Department.

Purchasing staff have reviewed the bid submissions for mathematical errors and the bid results are as follows:

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| Contractor | Part I | Part II |
|---|---------------------|---------------------|
| | Area (A) East Areas | Part (B) West Areas |
| Pine Valley Enterprises Concord, Ontario | \$126,436.80 | \$151,868.85 |
| Naples Construction Ltd. Concord, Ontario | \$145,404.00 | No Bid |
| Springview Landscaping Woodbridge, Ontario | \$406,384.65 | \$336,834.75 |
| Fermax Paving Limited Rexdale, Ontario | No Bid | \$302,426.30 |
| Art LoFranco Ltd Etobicoke, Ontario | Non-Compliant | Non-Compliant |
| North Pine Property Services Woodbridge, Ontario | Non-Compliant | Non-Compliant |

Relationship to Vaughan Vision 2020

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

- STRATEGIC GOAL:
Service Excellence - Providing service excellence to citizens.
- STRATEGIC OBJECTIVES:
Pursue Excellence in Service Delivery; and Enhance and Ensure Community Safety, Health and Wellness - To deliver high quality services and to promote health and wellness through design and program.

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

Regional Implications

EMS was notified with respect to the level of service that will be provided.

Conclusion

Parks Operations staff has reviewed the bid submissions and have met with the contractor and have determined that the recommended contractor meets the requirements of the contract. Funding for this activity has been approved as part of the 2008 Budget process.

Attachments

None

Report prepared by:

Marjie Fraser,
Director of Parks and Forestry Operations, Ext. 6137

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Item 4, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

**4 REQUEST FOR ADDITIONAL FUNDING FOR CONSULTANT
 CLARENCE STREET AND PARK DRIVE WATERMAIN REPLACEMENT
 CONTRACT T07-003**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 17, 2008:

Recommendation

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

That additional funds for the Consultant in the amount of \$55,000.00 for engineering services during construction for Contract T07-003 be approved and funded from Capital Project 1601-0-06 (Clarence Street and Park Drive Watermain Replacement).

Economic Impact

Additional funding is being allocated to this specific project from the total budget approved in the 2006 Capital Budget. There are sufficient funds in the approved budget for project 1601-0-06 to pay the adjusted final project costs.

Communications Plan

Not Applicable.

Purpose

To obtain Council approval for additional funding required to complete final payment to the Consultant for previously approved Capital Contract T07-003.

Background - Analysis and Options

Contract T07-003 - Earth Tech Canada Inc.

Contract T07-003 - Clarence Street & Park Drive Watermain Replacement 1601-0-06 was awarded by City Council on May 22, 2007, for engineering services during construction in the amount of \$36,940.00 (plus G.S.T.) without a contingency allowance. This contract involved the replacement of the watermain on Clarence Street from Meeting House Road to Mounsey Street and on Park Drive from Clarence Street to the cul-de-sacs.

The reasons for the additional costs are a result of an increase in the construction schedule from 6 weeks to over 14 weeks which required additional consulting services. In addition, the contractor worked several weekends and incurred additional work/delays due to new Provincial Regulations related to the provision of temporary water not known or in force at the time of tendering all of which required additional labour on the part of the Consultant.

Additional funding in the amount of \$17,778.00 was authorized by Council at its meeting of May 12, 2008, (Item 33, Report No. 24). At the time, it was believed that this was the entire amount required to complete the work; however, as a result of a miscommunication between the Consultant and City staff, the amount of \$17,778.00 was a progress invoice only and the full amount required to complete the work is an additional \$55,000.00.

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Engineering Services staff have reviewed the amounts and are satisfied that they are appropriate and outside the scope of the original request for proposal.

Relationship to Vaughan Vision 2020

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

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

Regional Implications

Not Applicable.

Conclusion

The funds requested are required to pay the Consultant for the unexpected additional costs required in the completion of this project. The costs and quantities involved have been verified by the Engineering Services staff. It is therefore appropriate to approve the payment of the funds as requested.

Attachments

None

Report prepared by:

Gino Martino, B.A., C.Tech., Engineering Technologist – Capital, ext. 3151
Justin Metras, C.Tech., Manager of Construction Services, ext. 3140

GM:mc

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Item 5, Report No. 57, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 24, 2008, as follows:

By approving that the phrase “and this view be communicated to the Region of York and Metrolinx” be inserted following the word “transportation” in Clause 2 of the Committee of the Whole recommendation;

By approving the following resolution:

Whereas Metrolinx has developed an integrated and comprehensive Regional Transportation Plan for the Greater Toronto and Hamilton Area with a focus on rapid transit;

And Whereas the estimated capital infrastructure cost of the transit component of the 25-year Regional Transportation Plan is approximately \$50 billion in 2008 dollars;

And Whereas \$11.5 billion of provincial funding for the Regional Transportation Plan has been identified from the \$17.5 billion MoveOntario 2020 program, which proposes that the remaining \$6.0 billion be funded by the federal government;

And Whereas Metrolinx is proposing to undertake a comprehensive review to identify sources of funding to allow for the build-out of the Regional Transportation Plan past 2015, when it is expected that the initial \$11.5 billion will be expended;

And Whereas given the current revenue sources available to Ontario municipalities, primarily the property tax, they do not have the capacity to participate in the funding of the Regional Transportation Plan;

And Whereas public rapid transit systems in cities around the world are generally funded by state and federal governments;

Therefore it is hereby resolved that the Council of the Corporation of the City of Vaughan supports the development of a long-term investment strategy for the implementation of the Metrolinx Regional Transportation Plan that does not rely on funding from municipal governments and that such funding be sourced primarily from the provincial and federal governments. A copy of this resolution shall be forwarded to Metrolinx, the Region of York, the appropriate Provincial and Federal Ministers, the local MPP and MP's, and the City of Toronto; and

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated November 20, 2008.

5

**METROLINX
DRAFT REGIONAL TRANSPORTATION PLAN AND INVESTMENT STRATEGY**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 17, 2008, be approved;
- 2) That the Bolton GO Line be treated as a priority within the 15-year time frame, to reflect the rate of build-out of the Vaughan Enterprise Zone, as it is anticipated and actualized over the next decade, as the zone will potentially be the site of 60,000 jobs, whose occupants will benefit from all forms of public transportation; and

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3) That the coloured elevation drawings submitted by the applicant, be received.

Further, the Committee of the Whole recommends:

That staff be directed to prepare a resolution requesting other levels of government to kindly ensure capital infrastructure projects are fully funded.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That Council endorse the draft Metrolinx Regional Transportation Plan subject to the staff comments that are referred to in this report ; and
2. That a copy of this report be forwarded to Metrolinx and the Region of York.

Economic Impact

There is no economic impact associated with this report.

Communications Plan

It is recommended that a copy of this report be distributed to Metrolinx and the Region of York for consideration in the preparation of the final Regional Transportation Plan.

Purpose

The purpose of this report is to provide Council with a high level overview of the Metrolinx draft Regional Transportation Plan (RTP) and Investment Strategy for the for the Greater Toronto and Hamilton Area (GTHA).

Background - Analysis and Options

In 2006, the Province created the Greater Toronto Transportation Authority (GTTA) with the mandate to plan and coordinate transportation in the Greater Toronto and Hamilton Area (GTHA). In December 2007, the GTTA adopted the name "Metrolinx" as it better reflected its mandate to provide seamless, coordinated transportation links throughout the GTHA.

The key mandate of Metrolinx is to provide leadership in the coordination, planning, financing, development and implementation of an integrated multi-modal Regional Transportation Plan that conforms with the transportation policies of the growth plans approved under the *Places to Grow Plan* and other Provincial transportation policies and plans. The mission statement for Metrolinx is "To champion, develop and implement an integrated transportation system for the GTHA that enhances prosperity, sustainability and quality of life."

Metrolinx Builds the Foundation of the RTP

One of the first objectives of Metrolinx is to develop an integrated and comprehensive Regional Transportation Plan (RTP) for the GTHA with a real focus on public transit together with an investment strategy by Fall 2008. The initial process in developing the RTP included the publication of seven consultation papers (Green Papers) on key transportation topics and initiatives. These "Green Papers" were followed by "White Papers" and then by a draft RTP as outlined below.

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Green Papers

The seven “Green Papers” presented the key trends, challenges and opportunities for the GTHA transportation system for public discussion and showcased best practices from around the world. The Green Papers focused on the following transportation related issues:

- Towards Sustainable Transportation (Discussion Paper #1)
- Mobility Hubs (Green Paper #2)
- Active Transportation (Green Paper #3)
- Transportation Demand Management (Green Paper #4)
- Moving Goods and Delivering Services (Green Paper #5)
- Roads and Highways (Green Paper #6)
- Transit (Green Paper #7)

Through a comprehensive consultation process, Metrolinx received a broad range of public input on the Green Papers, which was used to inform the development of two companion White Paper documents.

White Papers

In May 2008, Metrolinx published two White Paper documents, which were intended to more specifically guide the development of the RTP.

The first White Paper, entitled “*Visions, Goals and Objectives*”, presents the vision for the GTHA transportation system, and sets out a series of goals and objectives which will form the basis for developing, evaluating and ultimately shaping the RTP. In total, there are 19 goals and 41 objectives identified in the White Paper #1 which were used to guide the development of the RTP. Accompanying these objectives is a set of 118 indicators which are to be used to measure the progress and effectiveness of the goals and objectives.

The vision developed by Metrolinx for the RTP is: “An integrated transportation system for our region that enhances prosperity, sustainability and quality of life.” In White Paper #1, this vision is articulated into three distinct themes which form the basis of the goals and objectives of the plan. The three themes are:

- A high quality of life;
- A thriving, healthy and protected environment; and
- A strong, prosperous and competitive economy.

The second White Paper entitled *Preliminary Directions and Concepts* provided preliminary directions, proposed policies and programs that have been established to fulfill the goals and objectives listed in the White Paper #1. These preliminary directions are comprehensive and address the following issues:

- A system for complete mobility – presents 11 preliminary directions with 44 policy options.
- Place-making and mobility hubs - presents 7 preliminary directions with 33 policy options.
- Excellent customer service – presents 7 preliminary directions with 26 policy options.
- Sustainable funding – presents 7 preliminary directions with 17 policy options
- Innovation through research – presents 9 preliminary directions with 15 policy options.
- Partnership and decision making – presents 4 preliminary directions with 12 policy options.

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In total, there are 45 preliminary directions and 147 policy options provided for discussion and consultation purposes.

Metrolinx Releases Draft Regional Transportation Plan for Public Review

Building on the Green and White Papers together with the comments that were received through a broad stakeholder consultation process, Metrolinx released its draft Regional Transportation Plan and draft Investment Strategy on September 26, 2008 for public review and comment.

The draft RTP identifies 15 specific Strategic Directions together with over 100 actions that need to be implemented over the next 25 years in order to establish an effective, integrated, multi-modal transportation system for the GTHA. The Strategic Directions have been grouped and categorized as follows:

| | |
|--|---|
| 15 STRATEGIC DIRECTIONS (SD) | |
| INCREASE CHOICES OF TRAVEL | |
| SD#1 | Build a Comprehensive Regional Rapid Transit Network |
| SD#2 | Promote Active Transportation |
| SD#3 | Improve the Efficiency of the Road and Highway Network |
| SD#4 | Consider all Modes of Transportation |
| REDUCE DEMANDS ON THE TRANSPORTATION SYSTEM | |
| SD#5 | Create an Ambitious Transportation Demand Management Program |
| MEET THE NEEDS OF THE TRAVELLER FIRST | |
| SD#6 | Create a Customer-First Transportation System |
| SD#7 | Implement an Integrated Transit Fare System |
| BUILD COMMUNITIES THAT MAKE TRAVELLING EASIER | |
| SD#8 | Build Communities that are Pedestrian, Cycling and Transit Supportive |
| SD#9 | Develop a System of Mobility Hubs |
| SD#10 | Focus Growth and Development Along Transportation Corridors |
| COMMIT TO CONTINUOUS IMPROVEMENT | |
| SD#11 | Improve Transportation Understanding Through Research and Innovation |
| SD#12 | Plan for Universal Access |
| SD#13 | Improve Goods Movement within the GTHA and with Adjacent Regions |
| SD#14 | Develop a National Strategy for Transportation in Urban Regions |
| SD#15 | Develop an Investment Strategy to Ensure Sustainable Funding for Transportation Infrastructure and Supporting Programs |

As noted previously, these 15 Strategic Directions are supported by nearly 100 recommended actions that will be implemented over the next 25 years. Out of the 100 actions, eight of them have been identified as having the largest, most transformational impacts on the GTHA transportation system. These eight actions are referred to as the “Big Moves” in the RTP.

Metrolinx - Eight “Big Moves”

The eight “Big Moves” that are expected to have the biggest influence on the transformation of the transportation system in the GTHA are as follows:

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| EIGHT BIG MOVES | |
|------------------------|---|
| 1 | A fast, frequent and expanded regional rapid transit network |
| 2 | A complete walking and cycling network with bike-sharing programs |
| 3 | An information system for travelers, where and when they need it |
| 4 | A region-wide integrated transit fare system |
| 5 | A system of connected mobility hubs |
| 6 | High-order transit connectivity to the Pearson Airport district from all directions |
| 7 | A comprehensive Strategy for goods movement |
| 8 | An Investment Strategy to provide Stable and predictable funding |

Big Move number 2 is an initiative by the Province to invest an increasing commitment over time to at least \$20 million annually for municipalities to implement a complete, integrated walking and cycling network in the GTHA. This commitment equates to an investment of up to \$500 million over 25 years in new walking and cycling infrastructure, creating more than 7,500 kilometres of new dedicated on and off-road facilities. This is an initiative that can be used to facilitate the implementation of the City's Bike and Pedestrian Master Plan.

Draft Regional Transportation Plan – Regional Rapid Transit and Highway Improvements (15 and 25-Year Plans)

The draft RTP contains both a 15 year and a 25 year staging plan for the regional rapid transit and highway improvements for the GTHA. The two plans combined comprise a total of 56 projects as illustrated on Attachments No. 1 and 2, and as listed on Attachment No.3 to this report.

During the initial 15 years of the RTP, a total of 42 individual projects are proposed to be implemented, of which, seven directly benefit Vaughan including:

- Spadina Subway Extension (*) – Downsview Station to Vaughan Corporate Centre (15)
- Yonge Subway Extension (*) – Finch Station to Langstaff (16)
- Viva Highway 7 (*) – Peel Boundary to Locust Hill in Markham (27)
- Jane Street Rapid Transit –Vaughan Corporate Centre to Bloor Street (31)
- Barrie Go Rail – Full-day, 2 Way service from Bradford to Union (8)
- Bolton Go Rail (*) – new peak period service from Bolton to Union (6)
- Highway 427 Extension – Highway 7 to Major Mackenzie Drive (40)

(Note: the project is identified on the plans by the number in brackets)

The RTP also identifies 15 key projects for priority implementation which will bring transit services to underserved areas or improve regional connectivity. Of the seven projects in Vaughan, three are identified as priority projects as indicated by the asterisk above. These projects are currently in either the Environmental Assessment or design phases. Funding for these priority projects is expected to come from the approved 2008 Ontario Infrastructure Budget and the original \$11.5 billion Provincial commitment to MoveOntario 2020.

Over the 15 and 25 year timeframe, an additional thirteen projects are being proposed, of which four are in Vaughan as shown on Attachment No.2. These include:

- Highway 407/427 Rapid Transit – from Pearson Airport to Highway 400 (49)
- Highway 407 Transitway – from Vaughan Corporate Centre to Markham Centre (50)
- Steeles Rapid Transit – York University to Milliken Go Station; (51)
- GTA West Travel Corridor (56)

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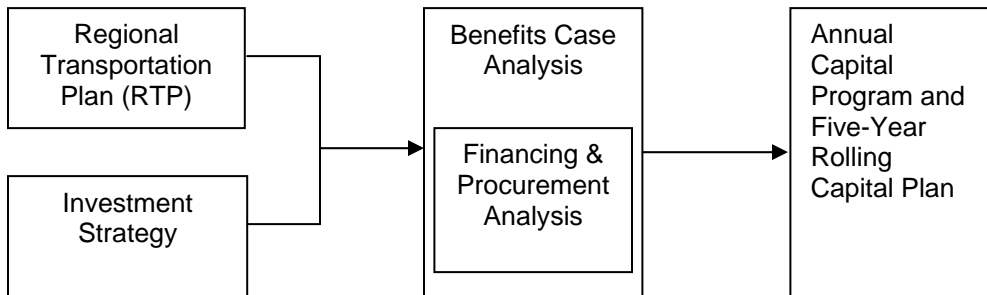
Investment Strategy

According to the draft Investment Strategy, the total cost of the transit component of the 25 year RTP capital plan is about \$50 billion in today’s dollars. The RTP operating cost is estimated to be about \$18 million in 2009 which will grow to \$1.4 billion per year by 2033 upon completion of all the proposed RTP projects. In addition, asset rehabilitation is projected to start in 2020 and grow to about \$1.8 billion per year over the balance of the plan. The combined capital, operating and rehabilitation costs is estimated to total about \$3.0 billion per year for most years over the 25 year life span of the RTP.

Metrolinx is proposing to fund the projects identified in the draft RTP for the period between 2009 and 2015 from the Provincial \$11.5 billion share of the MoveOntario 2020 commitment. If the federal government’s one-third share (\$6 billion) of the MoveOntario 2020 is secured, then the capital expansion funding requirements of the RTP can be met to 2018. Following further public and stakeholder consultation, Metrolinx is proposing to report back to the Province in 2013 on a potential suite of long-term financial tools to fund and sustain the capital expansion, operating and life-cycle costs of the RTP beyond 2015.

Implementation Plan

Metrolinx will take a lead role in the implementation and funding of the projects identified by the RTP. In general terms, the RTP describes a process where by each project will be assessed through a Benefits Case Analysis and an Alternative Financing and Procurement (AFP) evaluation. The benefits case will evaluate the relative merits and costs of alternative project options, which may include variations in the alignment, technology, performance and/or phasing of the project. The AFP evaluation will identify potential financing and procurement alternatives as required by the provincial and federal governments. Following the Benefits Case Analysis and AFP evaluation, individual projects can be considered in the Metrolinx annual and multi-year capital budget program. A schematic of this process from the draft RTP is illustrated below:



The details of this implementation process and how the municipality fits in are unknown at this time; however, the draft RTP does note that the area municipality will have an important role in applying the direction of the RTP. In particular, all municipalities will need to develop Transportation Master Plans (TMP) as part of their Official Plan review processes. The TMP will need to address all modes of transportation and be in conformity with the RTP.

Indicators of Success for the RTP

It is expected that the implementation of the RTP will significantly transform the GTHA’s transportation system into an effective, integrated, multi-modal transportation system. Transportation modeling suggests that the RTP will provide significant benefits to residents and businesses. Some of the projected benefits resulting from the implementation of the RTP are listed in the table below:

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| Indicators of Success - RTP | Today | 25 Years |
|--|--------------|-----------------|
| Total Length of bicycle lanes in the GTHA | 1,400 km | 9,000 km |
| Total length of rapid transit service in the GTHA | 500 km | 1,650 km |
| Total number of transit trips taken every year | 546 million | 1.26 billion |
| Number of transit riders during the morning peak period | 467,000 | 1.1 million |
| Portion of morning rush hour trips taken by walking or cycling | 9.0% | 12.5% |
| Portion of morning rush hour trips taken by transit | 16.5% | 26.2% |

Staff Comments on the Draft RTP

City and Regional staff have jointly reviewed the Metrolinx draft Regional Transportation Plan and collectively assembled comments which are summarized in Report No.8, Item 5 of the Rapid Transit Public/Private Partnership Steering Committee, Regional Council Meeting dated October 23, 2008. A copy of this Regional report is included as Attachment No. 4 to this report. Vaughan staff comments are reflected in items 2, 3, 6, 11, 13, 16, 17, 18, 21 and 23 of Attachment No 1 to the noted Regional report. These comments will be forwarded to Metrolinx by the Region for consideration in developing the final RTP.

Next Steps

Metrolinx intends to finalize the RTP for submission to their Board at the end of November 2008 for approval. Implementation of the approved RTP will begin in 2009. The conclusions and recommendations of the final RTP will be incorporated into the City's Transportation Master Plan, which will be developed over the next year in conjunction with the Official Plan review. Staff will continue to work with the Region and Metrolinx to facilitate the implementation of the RTP, in particular the projects in Vaughan including the Spadina and Yonge Subway extensions, Highway 7 Bus Rapid Transit system and the walking and cycling network.

Relationship to Vaughan Vision 2020

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

- The pursuit of excellence in service delivery;
- Ensuring and enhancing community safety, health and wellness;
- Leading and promoting environmental sustainability;
- Planning and managing growth and economic vitality;
- Ensuring financial stability; and
- The demonstration of leadership and promotion of effective governance.

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

Regional Implications

City and Regional staff have jointly reviewed the Metrolinx Draft RTP and collectively assembled comments. Regional Council, at its meeting on October 23, 2008, endorsed the draft Metrolinx RTP subject to staff's reported comments. Accordingly, there are no Regional implications stemming from this report.

Conclusion

Metrolinx was created by the Government of Ontario to provide leadership in the coordination, planning, financing, development and implementation of an integrated multi-modal Regional Transportation Plan that supports the *Places to Grow Plan* and other Provincial land use and transportation plans and initiatives.

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Earlier this year, Metrolinx released a series of seven Green Paper and two White Paper documents, as the first step towards developing the Regional Transportation Plan. On September 26, 2008, Metrolinx released the draft Regional Transportation Plan entitled “*The Big Move*” for public review and comment.

City and Regional staff have jointly reviewed the draft RTP and collectively assembled comments which are summarized in Report No.8, Item 5 of the Rapid Transit Public/Private Partnership Steering Committee. The subject report recommended that the Regional Transportation Plan be endorsed and this recommendation was ratified by Regional Council on October 23, 2008. Staff is recommending that Vaughan Council also endorse the draft Metrolinx Regional Transportation Plan subject to the comments that are set out in the Regional report. These comments will be forwarded to Metrolinx by the Region for consideration in developing the final RTP. It is further recommended that this report be forwarded to Metrolinx and the Region in order to establish the City's position on the Regional Transportation Plan.

Attachments

Attachment No.1 – Draft 15 Year Plan for Regional Rapid Transit and Highway Improvements
Attachment No.2 - Draft 25 Year Plan for Regional Rapid Transit and Highway Improvements
Attachment No.3 – List of Regional Rapid Transit and Road Improvements (RTP)
Attachment No.4 – Report No.8, Item 5 of the Rapid Transit Public/Private Partnership Steering Committee, Regional Council Meeting on dated October 23, 2008

Report prepared by:

Andrew Pearce, Director of Development/Transportation Engineering – Ext 8255.

(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. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

6 GPS TRACKING (PUBLIC WEB SITE) COSTS

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 17, 2008, be approved; and
- 2) That staff be directed to consider including sidewalk plows in the GPS Tracking program.

Recommendation

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

Economic Impact

The costs of this service are already included in the Operating budget.

Communications Plan

Advertisement of the web-based plough tracking program will be done through the newsletter that is being developed and will be distributed to residents, as well as through the City's web site itself.

Purpose

To update Council on the cost of the GPS system used to track plough and windrow clearing equipment.

Background - Analysis and Options

As part of the tender award for winter maintenance services, Council requested additional information with respect to the cost of the GPS tracking system, and a public web site to track the units.

Staff provided the unit costs previously for each vehicle, and also noted that although a public web site was not part of the request for proposals when reinstating GPS on winter equipment, they contacted the service provider (Grey Island), and were informed this service is still available. When the additional information was provided to Council, the supplier had not yet provided a cost estimate for this service. As such, staff indicated they would report at a later date with the financial impacts of reinstating the public web site to monitor ploughing and windrow clearing operations.

Staff have contacted Grey Island, and the cost to re-instate the web-based GPS tracking system is approximately \$8,000.

As this service is of great benefit to the residents, and there were sufficient funds in the approved Operating Budget to proceed with this initiative, Public Works staff are working with Grey Island to get the public site up and running for the upcoming winter season. As was previously, access to the plough tracking system will be through the City's web site.

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Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council, and relates to Vaughan Vision 2020 's Goal of "Service Excellence", and the Objective of "Pursue Excellence in Service Delivery".

Regional Implications

N/A

Conclusion

A public, web-based site, that allows residents to see where the snow ploughs and windrow machines are working, will be implemented again for this upcoming winter.

It is anticipated that this initiative will reduce the number of phone calls to the City, as residents will be able to see where the ploughs and windrow clearing machines are working.

Attachments

N/A

Report prepared by:

Brian T. Anthony

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Item 7, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

7 PROPOSED HIGHWAY 407 INTERCHANGE IMPROVEMENTS IN VAUGHAN

The Committee of the Whole recommends:

- 1) That Clauses 1 and 3 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 17, 2008, be approved; and**
- 2) That Clause 2 be referred to a future Committee of the Whole (Working Session) meeting and that staff be requested to provide a further detailed report.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That Council endorse the proposed partial east-oriented interchange on Highway 407 at Martin Grove Road and authorize staff to continue to work with the Region of York, 407 ETR and the Ministry of Transportation to facilitate the implementation of this interchange;
2. That Council provide direction to staff on whether to support the protection of the necessary lands for a possible future partial interchange on Highway 407 at Centre Street or to maintain Council's resolve of August 23, 2003 that requested the Ministry of Transportation and 407-ETR remove any plans for construction of an interchange at Highway 407 and Centre Street from its program for future development of Highway 407; and
3. That copy of this report be forwarded to the Region of York.

Economic Impact

There are no economic impacts associated with this report.

Communications Plan

A copy of this report will be forwarded to the Region of York.

Purpose

The purpose of this report is to provide Council with an overview of the Traffic and Financial Model Study that the Region of York undertook to investigate the feasibility for potential new interchanges along Highway 407 within York Region, in particular at Martin Grove Road, Kipling Avenue, Islington Avenue and Centre Street.

Background - Analysis and Options

In 1999, Highway 407 was sold to a private sector as part of the Province of Ontario's privatization efforts with obligations to construct and complete seven interchanges along the existing highway. The original agreement identified specifically the ramps to be constructed, but subsequently agreements between the Province and the 407 ETR deferred the construction of the Centre Street and Kipling Avenue interchanges in the City of Vaughan for a period of 15 years

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to 2020. During this timeframe, an independent study of the technical and financial feasibility of each interchange is to be initiated by the 407 ETR to determine whether construction of either or both are warranted or further deferral of the interchanges is required.

On June 22, 2006, Regional Council authorized York Region staff to engage a consultant to assist in conducting a traffic and financial model study of possible interchange improvements opportunities along Highway 407 in York Region. The study was initiated in response to a request from the Town of Markham to undertake a study for possible future interchanges along Highway 407 at Ninth Line and Donald Cousens Parkway.

The Regional study examined potential new interchanges or interchange improvements along Highway 407 at Donald Cousens Parkway and Ninth Line in the Town of Markham, Leslie Street in the Town of Richmond Hill and at Centre Street, Islington Avenue, Kipling Avenue and Martin Grove Road in the City of Vaughan. Vaughan staff participated as technical advisor on the study Transportation Advisory Committee (TAC) together with representatives from the Towns of Markham and Richmond Hill, York Region, 407 ETR and the Ministry of Transportation (MTO).

The Highway 407 traffic and financial analyses of the feasible options were conducted for the 2011, 2021 and 2031 horizon years and were used to develop a business case for each of the recommended improvements at the above locations. 407 ETR is prepared to consider business cases which demonstrate future revenue from traffic utilizing new interchanges or interchange improvements that show a positive five-year net present value (NPV) benefit to 407 ETR.

Council Directions for Centre Street and Martin Grove Road Proposed Interchanges

Vaughan staff advised the Technical Advisory Committee early in the study process of Council's previous positions regarding the proposed 407 ETR interchanges at Martin Grove Road and Centre Street, in particular:

Council, at its meeting on August 23, 2003, adopted the following resolution:

"Whereas the proposed interchange at Highway 407, Centre Street and Dufferin Street has the potential to disrupt the adjacent residential area with traffic noise, interfere with the community feeling of the area and adversely affect the aesthetics of the area; and

Whereas the area is well served by the existing interchange at Dufferin Street; and

Whereas the community does not perceive a benefit from the construction of the interchange of Centre Street and in fact many area residents are strongly opposed to an interchange at this locations;

Now therefore, the Council of the City of Vaughan resolves that the Ministry of Transportation/ETR be requested to remove any plans for construction of an interchange at Highway 407 and Centre/Dufferin Streets from its program for future development of Highway 407."

Council, at its meeting on June 15, 2005, adopted the following resolution:

"That the Ministry of Transportation be requested to immediately commence the studies necessary for the construction of a partial (east-oriented) interchange at Highway 407/ETR and Martin Grove Road."

The Region of York supported the City of Vaughan's request to the Ministry regarding a partial interchange at Highway 407 and Martin Grove Road at its Regional Council Meeting of June 23, 2005.

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Potential New Interchanges along Highway 407 in the City of Vaughan

Western Interchange Options (Martin Grove Road, Kipling Avenue, and Islington Avenue)

Early in the study process, it was decided to group the three interchanges in the west, as only one would be feasible due to the proximity of the arterial road crossing of Highway 407 between the existing full interchange at Pine Valley Road and Highway 27:

- Partial interchange at Martin Grove Road, to and from the east;
- Full/partial interchange at Kipling Avenue; or,
- Partial interchange at Islington Avenue, to and from the west.

After further analysis, it was found that the Islington Avenue partial interchange option to and from the west is not practical due to significant issues associated with the crossing of the Humber River valley and the CPR line. Accordingly, the Islington Avenue partial interchange option was excluded from further consideration.

Martin Grove Road

Given the existing ramp configuration for the Highway 27/407 interchange and the existing land use in the area, it is not geometrically and operationally feasible to construct full interchange at Martin Grove Road. However, a partial interchange to and from the east is feasible and could generally be constructed within the existing Highway 407 right-of-way. This interchange configuration is illustrated in Attachment No. 1.

Construction of a new partial interchange at Martin Grove Road would result in traffic increases on this facility and decreases on the Highway 27 to the west. Traffic travelling through the intersection with Highway 407 would be reduced. Resulting increase in volume from traffic using the new interchange would be larger and would result in a net increase in traffic volumes on Martin Grove Road. The increase in traffic would be approximately 65% in 2011, resulting in reduced level of service and increase in delay on this facility, although not approaching capacity.

Revenue net increase forecast was prepared for this option and was found that existing demands for this partial interchange at Martin Grove Road result in a positive five-year net present value immediately, regardless of the property acquisition costs.

Kipling Avenue

The latest identified MTO interchange configuration that was deferred from construction obligation with the 407 ETR was assumed in the analysis as per direction from the Technical Advisory Committee. This interchange improvement consists of a Parclo A-3 configuration that provides a direct connection to Martin Grove Road to the north of Highway 407 avoiding some significant environmental impacts, but also provides no access to the west (Attachment No. 2).

For the analysis purposes it was assumed that the Kipling Avenue extension north of Steeles Avenue West to Martin Grove would be completed by 2011, although no planned/approved completion date is anticipated at this time.

The introduction of a new interchange at Kipling Avenue would lead to increase in traffic on this facility. Traffic travelling through the intersection with Highway 407 would be reduced. Traffic volumes on Martin Grove Road, Highway 27 and Pine Valley Drive would decrease. Resulting increase in volume from traffic using the new interchange would be larger and would result in a net increase in traffic volumes on Kipling Avenue.

The traffic increase on Kipling Avenue would be approximately 160% in the southbound direction south of Highway 407 in 2011, resulting in reduced level of service and increase in delay on this facility, though not approaching capacity even with this significant increase.

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Due to the high capital cost of \$50 million, \$10 million in the property acquisition costs and annual operating and maintenance costs, the implementation of Kipling Avenue ramps would not reach positive investment status within the timeframe of this study. Positive investment status would be reached around 2031 if property costs are not considered.

Centre Street

Three alternative interchange improvement design concepts were developed and identified for the Centre Street Ramp Option analysis as illustrated in Attachment No. 3 to No. 5 (two partial interchanges to and from the west and the full interchange).

Option No.1 (partial interchange)

Option No. 1 includes the provision of a loop ramp in the northeast quadrant, from Centre Street northbound to 407 ETR westbound, and a directional to a signalized "T" intersection at Centre Street ramp in the southwest quadrant from 407 ETR eastbound (Attachment No. 3).

Option No.2 (partial interchange)

Option No. 2 includes the provision of a loop ramp in the northeast quadrant, from Centre Street northbound to 407 ETR westbound, and a loop ramp in the southeast quadrant from 407 ETR eastbound to a signalized "T" intersection at Centre Street (Attachment No. 4).

Option No. 3 (full interchange)

Option No. 3 includes the provision of a loop ramp in the northeast quadrant, from Centre Street northbound to 407 ETR westbound, a directional ramp in the southwest quadrant from 407 ETR eastbound that would split to directly connect to Centre Street and Dufferin Street, and a connecting road on the west side of Centre Street over Highway 407 between 407 ETR westbound and Dufferin Street northbound. This option was deferred from the construction obligation by the 407 ETR to 2020 (Attachment No. 5).

The feasibility analyses found that all three design options are technically feasible and were carried through more detailed development. Based on the analysis, demand for each option would be approximately the same as would the traffic impacts for the most part.

Options No. 1 and No. 2 would have fewer impacts on the existing residential development in the southwest corner of Dufferin Street and Centre Street. No direct connection with Dufferin Street would be provided as illustrated in the provided Attachments. A connecting road on the west side of Centre Street over Highway 407 between 407 ETR westbound and Dufferin Street northbound would be eliminated. There could be potential for noise barrier installation with Option No. 1 due to the directional ramp in the southwest quadrant from eastbound 407 ETR, however, these impacts would be significantly less than the Ramp Option No. 3.

Construction of a new full interchange at Centre Street would result in traffic increases on this facility and decreases on Dufferin Street (north of Centre Street), Highway 7, Steeles Avenue West and Keele Street. Traffic travelling through the intersection with Highway 407 would be reduced. The resulting increase in volume from traffic using the new full interchange would be larger and would result in a net increase in traffic volumes on Centre Street.

For Options No. 1 and No. 2, the projected traffic increase on Centre Street would be approximately 15% in the westbound direction between the interchange and Dufferin Street in 2011, and would result in unacceptable levels of congestion. For Option No.3, this increase would be less as traffic to/from Dufferin Street south of Centre Street would be accommodated by ramps parallel to Centre Street.

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Due to the significant difference in construction cost, each option is analyzed separately from a financial performance perspective. Revenue net increase forecasts were prepared and was found that Option No. 1 and No. 2 would reach a neutral investment status sometime around 2021. The much larger cost of Option No. 3 would preclude this option from reaching a positive investment status within the timeframe of the study regardless of property acquisition cost.

Thornhill-Centre Street Study and Relation to the Proposed Centre Street Interchanges

The vision for the Thornhill Centre Street Study Area is being implemented through the Official Plan Amendments #671 (Thornhill Town Centre) and #672 (Centre Street Spine).

As the character of the Centre Street corridor varies in terms of land use, building height, streetscape, connectivity and adjacent uses, for the purposes of the study the corridor was divided into three separate sections: the Eastern Gateway/Town Centre, the Central Spine and the Western Gateway.

The Western Gateway includes a number of large vacant or undeveloped parcels of land surrounding the Dufferin Street and Centre Street intersection. It is a focus and entry point to the Thornhill community from the west and north. The Gateway is largely influenced by the Provincial government in terms of the disposition of lands in the south half of the Gateway.

The full interchange option, Option No. 3, would have significant impacts on the future Gateway developments opportunities. This option could preclude the implementation of OPA #672 in the south half of the Western Gateway.

The partial interchange options do not prevent development opportunities in the Western Gateway area as partial ramps would be located on lands west of Hydro Corridor and are outside of the Thornhill Centre Street Study Area.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council Vaughan Vision 2020 strategic initiatives

- To enhance and ensure community safety, health and wellness;
- To lead and promote environmental sustainability;
- To plan and manage growth and economic vitality.

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

Regional Implications

Region of York is proponent of the study and Regional and City staff have jointly reviewed the analysis and recommendations of the study. Region of York staff have been consulted on this report and are supportive of its recommendations.

Regional Council, at its meeting on October 23, 2008, adopted the recommendations of Report No. 9 Item 1 of the Planning and Economic Development Committee as follows:

1. *The communication from Sandra Yeung Racco, Councillor, City of Vaughan, be received;*
2. *Recommendations 1, 3, 4 and 5 contained in the following report dated September 11, 2008, from the Commissioner of Planning and Development Services and Commissioner of Transportation Services, be adopted as follows:*

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1. *Regional Council endorse the June 2008 Final Report for the Traffic and Financial Model Study for Highway 407 Interchange Improvements.*
 2. *Regional Council endorse the recommendations to the City of Vaughan to protect lands for a possible future partial interchange at Centre Street.*
 3. *Regional Council authorize staff to work with City of Vaughan, 407 ETR, and the Ontario Ministry of Transportation to pursue the implementation of a Martin Grove Road interchange.*
 4. *Regional staff report back to Council on the status of any discussion with 407 ETR and the progress of the interchange implementation projects and future needs.*
 5. *The Regional Clerk forward a copy of this report to the Clerk of the City of Vaughan, and Towns of Markham and Richmond Hill, 407 ETR, and the Ministry of Transportation.*
3. *Recommendation 2 be referred to staff for further consultation with the City of Vaughan.*

Conclusion

The Region of York completed the Traffic and Financial Model study for seven potential new interchanges or interchange improvements along Highway 407 in York Region. Four of the potential interchanges are located in the City of Vaughan, and include: Martin Grove Road, Kipling Avenue, Islington Avenue and Centre Street.

The report concluded that the existing demand for Martin Grove Road partial interchange to and from the east results in a positive five-year net present value if constructed in 2008. This option would provide immediate benefit to the residents and businesses in the area and would reduce the need for extended travel on Regional Road 7 to access 407 ETR. It is recommended that Council endorse this option and request the Region of York to present a business case and enter into discussion with MTO and 407 ETR to build a new partial interchange at Martin Grove Road. Should Council endorse the Martin Grove Road interchange, the future feasibility of the Kipling Avenue Interchange would be precluded.

Based on the Traffic and Financial Model Study findings it was found that the Centre Street partial interchange Option No. 1 and No. 2 would reach a neutral investment status around 2021. As such, both options would be subject to the technical and feasibility study by 407 ETR prior to year 2020 as per agreement between the Province and the 407 ETR. Based on the partial interchange design, the ramps would be located outside the Thornhill Centre Street Study area. Given that this is a new partial interchange proposal, staff is seeking direction from Council on whether to protect the necessary lands for a possible future partial interchange on Highway 407 at Centre Street or to maintain Council's resolve of August 23, 2003 that request the Ministry of Transportation and 407-ETR to remove any plans for construction of an interchange at Highway 407 and Centre Street from its program for future development of Highway.

Attachments

1. Martin Grove Road Interchange Option
2. Kipling Avenue Interchange Option
3. Centre Street Alternative Concept No.1
4. Centre Street Alternative Concept No.2
5. Centre Street Alternative Concept No.3

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Report prepared by:

Selma Hubjer, Transportation Engineer, Ext. 8674

(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. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

8 KING HIGH DRIVE REVIEW – ONE YEAR REPORT

The Committee of the Whole recommends:

- 1) That Clauses 1, 2, 3 and 8 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 17, 2008, be approved;
- 2) That the Region of York be requested to implement a right-in/right-out centre median and southbound traffic prohibitions onto King High Drive and that the barriers at King High Drive be removed at that time only;
- 3) That the following deputations be received;
 - a) Ms. Judy Balshin, 438 Beverley Glen Boulevard, Thornhill, L4J 7S2;
 - b) Ms. Gila Martow, 70 Coldwater Court, Thornhill, L4J 7S4;
 - c) Mr. Dorian Balshin, 438 Beverley Glen Boulevard, Thornhill, L4J 7S2;
 - d) Mr. Gershon Mader, 216 King High Drive, Thornhill, L4J 3N5;
 - e) Ms. René Benmor, 88 Concord Road, Thornhill, L4J 7S2;
 - f) Ms. Ronda Goldberg, 179 King High Drive, Thornhill, L4J 3N3;
 - g) Ms. Paula Kirsh, 93 Forest Lane Drive, Thornhill, L4J 3P2;
 - h) Mr. Niall Bracken, 105 Vaughan Boulevard, Thornhill, L4J 3N8; and
 - i) Mr. Jay Leider, 222 King High Drive, Thornhill, L4J 3N5; and
- 4) That the written submission of Mr. Alex Porat, on behalf of the Traffic Committee of the Beverley Glen/Concord Ratepayers Association, dated November 16, 2008, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this one-year report on the trial closure of King High Drive at Dufferin Street be received for information;
2. That City staff work with the Region of York to implement the protected permissive phase to the southbound left turn lane at the intersection of Dufferin and Centre Streets;
3. That City staff continue to work with Region of York staff to explore additional opportunities to modify the Centre Street/Dufferin Street intersection to increase rush hour turning capacity;
4. That a qualified, specialist consultant be retained by the City to provide a third party review of the traffic data and background information and recommend required measures to keep motorists on the major roadways of Dufferin and Centre Streets and make a recommendation as to whether or not the closure of King High Drive should remain;
5. That the consultant's review of options include, but not be limited to:
 - a. The implementation of turning prohibitions at Beverley Glen and Concord Drive
 - b. A right in right out configuration at King High Drive and Dufferin Street;
6. That Engineering Services staff report back no later than April 30, 2009 on the results of the consultant's review and the efforts with the Region of York to reconfigure the Dufferin / Centre Street intersection;

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7. That the King High Drive closure remain in effect until the staff report of April 2009 is brought forward; and
8. That a copy of this report be forwarded to the Clerk's Department at the Regional Municipality of York.

Economic Impact

Retention of an outside consultant is expected to cost less than \$25,000. This cost can be offset through savings realized in the 2008 Operating Budget, should Council wish to move forward with this recommendation.

Communications Plan

There have been a number of previous public meetings and surveys regarding possible alternatives including partial closures, full closures and turn prohibitions for the King High Drive area. Staff have been in regular contact with area residents and the local Ratepayers Association and have informed the community of the timing of this report on the trial closure.

Engineering Services staff will contact the residents and the local Ratepayers Association regarding the decision in this matter from Council.

Purpose

To report on the results of the before and after traffic studies (6 months and 12 months) with the implementation of the temporary closure of King High Drive, and to recommend next steps.

Background - Analysis and Options

King High Drive is a local road between Dufferin Street and Vaughan Boulevard. The intersection of King High Drive and Dufferin Street is under the jurisdiction of the Region of York. The area is shown on Attachment No. 1.

At its meeting of May 22, 2007, Council approved a temporary closure of King High Drive near the east property limit of the commercial development for a trial period (one year) and requested an interim report to the Committee of the Whole six months after the closure on the impacts of the closure. The temporary road closure was implemented in August 2007. Break-away bollards were installed across King High Drive east of Dufferin Street near the commercial development. Notices were mailed out to the residents of King High Drive and Belfield Court notifying them of the approved temporary closure. The interim report was prepared for the May 5, 2008 Committee of the Whole meeting. Council received the information and also requested a cost estimate for a potential sidewalk on King High Drive.

Before Studies

Utilizing Automated Traffic Recorders (ATR's), Engineering Services staff collected the traffic volumes prior to temporary closure of King High Drive. The results of the studies are summarized in the following chart.

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| Location | Date | Volume | Volume | Total Volume |
|---|-----------|-----------------|-----------------|--------------|
| Beverley Glen Blvd. west of Fairfax Ct. | Oct. 2007 | Eastbound 3063 | Westbound 2355 | 5418 |
| Concord Rd. near #20 | Oct. 2007 | Northbound 1015 | Southbound 2010 | 3025 |
| King High Dr. west of Belfield Ct. | Oct. 2007 | Eastbound 1358 | Westbound 560 | 1918 |
| Vaughan Blvd. north of Centre St. | June 2007 | Northbound 1077 | Southbound 1143 | 2220 |

Beverley Glen Boulevard is designed as a feeder type roadway with a 23.0 metre right-of-way and 11.5 metres of pavement width. Typically, a feeder type roadway can accommodate traffic volumes not exceeding 8,000 vehicles per day. Concord Road and King High Drive are local type roadways with a 20.0 metre right-of-way and 8.5 metres of pavement width. Typically, a local type roadway would be expected to convey traffic volumes not exceeding 1,000 vehicles per day. (Source: Transportation Association of Canada – Geometric Design Guide for Canadian Roads.)

Engineering Services staff monitored the traffic operation and patterns within the Subdivision approximately six months and 12 months after the temporary closure was implemented.

After Studies (6 months and 12 months)

Traffic Volume Collection

NOTE: 12 Month Traffic Data in Bold

Utilizing Automated Traffic Recorders (ATR's), Engineering Services staff collected the traffic volumes after the installation of the temporary closure of King High Drive. The results of the studies are summarized in the following chart.

| Location | Date | Volume | Volume | Total Volume |
|---|-------------------|------------------------|------------------------|--------------|
| Beverley Glen Blvd. west of Fairfax Ct. | Apr. 2008 | Eastbound 4090 | Westbound 2686 | 6776 |
| | Sept. 2008 | Eastbound 3992 | Westbound 2814 | 6806 |
| Concord Rd. near #20 | Mar. 2008 | Northbound 1773 | Southbound 2121 | 3894 |
| | Sept. 2008 | Northbound 1326 | Southbound 2187 | 3513 |
| King High Dr. east of Concord Rd. | Mar. 2008 | Eastbound 350 | Westbound 429 | 779 |
| Vaughan Blvd. north of Centre St. | Mar. 2008 | Northbound 885 | Southbound 786 | 1671 |
| | Sept. 2008 | Northbound 885 | Southbound 806 | 1691 |

Staff collected the traffic volumes on Beverley Glen Boulevard west of New Westminster Drive utilizing ATR's to determine the amount of traffic at this location in September 2008. The result of the study is summarized below.

| Location | Date | Volume | Volume | Total Volume |
|---|------------|----------------|----------------|--------------|
| Beverley Glen Blvd. west of New Westminster Dr. | Sept. 2008 | Eastbound 3599 | Westbound 3316 | 6915 |

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Infiltration Studies

Staff also conducted an infiltration study to determine the number of motorists travelling from Dufferin Street/Beverley Glen Boulevard to Centre Street via either Concord Road or Vaughan Boulevard. The studies were conducted on April 9, 2008 and September 3, 2008 and on both days the weather was clear and sunny.

AM Period – 7:00am to 9:00am

NOTE: 12 Month Traffic Data in Bold

| From | To | Total Inbound Volume | Total Infiltrating Volume | Infiltration Percent |
|----------------------------------|--------------------------|----------------------|---------------------------|----------------------|
| Dufferin St./Beverley Glen Blvd. | Centre St./Concord Rd | 171 164 | 30 39 | 18% 24% |
| Dufferin St./Beverley Glen Blvd. | Centre St./Vaughan Blvd. | 171 164 | 13 11 | 8% 7% |

PM Period – 4:00pm to 6:00pm

NOTE: 12 Month Traffic Data in Bold

| From | To | Total Inbound Volume | Total Infiltrating Volume | Infiltration Percent |
|--------------------------|----------------------------------|----------------------|---------------------------|----------------------|
| Centre St./Concord Rd. | Dufferin St./Beverley Glen Blvd. | 141 136 | 8 20 | 6% 15% |
| Centre St./Vaughan Blvd. | Dufferin St./Beverley Glen Blvd. | 141 127 | 12 13 | 7% 10% |

Staff also collected the possible infiltration movements between Dufferin Street and New Westminster Drive using Beverley Glen Boulevard in September 2008. The results of the study are summarized below.

| From | To | Total Inbound Volume | Total Infiltrating Volume | Infiltration Percent |
|---|-----------------------|----------------------|---------------------------|----------------------|
| Dufferin Street AM Period – 7 to 9 | New Westminster Drive | 164 | 16 | 10% |
| New Westminster Drive PM Period – 4 to 6 | Dufferin Street | 388 | 25 | 6% |

The earlier infiltration studies in 2002, 2003 and 2004 indicate that the amount of 'cut-through' traffic was low, at less than 50 vehicles. The studies at these times were between Dufferin Street/King High Drive and Centre Street/Concord Road.

Intersection Turning Movement Studies

An intersection turning movement count was conducted at the intersection of Beverley Glen Boulevard and Concord Road on April 17, 2008. A second study was conducted on September 10, 2008 to compare the turning traffic volume at the intersection. The study time periods were 7:00am to 9:00am and 3:00pm to 6:00pm. The weather on the day of the study was clear and sunny. The study was completed to determine if possible turn prohibitions are required.

The results of the study is summarized in following chart.

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NOTE: 12 Month Traffic Data in Bold

| Time Period | Total Eastbound Volume | # of Right Turns | Percent of Turns |
|--------------------------|------------------------|------------------|------------------|
| 7:00am to 9:00am | 439 | 193 | 44% |
| | 316 | 143 | 45% |
| AM Peak 8:00am to 9:00am | 316 | 141 | 45% |
| | 224 | 94 | 42% |
| 3:00pm to 6:00pm | 1013 | 334 | 33% |
| | 1041 | 361 | 35% |
| PM Peak 5:00pm to 6:00pm | 457 | 153 | 33% |
| | 485 | 172 | 35% |
| 5 Hour Total | 1206 | 527 | 44% |
| | 1377 | 504 | 37% |

| Time Period | Total Westbound Volume | # of Left Turns | Percent of Turns |
|--------------------------|------------------------|-----------------|------------------|
| 7:00am to 9:00am | 679 | 202 | 30% |
| | 549 | 162 | 30% |
| AM Peak 8:00am to 9:00am | 437 | 135 | 31% |
| | 367 | 112 | 31% |
| 3:00pm to 6:00pm | 551 | 169 | 31% |
| | 619 | 230 | 37% |
| PM Peak 5:00pm to 6:00pm | 187 | 50 | 27% |
| | 206 | 66 | 32% |
| 5 Hour Total | 1230 | 371 | 30% |
| | 1194 | 392 | 33% |

Summary

- the 12 month traffic volume has remained relatively consistent with the 6 month traffic volume on Beverley Glen Blvd., Concord Rd. and Vaughan Blvd.
- the traffic volume on Beverley Glen Blvd. is within capacity of 8,000 vehicles per day.
- the traffic volume on Concord Rd. is approximately 3½ times the capacity of a local road.
- the 12 month infiltration volume through the neighbourhood remains low.
- the traffic volume collected on Beverley Glen Blvd. west of New Westminster Dr. compares to the traffic volume on Beverley Glen Blvd. east of Dufferin St. This would indicate minimal neighbourhood cut-through between Dufferin St. and New Westminster Dr.
- the infiltration volume on Beverley Glen Blvd. between Dufferin St. and New Westminster Dr. is very low. This would indicate that the traffic volume exiting the subdivision via New Westminster Dr. is local residential volume.
- although the percent of right and left turns are relatively high at the intersection of Beverley Glen Blvd. and Concord Rd., the infiltrating volume is very low, the majority of vehicles turning are travelling within the neighbourhood to Forest Lane Dr., King High Dr., Vaughan Blvd., Lawrie Rd., Loudon Cres., Belfield Ct. and Concord Rd.
- a turn prohibition at the intersection of Beverley Glen Blvd. and Concord Rd. will impact all the residents in the neighbourhood.
- turning prohibitions at either or both of the intersections of Dufferin St. at Beverley Glen Blvd. and at King High Dr. would require Region of York approval.
- any turn prohibition at Dufferin St. will impact all the residents in the neighbourhood.

Meetings with Residents/Ratepayers Association

Engineering Services staff met with representatives of the Ratepayers Association to discuss the King High Drive closure. In their opinion, the closure should remain. They argue that, even though the traffic volume on Beverley Glen Boulevard has increased, it is still within the theoretical roadway capacity of 8,000 vehicles per day.

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Two meetings were also held with residents along Beverley Glen Boulevard that are requesting the closure of King High Drive to be removed. These residents have stated that the closure has shifted the traffic volumes to other roadways and they are concerned that the increased volumes are unsafe for pedestrians. One resident expressed a desire to re-open King High Drive and reinstate a southbound left turn prohibition on Dufferin Street at King High Drive.

A meeting was also held with residents of King High Drive that are requesting the closure to remain. These residents were asked if they would support a change in the intersection of King High Drive at Dufferin Street to operate as a right-in/right-out only movement by means of constructing a centre median on Dufferin Street or a roadway median on King High Drive. These residents were not in favour of this alternative.

It is apparent that residents in the immediate area are deeply divided as to whether or not the closure should remain. Staff believe that there would be a benefit to having the data collected so far reviewed by an independent third party expert to assist with analysis of the current situation and recommendations. It is therefore recommended that staff obtain a quotation from three qualified specialist firms to undertake this review. The timeline to retain a consultant, complete a review of the information and provide the City with a recommendation is April 2009.

Dufferin Street and Centre Street

Councillor Sandra Yeung Racco and the Commissioner of Engineering and Public Works met on October 20, 2008 with staff of the Provincial Ministry of Transportation to discuss potential modifications to the Dufferin/Centre Street intersection to permit increased southbound left turning capacity. At present, this intersection and the Centre Street right-of-way from Dufferin to Highway 7 are provincially owned and any proposed modifications require a permit from MTO. MTO has denied the Region and City's previous requests to introduce a dual southbound left turn lane, citing MTO policy that there must be three receiving lanes of traffic.

During the course of the meeting, MTO staff advised that they would be amenable to transferring ownership of the intersection and the Centre Street right-of-way to the Region of York as part of the Highway 7 transfer. This would mean that any intersection modifications would be under the direct control of the Region and no MTO permit would be required. MTO staff asked that the Region submit a request to MTO to expedite the transfer of Centre Street and the Dufferin /Centre intersection. City staff have written the Region in this regard and a response should be forthcoming.

In response to the City's earlier request, MTO has recently written to advise that they will permit a protected permissive phase to the southbound left turn signal at Dufferin and Centre Streets. This allows cars to turn left after the advanced green phase when the light northbound and southbound is green. MTO's analysis indicates that this will permit an additional 2 to 3 cars to turn left during a cycle. (See Attachment No. 2). While this is not a complete solution to the issue, it does provide some relief and it is recommended that the City implement this change with the Region of York.

It is further recommended that City staff continue to pursue additional modifications of the Dufferin/Centre Street intersection with the Region once ownership is transferred. Staff believe that modification of the intersection to permit greater rush hour turning capacity will assist with limiting the amount of traffic infiltrating through the neighbourhood. Most of the residents that staff talked with agreed.

Potential Sidewalk on King High Drive

At the Council meeting of May 12, 2008, staff were directed to include a cost estimate for a sidewalk on the north side of King High Drive between Concord Road and Dufferin Street. It was

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suggested that, if King High Drive were to be re-opened, it may would be appropriate to construct a sidewalk to improve pedestrian safety. Staff estimate the cost of the sidewalk at \$225,000. Potential funding source would be Taxation.

Relationship to Vaughan Vision 2020

This traffic study is consistent with Vaughan Vision 2020 as to ensure enhanced safety standards are incorporated in community designs.

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

Regional Implications

The Region of York has been part of the process on the various alternatives which have been documented in this report and others. The various alternatives affect traffic movements at the intersection of King High Drive and Dufferin Street.

During the first 6 months of the trial closure, the Region of York has not reported any adverse impact on their roads resulting from the closure.

Conclusion

The interim and one-year reports indicate what traffic impacts have occurred within the community. Between the two reports the traffic volumes and infiltration for the most part have remained consistent.

The study results indicate that, with the closure of King High Drive, traffic volumes on Beverley Glen Blvd. and Concord Road have increased significantly, and volumes on King High Drive and Vaughan Blvd. have decreased. The traffic infiltration study shows that there are minimal 'cut-through' movements within the community.

Should Council decide at some future time to construct a sidewalk on the north side of King High Drive, the cost would be approximately \$225,000.

It is recommended that City staff implement, with York Region staff, a protected permissive phase to the southbound left turn signal at Dufferin and Centre Streets, and that staff continue to work with Region of York staff to further modify the Centre Street/Dufferin Street intersection to increase rush hour turning capacity.

It is further recommended that a qualified, specialist consultant be retained by the City to provide a third party review of the traffic data and background information and recommend required measures to keep motorists on the major roadways of Dufferin and Centre Streets and make a recommendation as to whether or not the closure of King High Drive should remain. The consultant's review of options should include, but not be limited to:

- the implementation of turning prohibitions at Beverley Glen and Concord Drive
- a right in right out configuration at King High Drive and Dufferin Street

Engineering Services staff should report back no later than April 30, 2009 on the results of the consultant's review and the efforts with the Region of York to reconfigure the Dufferin / Centre Street intersection. In the interim, staff recommend that the King High Drive closure remain in effect.

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Attachments

1. Location Map
2. MTO Traffic Operation – Dufferin and Centre Streets

Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

MD: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 9, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

9

ADMINISTRATIVE MONETARY PENALTIES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal & Administrative Services and City Solicitor, dated November 17, 2008:

Recommendation

The Commissioner of Legal & Administrative Services and City Solicitor, in conjunction with the Director of Enforcement Services, and in consultation with the Chief Information Officer, and the Director of Purchasing, recommend:

- 1) That the Capital costs of \$110,000. for this initiative be referred to the 2009 Capital Budget for consideration; and
- 2) That the ongoing Operating costs of \$35,000 for this initiative be referred to the 2009 Operating Budget for consideration; and
- 3) That subject to Capital Budget approval, Council approve single sourcing the purchasing of software upgrades and hardware purchases, as outlined in the report.

Economic Impact

The one time Capital costs to implement an Administrative Monetary Penalty system in the City of Vaughan is \$110,000. These funds are for software upgrades to existing systems, \$63,000., and required hardware, \$45,000. The breakdown of this is outlined in the body of the Report.

The ongoing impacts to the Operating Budget to operate the Administrative Monetary Penalties system are expected to be \$35,000. The breakdown of these costs is outlined in the body of the Report.

The costs will be offset by the revenue in the first two years.

Communications Plan

An extensive communication strategy will be developed as part of the project.

Purpose

To introduce Administrative Monetary Penalties to ensure a more efficient administration of justice and better service to the citizens of Vaughan.

Background - Analysis and Options

Administrative Monetary Penalties are an alternative to the prosecution model of enforcing the Parking and Licensing By-laws made possible by recent amendments to the Municipal Act.

Under a system of Administrative Monetary Penalties, an Officer will issue a Penalty Notice to an alleged offender. The recipient of the penalty may dispute the penalty through a Screening Review Officer (similar to the current First Attendance) and subsequently request a review by a Hearing Officer, that is appointed by Council. The Hearing Officer is an independent quasi-judicial officer.

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It is estimated that there are approximately 1,800 parking tickets with a face value of \$180,000. awaiting trial at Provincial Court. Due to the Court time to hear these trials, 2 days per month, most will be lost. Similarly, there are close to 200 licensing charges pending trial with a value of \$75,000. These too are in danger of being lost due to the amount of time it takes to get the matters before a Justice of the Peace. Generally speaking, delays for trials are ranging from 10-24 months.

Project Benefits

This project will generate a number of positive enhancements including increased customer service and increased administration of justice. The project benefits are outlined below.

a) Better Customer Service for Vaughan Citizens

- Whereas other municipalities such as Toronto, Mississauga, Oshawa and Brampton have court facilities available within the municipality, Vaughan citizens presently must drive to Newmarket or Richmond Hill to have parking tickets dealt with. Administrative Monetary Penalties will provide this service in the City of Vaughan.
- Both the First Attendance (Screening Officer) and the Hearing components of the process are located in Vaughan. This eliminates the need for defendants to drive to either Newmarket or Richmond Hill to have their matters heard.
- The public will have their matters dealt with in an expeditious fashion, a few weeks versus many months, or years.

b) Increased Administration of Justice

- The public interest is not well served having trial matters waiting in queue for up to 24 months for a trial date. This will result in these matters being quashed due to the length of time between charge and trial. This increases customer and staff frustration. This process will allow hearings within weeks of the offence date, therefore increasing the carriage of justice, resulting in a more streamlined and efficient offence dispute resolution process.
- The court time that will be able to be re-allocated as a result of the removal of most of the parking and licensing matters for the court schedule will allow more serious matters such as Property Standards or Zoning charges to be dealt with faster. This will result in the decision (and penalty if there is a finding of guilt) to be handed down quicker, potentially increasing compliance.

c) Reduced Environmental Impacts

- As a result of the parking and licensing matters being dealt with through First Attendance to Hearing in Vaughan, the defendant, witnesses, and staff will not have to drive the distance to Newmarket or Richmond Hill, therefore reducing the consumption of fuel and carbon emissions.

d) Revenue Timeliness

- While it is not expected to increase revenues through the issuance of more tickets or increased fines, there is a revenue benefit to the Administrative Monetary Penalties initiative. Fines that are paid through the courts will not be delayed by the court system. Also, fines that are paid will not be delayed by the court system. Under the

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Administrative Monetary Penalty System, as fines are paid, the funds will be transferred to the appropriate revenue accounts. Essentially, the revenue increase will be realized by reducing the number of matters that are quashed due to lengthy delays.

- Under the Administrative Monetary Penalties system, the penalty is a debt owed to the City and there are stronger collection powers available to the City to pursue payment. The powers include, but are not limited to, license plate denial for parking offences, to business license suspensions, to applying certain fines to property taxes

Initiative Financial Information

There will be substantial costs to initiate an Administrative Monetary Penalties system. However, the revenue benefits over the course of the first year will offset the set up costs.

Computer Software

Currently, the City uses a database to track issuance of parking tickets, called Ticket Tracer. This system also manages the escalation of the ticket process. For example, the ticket and all the information contained on the ticket is inputted either manually or electronically into the system. The system then monitors the timeframes required for escalation. Should a ticket not be paid or disputed within 15 days, the system generates a reminder notice to the registered owner of the vehicle ticketed. Likewise, it also escalates the fine to Plate Denial if the fine is not paid.

This specified database is in wide use across the Province and beyond.

There is no similar system currently in use in the City of Vaughan for licensing matters.

The Ticket Tracer system is efficient and beneficial. Unfortunately, it is currently designed only to record license plates as violators, not the names of individuals. Staff have met with the vendor to review Administrative Monetary Penalty requirements for the City of Vaughan. The vendor has advised that they are prepared to modify their software to incorporate the Administrative Monetary Penalty requirements.

The cost of this modification was quoted as \$45,000.

Once the modifications are made, the same system that the City has used for many years will also be able to perform the same, required functions, for licensing charges. This is a key requirement for an effective Administrative Monetary Penalty system as it will not only track penalties issued, but will also track outstanding fines and collection activities.

Another required software upgrade is within the ticket issuing machines used by staff in the field to issue tickets under the current system. The software needs to be upgraded to allow staff to select different versions of tickets within the system. These machines are to be used to issue parking and licensing penalties from a single machine. In order to provide different ticket formats from the same machine, software needs to be modified.

This vendor has provided a quote of \$14,000. to make the required software changes.

The online ticket payment system will also require a software upgrade to handle the new process. The cost for this has been estimated at \$5,000.

The total for software upgrades or modification is estimated at \$ 63,000. As mentioned, the software changes are critical to the project and because they are modifications to existing programming it is significantly cheaper and more time efficient than having another vendor build the system from scratch.

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Hardware

Under the current enforcement methodology, parking tickets are written either by hand or computer generated and Licensing tickets are handwritten. All these tickets are different in appearance.

Under the Administrative Monetary Penalty system, staff are recommending that all field staff be issued ticket machines so that all have the ability to issue parking and licensing penalties under the new system. Also, by having all tickets computer generated, the data inputting requirement is diminished significantly.

The current vendor for parking ticket machines has provided a quote of \$35,000. to supply 10 handheld ticket machines and printers, fully programmed and ready to go. This cost also includes the design of new tickets.

This company has supplied parking ticket issuing machines to the City for over 15 years and also operates the online ticket payment system.

As indicated, purchasing 10 new handheld ticket machines will allow all staff, on all shifts to issue penalties, but there are possible other benefits as well. The purchase of these machines also provides potential service improvements in two other areas:

- a) Operational improvements in the field, through real-time collection of data and access to information from systems such as CTS; and
- b) There has long been a request for the purchase of visitor parking permits to be available online. The predominant restriction on moving forward was the ability to have the permits validated by field staff. The most efficient way of validation is the use of barcodes. These new machines have the ability to read and validate barcodes. This would enable the City to allow the online purchase of parking permits.

The final piece of hardware required is a digital recording device to record proceedings during appeals to the Hearing Officer. The estimated cost is approximately \$10,000.

Ongoing Costs

A system of Administrative Monetary Penalties will have related ongoing costs associated to it.

The largest of the ongoing cost will be the per diem rate for the Hearing Officer. The per diem rate is expected to be \$350.

Staff are anticipating that initially the Hearing Officer will be required once per week, with several other days being booked to deal with specific enforcement initiatives or unexpected overflow.

At a rate of \$350. per day, the ongoing cost will not exceed \$20,000. per year.

As a result of software changes and hardware acquisitions the annual maintenance agreements with the two vendors will increase by a combined \$15,000. per year.

The total ongoing costs for the Administrative system is \$35,000. This amount will be completely offset by the expected increase in revenue.

The project is expected to produce at least \$100,000 in additional revenue to the City in the first full year of operation.

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Administrative Monetary Penalty System Policies

In order to establish a system of Administrative Monetary Penalties, policies and procedures need to be developed. It is expected that these will be incorporated into the requisite By-Laws. This will ensure that the process is transparent. The information below provides an outline of what would be included in these policies and procedures.

Staff will bring back a report early in the new year with the appropriate by-law amendments and policies for consideration.

1.1 Conflict of Interest Guidelines

The Municipal Act requires municipalities to develop standards relating to the administration of the system of administrative penalties which shall include *“Guidelines to define what constitutes a conflict of interest in relation to the administration of the system, to prevent such conflicts of interest and to redress such conflicts should they occur”*.

Guidelines are being developed to define what constitutes a conflict of interest in relation to the administration of the system, to prevent such conflicts of interest and to redress such conflicts should they occur.

The appointment of the Hearing Officer shall be consistent with these conflict of interest guidelines.

1.2 Extension of time for Payment

The Municipal Act requires municipalities to develop standards relating to the administration of the system of administrative penalties which shall include *“Procedures to be established to allow a person to obtain an extension of time for payment of the penalty”*, on such grounds as may be specified in the Administrative Penalty By-law.

Procedures are being developed to allow a person against whom an administrative penalty is imposed to obtain such as an extension of time for payment of the penalty.

Within 15 days of the date of the penalty notice the Person will have the option to:

- 1) make a voluntary payment; or
- 2) Request a review by a Screening Officer

The Screening Officer has a residual discretion to cancel, reduce or to extend the time for payment of an administrative penalty. This is intended to address obvious errors without requiring the individual to pursue review by a Hearing Officer.

The Hearing Officer may,

- cancel or reduce the administrative penalty; and
- extend the time for payment of an administrative penalty.

The extension of time by either the Screening Officer or Hearing Officer for payment of the penalty should not exceed 270 days.

1.3 Extension of time to request review

The Municipal Act requires municipalities to develop standards relating to the administration of the system of administrative penalties which shall include *“Procedures to be established to allow a person to obtain an extension of time in which to request a review by a Screening Officer, or a review by a Hearing Officer”*, on such grounds as may be specified in the Administrative Penalty By-law.

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Procedures are being developed to allow a person against whom an administrative penalty is imposed to obtain an extension of time to request a review by a Screening Officer or a review by a Hearing Officer.

Screening Officer

An individual has a time-limited right to request a review of the administrative penalty by a Screening Officer.

Within 15 days of the date of the penalty notice the Person will have the option to:

- 1) make a voluntary payment; or
- 2) request a review of the administrative penalty by a Screening Officer. This review will normally take place within 35 days of the date of the penalty notice.

If the individual makes a request for an extension of time within 15 days of the date of the penalty notice, an extension of time for a review will be determined by the Screening Officer. Normally, an extension should not exceed 60 days of the date of the penalty notice. However, if there are extenuating circumstances, a Screening Officer may grant an extension for a longer period of time but should not exceed 120 days.

Hearing Officer

The individual has a time-limited right to request a review of the administrative penalty by a Hearing Officer.

The person will be given reasonable notice of the date, time and place for the Hearing. The date for the Hearing to review the administrative penalty by a Hearing Officer will normally be within 90 days of the date of the review by the Screening Officer.

Should the person make a request for an extension of time within 30 days of the date of the review by the Screening Officer, an extension of time for a review will be determined by the Hearing Officer. Normally, an extension should be within 90 days of the date of the review by the Screening Officer. The extension of time will be at the sole discretion of the Hearing Officer.

1.4 Administrative Penalty Financial Management Policy

The Municipal Act requires municipalities to develop standards relating to the administration of the system of administrative penalties which shall include "*Procedures regarding financial management*".

Procedures being developed will outline a consistent standard procedure regarding financial management, reporting and tracking of administrative penalties for Parking By-law violations and Licensing By-law violations.

Parking By-Law

The administrative penalty for the violations of the Parking By-law will be established at the same amount as the current set fines, with the sole exception of violations pertaining to disabled parking.

The Municipal Act does not permit a municipality to impose an administrative penalty system for a disabled parking offence. Offences related to disabled parking will continue to be prosecuted by way of Part I tickets under *the Provincial Offences Act*.

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Licensing By-Law

Licensing By-laws by their nature are related to the regulation of for-profit businesses to protect the public's interest. An administrative penalty of \$350.00 will be imposed for all violations outlined in the Licensing By-law. This is in keeping with typical set fines and reflects the approach that penalties are not punitive, but intended to promote compliance.

The administrative system will not preclude the City from pursuing charges in the Provincial Court for cases that demand more progressive enforcement strategies.

Administrative Fees:

In addition to the administrative penalty, the legislative framework authorizes the City to impose administrative fees. The following fees are being recommended by staff:

| | |
|---|------------|
| Each request of the Director for an exemption to the Licensing By-Law | \$500 |
| Each late payment of an administrative penalty | \$50 |
| Each failure to attend hearing before Hearing Officer | \$100 |
| Documentation Fees | |
| - Plate Denial | \$35 |
| - Civil Filings | \$150 |
| - Copy of Charges | \$15 (per) |

Should a Person make a request for an extension of time for a review or a request for an extension of time for payment and the request is granted, the late payment penalty would not be applied.

1.5 Interfering with Hearing Officer Policy

The Municipal Act requires municipalities to develop standards relating to the administration of the system of administrative penalties which shall include *“Procedures to prevent political interference in the administration of the system”*.

Procedures are being developed to ensure that the Screening and Hearing Officers who are considered quasi-judicial officers are independent and free from political interference.

No person shall attempt, directly or indirectly, to communicate with or influence a Hearing Officer respecting the determination of an issue respecting a Delegated Power of Decision in a proceeding that is or will be pending before the Hearing Officer except a person who is entitled to be heard in the proceedings or the person's lawyer or licensed paralegal and only by that person or the person's lawyer or licensed paralegal during the hearing of the proceeding in which the issue arises. Failure to comply with this policy constitutes an offence under the Administrative Monetary Penalties Bylaw.

1.6 Public Complaints against Administration of the System

The Municipal Act requires municipalities to develop standards relating to the administration of the system of administrative penalties which shall include *“Procedures for the filing and processing of complaints made by the public with respect to the administration of the system”*.

Procedures are being developed to provide a standardized, accessible, and efficient mechanism for filing and processing of complaints made by the public with respect to the administration of the system of administrative penalties.

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This will apply to any member of the public who has a complaint with respect to the administration of the system, provided that the member of the public has been directly affected by such alleged wrong doing. The complaint must be filed in accordance with the time limitations set out which are being recommended to be within 30 days of the situation giving rise to the complaint.

These procedures are not intended to replace other specific City policies and procedures available to address the Complainant's concerns.

1.7 Administrative Penalty – Undue Hardship

The Municipal Act requires municipalities to develop standards relating to the administration of the system of administrative penalties which shall include *“Procedures to permit persons to be excused from paying all or part of the administrative penalty, including any administrative fees, if requiring them to do so would cause undue hardship”*.

Procedures are being developed to allow the Screening Officer or Hearing Officer the discretion to excuse a person from paying all or part of the administrative penalty, including any administrative fees if requiring them to do so would cause undue hardship.

Undue hardship might, for example, be documented through proof of Old Age Security, Canada Pension, O.S.A.P. or Welfare.

Project Timelines

The remaining major steps in the project are outlined in the table 1.1 below.

**Table 1.1
(January – June 2009)**

| Identified Task | Responsible Dept |
|-------------------------------------|--------------------------|
| Software Modifications | External Vendor |
| Software Testing | External/ITM |
| Ticket Design and Order | Enforcement/External |
| Ticket Machine/Hardware Acquisition | External |
| CTS Live Reporting | ITM |
| Staff Training Manual | Enforcement |
| Collection Protocols | Enforcement/Finance |
| Communication Strategy | Corp Comm/Enforcement |
| Retain Hearing Officer | Enforcement/HR |
| Establish Hearing Schedule | Enforcement |
| By-laws Approved | Council |
| Update Departmental Website | Corp Comm/Enforcement |
| Establish New Revenue Accounts | Finance |
| Re-allocation of Court Time | Region/Legal/Enforcement |

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Although the majority of the work thus far has been performed by Enforcement Services staff, the stakeholders and departments listed above will be requested to provide support to complete the outstanding tasks in Table 1.1.

Relationship to Vaughan Vision 2020

This project is in keeping with the Vaughan Vision in that it speaks to Enhancing Productivity, Cost Effectiveness and Innovation; Pursuing Excellence in Service Delivery; and, Enhancing and Ensuring Community Safety, Health & Wellness.

Regional Implications

As the Region operates the Courts used by the City to prosecute our by-law matters, they will be involved in the re-allocation of court time.

Conclusion

The project to implement a system of Administrative Monetary Penalties has developed well and is now at the stage where very little further progress can be realized until the project budget is approved.

Attachments

N/A

Report prepared by:

Tony Thompson, Director, Enforcement Services

Rick Girard, Managing Supervisor, Enforcement Services

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Item 10, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

**10 DRAFT PLAN OF CONDOMINIUM FILE 19CDM-08V06
SPRINGSIDE GARDEN ESTATES CORP.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 17, 2008, be approved; and
- 2) That the draft plan once approved be processed by staff with all deliberate speed, to facilitate the opening of the Vaughan Community Health Centre at the earliest possible date.

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium File 19CDM-08V06 (Springside Garden Estates Corp.) BE APPROVED, subject to the conditions set out in Attachment #1.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Draft Plan of Condominium (Attachment #3) on the subject lands shown on Attachment #2. The application pertains to Buildings "A" and "H" on the approved site plan shown on Attachment #4. Building "A" is a 10,689.80 m² three-storey office building consisting of 81 office units (26 ground floor units, 26 second floor units, and 29 third floor units) and Building "H" is a one-storey 599.41 m² commercial building consisting of 5 units. A total of 430 parking spaces are provided consisting of 141 at-grade and 289 below grade parking spaces. The surface parking includes three spaces reserved for taxi cabs to serve the development as shown on Attachment #3. The development is currently under construction.

Background - Analysis and Options

Location

The subject lands shown on Attachment #2 are located on the east side of Jane Street, north of Rutherford Road, municipally known as 9401 and 9411 Jane Street, in Part Lot 17, Concession 4, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated "General Commercial" by OPA #600 as amended by site-specific OPA #654, which was approved by the Ontario Municipal Board (OMB) on June 20, 2006 as part of Decision Order #1761. OPA #654 facilitates the overall development of the applicant's

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lands with a three-storey office building, three live/work buildings, three residential buildings, and a commercial building as shown on Attachment #4. The draft plan of condominium conforms to the Official Plan.

The subject lands are zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(1269). The draft plan of condominium complies with By-law 1-88.

Application Review

The draft plan of condominium is in accordance with the approved Site Plan (File DA.06.026 as amended by File DA.08.066). As a condition of approval, the Owner will be required to submit an “as-built” survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

Garbage and recycling materials will be stored internal to the buildings, and will be privately picked up. Private snow removal will also be the responsibility of the Condominium Corporation.

Access and Easements

The development is accessed by a full movement driveway from Jane Street, located opposite Auto Vaughan Drive, which leads to the above and below grade parking areas for the entire site. The subject lands are proposed to be divided into three separate condominium corporations (Attachment #5), therefore reciprocal access easements over the 3 condominium plans are required. A condition of approval is included in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority has reviewed the condominium application and has no objection to its approval, subject to conditions, which are included in Attachment #1.

Canadian National Railway (CN)

CN has no objections to the draft plan of condominium, however, has provided warning clauses to be included in the Condominium Agreement, which are included in the Conditions of Approval 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 condominium plan and has no objections to its approval.

Conclusion

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 24, 2008

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Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium 19CDM-08V06
4. Approved Site Plan (DA.08.066)
5. Overall Draft Condominium Plans

Report prepared by:

Morgan Jones, Planner 1, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407

/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 11, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

**11 DRAFT PLAN OF CONDOMINIUM FILE 19CDM-08V07
SPRING GARDEN ESTATES CORP.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 17, 2008:

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium File 19CDM-08V07 (Spring Garden Estates Corp.) BE APPROVED, subject to the conditions set out in Attachment #1.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Draft Plan of Condominium (Attachment #3) on the subject lands shown on Attachment #2. The application pertains to Buildings "E", "F" and "G" on the approved site plan shown on Attachment #4. Buildings "E", "F" and "G" are each two-storey commercial/residential live-work buildings with gross floor areas of 2,145.63 m² (8 units), 2,614.21m² (10 units) and 2,967.78 m² (11 units), respectively. The Condominium will consist of a total of 29 live/work units. A total of 174 parking spaces are provided consisting of 145 surface parking spaces and 1 parking space for each live/work unit located in the garage. The parking also includes 8 parking spaces for the residential units. The development is currently under construction.

Background - Analysis and Options

Location

The subject lands shown on Attachment #2 are located on the east side of Jane Street, north of Rutherford Road, municipally known as 9421, 9441 and 9461 Jane Street, in Part Lot 17, Concession 4, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600 as amended by site-specific OPA #654, which was approved by the Ontario Municipal Board (OMB) on June 20, 2006 as part of Decision Order #1761. OPA #654 facilitates the overall development of the applicant's lands with a three-storey office building, three live/work buildings, three residential buildings, and a commercial building as shown on Attachment #4. The draft plan of condominium conforms to the Official Plan.

The subject lands are zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(1269). The draft plan of condominium complies with By-law 1-88.

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EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 24, 2008

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Application Review

The draft plan of condominium is in accordance with the approved Site Plan (File DA.06.026, as amended by File DA.08.066). As a condition of approval, the Owner will be required to submit an “as-built” survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

Garbage and recycling materials will be stored internal to the buildings, and will be privately picked up. Private snow removal will also be the responsibility of the Condominium Corporation.

Access and Easements

The development is accessed by a full movement driveway from Jane Street, located opposite Auto Vaughan Drive and a second access located to the north, which leads to the grade level parking for the site. The subject lands are proposed to be divided into three separate condominium corporations (Attachment #5), therefore reciprocal access easements over the 3 condominium plans are required. A condition of approval is included in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority has reviewed the condominium application and has no objection to its approval, subject to conditions, which are included in Attachment #1.

Canadian National Railway (CN)

CN has no objections to the draft plan of condominium, however, has provided warning clauses to be included in the Condominium Agreement, which are included in the Conditions of Approval 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 condominium plan and has no objections to its approval.

Conclusion

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

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium 19CDM-08V07
4. Approved Site Plan (DA.08.066)
5. Overall Draft Condominium Plans

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EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 24, 2008

Item 11, CW Report No. 57 – Page 3

Report prepared by:

Morgan Jones, Planner 1, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 24, 2008

Item 12, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

**12 DRAFT PLAN OF CONDOMINIUM FILE 19CDM-08V08
SPRING GARDEN ESTATES CORP.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 17, 2008:

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium File 19CDM-08V08 (Spring Garden Estates Corp.) BE APPROVED, subject to the conditions set out in Attachment #1.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Draft Plan of Condominium (Attachment #3) for the subject lands shown on Attachment #2. The application pertains to Buildings "B", "C" and "D" of the approved site plan as shown on Attachment #4. Buildings "B", "C" and "D" are each three storey residential buildings with gross floor areas of 3,888.76 m² (35 units), 4,600.51 m² (35 units) and 3,734.24 m² (35 units), respectively. The condominium will consist of a total of 105 residential units. A total of 147 parking spaces are provided consisting of 23 at-grade and 124 below grade parking spaces. This parking also includes 27 visitor spaces for the residential units. The development is currently under construction.

Background - Analysis and Options

Location

The subject lands shown on Attachment #2 are located on the east side of Jane Street, north of Rutherford Road, municipally known as 9431, 9451 and 9471 Jane Street, in Part Lot 17, Concession 4, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600 as amended by site-specific OPA #654, which was approved by the Ontario Municipal Board (OMB) on June 20, 2006 as part of Decision Order #1761. OPA #654 facilitates the overall development of the applicant's lands with a three-storey office building, three live/work buildings, three residential buildings, and a free-standing commercial building as shown on Attachment #4. The draft plan of condominium conforms to the Official Plan.

The subject lands are zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(1269). The draft plan of condominium complies with By-law 1-88.

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Application Review

The draft plan of condominium is in accordance with the approved Site Plan (File DA.06.026 as amended by File DA.08.066). As a condition of approval, the Owner will be required to submit an “as-built” survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

Garbage and recycling will be stored internal to the buildings, and will be privately picked up. Private snow removal will be the responsibility of the Condominium Corporation.

Access and Easements

The development is accessed by a full movement driveway from Jane Street, located opposite Auto Vaughan Drive, and a second access to the north which leads to the above and below grade parking areas for the site. The subject lands are proposed to be divided into three separate condominium corporations (Attachment #5), therefore reciprocal access easements over the 3 condominium plans are required. A condition of approval is included in Attachment #1.

Toronto and region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority has reviewed the application and has no objections to its approval, subject to conditions, which are included in Attachment #1.

Canadian National Railway (CN)

CN has no objections to the draft plan of condominium, however, has provided warning clauses to be included in the Condominium Agreement, which are included in the Conditions of Approval 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 condominium plan and has no objections to its approval.

Conclusion

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

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium 19CDM-08V08
4. Approved Site Plan (DA.08.066)
5. Overall Draft Condominium Plans

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Item 12, CW Report No. 57 – Page 3

Report prepared by:

Morgan Jones, Planner 1, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407

/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 13, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

13

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-08V05
LEOPARD LANE DEVELOPMENT INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 17, 2008:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium 19CDM-08V05 (Leopard Lane Development Inc.) BE APPROVED, subject to the Conditions of Approval set out in Attachment #1.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Draft Plan of Condominium on the subject lands shown on Attachment #2, consisting of a 3-storey residential apartment building containing 30 units and 54 underground parking spaces (Attachment #3). The building is currently under construction.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the east side of Keele Street, south of Major Mackenzie Drive, municipally known as 9973 Keele Street, within Part of Lot 20, Concession 3, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan/Zoning

The subject lands are designated "Maple Commercial Core" by OPA #350 (Maple Community Plan), as amended by OPAs #533 and #648, which permits the residential condominium use. The proposed draft plan of condominium conforms to the Official Plan.

The subject lands are zoned RA3 Apartment Residential Zone by By-law 1-88, subject to Exception 9(1270). The draft plan of condominium complies with the provisions of Zoning By-law 1-88.

Site Development

The 0.23 ha site has 34m frontage on Keele Street and a depth of 56m, with 2 access driveways onto Keele Street. The property is served by 54 underground parking spaces, including 1 space for disabled persons. Garbage and recycling will be stored internal to the building, and will be privately picked-up on designated days. Private snow plowing will also be the responsibility of the Condominium Corporation.

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The draft plan of condominium, as shown on Attachment #3, is in accordance with the final Site Plan (File DA.05.060) approved by Council on June 26, 2006. As a condition of condominium approval, the Owner will be required to submit an "as-built" survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

Access and Easements

The development is accessed by two full movement driveways onto Keele Street, one located on the north side of the building leading to the underground parking garage and the second on the south side of the property shared with the lands to the south. The shared access will require reciprocal access easements to be granted between the two property owners.

Relationship to Vaughan Vision 2020

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

Regional Implications

The Region of York has reviewed the proposed condominium plan and has no objections to its approval.

Conclusion

The draft plan of condominium is consistent with the approved site plan (File DA.05.060). The Development Planning Department has no objections to the approval of the draft plan of condominium, subject to the conditions set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium 19CDM-08V05 – Residential Units Level 1

Report prepared by:

Mary Serino, Planner 1, ext. 8215
Mauro Peverini, Senior Planner, ext. 8407

/CM

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

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Item 14, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

14 2008 MAYOR'S GOLF TOURNAMENT

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Mayor Jackson, dated November 17, 2008, be approved; and
- 2) That Council hereby expresses its sincere appreciation for all of the work done by the Chair of the Organizing Committee for this event Ward 1 Councillor Peter Meffe, and by all of the members of the Committee: Regional Councillor Joyce Frustaglio, Ferruccio Castellarin, Joseph Chiarelli, Angelo Cioffi, Mirella Compagno, Anna Dara, Michael De Angelis, Sue Fox, Franca Gatto, Vittoria Giovannetti, Anna Rita Molella, Adele Panicali, Tony Thompson and Madeline Zito.

Recommendation

Mayor Linda D. Jackson recommends:

THAT the net proceeds from the 2008 Mayor's Golf Tournament be donated to the Vaughan Healthcare Foundation.

Economic Impact

Not applicable.

Communications Plan

A cheque presentation by Council when the amount is finalized and the appropriate news release.

Purpose

To provide direction to staff with respect to the use of the net proceeds raised at the 2008 Mayor's Golf Tournament.

Background - Analysis and Options

The need for a hospital in the City of Vaughan is widely recognized. The people of our community require local access to healthcare services. Accordingly, in order to ensure the proper development of a hospital, funding will be required. As a result, it is important to provide our support.

Our staff members are the process of finalizing the net proceeds from the 2008 Mayor's Golf Tournament. To demonstrate our continued commitment for the development of a hospital, it is recommended that the net proceeds from the 2008 Mayor's Golf Tournament be donated to the Vaughan Healthcare Foundation.

Relationship to Vaughan Vision 2008

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

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Regional Implications

Not applicable.

Conclusion

Allocating the net proceeds from the 2008 Mayor's Golf Tournament is appropriate and it reconfirms the City's commitment to a Hospital in the City of Vaughan.

Attachments

None.

Report prepared by:

Ann Coletta, Office of the Mayor

CITY OF VAUGHAN

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Item 15, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

**15 VAUGHAN ARTS AWARDS/RECOGNIZING ARTS VAUGHAN EXCELLENCE (R.A.V.E)
AWARDS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and Director of Recreation and Culture, dated November 17, 2008:

Recommendation

The Commissioner of Community Services and Director of Recreation and Culture in consultation with the Chair of the Vaughan Arts Advisory Committee recommend:

1. That the nomination criteria and R.A.V.E. (Recognizing Arts Vaughan Excellence) arts award program as outlined in the report, be approved.

Economic Impact

The cost of initiating and implementing the proposed Vaughan Arts Award as outlined in this report will be approximately \$15 thousand dollars and will be covered through the Vaughan Arts Advisory Committee 2008 operating budget in addition to seeking corporate sponsorship to cover some costs of the program/reception. The costs for the award program for subsequent years would only include the cost of the reception and marketing costs which is estimated at \$3,000 per year and are included in the 2009 base operating budget.

Communications Plan

The proposed Vaughan Arts Award program (R.A.V.E.) will be promoted through the City's website, Recreation Guide, City page and arts/culture related websites.

Purpose

The purpose of this report is for Council to review and approve the nomination criteria and general terms and framework of the Vaughan Arts Award program (R.A.V.E.) as proposed by the Vaughan Arts Advisory Committee.

Background - Analysis and Options

In an effort to enhance the profile of the arts in Vaughan, the Vaughan Arts Advisory Committee has drafted a proposing nomination criteria and general framework for the Vaughan Arts Awards or R.A.V.E awards (Recognizing Arts Vaughan Excellence). The award program will be a formal vehicle to recognize the significant patronage of businesses, organizations and individuals who help develop the arts in the City. It would highlight cultural achievements and acknowledge the value of such contributions in our community. Currently, there is no official corporate mechanism to celebrate such worthy efforts; therefore, it is proposed that the City implement the Vaughan Arts Awards or RAVE awards. The Arts Advisory Committee approved the nomination criteria for the subject awards at its November 6, 2008 meeting.

It is proposed that the Award recognition program will be conducted as an annual celebratory event sponsored by the Arts Advisory Committee in conjunction with City of Vaughan Council. A call for nominations will be advertised on the City's website and in the City Page in local papers. The award nominations will be adjudicated by a panel consisting of impartial advisers, who as

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recognized professionals represent the three disciplines of the visual, performing and literary arts. These jurors will recommend a slate of Award winners to members of the Vaughan Arts Advisory Committee for approval by the Council.

An award reception is tentatively scheduled for June 2008. Award recipients will be acknowledged and publicly presented with a ceremonial token of the City's appreciation. The actual award to be presented to recipients will be designed through a call-out process to artists across Canada for a prototype design that embodies and best represents the arts in the City of Vaughan.

Each nomination should be aligned with one of the following art disciplines:

- Visual Arts
- Performing Arts
- Literary Arts

Within each art discipline, nominations may be made in only one of the following Award categories:

- Patron of the Arts
Honours a person, business or organization that has demonstrated an on-going commitment to the arts in the City of Vaughan through innovative, community or financial support of artistic activity.
- Art Educator/Mentor
Recognizes an artist who has made an outstanding contribution to arts in education in the City of Vaughan.
- Practicing Artist
Awarded to an emerging or established artist who has achieved a high degree of artistic excellence, has earned significant recognition for his/her work and has had a positive impact on the artistic landscape of the City of Vaughan.
- Rising Star
Acknowledges the emerging talent of a young artist (under the age of 18) who has earned significant recognition within the academic community and shows promise of achieving a high degree of artistic excellence.
- Lifetime Achievement Award (Nominated by Arts Advisory Committee and Council only)
Bestowed to worthy recipients for monumental contributions to the arts in Vaughan and beyond.

Nominations for Awards in each relevant category will be evaluated on the following merits:

- Dedication to the Arts
- Artistic Creativity
- Artistic Quality
- Leadership or Innovation
- Artistic Recognition/Achievement
- Community Impact

Nominees must meet all eligibility requirements as outlined in the nomination form. The written statement submitted by each nominator should substantiate the significance of the nominee's contribution to the arts as it relates specifically to the category of nomination.

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Budget

The cost of implementing this program has an initial startup cost of \$12 thousand dollars which includes the artist design fee and award reproduction. An additional \$3,000 cost is estimated for promoting and hosting a reception for the event. The Arts Advisory Committee will off-set costs through seeking corporate sponsorship contributions.

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:
Preserve our heritage and support diversity, arts and culture.

This report is consistent with the priorities previously set by Council, and the necessary resources to undertake this initiative have been allocated and approved.

Regional Implications

N/A

Conclusion

The RAVE awards (Recognizing Arts Vaughan Excellence) will provide a vehicle for Council to recognize excellence in the visual, performing and literary arts in the categories of Patron of the Arts, Arts Educator/Mentor, Practicing Artists, Rising Star and Lifetime Achievement award. The award program will be a formal vehicle to recognize the significant patronage of businesses, organizations and individuals who help develop the arts in the City. It would highlight cultural achievements and acknowledge the value of such contributions in the Vaughan community. It will provide a Corporate mechanism to celebrate such worthy efforts.

Attachments

None.

Report prepared by:

Sharon Gaum-Kuchar, Arts Coordinator, ext. 7312
Angela Palermo, Manager of Cultural Services, ext. 8139
Mary Reali, Director of Recreation and Culture, ext. 8234

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 24, 2008

Item 16, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

16 DEPUTATION – MR. PAUL MANTELLA WITH RESPECT TO NASHVILLE ROAD

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Paul Mantella, President, Nashville Area Ratepayers Association, 420 Nashville Road, Kleinburg, L0J 1C0, be received; and**
- 2) That Engineering staff provide a comprehensive report to a future Committee of the Whole meeting identifying costs associated with the transfer of ownership of Nashville Road from the Region of York to the City of Vaughan and the annual maintenance costs, including any potential upgrades.**

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 24, 2008

Item 17, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

17

**PRESENTATION – YORK REGION RAPID TRANSIT
WITH RESPECT TO AN UPDATE ON THE YONGE SUBWAY PROJECT**

The Committee of the Whole recommends that the presentation by Ms. Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation, 1 West Pearce Street, 6th Floor, Richmond Hill, L4B 3K3, and Mr. Tom Middlebrook, McCormick, Rankin Corporation, Yonge Street Lead, and presentation material submitted, titled “VIVA Next”, dated November 17, 2008, be received.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 24, 2008

Item 18, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 24, 2008.

18 CEREMONIAL PRESENTATION – MAYOR OF THE TOWN OF CORFINO, ITALY

The Mayor and Members of Council welcomed Dr. Massimo Colangelo, Mayor of Corfinio, Province of Aquila, Abruzzi, Italy, along with members of Valle Peligna Social Club, and presented a gift on behalf of the City of Vaughan.