

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

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Regional Implications

None

Relationship to Vaughan Vision 20/20

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

Conclusion

The residents of Parkfield and Creekwood Courts have valid concerns which should be addressed by the City of Vaughan.

Attachments

Map of the local area

Report prepared by:

Councillor Tony Carella, FRSA

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

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Item 2, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

2 DEVELOPMENT CHARGES – SEMI-ANNUAL ADJUSTMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments, dated December 1, 2008:

Recommendation

The Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments recommends:

- 1) That in accordance with the appropriate semi-annual adjustments sections of each respective development charge by-law, the City Wide Development Charge rates and Special Service Area Development Charge rates be increased 1.8% effective January 1, 2009; and
- 2) That the following revised Development Charge Rates (Attachment 1) be approved.

Economic Impact

The semi-annual adjustment will provide a 1.8% increase in City-Wide Development Charges and Special Area Development Charges. The increase is intended to reflect the increase in construction costs.

Communications Plan

Public notice through the agenda process.

Purpose

To obtain Council approval to index the City of Vaughan Development Charges pursuant to the semi-annual adjustment provision in the respective City of Vaughan Development Charge By-laws.

Background - Analysis and Options

The Development Charges Act authorizes municipalities to pass By-laws for the recovery of capital costs incurred to provide services to all new development and re-development. A clause in each of the City of Vaughan's Development Charge By-laws states the development charges can be adjusted semi-annually without amendments to the by-laws, as of the 1st day of January and the 1st day of July in each year in accordance with the most recent change in the Statistics Canada Quarterly, Construction Price Statistics (catalogue No. 62-007).

In order to reflect escalating construction costs and based on a review of the Statistics Quarterly Construction Price Statistics (catalogue No. 62-007), the City Wide Development Charges and Special Service Area Development Charge Rates should be increased by 1.8% which reflects the three (3) month increase in the index for the period July 1, 2008 to September 30, 2008. The Development rates and By-law were updated in the summer of 2008 and came into effect in the fall of 2008.

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Relationship to Vaughan Vision 2020

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

Regional Implications

Not applicable.

Conclusion

Staff recommend that the City of Vaughan Development Charges be increased by 1.8%. The City Wide Development Charge and the Special Service Area Development Charges may be indexed without amending the existing by-law. The revised schedules reflecting the new rates are attached.

Attachments

Attachment 1 – Revised Development Charge Rates

Attachment 2 – Summary of Special Area Charges

Report Prepared by

Ferruccio Castellarin, CGA
Director of Reserves & Investments
Ext. 8271

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

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Item 3, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

3 SHARED SERVICES AGREEMENT – CITY OF VAUGHAN AND POWERSTREAM

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services, the Commissioner of Community Services, the Director of Budgeting & Financial Planning, the Director of Financial Services, the Director of Building & Facilities and the Chief Information Officer, dated December 1, 2008:

Recommendation

The Deputy City Manager/Commissioner of Finance & Corporate Services, the Commissioner of Community Services, the Director of Budgeting & Financial Planning, the Director of Financial Services, the Director of Building & Facilities and the Chief Information Officer in consultation with the Director of Legal Services recommend:

- 1) That the Shared Services Agreement, substantially in the form attached be approved; and
- 2) That a By-law be enacted substantially in the form of attachment 1, authorizing the Mayor and City Clerk to execute the necessary agreements

Economic Impact

There is no impact in 2008. The costs associated with the proposed shared services agreement were taken into consideration during the 2008 operating budget process. Future impacts will be limited to contractual term adjustments tied to inflation, service cancellations, or unless otherwise negotiated between parties.

Communications Plan

Council direction will be communicated to PowerStream and all City departments impacted by this agreement.

Purpose

The purpose of this report is to seek Council approval of the revised Shared Services Agreement between PowerStream and City Representatives.

Background - Analysis and Options

In March 1993 the City of Vaughan and the Vaughan Hydro-Electric Commission entered into a Shared Services Agreement for the purpose of leveraging functional expertise and generating synergies through sharing support services. This agreement was subsequently amended to reflect changes in building and land lease arrangements. Since that amendment there have been further significant changes in the utility sector including the following:

- Deregulation of the hydro electric industry;
- Amalgamation of Vaughan Hydro with other utilities to form, PowerStream Inc.;
- New requirements under the Ontario Energy Board's Affiliate Relationship Code; and
- Changing requirements between the parties.

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As a result of the above, the City of Vaughan and PowerStream have worked closely to update the Shared Services Agreement to reflect the agreed upon service requirements, the associated fees and to comply with the Affiliate Relationship Code. The amended agreement is provided as Attachment 2. It sets out the specific terms for the following services over a three year term 2008 – 2010:

Services Provided to the City

- Payroll Services
- Cashiering
- Water meter Reading, Billing and Remittance

Services Provided to PowerStream

- Facilities & Outside Storage
- JDE License Mtce & Network Link
- Fuel Services

Also included within the agreement are sections on the standards of service, service amendments and extensions, termination requirements, dispute resolution, liability, etc.

Pricing Methodology

The pricing methodology for this agreement is based on the guidelines set out in the Ontario Energy Board – Affiliate Relationship Code. One intended purpose of the Code is to minimize cross subsidization and enhance the development of open competitive market pricing. The Affiliate Relationship Code achieves this by setting guidelines for transfer pricing to reflect fair market value (FMV). In instances where fair market value information is unavailable, transfer prices can be set using a cost plus methodology. That is the cost of providing the service plus the utility's rate of return.

Shared Services Agreement Annual Fees 2008 - 2010

Detailed below is a summary of the negotiated annual service fees over the term to the agreement:

	2008	2009	2010
<i>Services Provided to the City</i>			
Payroll Services	260,075	266,091	272,253
Cashiering	231,672	235,965	240,972
Water Services	1,376,148	1,414,367	1,439,592
<i>Services Provided to PowerStream</i>			
Facility & Land Rental	\$ 717,531	\$ 731,882	\$ 746,520
ITM JDE License Mtce & Network Link	\$ 37,000	\$ 37,740	\$ 38,495
Fuel Services	As per City's Regional Consortium Rates		
<i>Fuel</i>			
<i>Administration (Purchase Mark-up)</i>	5.44%	5.55%	5.68%

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2009 & 2010 fees are based on a 2% inflation factor. However, parties will have an opportunity to review fees on an annual basis to ensure estimates remain reasonable.

Relationship to Vaughan Vision 2020

The topic covered in this report is directly related to Service and Management Excellence goals; specifically as it relates to enhancing productivity and cost effectiveness. It is also related to the process to allocate and approve the resources necessary to continue operations. The process is consistent with the priorities set by Council in the Vaughan Vision 2020 document.

Regional Implications

NA

Conclusions

The attached Shared Services Agreement between PowerStream Inc. and the City of Vaughan is reflective of services currently required and offers a continued opportunity for both organizations to benefit from leveraging functional expertise and synergies through the sharing of support services. The agreement complies with the transfer pricing and standards of conduct set out in the Ontario Energy Board's Affiliate Relationship Code. It is recommended that Council approve the amended agreement.

Attachments

Attachment 1 – Draft By-Law

Attachment 2 – Shared Services Agreement between PowerStream Inc. and the City of Vaughan.

Report prepared by:

Clayton Harris, CA, ext. 8475

Deputy City Manager/Commissioner of Finance & Corporate Services

John Henry, CMA, ext. 8348

Director of Budgeting & Financial Planning

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

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Item 4, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

4 PROPERTY TAX - PRE-AUTHORIZED PAYMENT PLAN EXPANSION

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Financial Services, dated December 1, 2008:

Recommendation

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

That the pre-authorized payment plan currently available to the property taxpayer be expanded to also include the 3 installments for each interim and final tax billing.

Economic Impact

There is no economic impact to the City of Vaughan.

Communications Plan

The program expansion will be advertised in the current Pre-Authorized application form and flyer and future tax bill mailings. It will also be included as part of the regular local newspaper advertisement for the interim and final tax billings.

Purpose

To inform Council of the expanded Pre-Authorized payment plan for the payment of property taxes.

Background - Analysis and Options

Membership in the City's Pre-Authorized payment plan (PAP), first begun in July 1996, has steadily increased to almost 18% of the taxpayers in Vaughan. The current payment program provides for an automatic withdrawal from the taxpayer's bank account over an eleven month period (January to November). In order to encourage more taxpayers to join the program, other options should be made available. One of those options is to expand the existing program to include an installment/due date payment plan. This expansion of the current plan would consist of the direct withdrawal from the taxpayer's bank account for the three installments available for the interim and the three installments for the final tax billing.

This expansion of the current Pre-Authorized Payment Plan option provides for further convenience to the taxpayer in paying their property taxes.

Relationship to Vaughan Vision 2020

In consideration of the strategic priorities related to Vaughan Vision 2020, the expansion of this program would enhance

- Service Excellence: Pursue Excellence in Service Delivery
- Management Excellence: Ensure Financial Sustainability

Regional Implications

There are no Regional Implications in this Report.

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Conclusion

The expansion of the City of Vaughan's Pre-Authorized payment plan will contribute to the convenience for the taxpayer when paying their property tax obligation. The expansion of the current program may also assist in reducing the efforts of staff to collect outstanding taxes.

Attachments

None

Report prepared by:

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

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Item 5, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

5 INTERNATIONAL DAY OF PERSONS WITH DISABILITIES – DECEMBER 3, 2008

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and the Director of Recreation and Culture, dated December 1, 2008:

Recommendation

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

1. That this report be received for information.

Economic Impact

Although there are no direct costs associated with this information report, the costs associated with the promotion and delivery of the International Day of Persons with Disabilities annual observance are included within the approved 2008 operating budget.

Communications Plan

The Recreation and Culture Department and Vaughan Accessibility Advisory Committee (VAAC) will continue to communicate and inform the community as it relates to its programs, initiatives, and the celebration of the International Day of Persons with Disabilities. This will be done through the City website, media, advertising, distribution of flyers to community centres, and Vaughan Public Libraries and Councillor's Calendar.

Purpose

The purpose of this report is to provide information to Council relating to the annual observance of the International Day of Persons with Disabilities on December 3, 2008 and the activities scheduled for this day.

Background - Analysis and Options

People with disabilities represent a significant and growing part of the population. Dignity and justice for all is the theme of this year's International Day of Persons with Disabilities, as well as for the 60th anniversary of the Universal Declaration of Human Rights.

The annual observance of the day promotes an understanding of disability issues and aims to mobilize support for dignity, rights and well-being of persons with disabilities. It also seeks to increase awareness of gains to be derived from the integration of persons with disabilities into every aspect of political, social, economic and cultural life.

This year the VAAC in partnership with the Recreation and Culture Department will mark the day with a series of inclusive city-wide drop-in recreational activities, the unveiling of a Movement Therapy System and a hockey game in partnership with the Fire and Rescue Department and the Hockey Association for the Developmentally Challenged. The unveiling ceremony of the Movement Therapy System will be held on the Main Foyer, 2nd Floor, of the Civic Centre on Wednesday, December 3, 2008 at 1:00pm. The hockey game will be held at Al Palladini Community Centre on Wednesday, December 3, 2008 at 4:00pm.

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Making accessibility and inclusion part of everyday business at the City of Vaughan is one of the goals of the VAAC. Some of this Committee's achievements include:

- An advocate for more wheelchair accessible parking spaces for both municipal facilities and businesses;
- Provided public information and education on Accessibility in Vaughan through public events;
- Participated in workshops and training breakfast meetings for members of local municipal Accessibility Advisory Committees hosted by Aurora's Accessibility Advisory Committee;
- Recommended and participated in the Accessible Customer Service orientation session training for the City of Vaughan, Technical Advisory Committee (TAC);
- Participated in the "Emergency Preparedness Training for People with Disabilities and Special Needs" workshop.

VAAC, in partnership with the City of Vaughan, Recreation and Culture Department, is very proud of the projects and activities that have been implemented for the past years. These activities include increased recreational program options for children and youth with disabilities, specialized summer day camps and programs such as: Leaders by Example, Hanging out Together, The Fun Club, autism swim, and swimming for special needs participants. Recreation and Culture staff continued to work with community partners to address service and program gaps. Additional social recreation and programs for children/youth/adults are offered through Variety Village, the Taoist tai Chi Society of Canada and Special Olympics Ontario.

In addition, summer employment opportunities have been opened to young adults with disabilities. To enhance the participation of persons with disabilities in physical activity, the Recreation and Culture Department has purchased a series of adaptive fitness equipment and provided one-on-one support in all programs.

The inclusion of citizens with disabilities is a corporate-wide vision shared by Council and staff as stated in the Vaughan Vision 2020. Bringing this vision to reality requires attention, dedication and skills of city staff, through the TAC, working with the VAAC. VAAC's role is to assist the Corporation in the preparation and implementation of the annual Accessibility Plan; to advise council on the planning and accessibility of municipal buildings and services; and to address and identify the needs of the community by the removal and prevention of barriers in the City of Vaughan's by-laws, policies, program and practices. VAAC follows the guidance of the Ontarians with Disability Act (ODA) and the Accessibility for Ontarians with Disability Act (AODA). Under the ODA, municipalities are required to develop and make annual accessibility plans showing how barriers have been identified, removed and prevented. This requirement will continue under the AODA. The plan will also identify initiatives required to meet the Accessible Customer Service legislation (Reg. On. 429/07), ensuring that the City is ready for the January 1, 2010 deadline.

Relationship to Vaughan Vision 2020

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

- **STRATEGIC GOAL:**
Pursue Excellence in Service Delivery; and Enhance and Ensure Community Safety, Health and Wellness – To deliver high quality services and promote health and wellness through program development and increased awareness.

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

There are no regional implications.

Conclusion

While numerous achievements in accessibility are outlined in this report, we are aware that not all barriers have been identified or removed. The VAAC will continue to raise awareness on accessibility issues and make recommendations on the preparation of the annual corporate wide Accessibility Plan so that citizens with disabilities will not be limited in any way. VAAC will also continue to promote the International Day of Persons with Disabilities on December 3, 2008, as a time to make a renewed commitment to these principles of dignity and justice and to ensure implementation of the Convention on the Rights of Persons with Disabilities.

Attachments

1. Schedule of Activities for International Day of Persons with Disabilities – December 3, 2008

Report Prepared By

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

Monika Piil, Area Recreation Manager - East, ext. 8806

Mihaela Neagoe, Active Living Coordinator – Special Needs & Volunteers, ext. 7405

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

6

**AWARD OF PROJECT – RFP08-041
SELECTION OF CONSULTANT
CITY-WIDE TRANSPORTATION MASTER PLAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

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

1. That the budget for Capital Project DT-7004-07 be increased from \$350,000 to \$429,000 to cover the estimated cost of completing the City-wide Transportation Master Plan Study with funding from Development Charges;
2. That the engineering consulting firm of AECOM Canada be retained to provide the necessary engineering services in connection with the completion of the City-wide Transportation Master Plan Study at an estimated cost of \$577,879 excluding G.S.T.;
3. That a contingency allowance in the amount of \$57,000 excluding G.S.T., be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the Contract;
4. That the inclusion of this matter on a Public Committee or Council agenda with respect to increasing the capital budget identified as Engineering Related Master Plan Studies is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002; and
5. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The completion of the City-wide Transportation Master Plan Study (TMP) is a component of the City's overall Growth Management Strategy and will be a multi-year assignment. Based on the results of a Request for Proposal process, the undertaking of this Study is estimated to cost \$654,000.

Funding from the following approved Capital Budget Projects will be allocated towards the completion of the TMP:

➤ DT-7006-07	City-wide Transportation Study	\$ 95,000
➤ PL-9010-07	Vaughan Official Plan	\$ 130,000
➤ DT-7016-08	Engineering Related Master Plan Studies	\$ 350,000
	Available Funding:	\$ 575,000

The approved budget amount estimates committed to the TMP fall short by approximately \$79,000. Accordingly, it is recommended that the budget for Capital Project DT-7016-08 be increased by \$79,000 to cover this funding shortfall and to ensure that there are sufficient funds to complete the study. The additional funding will come from City-wide Development Charges.

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Communications Plan

The City-wide Transportation Master Plan Study will include a comprehensive public consultation program that includes community information and workshop meetings at key stages throughout the Study. In addition, stakeholder consultation groups and a technical advisory committee will be established to receive input from the various stakeholders during the Study.

Development/Transportation Engineering staff will ensure that all public communication and consultation is closely coordinated with the overall Consolidated Growth Management Strategy process; each Ward Sub-Committee; and in accordance with the Master Plan requirements of the Municipal Class Environmental Assessment (Class EA) process.

A Notice of Study Commencement will be issued as the first point of contact with the public and relevant stakeholders. This notice will be placed in local press and is intended to allow the public to participate from the beginning of the Study, resulting in a proactive, transparent consultation process. In addition, a communications database will be established and kept up to date of all agencies, stakeholders, property owners and other individuals contacted over the duration of the Study. A project web site will also be maintained throughout the Study.

Purpose

The purpose of this report is to seek Council approval to retain AECOM Canada to complete the City-wide Transportation Mater Plan Study pursuant to Request for Proposal RFP08-041.

Background - Analysis and Options

On May 12, 2008, Council approved the Terms of Reference for the City-wide Transportation Master Plan Study and authorized staff to initiate the process of retaining a qualified transportation engineering consulting firm to complete the Study.

In general, the City's Transportation Master Plan Study will include a detailed evaluation of the local road network and identify the infrastructure that will be needed to efficiently accommodate the population and employment growth that will result from the implementation of the Growth Management Strategy. The study will be undertaken as a component of the New Vaughan Official Plan Review and the related Focused Areas Studies. The TMP consultant will work as part of the core multi-discipline consulting team currently retained by the City to undertake the preparation of the new Official Plan, and as an integral part of the four Focus Area Study teams on transportation-related matters both within and surrounding the study areas. The transportation analysis for each of the Focus Area Studies will be undertaken as a component of the Transportation Master Plan Study and in coordination with the Focused Area Reviews.

The New Vaughan Official Plan process is currently scheduled for completion by the fall of 2010. The Transportation Master Plan Study area will encompass the entire City of Vaughan and will be premised upon a time horizon of 2031. The duration of the TMP Study will coincide with the New Vaughan Official Plan process.

A Request for Proposal (RFP08-041), for the retention of a consulting engineering firm to assist the City in undertaking the City-wide Transportation Master Plan Study, was issued on July 31, 2008 and advertised in the Vaughan Citizen (City Page), on the Ontario Public Buyers Association Website and on the Electronic Tendering Network (Bidding) the same date. The RFP was closed on September 17, 2008 with two respective addendums issued on September 2, 2008 and September 10, 2008 to clarify proponents' queries and questions. A total of nine documents were picked up and three proposals were received from the following companies before the closing time:

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- Entra
- iTRANS
- AECOM Canada

All Proposals submitted were considered compliant and further evaluated by the evaluation committee comprising of staff from York Region and the City’s Policy Planning, Development/Transportation Engineering and Purchasing Services Departments. The proposals were evaluated based on the following criteria as provided in the RFP document:

- Qualifications and Experience – 40%
- Quality of the Proposal – 15%
- Project Management – 25%
- Financial – 20%

Based on the evaluation committee’s review of the Proposals, it was determined that AECOM Canada scored the highest ranking, successfully fulfilled all of the City’s technical requirements and qualifications related to the project, and had the best overall Proposal. As a result, the evaluation committee is satisfied that AECOM Canada meets all required qualifications to successfully complete the City-wide Transportation Master Plan Study.

The total estimated cost to complete the Study including engineering consulting services, a contingency allowance, applicable taxes (G.S.T. is 100% recoverable) and treasury administration, is \$653,925.37 and is calculated as follows:

AECOM Canada

Total Cost	\$577,879.00
Contingency Allowance (10%)	<u>\$ 57,000.00</u>
Sub-Total	\$634,879.00
G.S.T. (5% amount is 100% recoverable)	\$ 31,743.95
Treasury Administration (3%)	<u>\$ 19,046.37</u>
Sub-Total	\$ 50,790.32
Less G.S.T. Recoverable	<u>\$(31,743.95)</u>
Total Cost	\$653,925.37 (Rounded \$654,000)

Given the magnitude, duration and the anticipated level of public interest in this Study, it is recommended that a contingency allowance of 10% be carried to cover unexpected costs which may arise during the course of the Study.

Relationship to Vaughan Vision 2020

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

- Enhancing productivity, cost effectiveness & innovation;
- Enhancing and ensuring Community Safety, Health and Wellness;
- The pursuance of excellence in service delivery;
- Leadership initiatives and promotion of environmental sustainability;
- Effective governance; and
- Planning and managing growth, and economic vitality.

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

Regional Implications

The Region of York will be identified as one of the key public agency stakeholders on all notification lists associated with this Study. Regional staff have participated on the proposal evaluation committee and will continue to be involved as part of the technical advisory committee throughout the duration of the Study providing input and comment as required to ensure its successful completion. In addition, the City's TMP will be closely coordinated with the Region's on-going Transportation Master Plan Update, the Western Vaughan Individual Class EA, and the Metrolinx final Regional Transportation Plan for the Greater Toronto and Hamilton Area.

Conclusion

The City's Transportation Master Plan Study is a multi-year assignment that will include a detailed evaluation of the local road network and identify the infrastructure needed to efficiently accommodate the population and employment growth resulting from the implementation of the City's Growth Management Strategy. Funding for this Study will come from City-wide Development Charges as outlined in this report.

The Study will include a comprehensive public consultation process that will be closely coordinated with the City's overall Consolidated Growth Management Strategy process and the Municipal Class Environmental Assessment process.

Based on the results of the Request for Proposal RFP08-041 process, AECOM Canada scored the highest ranking, successfully fulfilled all of the City's technical requirements and qualifications related to the project, and had the best overall Proposal. Accordingly, it is recommended that AECOM Canada be retained to provide the necessary engineering services in connection with the completion of the City-wide Transportation Master Plan Study, and that the Mayor and Clerk be authorized to sign the necessary documents.

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

Attachment

N/A

Report prepared by:

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

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Item 7, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

7

**ASSUMPTION – TRI-DIN SUBDIVISION
19T-97V25 / 65M-3566**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3566, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 0.4 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

Communications Plan

The pertinent City departments will be notified of the assumption of this subdivision.

Purpose

This report pertains to the assumption of the municipal services in plan of subdivision 65M-3566 by the City.

Background - Analysis and Options

The Tri-Din Subdivision, Plan of Subdivision 65M-3566 is a 35 lot residential development located on south of Rutherford Road and west of Weston Road as shown on Attachment No.1.

The subdivision agreement with Tri-Din Development Corporation was executed on December 21, 2001, and the Plan of Subdivision was subsequently registered on May 20, 2002. The construction of the roads and municipal services in Plan 65M-3566 was completed in September 2005.

The developer has maintained the municipal services in the subdivision during the required minimum thirteen month maintenance period and has rectified all deficiencies. In addition, the grading of all lots in the subdivision has been certified by the Developer's engineering consultant. Accordingly, the Developer has requested that the roads and municipal services in the subdivision be assumed by the City, and that the development securities held by the City be released.

All documentation required by the subdivision agreement for assumption has been submitted. Engineering staff, in conjunction with the Developer's Consulting Engineer, have conducted all the necessary inspections of the municipal services in the subdivision and are now satisfied with the extent of the works.

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The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Development Planning, Building Standards, Parks Development, Parks Operations and Forestry, Public Works, and Clerks. In addition, the Reserves and Investments Department has confirmed that all of the City's financial requirements associated with this subdivision have been satisfied.

Relationship to Vaughan Vision 2020

The development of this subdivision and the assumption of the municipal services are consistent with Vaughan Vision 2020, which encourages management excellence through planned and managed growth and the maintenance of City assets and infrastructure. Accordingly, this report is consistent with the priorities established by Council in the Vaughan Vision Strategic Plan 2020.

Regional Implications

There are no Regional implications with respect to the assumption of the municipal services in this subdivision.

Conclusion

The construction of the roads and municipal services associated with the Tri-Din Plan of Subdivision 65M-3566 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3566 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073
Engineering

VR/st

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 8, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

**8 ASSUMPTION OF ZENWAY BOULEVARD (OLD HUNTINGTON ROAD TO HIGHWAY 27)
VAUGHAN WEST NORTH BUSINESS PARK - PLAN 65M-3627
VAUGHAN WEST II INDUSTRIAL BUSINESS PARK - PLAN 65M-3992/65R-29226**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the travelled portion of Zenway Boulevard between Old Huntington Road to Highway 27 together with the underground storm and sanitary sewer systems but excluding the boulevards, sidewalks, streetlights, water distribution system and appurtenances as set out in the Subdivision Agreement for Plan 65M-3627 and the Development Agreement for the Vaughan West II Industrial Business Park dated July 21, 2006.

Economic Impact

Upon final assumption of this section of Zenway Boulevard, approximately 4.0 lane kilometers of roadway and the associated underground sanitary and storm sewers will be added to the City's network of infrastructure.

Communications Plan

The pertinent City departments will be notified of the assumption of this infrastructure.

Purpose

The purpose of this report is to seek Council's approval to assume the travelled portion of Zenway Boulevard between Old Huntington Road and Highway 27, which was completed early by Vaughan West II Limited, Conair Consumer Products Inc. and Roybridge Holdings Limited to provide an adequate collector road link to the Highway 427 Arterial Road Extension.

Background - Analysis and Options

The Vaughan West II Limited (Plan 65M-3992/65R-29226) and Roybridge Holdings Limited (Plan 65M-3627) are industrial developments located north of Highway 7 and west of Hwy 27 as shown on Attachment No.1. The municipal infrastructure in these two developments included the construction of Zenway Boulevard between Old Huntington Road and Highway 27.

The 2003 Regional Boundary Area Transportation Study identified the need to extend Highway 427 as an arterial road between Highway 7 and Zenway Boulevard to relieve road congestion in the area, in particular at the intersection of Highway 7 and 50. In 2007, the Region initiated the design and construction of the Highway 427 Arterial Road Extension.

Since Zenway Boulevard serves as the collector road link to the Highway 427 Arterial Road Extension, the travel portion of the road needed to be completed early to accommodate the projected high traffic volumes which will be using Zenway to access and egress the Highway 427 Arterial Road Extension. The developers agreed to advance the completion of Zenway with the understanding that the City would assume the road.

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Council, at its meeting on June 23, 2008 resolved as follows:

3. *That staff be authorized to amend the Subdivision Agreement with Vaughan West II Limited and Conair Consumer Products Inc. (Plan 65M- 3992) and Roybridge Holdings Limited (Plan 65M-3627) to provide for the early completion and assumption of Zenway Boulevard between Huntington Road and Highway 27 in order to establish an adequate collector road link to the Highway 427 Arterial Road Extension; and*
4. *That the Region of York be requested to enter into an agreement with the City to facilitate the remediation of any damage or accelerated deterioration of Zenway Boulevard between Old Huntington Road and Highway 27 resulting from the projected high traffic volumes that will be using Zenway Boulevard to access or egress the Highway 427 Arterial Road Extension.*

Over the summer months in 2008, the developers completed the base road works, rectified all the deficiencies and placed the top course of asphalt on Zenway Boulevard. Engineering staff, in conjunction with the Developer's Consulting Engineer, have conducted all the necessary inspections of the road works and related underground municipal services and are now satisfied with the extent of the works. On November 4, 2008, the Region of York opened the Highway 427 Arterial Road Extension to traffic.

All the necessary documentation required for the assumption of the travel portion of Zenway Boulevard has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Public Works, and Clerks. In addition, the Reserves and Investments Department has confirmed that all of the City's financial requirements associated with Zenway Boulevard have been satisfied.

Relationship to Vaughan Vision 2020

The development of this subdivision and the assumption of the municipal services are consistent with Vaughan Vision 2020, which encourages management excellence through planned and managed growth and the maintenance of City assets and infrastructure. Accordingly, this report is consistent with the priorities established by Council in the Vaughan Vision Strategic Plan 2020.

Regional Implications

Pursuant to Council's resolution of June 23, 2008, the Region of York has been requested to enter into an agreement with the City to rectify any damages caused by the accelerated deterioration of Zenway Boulevard between Old Huntington Road and Hwy 27 as a result of the higher than normal traffic volumes that will be using Zenway Boulevard to access and exit the 427 Arterial Road extension. To date, staff has yet to receive a response from the Region in this regard.

Conclusion

Vaughan West II Limited and Roybridge Holdings Limited have satisfactorily completed the construction of the travel portion of Zenway Boulevard between Old Huntington Road and Highway 27. The completion of Zenway Boulevard was advanced in order to establish an adequate collector road link to the Highway 427 Arterial Road Extension. On November 4, 2008, the Region of York opened the Highway 427 Arterial Road Extension to traffic. Pursuant to Council's direction of June 23, 2008, it is appropriate that the City assume the travelled portion of Zenway Boulevard together with the associated underground sanitary and storm sewer systems at this time.

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Item 8, CW Report No. 61 – Page 3

The developers are still required to complete the sidewalks, streetlights and underground services within the boulevards of Zenway Boulevard in the usual manner.

Attachments

1. Location Map

Report prepared by:

Frank Suppa, – Manager Development Inspection and Grading, ext. 8073
Engineering

FS/st

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 9, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

9

SCHOOL CROSSING GUARD
WOODBIDGE PUBLIC SCHOOL

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

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

That a supervised school crossing be implemented to cross children on the east side of the intersection of Burwick Avenue and Lansdowne Avenue.

Economic Impact

The salary costs of implementing the additional school crossing guard is included in the 2008 budget and the 2009 base budget. The cost to install the crossing guard signs and pavement markings has been provided for in the proposed 2009 Operating Budget. The cost to maintain the signs and markings would be incorporated into future year Operating Budgets. The construction of the sidewalk connection on the northeast corner of the intersection has been included as part of the 2009 Capital Budget funding requests.

Communication Plan

Engineering Services staff will advise the school and the school board of Council's decision in this matter.

Purpose

To review the feasibility of implementing supervised school crossing at the intersection of Burwick Avenue and Lansdowne Avenue, in response to a request from the Vice-Principal of Woodbridge Public School.

Background - Analysis and Options

Staff received a request from the Vice-Principal of Woodbridge Public School for a school crossing guard crossing in front of Woodbridge Public School. Woodbridge Public School is located at the easterly end of Burwick Avenue. Refer to Attachment No. 1 for the area network.

There is an existing all-way stop control at the intersection of Burwick Avenue and Lansdowne Avenue. There are sidewalks on the north side of Burwick Avenue and the south side of Burwick Avenue from Lansdowne Avenue to the school. The school entrance is located at east about 50 metres from the intersection. An existing crosswalk is located on the school's property at the entrance which will further guide pedestrians/children into the school from Barwick Avenue.

A pedestrian crossing study was conducted on October 21, 2008 from 8:10am to 9:00am and 3:05pm to 3:50pm at the intersection of Burwick Avenue and Lansdowne Avenue and including the school entrance. On the day of the study, the weather was cloudy and overcast. The results are summarized below:

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Time	School Entrance	South Side (Lansdowne)	East Side (Burwick)	West Side (Burwick)
AM (8:10 – 9:00)	24 (7)	4 (0)	0 (0)	0 (0)
PM (3:05 – 3:50)	21 (3)	2 (1)	0 (0)	2 (1)
Total	45 (10)	6 (1)	0 (0)	2 (1)

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

There were 53 unassisted primary school students crossing Burwick Avenue at the intersection and at the school entrance. A school crossing guard is recommended in accordance with the Council approved warrant when the number of unassisted children crossing the road exceeds 50 in the peak hour.

During observations, students and/or parents would cross the school entrance diagonally from northwest corner to southeast corner. The school has only the one entrance to their site. Vehicles can proceed either north or south to drop off/pick up their children on site. With this vehicle volume and school bus traffic at the school's entrance, staff recommends that a supervised school crossing be implemented on the east side of the intersection of Burwick Avenue and Lansdowne Avenue. This would eliminate unsafe crossings at the entrance to the school and the children can safely cross with the assistance of the guard at the existing all-way stop controlled intersection.

Staff have discussed this matter with the Vice-Principal of Woodbridge Public School, and they are in favour of this proposal.

Relationship to Vaughan Vision 2020

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

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that a supervised school crossing be implemented on the east side of the intersection of Burwick Avenue and Lansdowne Avenue.

Attachments

1. Location Map

Report prepared by:

David Fan, Traffic Analyst, Ext. 3109
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 10, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

10

**FRIULI COURT
VEHICULAR CONTROL ISSUES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information purposes;
2. That Engineering Services staff proceed with the installation of the Pedestrian Warning signs on Friuli Court; and
3. That Engineering Services staff provide York Regional Police with the data from the radar speed study conducted on Friuli Court.

Economic Impact

The cost to install the Pedestrian Warning signs would be an initial impact on the 2009 Operating Budget. There are sufficient funds allocated in the Draft Budget for this work. The on-going costs to maintain the signs would be incorporated in future Operating Budgets.

Communications Plan

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

Purpose

To conduct the appropriate traffic studies to determine what measures can be taken to address infiltrating traffic accessing Steeles Avenue from the driveway accesses at Steeles Islington Centre, and to determine what measures can be taken to protect seniors from speeding traffic when they decide to cross Friuli Court.

Background - Analysis and Options

At it's meeting on September 8, 2008 Council directed:

- "1. A "No-Parking October 15 to April 15" zone be established along the south side of Friuli Court, from the west end of the middle driveway serving the business premises known as Frini Fine Italian Furniture, to the storm sewer grate located approximately 8 m to the west of the driveway; and**
- 2. Appropriate staff conduct a traffic study to determine what measures can be taken to better protect seniors residing at the Friuli Centre or Villa Leonardo Gambin from speeding traffic when they choose to cross Friuli Court, including the issue of infiltrating traffic accessing Friuli Court via driveways connecting it to Steeles Avenue."**

Engineering Services staff issued a work order to have the "No Parking October 15 to April 15" prohibition signs installed on Friuli Court. As of November 3rd, 2008 the No Parking prohibition signs were installed at this location on Friuli Court.

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Friuli Court is a feeder (cul-de-sac) roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. The existing speed limit on Friuli Court is a statutory 50 km/h. Refer to attachment No. 1 for the road network.

Staff conducted pedestrian observations on Friuli Court in the vicinity of Villa Leonardo Gambin and Friuli Terrace on October 23, 2008 between the peak morning, noon and afternoon times of 9:00 am – 10:00 am, 1:00 pm – 2:00 pm and 4:00 pm to 5:00 pm. The following is a summary of the pedestrian observations:

	Time Period	Student	Adult	Senior
AM	8:00 am - 9:00 am	0	2	5
NOON	1:00 pm - 2:00 pm	1	2	12
PM	4:00 pm - 5:00 pm	0	6	1

During the morning, noon and afternoon time periods, a total of 29 pedestrians were observed crossing the road. Staff note that there is an existing “Pedestrian Ahead” warning sign with a “Seniors” tab on the south side of Friuli Court just east of Islington Avenue.

Staff will arrange for the installation of another “Pedestrian Ahead” warning sign with a “Seniors” tab sign on the north side of Friuli Court near the cul-de-sac. The Ontario Traffic Manual specifies that pedestrian warning signs can be used in areas where motorists may not expect the presence of pedestrians. Friuli Court is predominantly a commercial area, and some motorists may not realize there are senior’s residences located on Friuli Court. The “Pedestrian Ahead” signs will caution drivers to be aware of the possibility of pedestrians crossing Friuli Court.

Staff conducted a radar speed study on Friuli Court on October 23, 2008 between the peak morning and afternoon times of 8:00 am to 9:00 am and 4:00 pm to 5:00 pm. On the day of the study, the weather was partly cloudy. The following is a summary of the speed data collected:

AM			
Direction	Average Speed	85th Percentile Speed	Highest Recorded Speed
Eastbound	37 km/h	46 km/h	58 km/h
Westbound	37 km/h	43 km/h	52 km/h
PM			
Direction	Average Speed	85th Percentile Speed	Highest Recorded Speed
Eastbound	38 km/h	46 km/h	52 km/h
Westbound	41 km/h	48 km/h	61 km/h

The collected average speeds on Friuli Court range from 37 km/h to 41 km/h and the recorded 85th percentile speeds (the speed at which 85% of vehicles are travelling at or below) range from 43 km/h to 48 km/h. The average speeds and 85th percentile speeds are below the statutory speed limit of 50 km/h which suggests an acceptable level of driver compliance. The highest recorded speeds of the 219 vehicles during the study periods ranged from 52 km/h to 61 km/h. Based on the highest recorded speeds, staff will contact York Regional Police with this information for their action as deemed necessary.

Staff conducted an infiltration study at the Steels Islington Centre on October 22, 2008 between the peak morning and afternoon time periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. The following is a summary of the infiltration study:

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<u>Infiltration Pattern</u>	7:00 am to 9:00 am		4:00 pm to 6:00 pm	
	<u>Inbound Volume</u>	<u>(# of Vehicles)% of Entering Traffic</u>	<u>Inbound Volume</u>	<u>(# of Vehicles) % of Entering Traffic</u>
Islington Avenue @ Friuli (left turn) to driveway at Steeles	39	(0) 0%		
West driveway (right turn) to driveway at Steeles	24	(0) 0%		
Centre driveway (right turn) to driveway at Steeles	6	(0) 0%		
East driveway (right turn) to driveway at Steeles	2	(0) 0%		

	7:00 am to 9:00 am		4:00 pm to 6:00 pm	
Steeles driveway (right turn) into Parking lot, exit at Islington			176	(9) 5%
Steeles driveway to west Driveway at Friuli (left turn)			176	(0) 0%
Steeles driveway to centre driveway at Friuli (left turn)			176	(80) 45%
Steeles Driveway to east driveway at Friuli (left turn)			176	(11) 6%

Staff noted that only 9 vehicles were classified as ‘infiltrating traffic’ from the driveway at Steeles Avenue to Islington Avenue in the afternoon peak period. The remaining vehicles from the driveway at Steeles Avenue accessed other businesses and the senior’s residences on Friuli Court. There is a raised centre median on Steeles Avenue on the east approach to Islington Avenue. The driveway entrance at Steeles Avenue operates as a right in / right out only. Therefore, as the study shows, there were no infiltrating movements during the AM peak period.

The implementation of turning prohibitions at any of the driveway accesses to Steeles Islington Centre or at the Steeles Avenue Driveway will have an impact on the customers that frequent the plaza as well as the employees that work there. Staff also note that there are speed bumps throughout the parking lot of Steeles Islington Centre to control vehicular speeds on site.

Relationship to Vaughan Vision 2020

This traffic study is consistent with Vaughan Vision 2008 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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

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Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that a "Pedestrian Ahead" warning sign with a "Seniors" tab be installed on the north side of Friuli Court near the cul-de-sac to further educate drivers of the possibility of pedestrians in the area. Engineering Services staff will contact York Regional Police to request enforcement of the 50 km/h speed limit on Friuli Court.

Attachments

1. Location Map

Report prepared by:

Louis Wickline, Traffic Analyst, Ext. 3131
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

LW:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 11, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

11 TRAFFIC SIGNAL AT HIGHWAY #7 AND BRADWICK DRIVE

The Committee of the Whole recommends:

- 1) That the installation of the traffic signal at Highway #7 and Bradwick Drive be referred to the Budget Committee; and**
- 2) That the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008, be received.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

Economic Impact

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

Communications Plan

The results of the Region of York intersection counts and the decision of Vaughan Council will be communicated to the petitioners by Engineering Services staff.

Purpose

To respond to Council direction regarding warrants for traffic signals at the intersection of Highway #7 and Bradwick Drive.

Background - Analysis and Options

At its January 29, 2007 meeting, Council directed:

- “1. That the Region of York be requested to conduct the necessary traffic studies to see if a traffic signal is warranted at the intersection of Highway #7 and Bradwick Drive.”**
- “2. That staff report back with findings of the Region of York to a future Committee of the Whole meeting.”**

The Extract from the Council meeting is attached for further information as Attachment No. 2 to this report.

Engineering Services staff contacted the Region of York to request that the Region determine if traffic signals are warranted at the intersection of Highway #7 and Bradwick Drive. Staff received correspondence from the Region of York that the traffic studies concluded that the intersection does not warrant traffic signals under the Region's policy. Refer to Attachment No. 1 for the area road network.

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 11, CW Report No. 61 – Page 2

The warrant values from the March 2007 count are: Warrant 1 (minimum vehicle volumes) – 71%, Warrant 2 (delay to cross traffic) – 74% and Warrant 3 (collision hazard last 3 years) – 0%. Regional staff reviewed the intersection of Highway 7 and Bradwick Drive for the installation of traffic control signals extensively in 2006. The Region notes that the latest traffic study did not indicate an increase in traffic or pedestrian volumes from a traffic study completed a year earlier.

In accordance with the Regional policy, if Warrant 1 and Warrant 2 are satisfied by at least 70%, then the local municipality can request the Region to install the traffic signals at the expense of the local municipality. The Region would review the warrants annually for up to 5 years. Should the warrant be met within the 5 year period following the installation of the traffic signals, the Region will then reimburse the municipality the full cost of installation.

Installation costs are estimated at \$120,000 per location and ongoing maintenance costs are estimated at \$4,000 per location/annually.

Relationship to Vaughan Vision 2020

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

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

Regional Implications

Should Council wish to have signals installed under the provisions of the Regional Policy regarding unwarranted traffic signals, the Region of York would install the traffic signal at the City's cost and the City would pay for the maintenance of the traffic signal until the warrant is met as per the Region's policy. The Region would reimburse the City the original cost of the installation for permanent signals when the signals become warranted.

Conclusion

The Region of York has determined that the intersection of Highway #7 and Bradwick Drive does not meet the warrant for traffic signal installation. However, the Region's policy regarding the installation of unwarranted traffic signals paid by Local Municipalities is met. Should Council wish to proceed with the installation at the City's cost, appropriate funding would have to be allocated through the Budget process.

Attachments

1. Location Map
2. Extract – Traffic Signal at Highway 7 & Bradwick Drive Item 6, Report No. 1 Committee of the Whole adopted by Council on January 29, 2007.

Report prepared by:

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 12, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

**12 PETER RUPERT AVENUE AND LEALINDS ROAD / FREEDOM TRAIL
 PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a by-law be enacted to install an all-way stop control at the intersection of Peter Rupert Avenue and Lealinds Road / Freedom Trail.

Economic Impact

The cost to install the stop signs and pavement markings (stop bars) would be an initial impact on the 2009 Operating Budget. There are sufficient funds being allocated in the Draft Budget for this work. The on-going costs to maintain the signs and pavement markings would be incorporated in future Operating Budgets.

Communications Plan

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

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Peter Rupert Avenue and Lealinds Road / Freedom Trail, in response to a request from an area resident.

Background - Analysis and Options

A request was received to review the need for all-way traffic control at the intersection of Peter Rupert Avenue and Lealinds Road / Freedom Trail. Peter Rupert Avenue is a minor collector roadway with a 3 metre greenway, a 26.0 metre right-of-way and a pavement width of 11.5 metres. Freedom Trail is also a minor collector roadway (without a greenway) with a 23.0 metre right-of-way and a pavement width of 11.5 metres. Lealinds Road is a local roadway with a 17.5 metre right-of-way and an 8.0 metre pavement width. The current stop controls at this intersection are on Freedom Trail and Lealinds Road. The existing speed limit on Peter Rupert Avenue, Freedom Trail and Lealinds Road is a statutory 50 km/h. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Tuesday, September 16th, 2008 at the intersection of Peter Rupert Avenue and Lealinds Road / Freedom Trail. The study was conducted during the peak morning and afternoon time periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. On the day of the traffic study the weather was clear and sunny. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 104%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

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All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill 104% of the required 100% on the warrant. There are no recorded vehicle collisions at this intersection. There are no sight restrictions at this intersection. According to the results above, this intersection does meet the minimum requirements of the Provincial Warrant for All-way Stop Control.

Relationship to Vaughan Vision 2020

This traffic study is consistent with Vaughan Vision 2008 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that an all-way stop control be installed at the intersection of Peter Rupert Avenue and Freedom Trail / Lealinds Road.

Attachments

1. Location Map

Report prepared by:

Louis Wickline, Traffic Analyst, Ext. 3131
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

LW:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 13, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

13

**FOSSIL HILL ROAD AND VILLA ROYALE AVENUE
PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a By-law be enacted to install an all-way stop control at the intersection of Fossil Hill Road and Villa Royale Avenue.

Economic Impact

The cost to install the stop signs and pavement markings (stop bars) would be an initial impact on the 2009 Operating Budget. There are sufficient funds being allocated in the Draft Budget for this work. The on-going costs to maintain the signs and pavement markings would be incorporated in future Operating Budgets.

Communications Plan

Engineering Services Staff will contact the resident with the direction from Council.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Fossil Hill Road and Villa Royale Avenue, in response to a request from an area resident.

Background - Analysis and Options

A request has been received to review the traffic activity at the intersection of Fossil Hill Road and Villa Royale Avenue. Fossil Hill Road is a feeder roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width and Villa Royale Avenue is a local roadway with a 20.0 metre right-of-way and a pavement width of 9.0 metres. The existing stop control is located on Villa Royale Avenue. The existing speed limit on both roadways is a statutory 50 km/h. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Thursday, September 25, 2008 at the intersection of Fossil Hill Road and Villa Royale Avenue. The times studied in the morning and afternoon peak time periods were 7:00 a.m. to 9:00 a.m., and 3:00 p.m. to 6:00 p.m. On the day of the traffic study the weather was clear and sunny. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

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

All-way stop controls are recommended when one of the above warrants are satisfied to 100%. Existing traffic volumes fulfill 100% of the required 100%. There have been no reported vehicle collisions at this intersection susceptible to prevention by implementing an all-way stop control. There are no sight restrictions at this intersection. According to the results above, this intersection does meet the minimum requirements of the Provincial All-Way Stop Warrant.

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Relationship to Vaughan Vision 2020

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

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that an all-way stop control be installed at the intersection of Fossil Hill Road and Villa Royale Avenue.

Attachments

1. Location Map

Report prepared by:

Peter Trinh, Senior Traffic Technologist, Ext. 3120
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

PT:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 14, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

**14 CONFEDERATION PARKWAY AND STAFFERN DRIVE
ALL-WAY STOP CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a by-law be enacted to install an all-way stop control at the intersection of Confederation Parkway and Staffern Drive.

Economic Impact

The cost to install the all-way stop signs and pavement markings (stop bars) will be an initial impact on the 2009 Operating Budget. There are sufficient funds being allocated in the Draft Budget for this work. The on-going costs to maintain the signs and pavement markings would be incorporated in future Operating Budgets.

Communication Plan

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

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Confederation Parkway and Staffern Drive, in response to a request from a local resident.

Background - Analysis and Options

A request has been received to review the traffic activity at the intersection of Confederation Parkway and Staffern Drive. Confederation Parkway and Staffern Drive are industrial roadways with a 23.0 metre right-of-way, and an 11.5 metre pavement width. The existing posted speed limit is 50 km/h on Confederation Parkway and Staffern Drive. The existing stop control is located on Staffern Drive. A channelized right turn lane is located on the east approach on Confederation Parkway. The development within close proximity of the intersection is Commercial/Industrial. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Tuesday, October 21, 2008 at the intersection of Confederation Parkway and Staffern Drive during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm. The weather on this day was rain and flurries. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted	268%
Warrant 2 – Accident Hazard	Warranted	0%
Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions at this intersection susceptible to prevention by implementing an all-way stop control. There are no sight distance restrictions at this intersection.

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According to the results above, this intersection does meet the minimum requirements of the Provincial All-way Stop Warrant.

Relationship to Vaughan Vision 2020

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

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that an all-way stop control be installed at the intersection of Confederation Parkway and Staffern Drive.

Attachments

1. Location Map

Report prepared by:

David Fan, Traffic Analyst, Ext. 3109
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

DF: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 15, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

**15 NORTH RIVERMEDE ROAD AND CONNIE CRESCENT
ALL-WAY STOP CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a by-law be enacted to install an all-way stop control at the intersection of North Rivermede Road and Connie Crescent.

Economic Impact

The cost to install the all-way stop signs and pavement markings (stop bars) will be an initial impact on the 2009 Operating Budget. There are sufficient funds being allocated in the Draft Budget for this work. The on-going costs to maintain the signs and pavement markings would be incorporated in future Operating Budgets.

Communication Plan

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

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of North Rivermede Road and Connie Crescent, in response to a request from a local resident.

Background - Analysis and Options

A request has been received to review the traffic activity at the intersection of North Rivermede Road and Connie Crescent. North Rivermede Road and Connie Crescent are both collector roadways with a 26.0 metre right-of-way, and an 11.0 metre pavement width. The existing posted speed limit is 50 km/h on North Rivermede Road and Connie Crescent. The existing stop control is located on the east and west approaches of Connie Crescent. The development within close proximity of the intersection is Commercial/Industrial. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Tuesday, October 28, 2008 at the intersection of North Rivermede Road and Connie Crescent during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm. The weather on this day was cloudy in AM and cloudy with snow in PM. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted	153%
Warrant 2 – Accident Hazard	Warranted	75%
Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been 3 reported collisions at this intersection susceptible to prevention by implementing an all-way stop control. There are no sight distance restrictions at this intersection. According to the results above, this intersection does meet the minimum requirements of the Provincial All-way Stop Warrant.

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Relationship to Vaughan Vision 2020

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

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that an all-way stop control be installed at the intersection of North Rivermede Road and Connie Crescent.

Attachments

1. Location Map

Report prepared by:

David Fan, Traffic Analyst, Ext. 3109

Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

DF: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 16, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

**16 VELLORE WOODS BOULEVARD AND COMDEL BOULEVARD
TRAFFIC REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 1, 2008:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That subject to approval of the 2009 Capital Budget funding for traffic calming, the installation of raised centre medians at the intersection of Vellore Woods Boulevard and Comdel Boulevard be approved;
2. That Engineering Services staff notify the Vellore Woods Boulevard Neighbourhood Traffic Committee of the proposal;
3. That Engineering Services staff contact York Regional Police to request enforcement of the existing 50 km/h speed limit on Vellore Woods Boulevard and Comdel Boulevard; and
4. That Engineering Services staff contact York Regional Police to request enforcement of the existing stop controls at the intersection of Vellore Woods Boulevard and Comdel Boulevard.

Economic Impact

None.

Communications Plan

The Engineering Services Staff will contact the residents with the information in the report on the options presented.

Purpose

To present additional information to the Committee of the Whole, as stated in a previous report dated June 23, 2008 and to review the traffic activity on Vellore Woods Boulevard and Comdel Boulevard.

Background - Analysis and Options

At it's meeting on June 23, 2008, Council directed:

- “1. That Engineering Services Staff be requested to investigate the feasibility of traffic calming measures at Vellore Woods Boulevard and Comdel Boulevard; and**
- 2. That the cost would be determined at a later date pending on the type of possible measure proposed.”**

Vellore Woods Boulevard and Comdel Boulevard both are minor collector roadways with a 23.0 metre right-of-way and 9.75 metre pavement travel width. Comdel Boulevard runs east-west from Weston Road to Vellore Woods Boulevard. The existing speed limit on Comdel Boulevard is 50

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km/h. Vellore Woods Boulevard runs north-south from Major Mackenzie Drive to Rutherford Road. The existing posted speed limit on Vellore Woods Boulevard is 40 km/h. St. Emily Catholic School is located on the north-west corner of the intersection of Vellore Woods Boulevard and Comdel Boulevard. This intersection is controlled by an all-way stop. The area is shown on Attachment No.1.

Speed and Volume Study

Staff conducted speed and volume studies on Vellore Woods Boulevard and Comdel Boulevard from September 15, 2008 to September 19, 2008. The results have been summarized below.

Comdel Boulevard

Direction	Average Speed	85 th Percentile Speed	Highest Speed	Daily Traffic
Eastbound	40 km/h	48 km/h	66 km/h	702
Westbound	39 km/h	46 km/h	69 km/h	730

Vellore Woods Boulevard

Direction	Average Speed	85 th Percentile Speed	Highest Speed	Daily Traffic
Northbound	40 km/h	47 km/h	68 km/h	2652
Southbound	38 km/h	44 km/h	68 km/h	2609

The recorded average speeds on Comdel Boulevard range between 39 km/h 40 km/h. The recorded 85th percentile speeds (the speed at which 85 percent of the vehicles are travelling at or below) range between 46 km/h – 48 km/h. The recorded average speed on Vellore Woods Boulevard range between 38 km/h – 40 km/h. The 85th percentile speed (the speed at which 85 percent of the vehicles are travelling at or below) range between 44 km/h – 47 km/h. It was noted that several speeds were in excess of the 50 km/h speed limit specifically, during the afternoon time from 12:00 pm – 1:00 pm and evening time from 5:00 pm – 9:00 pm. Staff will notify York Regional Police for their action deemed necessary.

Comdel Boulevard and Vellore Woods Boulevard function as minor collector roadways and are identified as a primary emergency response route. In accordance with the Council's Approved (June 25, 2007) Neighbourhood Traffic Committee Policy and Procedure, all vertical measures (speed humps, raised intersections, etc) are to be discontinued on primary emergency response route, feeder, collector and arterial roadways.

Staff have investigated and determined that other possible traffic calming measures such as curb bumps-out, centre medians (raised or mountable) and painted road narrowings can be installed on both Comdel Boulevard and Vellore Woods Boulevard near the intersection.

Stop Sign Compliance Study

Staff completed a Stop Sign Compliance Study at the intersection of Vellore Woods Boulevard and Comdel Boulevard on Wednesday, September 24, 2008 from 8:00 Am – 9:00 Am and 4:00 Pm – 5:00 Pm. The results have been summarized below:

Intersection	% of Drivers Stopping	
	Full Stop	Rolling or No Stop
Vellore Woods Boulevard and Comdel Boulevard	50 %	50 %

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Based on the results of the study, Staff recommends an over-sized “STOP” sign to replace the existing regular (60cm x 60cm) sized “STOP” sign on all three (3) approaches at the above mentioned intersection to more clearly indicate that this is an all-way stop intersection to all motorists. In the meantime, staff will send correspondences to York Regional Police for increased stop sign enforcement at the intersection due to the high percentages of non stopping/rolling stop drivers.

General Observation Study

Staff conducted a General Observation Study at the intersection of Vellore Woods Boulevard and Comdel Boulevard on October 8, 2008, during the peak hour from 8:00 - 9:00 a.m. and 3:00 - 4:00 p.m., the weather was sunny and the road was dry. There were only 8 unassisted primary students crossing Vellore Woods Boulevard and there were 6 unassisted primary students crossing Comdel Boulevard. During the study, there were no vehicle/pedestrian conflicts noted.

Traffic Calming Options

Staff investigated and determined that raised centre medians can be installed on all three (3) approaches at the intersection of Vellore Woods Boulevard and Comdel Boulevard. The total cost for this proposal \$20,000. The medians will have an impressed colour concrete on the top. The medians will not have any landscaping for safety reasons for the City’s Park Crews due to the intersection accommodating high traffic volumes.

A request has been submitted through the 2009 Budget process for funding for various traffic calming projects across the City. Sufficient funds were requested to accommodate the construction of the centre medians proposed in this report.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement. Reference specific initiative report relates to:

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

Regional Implications

Not Applicable.

Conclusion

Based on staff’s review, it is recommended the raised centre medians with impressed colour concrete be installed on all approaches at the intersection of Vellore Woods Boulevard and Comdel Boulevard. The cost estimated at \$20,000.

Attachments

1. Location Map

Report prepared by:

Peter Trinh, Senior Traffic Technologist, Ext 3120
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

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

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Item 17, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

17 PERMIT PARKING PILOT PROJECT – NAPA VALLEY

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Enforcement Services, dated December 1, 2008:

Recommendation

The Director of Enforcement Services in consultation with the Director of Public Works and the Supervisor of Traffic Engineering recommend:

1. That a one year paid permit parking pilot project be commenced by June 1, 2009 on Napa Valley Drive (from numbers 323 to 357 and from 604 to 662); and
2. That staff report back on the project one year after it commences.

Economic Impact

The economic impact for this pilot project may result in approximately \$13000 in additional revenue.

Communications Plan

The Ward Councillor will issue a media release, hold an area meeting, as well as inform by mail those residents of the listed properties of the nature of the project.

A handout for area residents will be developed by staff for distribution in April 2009

Purpose

This report is to introduce a paid parking pilot project for 36 parking spaces on Napa Valley Drive

Background - Analysis and Options

Council at its meeting of September 8, 2008, Item 8, Report 40, adopted the following recommendation.

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

Townhouses with double garages fronting onto rear laneways are a feature of the above-noted portions of Napa Valley Drive. As this area has grown, the number of complaints regarding the lack of available parking have also increased substantially.

The proposed pilot project would provide a limited opportunity to purchase overnight parking permits for 36 parking spaces on Napa Valley Drive from numbers 323 to 357 and from 604 to 662.

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The permits will cost \$50 per month per vehicle. This price is consistent with other parking pilot projects undertaken by the City, and covers the cost of the permits and the administration of program. It is proposed that the pilot project commence June 1, 2009. This will allow the frost to leave the ground, enabling signage to be erected, and also allow for the communication of the project to area residents.

The 36 permits will be available to the public on a first come first serve basis, and will be available at the Enforcement Services offices at the Civic Centre from 8:30am – 8:30pm, Monday to Friday. The permits will be available on the Monday of the last full week of the month.

Operational Considerations

The issues were identified by staff in developing the project criteria included, but were not necessarily limited to the following:

- Potential impacts on snow plowing, windrow clearing, street sweeping etc. As this parking pilot is scheduled to take place over winter months, the residents in the project area should be informed that the City may not be clearing windrows in the designated on-street parking areas. It is too difficult to maneuver the equipment in and out between parked cars, and the potential for damage is significant. The windrow clearing difficulty will be at the front of the residences as the plows maneuver around park cars.
- Emergency repairs such as water main breaks, service leaks etc., and operations within the City's road allowance by others, may also be impacted by parked cars. This pilot will provide an opportunity for staff to better evaluate these issues.

Allocated Parking Spaces - 36

Number of parking spaces that can be allocated between #323 & #357 Napa Valley is 15.

Staff have attended the area and due to factors such as intersections, driveways, and fire hydrants, only 15 spaces are available for this location. Therefore, parking can only be provided between the property line of #349 west to the curb radius of Sonoma Blvd, approximately 70m or 11 spaces at 6.5m in length, east side. On the west side, one parking space between #332 and #328, and three space between the end of curb of Julia Valentina west for 22m.

Number of parking spaces that can be allocated between #604 & #662 Napa Valley is 21.

Staff have also attended the area and due to the same factors listed above, only 21 spaces are available for this location. There is an intersecting roadway Monte Carlo which does not allow parking within an intersection. The distance is 97m between #662 and Monte Carlo, 15 spaces and 40m between Monte Carlo and #604, 6 spaces, on both the north/south sides.

Parking Issues

By-Law Enforcement Staff will be monitoring the test areas of the street on a daily basis. This is traditionally a high ticket area, and enforcement is an important component of the pilot. Those vehicles parked overnight without a valid permit will be ticketed. Towing repeat offenders will remain an enforcement option. .

As with other proposed pilot parking projects, it is anticipated that there may be an increase in the number of complaints received from area residents regarding unwanted vehicles parked in front of residents' homes.

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Also, as the sale of these permits cannot be restricted by address, significant infiltration can be expected into the test area by vehicles from neighbouring streets. These complaints are out of the control of the City, as individual parking spaces cannot be allocated by vehicle or reserved by space.

Staff will report back on the status of the project within one year of the launch of the project.

Relationship to Vaughan Vision 2020

This project is in keeping with the Vaughan Vision in that it speaks to the pursuit of service excellence.

Regional Implications

N/A

Conclusion

A pilot project running for one year in this area will assess the benefits and impacts on overnight on street parking. The \$50. per month fee is consistent with other initiatives approved by Council.

Attachments

N/A

Report prepared by:

Tony Thompson, Director Enforcement Services
Rick Girard, Managing Supervisor, Enforcement Services

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Relationship to Vaughan Vision 2020

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

Regional Implications

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

Conclusion

The applicant is proposing to install an additional wall sign to be located above the existing sign band shown and permitted by the relevant site plan agreement.

The existing banner sign that was located on the subject property at the time of the sign variance application has been removed by the applicant.

Members of the Sign Variance Committee have no objections to the applicant's revised proposal that was received subsequent to the previous sign variance meetings provided that overall sign area is reduced to reflect the size and scale of the building's elevation. The Sign Variance Committee is therefore recommending:

- i) That the "swimmer" logo be a black outline only (ie. silhouette) and appear against the current grey wall colour; and
- ii) That the proposed wall sign be substantially in accordance with the Attachment 2, and that the lettering be black in colour and the overall size of proposed sign not exceed 2.4 meters by 2.1 meters (8ft x 7ft.)

The above recommendations are in keeping with other sign variances applications that have been approved in respect to the subject building.

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

Attachments

- 1. Site Plan for the Property
- 2. Modified Revised Sign
- 3. Building Elevation
- 4. Former Banner Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 19, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

19

**SIGN VARIANCE APPLICATION
FILE NO: SV.08-019
OWNER: JACK EISENBERGER
LOCATION: 3737 MAJOR MACKENZIE DRIVE
LOT 20, CONCESSION 5, REGISTERED PLAN NO. 65R-25645**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 1, 2008:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-019, Jack Eisenberger, be APPROVED.

Economic Impact

None.

Communications Plan

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

Purpose

The applicant is proposing to install one sign for each tenant located adjacent to each other on the west elevation of the building and an additional logo for PJ's Pets on the north elevation, as shown on the attached drawings.

Background - Analysis and Options

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

Noting the above, where the property is regulated by a site plan agreement approved by the City, only those wall signs and pylon signs approved under the site plan agreement are deemed to be permitted by the City's Sign By-law.

Relationship to Vaughan Vision 2020

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

Regional Implications

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

Conclusion

The applicant is proposing to install one sign for each tenant located adjacent to each other on the west elevation of the building and an additional logo for PJ's Pets on the north elevation.

.../2

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Members of the Sign Variance Committee have no objections to the application as submitted. In their opinion the building's configuration and tenant layout have lead to the application and opinion that the intent and purpose of the Sign By-law is being maintained.

Attachments

1. Site Plan
2. Sketch of Signs

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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Item 20, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

20

**SIGN VARIANCE APPLICATION
FILE NO: SV.08-021
OWNER: RIO CAN REAL ESTATE INVESTMENT
LOCATION: 7575 WESTON ROAD, UNIT 116, LOTS 4-5, CONCESSION 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 1, 2008:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-021, Rio Can Real Estate Investment, be REFUSED.

Economic Impact

None.

Communications Plan

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

Purpose

Request to install four additional window graphic "Life Style Signs" on the building face of the subject property as shown on the attached drawings.

Background - Analysis and Options

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

Noting the above, where the property is regulated by a site plan agreement approved by the City, only those wall signs and pylon signs approved under the site plan agreement are deemed to be permitted by the City's Sign By-law.

Relationship to Vaughan Vision 2020

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

Regional Implications

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

Conclusion

The applicant is proposing to install four additional window graphic "Life Style Signs" on the building face as shown on the attached drawings.

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Item 20, CW Report No. 61 – Page 2

Members of the Sign Variance Committee do not support the application. This is consistent with previous sign variance applications for other properties where the sign variance applications were not supported. In their opinion the “Life Style Signs” are unnecessary and conflict the building’s architecture.

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

Attachments

1. Site Plan
2. Sketch of proposed Signs
3. Sign Details

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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Item 21, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

21

**SIGN VARIANCE APPLICATION
FILE NO: SV.08-022
OWNER: 2056668 ONTARIO INC.
LOCATION: 1420 MAJOR MACKENZIE DRIVE
BLOCK 61, REGISTERED PLAN NO. 65M-3949**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 1, 2008:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-022, 2056668 Ontario Inc., be APPROVED.

Economic Impact

None.

Communications Plan

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

Purpose

Request to install an additional wall sign on the building face for the tenant occupying the adjacent unit as shown on the attached drawings.

Background - Analysis and Options

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

Noting the above, where the property is regulated by a site plan agreement approved by the City, only those wall signs and pylon signs approved under the site plan agreement are deemed to be permitted by the City's Sign By-law.

Relationship to Vaughan Vision 2020

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

Regional Implications

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

Conclusion

The applicant is proposing to install an additional wall sign on the building face for the tenant occupying the adjacent unit as shown on the attached drawings. The existing wall sign is shown on the site plan agreement and therefore permitted by the sign by-law.

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Item 21, CW Report No. 61 – Page 2

Members of the Sign Variance Committee generally had no objections to the application as submitted. Committee noted that the proposed signs for the building's elevation are smaller signs and well within the maximum sign areas normally permitted without a site plan agreement. Members of the Sign Variance Committee are of the opinion that the intent and purpose to the Sign By-Law is being maintained.

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

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 22, Report No. 61, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 8, 2008, as follows:

By approving the recommendation contained in the report of the Sign Variance Committee, dated December 1, 2008.

22

SIGN VARIANCE APPLICATION

FILE NO: SV.08-023

OWNER: STONEMARK INVESTMENTS INC./YORK STANDARD CONDOMINIUM CORP.

LOCATION: 643 CHRISLEA BLVD, UNIT 4, YCC 1005

LOT 32, REGISTERED PLAN 65M-2588

The Committee of the Whole recommends that this matter be referred to the Council meeting of December 8, 2008, to provide an opportunity for the Ward Councillor in consultation with the Sign Variance Committee and By-Law Enforcement to perform a site visit and review the application.

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-023, Stonemark Investments Inc./York Standard Condominium Corp., be APPROVED, subject to the subtext located below "Ultimate Stone" being relocated to the existing sign band.

Economic Impact

None.

Communications Plan

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

Purpose

The applicant is proposing to install an additional wall sign to be located above the existing sign band shown and permitted by the relevant site plan agreement.

Background - Analysis and Options

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

Noting the above, where the property is regulated by a site plan agreement approved by the City, only those wall signs and pylon signs approved under the site plan agreement are deemed to be permitted by the City's Sign By-law.

Relationship to Vaughan Vision 2020

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

Regional Implications

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

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Conclusion

The applicant is proposing to install an additional wall sign to be located above the existing sign band shown and permitted by the relevant site plan agreement.

Members of the Sign Variance Committee have no objections to the applicant's proposal provided that overall sign area is reduced to reflect the size and scale of the building's elevation. The Committee is therefore recommending that the subtext located below "Ultimate Stone" being relocated to the existing sign band. This is in keeping with other sign variances applications that have been approved for the building.

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

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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Item 23, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

23

**SIGN VARIANCE APPLICATION
FILE NO: SV.08-024
OWNER: CADILLAC FAIRVIEW CORP.
LOCATION: 1 PROMENADE CIRCLE, BLOCK 10, REGISTERED PLAN 65M-2325**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 1, 2008:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-024, Cadillac Fairview Corp, be APPROVED.

Economic Impact

None.

Communications Plan

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

Purpose

Request to install two new wall signs on each of Entrances No. 1 and No. 2, and increase the pylon height by 1.8m by adding an additional 7 sqm of sign area as shown on the attached drawings.

Background - Analysis and Options

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

Noting the above, where the property is regulated by a site plan agreement approved by the City, only those wall signs and pylon signs approved under the site plan agreement are deemed to be permitted by the City's Sign By-law.

Relationship to Vaughan Vision 2020

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

Regional Implications

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

Conclusion

The applicant is proposing to remove the existing wall signs and install two new wall signs on each of Mall Entrances No. 1 and No. 2. The application further proposed to increase the height pylon height by 1.8m by removing the existing mall logo and adding an additional 7 sqm sign area.

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

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

Attachments

1. Site Plan
2. Elevation - Entrance No. 1
3. Elevation - Entrance No. 2
4. Sketch of proposed Ground Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 24, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

24

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-08V10
2092702 ONTARIO LTD.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 1, 2008:

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium, File 19CDM-08V10 (2092702 Ontario Ltd.) as shown on Attachment #4, 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 on the subject lands shown on Attachment #2, to create the condominium common elements (parking spaces, private driveway, and landscaped areas) as shown on Attachment #4, which will facilitate the development of seven approved (freehold) residential townhouse units with 231 m² ground floor business and professional offices as shown on the approved site plan on Attachment #3. The building is currently under construction.

Background - Analysis and Options

The subject lands are located on the west side of Keele Street and north of McNaughton Road, municipally known as 10,388 Keele Street, in Part of Lot 23, Concession 4, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated "Office Commercial" by OPA #350 (Maple Community Plan) and zoned C8 Office Commercial Zone by By-law 1-88, subject to Exception 9(960). The draft plan of condominium conforms to the Official Plan and complies with the provisions of By-law 1-88.

Site Development

The approved site plan shown on Attachment #3 consists of one 0.213 ha block with 60 m of frontage along Keele Street and lot depth of 36 m. The development consists of seven three-storey live/work townhouse units with 231 m² of ground floor business and professional office uses and seven residential units above. The subject lands are accessed from Keele Street. The common elements identified on Attachment #4, include twelve surface parking spaces, the private access driveway and landscaped areas. Snow removal and garbage and recycling pick-up will be privately administered and the responsibility of the Condominium Corporation.

.../2

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Application Review

The draft plan of condominium is in accordance with the approved Site Plan (File DA.07.061). 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.

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 subject lands abut Keele Street, which is a Regional Road. All Regional conditions relating to the approved Site Plan (File DA.07.061) must be fulfilled to the satisfaction of the Region of York Transportation Services Department, prior to the registration of the final condominium plan.

Conclusion

The draft plan of condominium is consistent with the approved site plan. The Development Planning Department has no objection 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. Approved Site Plan
4. Draft Plan of Condominium 19CDM-08V10

Report prepared by:

Stephen Lue, Planner, ext. 8210
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 25, Report No. 61, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on December 8, 2008, was dealt with by approving:

That this matter be referred to the Committee of the Whole meeting of February 10, 2009, to allow further discussion with the applicant; and

That the written submission from Mr. Jim McKinlay, McDonald's Restaurants of Canada Limited, McDonald's Place, Toronto, M3C 3L4, dated December 5, 2008, be received.

25

**SITE DEVELOPMENT FILE DA.07.023
TOYS "R" US LIMITED**

This matter was forwarded to the Council meeting of December 8, 2008, without recommendation.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.07.023 (Toys "R" Us) BE APPROVED, to permit the construction of a single use McDonald's eating establishment having an outdoor patio and drive-through as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) the final site plan, building elevations, landscape plan, and signage details shall be approved by the Vaughan Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, and on-site vehicular circulation shall be approved by the Vaughan Engineering Department;
 - iii) the required variance to implement the final site plan shall be approved by the Committee of Adjustment, and such variance shall be final and binding; and
 - b) that the Site Plan Letter of Undertaking contain the following provision:
 - i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

Communications Plan

N/A

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Purpose

The Owner has submitted a Site Development Application (File DA.07.023) on the subject lands shown on Attachment #1 for a 394.64m² McDonald's eating establishment having a drive-through and outdoor patio uses on a 2.94 ha site shown on Attachment #2. The subject lands are presently developed with two existing commercial buildings having a total gross floor area (GFA) of 5,104m² and 312 existing parking spaces. The existing commercial is to remain and the proposed McDonald's will be located at the southeast corner of the site (presently occupied by parking and landscaping).

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the northwest corner of Steeles Avenue West and Hilda Avenue, municipally known as 300 Steeles Avenue West, being Part of Block 39 on Plan 65M-2237, in Part of Lot 25, Concession 1, City of Vaughan.

Official Plan / Zoning

The subject lands are designated "General Commercial Area" by OPA #210 (Thornhill-Vaughan Community Plan), and zoned C2 General Commercial Zone by By-law 1-88, subject to site-specific Exception 9(483). The "General Commercial Area" designation and the C2 General Commercial Zone permits the proposed convenience eating establishment with drive-through and outdoor patio uses as-of-right.

The C2 General Commercial Zone requirements identified in site-specific Exception 9(483) restricts development on site to the two existing building locations. The location proposed for the McDonald's building as shown on Attachment #2 was not included within the established building footprint and therefore relief by way of a Committee of Adjustment Variance Application will be required. The Development Planning Department has no objection in supporting the required variance, which shall be final and binding, should the site plan application be approved by Council.

Site Design

The Site Plan shown on Attachment #2 proposes the addition of a single use convenience eating establishment with an accessory drive-through and outdoor patio. The total gross floor area of the proposed McDonald's is 394.64m², which does not include the 49.3m² outdoor patio use. The single-storey rectangular shaped building is located at the southeast corner of the subject lands in close proximity to the Steeles Avenue West and Hilda Avenue intersection. The proposed building location will result in the deletion of existing parking. The outdoor patio is located to the east of the building and the drive-through lane is situated on the south side of the building traveling eastward and turning in a northerly direction at the corner of the property as shown on Attachment #2. Parking spaces have been maintained to the north and the west of the building and no new accesses have been proposed. The proposed development does not require a loading space, however as shown on Attachment #2, one space has been provided on the west side of the building.

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

Landscape Plan

The proposed landscape plan as shown on Attachment #3 provides for a mix of deciduous and coniferous shrub and tree planting in strategic locations within the buffer strips along Steeles Avenue West and Hilda Avenue in order to mitigate the view of the drive-through lane. A planting bed has also been incorporated at the southwest corner of the building creating additional screening of the loading and internal refuse storage area from Steeles Avenue West.

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

Building Elevations

The proposed building elevations are shown on Attachments #4 and #5. The majority of the building will be built with a flat roof. Two architectural features are located above the height of the remainder of the building with an arched shape and are coloured yellow, complementing the colour of the awnings suspended over the windows located on the south and east elevations. The main entrance to the eating establishment is located on the north elevation facing the existing commercial on site and consists of a single glass door framed by stone work as shown on Attachment #5. There is also a second entrance at the southeast corner of the building, leading to a proposed new pedestrian connection to the Hilda Avenue and Steeles Avenue West intersection. There is an overhead door leading to the garbage/recycling room on the north elevation, which is set back from the main wall. The exterior elevations are to be constructed in brown brick with the east elevation facing Hilda Avenue comprised of stone. Stone has also been incorporated as accents on the remaining three elevations.

The final building elevations must be approved to the satisfaction of the Development Planning Department.

Parking

The parking area has been slightly modified to account for the proposed single-use convenience eating establishment. Site-specific Exception 9(483) permitted a reduction in the required parking rate from 6 parking spaces/100m² GFA to 5.5 parking spaces/100m² GFA. The proposed site development including the existing commercial uses requires a total of 304 parking spaces, 4 of which are required to be handicapped spaces. The required parking for the subject lands as shown on Attachment #2 is calculated as follows:

$$\begin{array}{r} 5,104 \text{ m}^2 \text{ existing commercial @ 5.5 parking spaces/100m}^2 \\ 443.94 \text{ m}^2 \text{ proposed McDonald's and patio @ 5.5 parking spaces/100m}^2 \\ \hline \end{array} = \begin{array}{r} 280.72 \text{ spaces} \\ 24.41 \text{ spaces} \\ \hline 305.13 \text{ spaces} \end{array}$$

Therefore, the total number of parking spaces required is 306 spaces, whereas the Applicant has provided 312 spaces.

Transportation

The Applicant has submitted a Traffic Impact Study prepared by Paradigm Transportation Solutions Ltd., which has been reviewed by the Vaughan Engineering Department. The following comments have been provided by the Vaughan Engineering Department:

The site is currently serviced with three full movement accesses, one on Steeles Avenue West and two on Hilda Avenue. The proposed eating establishment use would generate about 134 vehicles per hour during the AM peak hour, 88 vehicles per hour during the PM peak hour, and 151 vehicles per hour during the Saturday peak hour. Presently, the signalized intersection at Steeles Avenue West and Hilda Avenue experiences approximately 3,410 vehicles per hour during the AM peak hour, 3,817 vehicles per hour during the PM peak hour, and 4,195 vehicles per hour during the Saturday peak hour.

For analysis purpose, the traffic consultant utilized a higher trip rate for the proposed eating establishment than the ITE Trip Generation Guide (internationally accepted trip estimation guide). Furthermore, the Saturday traffic volumes were observed slightly higher than the peak hour volumes. As noted by the traffic consultant in the report, the Saturday traffic volumes were .../4

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unexpected due to some unknown condition on the particular date of the count. The Vaughan Engineering Staff also conducted Saturday peak hour observations on July 21, 2008, and confirmed that the Saturday peak hour traffic volumes utilized in the analysis and contained within the Traffic Impact Study were higher. It should be noted that the Saturday traffic conditions occur once per week compared to the ten weekday peak traffic conditions associated with the AM and PM peak traffic, and therefore are considered less critical.

a) Analysis Modeling/Assumptions

The Traffic Impact Study assigned development trips onto two accesses being the access on Steeles Avenue West and the southern access on Hilda Avenue, thus overlooking the third access located at the north end of the subject lands along Hilda Avenue. The analysis approach was found to be conservative in order to reflect the worst case scenario. It should be noted that the access located at the northeast corner of the subject lands is a secondary access, primarily used for service vehicles, but also used by Toys “R” Us/Retail plaza customers.

b) Existing Conditions

The existing level of service conditions were determined for the study area using existing traffic volumes observed in May 2008, existing signal timings and Synchro traffic analysis software. The analysis indicates that under existing conditions the signalized intersection of Steeles Avenue West and Hilda Avenue operates at an acceptable level of service. However, it should be noted that eastbound left turn movements onto Steeles Avenue and southbound left turn movements on Hilda Avenue are approaching a critical level. These movements are typical on a major arterial road (critical intersections and movements in the urban area are defined as those with a volume to capacity (v/c) ratio greater than 0.85).

The unsignalized northerly site driveway on Hilda Avenue under existing conditions during the Saturday peak hour was impacted due to the southbound left turning vehicles from Hilda to Steeles, thus resulting in higher delays on site access approaches to the intersection. However, the volume to capacity ratios for this situation are below 1.0, indicating that the intersection is able to accommodate the existing and anticipated volume of traffic.

c) Total Future Conditions

The future level of service conditions were determined for the study area intersections by utilizing future background total traffic volumes and proposed development for the 2012 planning horizon. Future background traffic consists of traffic growth from outside of the study area and traffic generated by other developments within the study area. The traffic consultant utilized the Regional model to estimate background traffic growth. The study used a background traffic growth rate of 1% per year for the next 5 years. The 1% background traffic growth rate is conservative to reflect worst case scenario.

The analysis indicated that under future total traffic volumes, the signalized intersection of Steeles Avenue West and Hilda Avenue will generally operate at an acceptable level of service condition in the AM and PM peak hours. The intersection will however operate close to capacity with volume to capacity ratio close to 1.0, during the Saturday peak hour with higher delays anticipated. This condition indicates some congestion can be expected at this intersection during the Saturday peak hour. However, the Saturday condition will only exist once each week and is of less concern than congestion during the weekday peak periods. Vaughan Engineering Staff also confirmed that the Saturday peak hour traffic volume utilized in the analysis were higher, as no significant vehicle delay/queue were observed on Hilda Avenue.

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Motorists using the unsignalized site access located at the south end of Hilda Avenue will experience higher delays on their approach to the intersection during all AM, PM and Saturday peak hours. This is related to the background traffic growth plus existing traffic rather than the traffic generated by the subject development. In fact, the delays on the site driveways as motorists approach Hilda Avenue could be less, as motorists would also utilize the third access located at the northeast corner of the subject lands along Hilda Avenue.

d) Transportation Summary and Conclusions

In view of the foregoing, the Vaughan Engineering Department would conclude that the traffic volumes generated by the proposed MacDonald's eating establishment is a small component of the total traffic passing through the intersection during peak hours, and therefore is a minor factor in intersection operation and determination of improvements. Furthermore, vehicle delay/queue could be different than the Synchro measured vehicle delay and queue length, as development trips were not distributed to the 3rd access located at the northeast corner of the subject lands. The Vaughan Engineering Department is of the opinion that a significant proportion of the site traffic during peak hours would be oriented to the north access in part due to potential delay in making left in/out movements to/from the subject lands, thus resulting in relatively less impact on Hilda Avenue.

Servicing

The Owner has submitted site-servicing and grading plans and a stormwater management report, which must be approved to the satisfaction of the City's Engineering Department.

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

Snow storage will be maintained on the subject lands within the landscaped areas, and garbage and recycling collection services will be undertaken privately.

City of Toronto

The City of Toronto has no objection to the proposed site development.

Site Sustainability

The following sustainability features have been incorporated into the building and site design:

- Automatic lighting control system to ensure lights are shut off when the store is closed;
- Automatic flush-meters are installed in washrooms;
- Low consumption water fixtures installed throughout, with hand sensors installed in washrooms;
- A "White Roof" will be installed on the building, which results in reduced cooling needed in summer by up to 5%;
- Bicycle racks will be provided adjacent to the building to encourage alternative modes of transportation;
- Drought tolerant plant material that is hardier and more resistant to damage from salt during the winter months will be provided; and,
- The building incorporates "Earth-tone" colour schemes having a more moderate effect on the heating and cooling of the building throughout the year.

The Ontario Building Code (OBC) has recently been revised to require increased insulation and more energy efficient standards to be met within new facilities. McDonald's will meet or exceed these requirements of the OBC.

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Relationship to Vaughan Vision 2020

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

Regional Implications

The Region of York Transportation Services Department has no objection to the proposed development shown on Attachment #2.

Conclusion

The Development Planning Department has reviewed the proposed Site Development (File DA.07.023) in accordance with the policies of OPA #210 (Thornhill-Vaughan Community Plan), the requirements of By-law 1-88 as amended by site-specific Exception 9(483), and in context of the surrounding land uses. The Development Planning Department is satisfied with the proposed development subject to the comments and recommendations contained in this report. The proposed application to permit the development of a McDonald's eating establishment with permitted drive-through and outdoor patio uses as shown on Attachment #2, conforms to the policies of the area Official Plan and is considered to be compatible with the existing surrounding land uses, and can be supported, together with the variance that will be required to be obtained from the Committee of Adjustment to permit the McDonald's building outside of the two existing building envelopes on the site.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. East and West Elevations
5. North and South Elevations

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368

/CM

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 26, Report No. 61, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 8, 2008, as follows:

By approving that a copy of this report be forwarded to the Region of York.

26

**VAUGHAN CORPORATE CENTRE UPDATE
RFP AWARD – RFP08-163
FILE # 25.5**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated December 1, 2008, be approved; and**
- 2) **That the deputation of Ms. Paula Bustard, Smart Centres, 70 Applewood Crescent, Vaughan, L4K 5X3, be received.**

Recommendation

The Commissioner of Planning recommends:

1. That Staff be directed to prepare a City initiated Official Plan Amendment to amend OPA No. 500, as amended by No. OPA 663, to extend the “Corporate Centre Corridor” designation north on Jane Street to Portage Parkway, east of Millway Avenue, in the Vaughan Corporate Centre, and hold a Public Hearing on the matter.
2. That Staff be directed to prepare and bring forward to Council a City initiated zoning amendment respecting the establishment of a 5 storey (16.5 metre) minimum building height limit in the areas designated “Corporate Centre Corridor” and “Corporate Centre Node” in the Vaughan Corporate Centre to the same Public Hearing meeting.
3. That a by-law be prepared and brought forward to amend the Site Plan Control By-law 228-2005, as amended, to include all types of buildings in the Vaughan Corporate Centre Area under Site Plan Control.
4. That Staff be directed to bring a report to Committee of the Whole, Working Session, by June 2009 on the establishment of a pilot Design Review Panel to provide design advice on developments in the Vaughan Corporate Centre and potentially for other developments in the City.

Economic Impact

There is no significant economic impact associated with this report.

Communication Plan

Not Applicable.

Purpose

To determine the advantages and disadvantages of implementing an interim control by-law and other planning tools which may be used to control development applications that are not consistent with the vision for Vaughan Corporate Centre (VCC) as shown on Attachment 1, until such time as the Vaughan Corporate Centre Plan Review is finalized.

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Background – Analysis and Options

On November 10, 2008, Vaughan Council Resolved that:

“The Commissioner of Planning be requested to prepare a report for the Committee of the Whole meeting of December 1, 2008, which outlines the advantages and disadvantages of implementing an interim control by-law for the Vaughan Corporate Centre:

That the report identify if there are other planning tools which may be used to effect control over undesirable applications; and

That potential boundaries of the planning area affected by the implementation of an Interim Control By-law or other planning tools be identified.”

On May 7, 2007, Vaughan Council approved the Terms of Reference for a new Vaughan city wide Official Plan. The approved Terms of Reference for the new Vaughan Official Plan project identified the Vaughan Corporate Centre as one of four Focused Area Studies to be undertaken.

On May 12, 2008, Vaughan Council approved the Terms of Reference for the Vaughan Corporate Centre. The focus of the project will be the areas designated “Corporate Centre Node” (the future downtown) and lands designated “Corporate Centre District” in the Vaughan Corporate Centre Secondary Plan Area of Official Plan Amendment No. 500, as amended by OPA No. 663 (Attachment 2).

While the current VCC Secondary Plan has not been comprehensively reviewed since its approval in March 1998. Since that time, there have been a number of planning-related initiatives and events that have occurred over the past 10 years that affect the Vaughan Corporate Centre Plan such as:

- Official Plan Amendment No. 663 (2007)
- The Highway 7 Land Use Futures Study (2007)
- The Growth Plan for the Greater Golden Horseshoe (2006)
- The Region of York Official Plan (2004)
- The Region of York Rapid Transit Master Plan (2002)
- The VCC Streetscape and Open Space Master Plan Study
- Vaughan’s Master Servicing Strategy Study for the VCC
- The provincial funding for the Spadina Subway Extension
- New proposed high density development in the VCC

The March 23, 2006 announcement of provincial funding for the Spadina Subway extension to the VCC has set the stage for intensified development within the VCC. However, OPA No. 500 is out-of-date, and there is a need to revisit and update the policies guiding its future development in a manner consistent with Council’s vision. While this work is underway a concern has been expressed that there may be developments that come forward that may be inconsistent with the framework guiding the VCC’s future development.

Vaughan Corporate Centre Area

The Corporate Centre has an important function in the urban structure established by both the City of Vaughan and Region of York Official Plans. York Region’s Official Plan identifies the Vaughan Corporate Centre as one of four primary centres in the Region and the only Regional Centre in the City of Vaughan. Regional Centres are intended to have the highest concentration of uses in the Region and will be the focus of business, government, entertainment and culture with complementary medium and high density development.

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The City's policy framework for the Corporate Centre was established in 1998 by OPA No. 500. The Plan defines the limits of the VCC Secondary Plan Area and sets out policies to guide the City in its consideration of implementing development applications. When the Plan was developed its purpose was to:

- establish a mix of land uses and to ensure a compact urban form and community structure that recognizes its strategic location in Vaughan, the Region and the broader geographic area;
- ensure appropriate policies and urban design guidelines are in place to stimulate and guide both private and public sector development over the long term, and;
- ensure that adequate and efficient transportation networks are possible with potential to become a major transportation gateway that is supported by densities.

At the time the Secondary Plan was developed, the VCC was expected to provide over 30,000 employment opportunities and places of residence for 5000 people (approximately 2200 units). The Secondary Plan Area covers an area of approximately 400 hectares (Attachment 1) and consists of two main designations for development, as follows:

The "Corporate Centre Node" straddles both sides of Highway 7 between Highway 400 and (just west of) Creditstone Road and consists of approximately 50 hectares. The Node is to be recognized as a higher order transit hub and its function as the City's future "downtown". When the Secondary Plan was being developed, the Node was seen as having the potential to accommodate between 5.5 and 6.0 million square feet of development and a wide range of commercial and residential uses. The Plan calls for a compact urban form of development based on 100m x 100 m development blocks. The Node is surrounded by a planned ring road that is intended to divert traffic from Highway 7, allowing it to become a more pedestrian and transit oriented urban street.

The "Corporate Centre District" surrounds the Node and includes lands east and west of Highway 400, and north and south of Highway 7 (outside the Node). The District is intended to provide opportunities for land uses requiring visual exposure, good vehicular access and large development sites. Unlike the Node, residential uses are not permitted but larger retail facilities are allowed along with employment uses.

A third designation, the "Corporate Centre Corridor" was recently added to the Secondary Plan by OPA No. 663. This designation applies to lands located on both sides of Highway 7 to a depth of 200 metres, east and west of the Node and on both sides of Jane Street, south of Highway 7. The Corridor designation permits similar uses to the Node with the addition of employment uses and contains a number of development and urban design policies in support of transit ridership.

Recent and Proposed Major Development

A considerable amount of development has taken place in the Corporate Centre area since the inception of the Secondary Plan. As expected, most of the initial development occurred in the outer area of the Plan within the "Corporate Centre District" designation, in the form of large scale retail uses, theatres, restaurants and hotels. Development within the Node began in 2005, including a relatively small amount of retail development and two hotel complexes.

A number of current development proposals have been received by the City within the Corporate Centre as shown on Attachments 3 and 3a. As noted, there are currently seven development applications within the Vaughan Corporate Centre which are generally consistent with the policy position taken within OPA No. 500, as amended by OPA No. 663. Proposed developments range from 4 storeys to 35 storeys, except for a public facility (York Region Waste Recycling Facility) at

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the eastern terminus of the Corporate Centre, which is a low scale single storey building, the other applications are consistent with the mixed use residential/commercial, transit oriented development contemplated by the Vaughan Corporate Centre.

Development Control Instruments

In addition to an interim control by-law, there are five other planning mechanisms that could be used to ensure appropriate development in the Vaughan Corporate Centre. These are discussed in more detail below and include the use of Holding Zones, a Minimum Height By-law, Expansion of Site Plan Control, the Development Permit System and a Design Review Panel.

Interim Control By-law

Section 38(1) of the Planning Act, as amended, provides the Council of a municipality the authority to enact an Interim Control By-law for a period no more than one year:

“Where the council of a local municipality has, by by-law or resolution, directed that a review or study be undertaken in respect of land use planning policies in the municipality or in any defined area thereof, the council of the municipality may pass a by-law (hereinafter referred to as interim control by-law) to be in effect for a period of time specified in the by-law, which period shall not exceed one year from the date of passing thereof, prohibiting the use of land, buildings or structures within the municipality or within the defined area or areas thereof for, or except for, such purposes as are set out in the by-law.”

An interim control by-law may prohibit the use of land, building or structure for the period of time set out in the interim control by-law, not to exceed one year, and Council may amend the interim control by-law to extend the period of time in which it will be in effect, provided that the total period of time does not exceed two years from the passing date.

The advantage of an interim control by-law is that it would provide a mechanism to forestall any additional development approvals which could be seen to be inconsistent with the new policy framework guiding the VCC's future development.

The disadvantage of an interim control by-law is that it freezes all development without regard to any hardship it may cause, by delaying projects which are appropriate through the added processing of exemption applications. In addition, an interim control by-law is usually implemented and is intended to be utilized when it is demonstrated that development pressures are spawning applications which are detrimental to the planning district. The analysis of proposed developments illustrated in Attachment 3 demonstrates the opposite in that with the exception of one application all are consistent with the scope and scale of development which is supportive of transit and compact mixed use high density. Thirdly, an interim control by-law would fail to recognize the recent work of OPA No. 663 which was approved by Council on June 25, 2007 and, subsequently approved by York Region on July 17, 2008, which implements appropriate development policies along Highway 7 and Jane Street. It would be difficult to defend an Interim Control By-law in an area that was subject to so recent a study.

A further disadvantage of an Interim Control By-law is that landowners could appeal the imposition of an interim control by-law to the Ontario Municipal Board which would require a significant expenditure in time and funds on the part of the City.

The Toronto Transit Commission is hoping to secure option agreements with landowners, particularly Smart Centres and Bentall, for a revised subway alignment. The imposition of an interim control by-law could jeopardize any cooperation that the TTC is currently receiving and could affect property negotiations.

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Staff has also received a copy of a letter dated, November 7, 2008, from Smart Centres which was addressed to the Mayor and Members of Council respecting the passing of an interim control by-law on the Vaughan Corporate Centre lands. The letter indicates their concern that this type of action may discourage the various stakeholders, including Smart Centres, from expending the significant financial resources necessary to realize this major undertaking and make it exemplary. Smart Centres states “We have engaged planners, architects and engineers of a world class variety so as to bring to the Corporate Centre a world class plan and architecture, all to be done in a collaborative way with Council and staff of the City.” They request the consideration of other options available as opposed to passing an interim control by-law on the Corporate Centre lands.

In light of the fact that active applications in the VCC are for higher density, mixed-use transit oriented development and that major landowners have signalled their intentions to undertake development appropriate to the vision for the VCC, staff does not recommend the use of this tool at this stage. In the event that the City does receive an inappropriate application, the City could impose an interim control by-law at that time.

Holding Zones

Section 36(1) of the Planning Act, as amended, provides that a municipal council may pass a by-law pursuant to section 34 and append an “H” holding symbol in conjunction with any use designation to specify the use to which land, buildings or structures may be put at such time in the future as the holding symbol is removed by amendment to the by-law.

A municipality may impose a holding symbol so long as there is an official plan in effect containing provisions which provide for the use and lifting of a holding symbol. Typically, the holding symbol may be used to control or govern the phasing of development of land until it is required or to prevent development pending the provision of services, road or other similar services or conditions as may be appropriate.

The advantages of utilizing the Holding Zone allows the municipality the opportunity to zone certain lands for permitted uses but delay their development until such time as conditions/standards appropriate for their development can be satisfied.

The disadvantage of a Holding Zone is that it restricts the lands subject to the holding symbol to the uses existing at the time of the passage of the by-law. This would not restrict the continuation of uses which may be deemed undesirable or inappropriate and as previously stated developers and landowners could take exception to having a Hold placed on their lands, resulting in a series of objections to the Ontario Municipal Board. In addition, depending on which parcels of land were made subject to a holding symbol it could jeopardize negotiations that the TTC is undertaking with specific landowners in securing an EA amendment and the conveyance of land for the subway.

Minimum Building Height By-law

The City’s vision for the Vaughan Corporate Centre is that this area will be the future “downtown” for Vaughan. It is intended to be developed with higher density, pedestrian friendly, mix of uses in a more compact urban form, which is intended to have the highest concentration of uses and will be the focus of business, government entertainment and culture with complementary medium and high density development. The Vaughan Corporate Centre is also to be connected to higher order transit facilities such as the extension of the Spadina Subway from York University to the Vaughan Corporate Centre.

Currently, the VCC comprises industrial and commercial users that range from hotels to big box developments, entertainment facilities and vacant lands within the Corporate Centre. An older industrial area located between Jane Street and the CN Rail Yard and between Highway 7 and

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Highway 407 consists of first generation employment uses that were developed in the 60's and comprise a range of industrial users. Most of the existing development ranges in height in the 1 to 2 storeys except for a few office buildings along Highway 7 which are greater than 6 storeys. It is the intent of the VCC Focused Area Review to explore and further develop policies addressing height, density, built form, streetscape, open space and sustainable measures in order to ensure that the vision for the Corporate Centre is achieved.

OPA No. 500 (the Vaughan Corporate Centre Plan), as modified by OPA No. 663 (passed by Council on June 25, 2007 and subsequently approved by York Region on July 17, 2008), enables more intensive development to occur at preferred locations within the VCC in support of transit ridership. It does this by providing development policies and a new "Corporate Centre Corridor" designation that allows increased intensification/density.

OPA No. 663 identified that it is the intent of the City to achieve an F.S.I of 5.0 throughout the "Corporate Centre Node", with no F.S.I. limit on any individual site. It also increased the net density of development in the "Corporate Centre District" which surrounds the node, from not exceeding 0.6 F.S.I. to not exceeding 1.5 F.S.I. In an effort to give prominence to the Node and the Corridor, it restricts building heights for most buildings in the Corporate Centre District to a maximum of 16.5 metres, however, theatres and office buildings may exceed the 16.5 metre height limit.

OPA No. 663 also established a "Corporate Centre Corridor" designation which is expected to accommodate an array of land uses at densities and in building forms that will support transit along the Jane Street and Highway 7 Corridor. It is the intent of the City to achieve an F.S.I of 1.5 on lands designated "Corporate Centre Corridor", although it is anticipated that development density may range from a minimum of 0.75 to a maximum of 2.5 F.S.I.

These initiatives give form, structure and scale to the VCC, with the Node having the highest density, followed by the Corporate Centre Corridor. These two designations encompass the Highway 7 and Jane Street corridors, the main face of the VCC.

A planning tool which is available to Council to affect control over undesirable development applications is a minimum building height by-law requirement which could be applicable to the Vaughan Corporate Centre Node and Corporate Centre Corridor designations. This would effectively restrict buildings/structures below a certain height from being constructed.

The advantage of this would be to secure development of a height which is more consistent with the City's vision for the Corporate Centre. The disadvantage of such a by-law is that landowners might object to having their lands restricted and resulting in appeals to the Ontario Municipal Board. A further impact of such a by-law in effect, is that it would make all structures below the imposed minimum specified height become legal non-conforming with respect to building height.

Notwithstanding the above, staff is of the opinion that a minimum height by-law would be less objectionable to landowners than an interim control by-law while still allowing the City to achieve its goals. Should Council wish to take this route, a report should be prepared and a Public Hearing be held respecting the enactment of a minimum height by-law.

Site Plan Control

Currently Vaughan's Site Plan Control By-law does not require Site Plan Approval for Employment Areas that do not abut arterial roads or provincial highways. A significant portion of the Vaughan Corporate Centre is located on lands that do not abut arterial roads or provincial highways. In order to have site plan control for all the lands within the Vaughan Corporate Centre it would be necessary to amend the Site Plan Control By-law to include all types of buildings within the Vaughan Corporate Centre site plan control area. The advantages of this would be to

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insure consistent application of development policies/ guidelines for all lands within the VCC in order to provide for high quality development.

It is accordingly, appropriate to amend the Site Plan Control By-law to include all buildings and sites within the VCC lands as subject to site plan control.

Development Permit System

The Development Permit System (DPS) is not a short term planning tool and is deemed inappropriate at this time. The City may wish to use this tool in the Vaughan Corporate Centre at a later time, however, to implement DPS it would require significant work in terms of policies, criteria, administrative systems and may have financial and staffing implications. The desirability of a Development Permit System will be reviewed in the Vaughan Corporate Centre Plan Review and the new Official Plan process.

Design Review Panel

A number of Cities have determined that current regulatory development approvals process does not adequately address the quality of design in proposed developments. This can mean that opportunities are missed in achieving high quality architecture, landscape architecture and urban design. Many cities in Canada, United States, England and Europe, in order to improve the design quality of buildings and the public realm use a Design Panel Review to augment the development approval process. Canadian Design Review Panels exist in Vancouver, the National Capital Commission in Ottawa, Montreal, Niagara Falls and Mississauga. Design Review Panels have been established in the Toronto Community Housing Corporation, the Toronto Waterfront Revitalization Corporation, and within the City of Toronto as a two year pilot project for specified areas within the City, with a view to test the feasibility of incorporating the Design Review Panel within the development approvals process.

Design Review Panels provide professional, objective advice on matters that relate to design effecting the public realm, including the design of proposed buildings, streets, parks and open spaces. Their input assists in achieving and maintaining design excellence. Design Review Panels can make significant contributions to the development approvals process but do not replace the process. Their input is integrated into the development review process to provide advice to the City staff involved in this process. Panel members are design professionals who review development proposals based on publicly approved criteria such as secondary plans or urban design guidelines. The Design Panel is strictly an advisory body and makes recommendations only. It does not have authority to approve or refuse projects or make policy decisions.

The advantages of a Design Review Panel is that it has the potential to be a catalyst for high quality design and will send a message to the public, the development industry and the design community that design standards have been raised commensurate with the vision for the Vaughan Corporate Centre.

Accordingly, it is deemed appropriate to develop and bring forward for Council's approval a Terms of Reference for the establishment of a Design Review Panel pilot project that would be applicable to the Vaughan Corporate Centre and could also apply to other sites associated with major nodes and corridors particularly those areas associated with higher order transit initiatives.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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Regional Implications

There are no Regional implications in reviewing interim development control measures.

Conclusion

There is no demonstrated need to utilize the interim control by-law or a holding zone provisions, however, there is a need to implement elements of OPA No. 663 so that we can achieve a height, density and form commensurate with the Vaughan Corporate Centre vision, which can be achieved with a minimum building height by-law. Accordingly, it is recommended that:

1. OPA No. 500, as amended by OPA No. 663, be amended to extend the Corporate Centre Corridor designation on Jane Street to Portage Parkway east of Millway Avenue; and
2. That a 5 storey (16.5 metre) minimum building height by-law be imposed on the lands designated “Corporate Centre Node” and “Corporate Centre Corridor” until such time as a revised by-law is prepared for the whole of the Vaughan Corporate Centre after the focused review.

It is also recommended that a pilot Design Review Panel be established for the Vaughan Corporate Centre Area to provide professional advice on matters of design that effect the public realm including the design of proposed buildings, streets, parks and open spaces in order to conceive and uphold standards of design excellence. The Department will bring forth a report to Council at a future Working Session. Furthermore it would be appropriate to include those lands and types of buildings within the Vaughan Corporate Centre which are currently not subject to Site Plan Control to be brought under the provisions of the Site Plan Control By-law.

Attachments

1. Location Map
2. Air Photo Vaughan Corporate Centre
3. Proposed Major Developments Within Vaughan Corporate Centre
- 3a. Proposed Developments Chart – Vaughan Corporate Centre
4. Existing Zoning within The Vaughan Corporate Centre

Report prepared by:

Arto Tikiryan, Senior Planner, ext 8212

Wayne McEachern, Manager of Policy Planning, ext. 8026

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 27, Report No. 61, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 8, 2008, as follows:

By receiving the written submission from Ms. Vicki Komar-Apreda, dated December 3, 2008.

27

**DEPUTATION - MS. VICKI KOMAR
REQUEST FOR REFUND OF COMMITTEE OF ADJUSTMENT FEES**

The Committee of the Whole recommends:

- 1) That this matter be referred back to staff for further investigation and that a further report be provided to the Committee of the Whole meeting of February 10, 2009; and
- 2) That the deputation of Ms. Vicki Komar-Apreda, 357 Cunningham Drive, Maple, L6A 2G4, and written submission dated December 1, 2008, be received.

Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor, in consultation with the City Clerk and Director of Enforcement Services, recommend that Ms. Komar-Apreda's request for reimbursement of fees and other costs be refused.

Economic Impact

There is no economic impact as a result of this report should Council adopt the staff recommendation.

Communications Plan

Ms. Komar-Apreda will be advised of Council's decision.

Purpose

To respond to Council's direction for a report.

Background - Analysis and Options

Ms. Vicki Komar-Apreda appeared before Committee of the Whole on June 3, 2008 to request a refund of fees paid to the City of Vaughan relating to an arbour she had built on her property at 357 Cunningham Drive in Maple.

In October 2007, the City received a complaint about the arbour. Upon investigation, it was determined that the arbour was constructed with an interior side yard setback of 0 m. whereas, based on its height of 3.13 m, the Zoning By-law requires a minimum interior side yard setback of 3.13 m.

Ms. Komar-Apreda has stated that prior to building the arbour, she sought information from the Enforcement Services Department as to whether any by-law applied to the construction of arbours. She claims that she was told that no such by-law existed and that it was not until after the arbour was erected that she was advised by the Building Standards Department that the arbour did not comply with Zoning By-law 1-88. The Director of Enforcement Services has advised that Ms. Komar-Apreda inquired regarding trees on the property.

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A notice was sent to the property owners in January 2008 advising that the structure be removed or that an application to the Committee of Adjustment be made. The owners applied to the Committee of Adjustment for a minor variance. At the Committee of Adjustment meeting on March 27, 2008, the variance was refused.

On April 16, 2008, Ms. Komar-Apreda filed an appeal of the Committee of Adjustment's decision to the Ontario Municipal Board.

On June 3, 2008, the deputant was requested to submit a detailed request for reimbursement in writing to the City Clerk. At its meeting on June 11, 2008, Council referred the matter to staff for review and a report to be provided to a future Committee of the Whole.

Ms. Komar-Apreda submitted a formal request for refund of fees in a letter to the City Clerk dated June 9, 2008. She requested the following:

1. The variance (Committee of Adjustment) and appeal (OMB) fees:
\$635.00 + \$275.00 = \$910.00
2. The cost of the arbour once removal confirmed:
\$2,400.00 + GST (\$144.00) = \$2,544.00
3. the cost of "removal" of the arbour: TBA
4. the cost of any plantings lost as a result of the removal of the arbour: TBA

The Ontario Municipal Board heard Ms. Komar-Apreda's appeal on July 3, 2008. Pursuant to Council direction, staff attended in support of the Committee of Adjustment's refusal of the variance. During the hearing, the appellant amended her application and agreed to reduce the height of the arbour to 2.5 m and remove the lattice panels along the side of the arbour facing the adjacent property owner. Based on this, the OMB allowed the appeal and permitted the minor variance subject to conditions as per the amendment.

Following the hearing, Ms. Komar-Apreda wrote to the OMB to advise that she could not meet the conditions agreed to at the hearing. She requested that the Board permit the arbour to remain at its originally constructed height, with the existing lattice panels to be replaced with "much more open constructed lattice". The Board did not acknowledge this request in its formal Decision which was issued on August 5, 2008.

An Enforcement Services officer inspected the property in October 2008 and confirmed that the arbour has been removed in its entirety.

In a subsequent e-mail to staff, Ms. Komar-Apreda re-iterated her request for reimbursement of her fees for the Committee of Adjustment and OMB appeal but indicated that she was "willing to overlook the cost of any loss to plantings". No amount has been provided for the cost of removal of the arbour.

The Committee of Adjustment fees are set by by-law at \$635.00 for a residential variance. The key test for fees is reasonableness and Council may reduce or waive a fee if Council is satisfied it would be unreasonable to require payment.

Of the fee paid for the OMB appeal, \$125.00 is forwarded to the Board and \$150.00 represents the City's costs to process the appeal.

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Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

None.

Conclusion

City staff do not recommend a reduction or waiver of the fees in this case or reimbursement of any other costs requested by Ms. Komar-Apreda.

Attachments

None.

Report prepared by:

Claudia A. Storto
Solicitor/Litigation

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Item 28, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

28

VELLORE VILLAGE FITNESS CENTRE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated December 1, 2008:

Recommendation

Councillor Bernie DiVona recommends:

1. That the City of Vaughan receives the petition from 736 City of Vaughan residents requesting a fitness centre be added to the site at the Vellore Village Community Centre.
2. That the City of Vaughan Commissioner of Community Services, in consultation with other members of staff, review the request in the context of the Recreation Master Plan.
3. That the review include the original plan of Vellore Village Community Centre, the current status of service delivery, and requests received by community services to address the recreational needs of the community, within the context of the Recreation Master Plan.
4. That the Commissioner of Community Services bring back a report at the earliest possible Committee of the Whole, no later than January 13, 2009.

Economic Impact

Not applicable as this is a review.

Communications Plan

To be considered upon completion of the review by Staff.

Purpose

To respond to a petition from residents who wish to have a fitness centre in the Vellore Village Community Centre.

Background - Analysis and Options

Vellore Village Community Centre is a major recreation and culture facility located in the City of Vaughan, and has been built and constructed as part of a partnership with York Region District Catholic School Board, with a district park to service the Vellore Village Community.

Residents have made on going requests for a full recreation facility, and the existing service delivery already includes additional staff resources to facilitate the operation of a recreation facility.

The adjoining school has also expressed a desire and willingness to partner or participate with the City of Vaughan, and in fact, has operational a "mini fitness centre" to address the high demand that has existed since its inception.

Relationship to Vaughan Vision 2020/Strategic Plan

Linked to the Strategic Service Excellence objective "Enhance and Ensure Community Safety, Health and Wellness."

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Regional Implications

N/A

Conclusion

That a fitness centre be considered for the Vellore Village Community Centre.

Attachments

A petition has been submitted and will be available at the meeting.

Report prepared by:

Bernie DiVona,
Councillor – Ward 3

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

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Item 29, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

29 PERSONNEL MATTER – RECRUITMENT FOR THE INTEGRITY COMMISSIONER

The Committee of the Whole recommends:

- 1) That Clauses 1 and 2 of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor, dated December 1, 2008, be approved; and
- 2) That the Members of Council, staff and citizen members appointed to the Accountability and Transparency Committee participate in the interview panel for the Integrity Commissioner candidates.

Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor recommends:

1. THAT a recruitment process for a new Integrity Commissioner be initiated;
2. THAT steps be taken to contract with an individual to provide temporary support as Integrity Commissioner while the recruitment process is completed;
3. THAT Council identify members of Council to participate in the interview panel for the Integrity Commissioner candidates.

Economic Impact

The cost associated with the recruitment and selection process is included in the 2008 budget.

Communications Plan

None required

Purpose

The purpose of this report is to seek approval from Council to begin the recruitment and selection process and for Council to identify members to participate in the interview panel for a new Integrity Commissioner.

Background - Analysis and Options

In 2007, Council implemented a new position of Integrity Commissioner. A recruitment process was carried out and William Weissglas was chosen as the successful candidate. Mr. Weissglas began performing as the Integrity Commissioner in April 2008.

Unfortunately due to personal issues, Mr. Weissglas has tendered his resignation from the position of Integrity Commissioner. The resignation of Mr. Weissglas has left a vacancy that needs to be filled with a qualified candidate and a recruitment process should be initiated.

As the recruitment process is anticipated to take some months, and as there are issues that may need to be addressed in the meantime, it is recommended that steps be taken to attract an individual to act as the Integrity Commissioner during the recruitment process. This individual will likely be someone who is or has recently been working as an Integrity Commissioner for another body of government.

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Relationship to Vaughan Vision 2007

This report supports the Vaughan Vision to attract, retain and promote skilled staff, is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

None

Conclusion

The position of Integrity Commissioner is an integral position within the City of Vaughan and a recruitment campaign is essential in ensuring that an appropriate candidate be identified to fill the position.

Attachments

None

Report prepared by:

Janice Atwood-Petkovski
Commissioner of Legal and Administrative Services and City Solicitor

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At the conclusion of this reporting period, the panel was poised to deal with the issue of how best to ensure the questionnaire is widely distributed, completed, returned, and appropriately analyzed.

Regional Implications

Nil

Relationship to Vaughan Vision 2020

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

Conclusion

The attached report outlines the work done by Panel 1 to date.

Attachment

Questionnaire

Report prepared by:

Councillor Tony Carella, FRSA

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

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Item 31, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

31

PEACE TREE DAY – JUNE 1

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated December 1, 2008:

Recommendation

Councillor Sandra Yeung Racco recommends:

That the start time of June 1, 2009 Committee of the Whole (Working Session) be changed to 1:00 p.m. instead of 9:30 a.m. as June 1st has been designated as Peace Tree Day.

Economic Impact

N/A

Communications Plan

The annual Peace Tree Day event will be promoted, as per protocol, through our Corporate Communication Department.

Purpose

Like the years before us, the Peace Tree Day Celebration for 2009 will be taking place from 9:30 a.m. – 12:00 noon at the Concord Thornhill Regional Park and invitations have already gone out to the community.

Background - Analysis and Options

The City of Vaughan endorsed Peace Tree Day in 2006 and 2007, and accordingly organized an official celebration. Due to the fact that on some years, June 1 will fall on a weekend and due to the fact that this event is coordinated in partnership with the York Region School Board, the York Catholic District School Board and the York Regional Police, this event should be held on a weekday to allow for the continued participation of the above noted groups. Additionally, holding the annual Peace Tree Day event on a consistent day allows for better planning of the event on behalf of the City and the external participants.

Relationship to Vaughan Vision 2020

Serving our citizens through the promotion of community, safety, health and wellness.

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

Regional Implications

N/A

Conclusion

The start time of June 1, 2009 Committee of the Whole (Working Session) should be changed to 1:00 pm as June 1st has been designated as Peace Tree Day.

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Attachments

Peace Tree Day – “Save the Date”

Report prepared by:

Anita Micoli, Council Executive Assistant

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

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Item 32, Report No. 61, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 8, 2008, as follows:

By receiving the written submission from O.P. Lamba, 2 Gould Lane, Thornhill, L4J 9B6, dated November 29, 2008; and

By receiving the petition.

**32 DEPUTATION – MS. ERLINDA INSIGNE WITH RESPECT TO THE
EXPANSION OF THE PATRICIA KEMP COMMUNITY CENTRE**

The Committee of the Whole recommends:

- 1) That the deputation of Ms. Erlinda Insigne, Filipino Canadian Association of Vaughan, 581 Conley Street, Thornhill, L4J 6V2, and petition submitted, be received;
- 2) That staff prepare a report outlining the current state of the Patricia Kemp Community Centre including the cost for maintenance and the cost for expansion as suggested by its current lessees;
- 3) That in preparation of the report, consultation take place with the Filipino Canadian Association of Vaughan regarding their suggestions for the building;
- 4) That staff take into consideration the impact of the completion of the new Block 10 Community Centre and any other Centres in the area in preparing the report;
- 5) That the report be forwarded to a future Budget Committee meeting;
- 6) That the following deputations be received:
 - a) Mr. Victor Schiralli, Trustee, York Catholic District School Board, 320 Bloomington Road West, Aurora, ON L4G 3G8;
 - b) Professor O. P. Lamba, 2 Gould Lane, Thornhill, L4J 9B6; and
 - c) Mr. Ruy Sumabat, 32 Townsgate Drive, Thornhill, L4J 8A4; and
- 7) That the following written submissions, be received:
 - a) Mr. Peter Shurman, M.P.P. Thornhill, 7368 Yonge Street, Suite 203, Thornhill, L4J 8H9, dated November 28, 2008;
 - b) Mr. David Jeanneret, 355 South Summit Farm Road, King City, L7B 1J8, dated November 25, 2008;
 - c) Mr. Vernon Hendrickson, Thornhill African Caribbean Canadian Association, 59 Pilkington Crescent, Vaughan, L4J 7J5, dated November 29, 2008;
 - d) Ghulam Abbas Sajan, Director, Islamic Ahlul Bayt Assembly of Canada, 12056 Leslie Street, Richmond Hill, L4E 3R5, dated November 30, 2008;
 - e) Mr. Jose A. Saavedra, President, Leyteno Association of Ontario, 38 Foxhunt Drive, Woodbridge, L4H 2K8, dated November 28, 2008;
 - f) Lion Eduardo M. Calucag, Toronto Mabuhay Lions Club, 1423 Mississauga Valley Boulevard, Apartment 1023, Mississauga, L5A 4A5, dated November 24, 2008; and
 - g) Isidro Payaket, President, Bibak Toronto, dated November 30, 2008.

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Item 34, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

34 NEW BUSINESS – MESSAGE OF CONDOLENCE TO THE CITY OF MUMBAI, INDIA

The Committee of the Whole recommends:

That in light of the horrific events that occurred in the City of Mumbai, India through the actions of a terrorist group;

And in light of the senseless killing of over 150 people in the attack;

And in light of the diversity of religious and ethnic groups in the City of Vaughan:

The Council of the City of Vaughan expresses its condolences to all of the families in India and throughout the world, who have suffered a loss, and to the members of our diverse communities in the City who are attempting to grapple with the terrible events impacting their communities.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 35, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

35

NEW BUSINESS – SIGNAGE ALONG MAJOR HIGHWAYS

The Committee of the Whole recommends that staff review the Urban Design Guidelines for signage along major highways to encourage consistency, scale, size, materials and attractiveness and lighting.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 8, 2008

Item 36, Report No. 61, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 8, 2008.

36

NEW BUSINESS – INCLUSION OF WARD NUMBER ON REPORTS

The Committee of the Whole recommends that where the topic of a report to the Committee of the Whole or Council relates to a particular Ward or Wards, the number(s) of such ward(s) shall be identified at the top of the first page of said report.

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