

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 1, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**1                      PARKS DEVELOPMENT – SUSTAINABILITY INITIATIVES**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated February 2, 2010:**

**Recommendation**

The Commissioner of Community Services, in consultation with the Director of Parks Development recommends:

- 1) That the presentation by the Parks Development Division titled "Parks Development - Sustainability Initiatives") be received; and,
- 2) That the attached report be received as information.

**Contribution to Sustainability**

The initiatives outlined in the presentation support the priorities previously set by Council in the Green Directions Vaughan, Community Sustainability Environmental Master Park Plan, specifically:

- Goal 3, Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation; and,
- Goal 1, Objective 1.3: To support enhanced standards of stormwater management at the City and work with others to care for Vaughan's watersheds; and,
- Goal 2, Objective 2.2: To develop Vaughan as a City with maximum green space and an urban form that supports our expected population growth.

**Economic Impact**

There is no economic impact associated with this report.

**Communications Plan**

Not Applicable.

**Purpose**

The purpose of this report is to advise Council of the status of the ongoing Parks Development sustainability initiatives specifically relating to the Pedestrian and Bicycle Master Plan (off-road systems) and key park/open space destinations that form the foundation of the network.

**Background - Analysis and Options**

Council approved the "Green Directions" Vaughan Community and Environmental Master Plan on April 14, 2009. Green Directions is a component of *Vaughan Tomorrow*, the City's comprehensive growth management plan. *Vaughan Tomorrow* is mandated by *Vaughan Vision 2020* in includes the preparation of a new official plan and a series of master plans that address the delivery of services and infrastructure.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 1, CW Report No. 5 – Page 2

The Pedestrian and Bicycle Master Plan was approved in principle by Council April 2, 2007. The recommendations and directions included in this plan will be embedded in the City-wide Transportation Master Plan that is a component of *Vaughan Tomorrow* and will shape policies respecting the planning and implementation of the on and off road pedestrian and bicycle networks throughout the City of Vaughan.

The effective implementation of the Pedestrian and Bicycle Master Plan requires the participation of several Departments including, but not limited to: Parks Development, Development / Transportation Engineering, Recreation & Culture, Development Planning, Finance and Policy Planning. The physical construction of the pedestrian and bicycle networks is shared jointly by the Parks Development Department and the Development / Transportation Engineering Department.

Parks Development is responsible for implementing the components of the master plan within publicly owned parks/open space systems including connections to major municipal destination nodes (ie: parks, open spaces, community centres, transit hubs, etc...). Since approval of the Pedestrian and Bicycle Master Plan in 2007, key sections of both the Bartley Smith Greenway and William Granger Greenway have been implemented. In total, approximately 4 km of new trail network has been added and 9.16 kms have been brought up to City standard. Parks Development is constructing the off road trail network in a phased and systemic approach. Annually, funding is requested as part of the capital budget cycle for both the Don River and Humber River trail systems. The source of funding for the off road trail network is Citywide Development Charges – Parks Development.

In 2009/2010 several new sections of trail will be added to the network. These include multi-use trails on the Don River system between Planchett Road and Jacob Keffer Parkway and full buildout of the trail network within the Maple Nature Reserve. As part of the Humber River system works include multi-use trails through Boyd Park to Rutherford Road, trail upgrades and replacement of a temporary bridge in Glassco Park North (north of Major Mackenzie Drive), multi-use trail connection under the Rutherford Road overpass at the East Humber River including two new pedestrian bridge crossings south of Rutherford Road within the William Granger Greenway.

One of the key functions of the network of the on-road routes and off road trails is to facilitate connectivity between destination points. Two such destination points that have recently been added to the City of Vaughan's parks and open space network are the Elder's Mills Nature Reserve and the Maple Nature Reserve. The Elder's Mills Nature Reserve, located at the north east corner of Rutherford Road and Highway #27, is a key destination point along the Humber River system. Parks Development completed the rehabilitation / restoration of this 62 acre site in collaboration with the Toronto and Region Conservation Authority in 2007.

The open space includes several viewing platforms, an accessible trail throughout the property with connections to the residential subdivision, a 42m long pedestrian bridge, woodland and riparian restoration areas and a built wetland complex. The Maple Nature Reserve, located east of Dufferin Street just north of Major Mackenzie, within the Don River watershed has had several kilometers of new trails constructed in 2009 and is home to the Quonset Hut site rehabilitation project. This joint partnership project with the Toronto and Region Conservation Authority, through the removal of the existing storage buildings, will create a core forest area in excess of 10 hectares (25 acres) which is of significant size given the urbanizing character of the area. The rehabilitation of the site within the Maple Nature Reserve acts to enhance the watershed's natural cover and restore aquatic habitat while integrating additional recreation and environmental education opportunities. This project will be completed in the summer of 2010.

The implementation of the off-road trail networks, park and open space destinations as part of the trail networks, ongoing development of the Parks Development's "Sustainability Toolkit", recycling initiatives, exploration of urban agriculture and the development of a Parkland Acquisition Strategy are several ways Parks Development are contributing to sustainability in the City of Vaughan.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 1, CW Report No. 5 – Page 3

**Relationship to Vaughan Vision 2020 / Strategic Plan**

In consideration of the strategic priorities related to Vaughan Vision 2020, the initiatives included in this report demonstrate:

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

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

**Regional Implications**

There are no regional implications as a result of this report.

**Conclusion**

This report is provided for the information of Council.

**Attachments**

Not Applicable.

**Report prepared by:**

Stephanie Snow, Construction Coordinator, Ext. 3210  
Paul Gardner, Director of Parks Development, Ext. 3209

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 2, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**2 OFFICIAL PLAN AMENDMENT FILE OP.07.012  
ZONING BY-LAW AMENDMENT FILE Z.07.050  
NASER GJURECI  
WARD 2  
(Deferred Item)**

**The Committee of the Whole recommends:**

- 1) That the Committee of the Whole recommendation of December 1, 2009, be approved; and**
- 2) That the memorandum from the Commissioner of Planning, dated January 27, 2010, be received.**

Council, at its meeting of December 14, 2009, adopted the following (Item 11, Report No. 54):

That this matter be deferred to the Committee of the Whole meeting of February 2, 2010, for a staff report addressing the concerns contained in the written submission from Mr. Nick Pinto, The West Woodbridge Homeowners Association Inc., 57 Mapes Avenue, Woodbridge, L4L 8R4, dated December 14, 2009.

Committee of the Whole recommendation, December 1, 2009:

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 1, 2009, be approved; and
- 2) That the following deputations be received:
  - a) Ms. Lidia Vanderhorst, 11 Lansdowne Avenue, Woodbridge, L4L 2B1;
  - b) Mr. Vittorio Pacini, 35 Lansdowne Avenue, Woodbridge, L4L 2B1; and
  - c) Mr. Naser Gjureci, applicant, 15 Lansdowne Avenue, Woodbridge, L4L 2B1.

Report of the Commissioner of Planning, dated December 1, 2009

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.07.012 (Naser Gjureci) BE APPROVED, to amend OPA #240 (Woodbridge Community Plan) for the subject lands shown on Attachment #2, to redesignate the property from "Low Density Residential" to "Medium Density Residential" to permit 6 block townhouse dwelling units.
2. THAT Zoning By-law Amendment File Z.07.050 (Naser Gjureci) BE APPROVED, to amend the City's By-law 1-88 to rezone the subject lands shown on Attachment #2 from R3 Residential Zone to RM2(H) Multiple Residential Zone with the Holding Symbol "(H)" and OS1 Open Space Conservation Zone in the manner shown on Attachment #3, to facilitate the development of 6 block townhouse dwelling units with the following zoning exceptions:

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 2, CW Report No. 5 – Page 2

<b>By-law 1-88 Standard</b>	<b>By-law 1-88 Minimum Requirements (RM2 Multiple Residential Zone)</b>	<b>Proposed Exceptions (to the RM2 Multiple Residential Zone)</b>
Minimum Lot Frontage (along Lansdowne Avenue)	30 m	9.14 m
Minimum Rear Yard Setback (along east property line)	4.5 m	3.3 m for the east portion of the building (Unit #6)

3. THAT the implementing zoning by-law include a clause requiring that prior to the removal of the Holding Symbol “(H)” that:
  - i) servicing shall be identified and allocated by Vaughan Council; and,
  - ii) a Site Development Application shall be approved for the proposed development.
4. THAT the lands to be zoned OS1 Open Space Conservation Zone be deeded to the Toronto and Region Conservation Authority.

**Contribution to Sustainability**

The proposed block townhouse development is subject to Site Plan Control and the implementation of sustainable site and building features will be reviewed during the site plan stage.

**Economic Impact**

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

**Communications Plan**

On January 11, 2008, a Notice of a Public Hearing with respect to the Official Plan and Zoning By-law Amendment Applications was circulated to all property owners within 120 m of the subject lands. The Public Hearing was held on February 4, 2008. Deputants at the hearing addressed the Committee of the Whole both in support and in opposition to the proposed development and identified the following issues:

- a) Mr. Nelson Espinola, Escala Designs Inc., the agent for the Owner introduced a new plan comprised of 6 townhouse units (7 units in original plan) and expressed support for the revised development proposal.
- b) Mr. Mike Vanderhorst, Mr Francesco Cirillo and Mr. Vittorio Pacini, of 11, 14 and 35 Lansdowne Avenue, respectively, expressed the following concerns:
  - i) the neighbourhood is already a congested area;
  - ii) parking for the development should be provided on-site and not on Lansdowne Avenue;
  - iii) 11 Lansdowne Avenue will be impacted as a result of its proximity to the development and the proposed driveway location;

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 2, CW Report No. 5 – Page 3

- iv) the proposed townhouse development is located too close to 11 Lansdowne Avenue; and,
- v) concerns with respect to garbage pick-up, snow storage and parking.

One letter from a Mr. C. Campagner, the owner of 24 Lansdowne Avenue was received by the Development Planning Department on February 4, 2008, which outlined the following concerns:

- i) the lack of visitor and on-street parking; and,
- ii) concerns respecting on-site garbage and recycling administration.

At the Public Hearing, members of the Committee of the Whole suggested the removal of one townhouse unit. The conceptual site plan presented at the Public Hearing identified a 1.2 m setback between the proposed development and the nearest lot line of 11 Lansdowne Avenue, which members of the Committee of the Whole identified as being insufficient, and suggested an additional unit be deleted or that the plan be redesigned to provide a greater separation distance between the existing lot and the proposed development. As a result of the comments from area residents and the Committee members, the applicant has redesigned the project as shown on Attachment #3, by relocating the townhouse development further east and away from 11 Lansdowne Avenue, and by adding 2 visitor parking spaces and an amenity area east of 11 Lansdowne Avenue, as shown on Attachment #3. The revised site plan will be discussed later in this report.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 4, 2008, was ratified by Council on February 11, 2008.

#### **Purpose**

The Owner has submitted the following applications on the subject lands shown on Attachments #1 and #2:

1. An Official Plan Amendment Application (File OP.07.012) to amend OPA #240 (Woodbridge Community Plan) to redesignate the subject lands from "Low Density Residential" to "Medium Density Residential".
2. A Zoning By-law Amendment Application (File Z.08.046) to amend the City's By-law 1-88, specifically to rezone the subject lands from R3 Residential Zone to RM2 Multiple Residential Zone and OS1 Open Space Conservation Zone, together with the necessary zoning exceptions to facilitate the proposed development.

The applications will facilitate the development of a 6 unit residential townhouse block served by a private driveway with access from Lansdowne Avenue, as shown on Attachment #3.

#### **Background - Analysis and Options**

The subject lands shown on Attachments #1 and #2 are located on the north side of Regional Road #7, and east of Kipling Avenue, specifically on the east side of Lansdowne Avenue being Lots 16, 17, 18, 19 and 20 on Plan 554, and known municipally as 15 Lansdowne Avenue, City of Vaughan. The 0.17 ha property is currently vacant, and has 9 m of frontage on Lansdowne Avenue.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 2, CW Report No. 5 – Page 4

##### Previous Applications

In 1994, an application to amend Zoning By-law 1-88 to permit the development of two semi-detached dwellings (total of 4 units) on the property was submitted to the City. The applicant was informed that the proposed development required a corresponding Official Plan Amendment application, and subsequently on February 14, 1995, the applicant withdrew the Zoning Amendment application.

On November 6, 2000, applications to amend the Official Plan (OPA #240 – Woodbridge Community Plan) and Zoning By-Law 1-88 (Files OP.00.021 and Z.00.102 – 9 Way Development Inc.) were submitted to the City, which proposed 5 residential detached dwellings served by a private driveway. The applications were circulated and considered at a Public Hearing on January 22, 2001. Subsequently, on November 6, 2001, the City received a letter from the Owner requesting that the applications be revised to permit a 6 unit townhouse block accessed by a private laneway from Lansdowne Avenue. The revised applications were considered by Council at a Public Hearing held on January 21, 2002. The applications were subsequently closed by the applicant.

##### Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. The PPS includes policies that direct new growth to urban areas which contributes to the creation of strong and safe communities, healthy environments and long term economic growth. It also promotes a full range of housing types and densities to meet projected demographic and market requirements of current and future residents, by ensuring that all forms of residential intensification in parts of built-up areas have sufficient infrastructure to create a potential supply of new housing units. The PPS is supportive of intensification. The proposed development represents intensification of an existing infill parcel of land.

##### Places to Grow

The Places to Grow Plan (“Growth Plan”) sets out Provincial policies applicable to the Greater Golden Horseshoe. The policies of the Growth Plan encourages compact built forms, transit supportive communities, diverse land uses, a range and mix of housing types, and directs growth to settlement areas that offer municipal water and wastewater systems. The proposed development would provide an alternative housing form within the existing neighbourhood. The proposal would result in the intensification of the property with the development of 6 townhomes in a location that is easily accessible and is supportive of Regional transit.

##### Region of York Official Plan

The subject lands are designated “Urban Area” in the Region of York Official Plan, and abuts Regional Road #7, which is a Regional Corridor. The Plan encourages a broad range of housing types within efficient and mixed use compact communities at an overall transit-supportive density in urban areas. The proposed development is consistent with Regional Official Plan policies by providing an additional housing opportunity to the local area that is compact and efficient, by directing development to existing built-up portions of urban areas, and by locating medium density development in the vicinity of existing and planned transit services.

##### City of Vaughan Official Plan

The subject lands are designated “Low Density Residential” by OPA #240 (Woodbridge Community Plan), which permits single family detached and semi-detached units at a maximum density of 8.6 units per gross residential hectare. Based on a gross residential site area of

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 2, CW Report No. 5 – Page 5

0.305ha comprised of the subject property (0.17 ha), plus 0.135 ha comprised of half of the boundary roads (being Regional Road #7 and Lansdowne Avenue), would yield as-of-right permission of approximately 3 residential units. The Owner has submitted an Official Plan Amendment to redesignate the subject lands from “Low Density Residential” to “Medium Density Residential” to permit the proposed development comprised of 6 residential block townhouse units. A goal of OPA #240 is to provide for a predominantly low density community with some higher density to accommodate senior citizens and other family housing needs. The Official Plan also encourages the development of a variety of uses in a form that will create a livable community with a strong sense of identity. The development of this irregular shaped parcel of land will introduce a housing form providing an additional housing opportunity in an existing predominantly low density built-up neighbourhood.

Zoning

The subject lands are zoned R3 Residential Zone by By-law 1-88, which does not permit the proposed townhouse units. The Owner has submitted a Zoning By-law Amendment Application to rezone the subject lands from R3 Residential Zone to RM2 Multiple Residential Zone to permit 6 block townhouse units on the property. In order to facilitate the development, the following zoning exceptions are required.

<b>By-law 1-88 Standard</b>	<b>By-law 1-88 Minimum Requirement (RM2 Multiple Residential Zone)</b>	<b>Proposed Exceptions (RM2 Multiple Residential Zone)</b>
Minimum Lot Frontage (along Lansdowne Avenue)	30 m	9.14 m
Minimum Rear Yard Setback (along east property line)	4.5 m	3.3 m for the east portion of building (Unit #6)

The subject property has a lot area of approximately 0.17 ha, and is “key” shaped with a narrow driveway leading to a plateau area set above Regional Road #7. The irregular shaped lot shown on Attachment #2 is bounded by Lansdowne Avenue and a residential lot to the west, open space and Regional Road #7 to the south, a public school to the east, and a residential lot to the north. The reduction to the minimum lot frontage is a result of existing conditions and the proposed 3.3m rear yard setback applies only to a small portion of Unit #6, which abuts the school site to the east. The Development Planning Department can support the zoning exceptions as they are considered to be minor in nature.

The Development Planning Department will require that the lands be zoned with the addition of the site Holding Symbol “(H)”, which will be removed upon the City of Vaughan identifying and allocating servicing capacity for the development, and Council approving a Site Development Application for the subject lands.

Preliminary Site Plan and Elevations

The proposed site plan shown on Attachment #3 is designed in a manner to respond to the constraints of the irregular “key” shaped lot and the comments received at the Public Hearing. The site plan proposes 6 townhouse units served by a main driveway. The townhouse units are traditional in design, each with a rear yard, a parking space in a single garage and one parking space on a driveway. The latest plan relocates the proposed townhouse development easterly in



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 2, CW Report No. 5 – Page 6

order to create a greater separation distance (7 m) between the existing dwelling and the closest lot line of 11 Lansdowne Avenue. In addition, a small amenity area and 2 visitor parking spaces are provided adjacent to Unit #1 to serve the development.

From the perspective of building mass, the current proposal represents a more compact form of development and would have less of an impact to the neighbouring properties than the amount of development that would be permitted as-of-right on this site under the current R3 zoning provisions. Although, the proposed block townhouse development appears to be a more intense use, it is less dense than a single detached home complying with the R3 standards of the Zoning By-law. That is, one detached home with a similar exception for lot frontage would require a minimum interior side yard of 1.2 m (from the north, south and west property lines), and permit a maximum lot coverage of 40% and a maximum building height of 9.5 m, whereas the current proposal is setback a minimum of 7 m (to 10 m) to the nearest lot line from 11 Lansdowne Avenue, and has a maximum lot coverage of 30% and a maximum building height of 9.2 m. In consideration of the above, the proposed development represents a more compact and efficient building form that provides an additional housing opportunity within an established neighbourhood and has been designed in a manner that creates less impact to neighbouring units.

The preliminary elevations shown on Attachments #4 and #5 incorporate a “double-fronted” appearance in order to respond to the property’s location abutting Regional Road #7. The main difference between the north and south elevations are with respect to the garage doors and roofline being provided on the north (front) elevation. The east elevation and specifically the west elevation will require an upgraded treatment. The plans are conceptual at this point in time and will be reviewed in greater detail during the site plan process to identify opportunities to provide additional landscaping, appropriate pedestrian connections, and upgraded architectural design. The Development Planning Department has reviewed the proposed conceptual site plan and is generally satisfied with the plan.

The proposed development, if approved, will function as a traditional condominium, with road maintenance, snow removal, and garbage and recycling pick-up being administered by the Condominium Corporation.

#### Parking and Access

The proposed site plan includes 14 parking spaces comprised of 2 spaces per residential unit, being one on the driveway and the other in the garage, and 2 general visitor parking spaces. By-law 1-88 requires, a minimum of 1.5 parking spaces per unit, and 0.25 visitor parking spaces per unit calculated as follows:

$$6 \text{ units @ } 0.25 \text{ visitor spaces/unit} = 1.5 \text{ spaces}$$

The proposed parking supply complies with By-law 1-88. One driveway accessed from Lansdowne Avenue will be located along the north property line to service the development. The driveway will also serve as the main fire fighting route and access for all utility and emergency vehicles.

#### Land Use and Built Form

The Provincial Growth Plan defines intensification as the development of a property, site or area at a higher density than currently exists through, in part, the development of vacant and/or underutilized lots within previously developed areas or infill development. The subject lands represent an underutilized lot in an existing developed area and can also be considered an infill site. An intent of the Growth Plan is to accommodate 40% of all new residential development within existing urban areas.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 2, CW Report No. 5 – Page 7

The subject lands abut Regional Road 7, which is a Regional Corridor and is in close proximity to a planned Transit Stop as identified in OPA #661 (Avenue Seven Land Use Futures Study) located at the corner of Kipling Avenue and Regional Road 7. In addition, the Region of York has adopted the York Region 2031 Intensification Strategy, to implement a strategy for intensification, consistent with the Provincial Growth Plan. The Strategy includes an Intensification Matrix Framework (IMF), which identifies key strategic areas where intensification can be best accommodated, including “local Infill” areas. A local infill area includes vacant land.

The development of the subject lands would provide a different and compatible housing option that supports transit and achieves an appropriate transition of built form with the adjacent land uses, which is consistent with the Growth Plan and the Region’s Intensification Strategy.

The proposed site plan provides for a minimum 7 m and 10 m separation distances from the closest property line and the existing structure on 11 Landsdowne Avenue respectively. The site also abuts an existing school property to the east and Regional Road 7 to the south. The proposed built form (townhouses) and land use are also considered to be compatible with the existing land use context and introduces an additional housing opportunity into the local area that is compact, makes more efficient use of the land and services and is transit supportive.

In addition, through the Site Plan review process, final details of the plan with respect to matters such as building design, buffering and landscaping will be reviewed in detail to facilitate a compatible infill development.

Vaughan Engineering Department

The Vaughan Engineering Department has reviewed the proposed applications and has provided the following comments:

- i) road network access, site circulation and sanitary/water servicing and grading will be reviewed at the Site Development stage;
- ii) the Engineering Transportation Section is generally supportive of the plan shown on Attachment #3, from the perspective of site circulation. Revisions to the access radius is recommended, which will be further reviewed during the Site Development Application process;
- iii) in accordance with the City’s Servicing Capacity Distribution Protocol as adopted by Council on April 14, 2009, servicing allocation capacity for the subject lands has not been reserved, nor assigned potential future capacity at this time. However, the City intends to undertake an annual review of the status of the available and unused servicing capacity and related Distribution Protocol capacity at which time servicing for the subject lands will be revisited based on the status of the subject applications; and,
- iv) a Functional Servicing Report (FSR) prepared by EMC Group Limited, dated September 9, 2009 was submitted, reviewed and found acceptable to the Engineering Department.

In light of the Engineering Department’s comments respecting the availability of servicing, it is recommended that the property be zoned with the Holding Symbol “(H)”, which will be removed when servicing for development is identified and allocated by Vaughan Council.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 2, CW Report No. 5 – Page 8

#### Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposed applications and the supporting Slope Stability Assessment report prepared by V.A. Wood Associates Limited, dated June 25, 2008, and is satisfied with the findings. However, due to the constrained size of the site, the TRCA will accept reducing the erosion access allowance from 6m (recommended by the Study) to 3m to allow small structures within the rear yards of the proposed development and to minimize impact on the subject property. The proposed siting of the townhomes shall continue to respect the 6 m erosion allowance limit.

In light of the above, the TRCA has no objection to the approval of the proposed applications, subject to the following conditions:

- i) the portion of the 3 m easement from the stable top-of-bank, as outlined in the Slope Stability Report prepared by V.A. Wood Associates Limited that encroaches onto the subject property be zoned to an appropriate Open Space category;
- ii) the future site plan drawings for the proposal must illustrate a permanent fence along the edge of the 3 m easement in order to ensure that future property owners do not encroach into the easement; and,
- ii) a TRCA Permit is required under Ontario Regulation 166/06, prior to the issuance of a municipal building permit.

#### Relationship to Vaughan Vision 2020/Strategic Plan

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

#### Regional Implications

The Region of York Planning Department has reviewed the proposed development and has indicated that it is consistent with the Regional Official Plan policies to direct development to existing built-up urban areas, and to provide a wider range of housing types and accessibility to existing and planned transit services. Based on their preliminary review, the Region of York has no objection to the proposed land use change and has exempted the Official Plan Amendment Application from Regional approval.

The Region of York Transportation Services Department has reviewed the noise control report prepared by S.S. Wilson Associates, dated January 9, 2009, provided in support of the applications and has no objection to the development. However, prior to Site Plan approval, an updated noise report is required to address the future implementation of the GO Train service along the Canadian Pacific Rail corridor (further to the east) and is to include any Regional requirements. All recommended noise attenuation features must be a minimum height of 2.2 m to a maximum of 3.0 m metres. Furthermore, all detailed site servicing, site grading and landscape drawings must be submitted as part of the site plan submission for Regional approval, and the Owner shall be required to enter into a Site Plan Agreement with the Regional Municipality of York.

#### Conclusion

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment Application Files OP.07.028 and Z.07.012 (Naser Gjureci) in the context of the applicable Provincial policies, Regional and City Official Plan policies, the requirements of By-law 1-88, and the surrounding land use context.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 2, CW Report No. 5 – Page 9

The Provincial Policy Statement (PPS) and the Places to Grow Plan encourage intensification and promotes a full range of housing types and densities to meet projected demographics and market requirements of current and future residents in existing built up areas. In this respect, the proposed development conforms to the PPS and the Growth Plan since the applications propose intensification in an existing built-up area and adds to the range of housing in the area.

The Region of York Official Plan (YROP) identifies the subject lands as an “Urban Area”. The objectives of the Regional Plan include targeting growth to existing built-up portions of the Urban Areas, and to permit a broad range of housing types. The proposed development is consistent with the Regional Official Plan with respect to directing growth to an urban area and by facilitating more efficient use of the existing infrastructure and promoting a wider range of housing types within the existing neighbourhood.

OPA #240 (Woodbridge Community Plan) designates the subject lands “Low Density Residential”, which permits single family detached and semi-detached units. A goal of OPA #240 is to provide for a predominantly low density community with some higher density to accommodate other family housing needs. The redesignation of this property to “Medium Density Residential” to permit block townhouses is consistent with the policies of OPA #240, by introducing a new housing form, and providing an additional housing opportunity in an existing predominantly low density neighbourhood.

On this basis, the Development Planning Department can support the approval of the Official Plan Amendment Application to redesignate the subject lands from “Low Density Residential” to “Medium Density Residential” to permit the proposed 6 unit townhouse block as shown on Attachment #3.

The Development Planning Department can also support the approval of the Zoning By-law Amendment Application to rezone the subject lands from R3 Residential Zone to RM2(H) Multiple Residential Zone with the Holding Symbol “(H)” and to OS1 Open Space Conservation Zone. The Holding Symbol “(H)” shall remain on the lands until such time as Vaughan Council identifies and allocates servicing capacity and approves a Site Development Application for the proposed development. Should the Committee concur, the recommendation in this report can be adopted.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Preliminary Site Plan
4. Preliminary North and West Elevations
5. Preliminary South and East Elevations
6. Written Submission from Mr. Nick Pinto, dated December 14, 2009

#### **Report prepared by:**

Eugene Fera, Planner, ext. 8064  
Carmela Marrelli, Senior Planner, ext. 8791  
Mauro Peverini, Manager of Development Planning, ext. 8407

/LG

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 3, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

---

**3      TASK FORCE ON DEMOCRATIC PARTICIPATION AND RENEWAL: FINAL REPORT**

(Deferred Item)

The Committee of the Whole recommends that the following list of proposed Ward names be approved:

<b>Ward 1</b>	<b>Maple/Kleinburg</b>
<b>Ward 2</b>	<b>Woodbridge West</b>
<b>Ward 3</b>	<b>Woodbridge/Vellore</b>
<b>Ward 4</b>	<b>Concord/Thornhill North</b>
<b>Ward 5</b>	<b>Thornhill</b>

Council, at its meeting of December 14, 2009, adopted in part (Item 32, Report 54):

By deferring the following list of proposed Ward names to the Committee of the Whole meeting of February 2, 2010:

Ward 1	Maple/Kleinburg
Ward 2	Woodbridge West
Ward 3	Woodbridge East
Ward 4	Concord/Thornhill North
Ward 5	Thornhill

Attachment 1 – Memorandum from the City Clerk, dated December 10, 2009

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



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 4, CW Report No. 5 – Page 2

#### **Communications Plan**

The 2010 Schedule of Meetings will be posted on the City's website, and the new times will be reflected in affected Agendas.

#### **Purpose**

The purpose of this report is to:

- a) Modify the calendar of Council and Committee meetings as a consequence of a shift in the date of Nomination Day, the date set for the close of nominations by the Municipal Elections Act, 1996, as amended recently; and
- b) Resolve a conflict between a Committee of the Whole (Working Session) meeting and the FCM Conference.

#### **Background - Analysis and Options**

Council, at its meeting of September 21, 2009 (Item 17, Report No. 38) adopted the 2010 Schedule of Meetings. Certain amendments in Bill 212 in affect as of January 1, 2010, have shifted dates applicable to the 2010 general municipal election with the effect that Election Day will now be October 25, 2010, and Nomination Day will be September 10, 2010.

Traditionally, Vaughan Council has not met after Nomination Day in an election year. Accordingly, the meetings in September 2010 following September 10, 2010 have to be rescheduled or cancelled. The following dates are affected:

- |              |  |
|--------------|--|
| September 14 | Strategic Planning Committee   |
| September 20 | Committee of the Whole (Working Session)<br>Economic Development Committee |
| September 21 | Environment Committee<br>Council   |

The last possible date for the scheduling of a Council meeting prior to Nomination Day is Tuesday, September 7, 2010. (In that week, the Monday is Labour Day, the Wednesday and Thursday are reserved meetings of Regional Council, and the Thursday and Friday fall on Rosh Hashanah.) The Committee of the Whole, Committee of the Whole (Closed Session) and Committee of the Whole (Public Hearing) meetings for that Council are recommended to be scheduled for August 27, 2010, one week prior.

In addition, Clerk's staff have become aware that the dates for the 2010 FCM Conference have shifted to May 28 – 31, 2010, which creates a conflict with one meeting of Committee of the Whole (Working Session). The conflict is resolved by rescheduling that meeting to May 17, 2010.

Accordingly, this report recommends that the following changes be made to the Council/Committee calendar:

- The Committee of the Whole, Committee of the Whole (Closed Session) and Committee of the Whole (Public Hearing) meetings of September 7, 2010 be rescheduled to August 31, 2010 starting at 11:00 a.m.;
- The Council meeting of September 21, 2010 be rescheduled to September 7, 2010;

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 4, CW Report No. 5 – Page 3

- The Special Purpose Committee meetings and Non-Statutory Advisory Committee meetings following September 10, 2010 be cancelled;
- The FCM Conference dates be revised to May 28 - May 31, 2010, inclusive; and
- The Committee of the Whole (Working Session) meeting of May 31, 2010 be rescheduled to May 17, 2010.

**Relationship to Vaughan Vision 2020/Strategic Plan**

Reference specific initiative report relates to:

This report is consistent with the priorities previously set by Council, in particular “Demonstrate Leadership and Promote Effective Governance”.

**Regional Implications**

There is no Regional impact because no meetings have been scheduled for Wednesdays and Thursdays, the days reserved for Regional Committees and Regional Council.

**Conclusion**

The 2010 meeting schedule is proposed to be revised to reflect a change in the statutory date for Nomination Day and the revised FCM Conference dates. It is requested that Council approve the attached revised 2010 Schedule of Meetings reflecting the various required amendments to the current meeting schedule.

**Attachments**

1. Revised 2010 – 12 Month – Schedule of Meetings

**Report prepared by:**

Gloria Hardyck, Assistant City Clerk

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



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 5, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

5

**SIGN VARIANCE APPLICATION  
FILE NO: SV.09-024  
OWNER: FIRST CAPITAL ASSET MANAGEMENT  
LOCATION: 9330 BATHURST STREET  
BLOCK 23, REGISTERED PLAN 65M-3918  
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 2, 2010:

**Recommendation**

The Sign Variance Committee recommends:

That Sign Variance Application SV.09-024, First Capital Asset Management, be APPROVED.

**Contribution to Sustainability**

N/A

**Economic Impact**

None.

**Communications Plan**

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

**Purpose**

Request to install a wall sign on the building face of the subject property as shown on the attached drawings. The proposed sign was not shown on the approved site plan agreement for the property.

**Background - Analysis and Options**

Bylaw Requirements (203-92, as amended):

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/Strategic Plan**

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 5, CW Report No. 5 – Page 2

**Regional Implications**

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

**Conclusion**

The applicant is proposing to install a wall sign on the building elevation as shown on the attached plans. The proposed sign is associated with creation of the new commercial unit within the existing building.

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

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

**Attachments**

1. Site Plan
2. Sketch of Sign

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 6, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

6

**SIGN VARIANCE APPLICATION  
FILE NO: SV.09-025  
OWNER: ING REAL ESTATE  
LOCATION: 239 CHRISLEA ROAD  
LOT 27, REGISTERED PLAN 65M-2589  
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated February 2, 2010:

**Recommendation**

The Sign Variance Committee recommends:

That Sign Variance Application SV.09-025, Ing Real Estate, be APPROVED, provided no additional signage be permitted on the tower.

**Contribution to Sustainability**

N/A

**Economic Impact**

None.

**Communications Plan**

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

**Purpose**

Request to install a wall signs on the building's elevations as shown on the attached drawings. The proposed sign was not shown on the approved site plan agreement for the property.

**Background - Analysis and Options**

Bylaw Requirements (203-92, as amended):

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/Strategic Plan**

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 6, CW Report No. 5 – Page 2

**Regional Implications**

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

**Conclusion**

The applicant is proposing to install a wall signs on the building's elevations as shown on the attached drawings. The proposed signs are associated with a new tenant moving into the building and were not shown on the approved site plan agreement.

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 City's Sign By-law is being maintained.

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

**Attachments**

1. Site Plan
2. Sketch of Sign

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 7, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**7**

**AWARD OF PROJECT - RFP 09-294  
STEELES AVENUE CORRIDOR URBAN DESIGN STREETScape  
MASTER PLAN STUDY  
APPROVAL OF CONSULTING TEAM CONTRACT  
FILE 15.42.2  
WARD 4**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 2, 2010:**

**Recommendation**

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

1. THAT a Contract be approved to retain the consulting team led by Sweeny Sterling Finlayson & Co Architects Inc. to carry out the Steeles Avenue Corridor Urban Design Streetscape Master Plan Study to an upset limit not exceeding \$161,503.00 (excluding GST), for completion of the Study by Winter 2011;
2. THAT a contingency allowance in the amount of \$18,500.00 (excluding GST) be approved within which the Commissioner of Planning or his designate is authorized to approve amendments to the contract; and
3. THAT the Mayor and City Clerk be authorized to sign the necessary documents.

**Contribution to Sustainability**

The Steeles Avenue Corridor Urban Design Streetscape Master Plan Study will provide guidelines to create a healthy community with minimum environmental impact footprint within the study area. The Study Terms of Reference requires a sustainable design and implementation approach that will be energy efficient, maximize infiltration, evapotranspiration, improve air quality, regulate temperature, provide habitat, ultra-violet protection, use of native drought resistant plant materials (xeriscapes) and integrated storm water management strategies without compromising the ability of future generations to meet their needs.

**Economic Impact**

The City's 2009 Capital Project (DP-9013-09) includes \$185,400.00 in funding for the anticipated cost of the project. The upset cost of the study will not exceed \$185,400.00, including a 3% administration fee. The cost of the project will be funded primarily (90%) through future development charge revenues associated with anticipated new development, and 10% through taxation.

**Communications Plan**

The Study process includes a public consultation program throughout the duration of the contract. The Study will be initiated with an Open House to which all land owners and business groups and other stakeholders in the OPA #620 Steeles Avenue Corridor Study Area will be encouraged to attend. A Steering Committee will be established to provide input from key City departments and public agencies and to facilitate coordination with the respective landowner groups.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 7, CW Report No. 5 – Page 2

#### **Purpose**

The purpose of this report is to obtain Council authorization to award a contract to carry out the Steeles Avenue Corridor Urban Design Streetscape Master Plan Study for the lands shown on Attachment #1.

#### **Background - Analysis and Options**

Item 41, Report No. 35, of the June 23, 2009 Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 30, 2009, resolved:

- “1. THAT the Terms of Reference, shown on Attachment #1, for the Steeles Avenue Corridor Urban Design Streetscape Master Plan Study, BE APPROVED; and
2. THAT the Development Planning Department initiate the process to retain the required consulting services to undertake the required work.”

A Request For Proposal (RFP 09-294) to undertake this Study was advertised in Biddingo, on the Ontario Public Buyers Association (OPBA) web-site, Ontario Association of Landscape Architects (OALA) web-site, Ontario Association of Architects (OAA) web-site and on City Page Online with a closing date of 3:00 p.m. on September 29, 2009. The RFP document was picked up by six (6) proponents from the Purchasing Services Department.

The package provided details of the contract, including the following evaluation criteria used in assessing competing bid submissions:

- Qualifications and Experience - 50%
- Quality of the Proposal - 20%
- Project Management- 20%
- Financial -10%

The criteria above dealt with each of the disciplines required on each team – urban design, architecture, landscape architecture, transportation and servicing. Each team was evaluated based on its capability, experience, expertise and skills in each discipline, and in terms of suitability with respect to team organization, project management, public consultation, and quality of its written and oral presentation.

Three (3) proposals being from Sweeny Sterling Finlayson &Co Architects Inc., EDA Collaborative Inc., and Landinc Design Incorporated were received by the Purchasing Services Department at the closing date on September 29, 2009. A committee comprising staff from Development Planning, Policy Planning, Parks Development and Engineering & Transportation Departments evaluated each of the proposals and identified the team which best satisfied the evaluation criteria. Purchasing Services facilitated and monitored the evaluation process. Subsequently, this committee received presentations and conducted interviews with the three teams.

The consultant selection process to retain external consulting services to carry out the Steeles Avenue Corridor Urban Design Streetscape Master Plan Study is complete, and the recommended firm/team is Sweeny Sterling Finlayson &Co Architects Inc. The team led by Sweeny Sterling Finlayson &Co Inc. was identified as the highest scorer and best qualified team to carry out the contract, based on the Committee’s evaluation of their proposal, interview and check of qualified customer references.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 7, CW Report No. 5 – Page 3

**Relationship to Vaughan Vision 2020/Strategic Plan**

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

**Regional Implications**

The products of the Steeles Avenue Corridor Urban Design Streetscape Master Plan Study will conform to Regional and Provincial policy requirements, and establish the basis for future development in the Steeles Avenue Corridor. The Region of York is a key public agency, and will be requested to participate in the Steeles Avenue Corridor Urban Design Streetscape Master Plan Study.

**Conclusion**

The lead consultant, Sweeny Sterling Finlayson & Co Inc., and their team of sub-consultants are well qualified to fulfill the requirements of the contract, and should be retained by the City to carry out the Steeles Avenue Corridor Urban Design Streetscape Master Plan Study to an upset limit not exceeding \$161,503.00 (excluding GST).

**Attachments**

1. Location Map

**Report prepared by:**

Rob Bayley, Manager of Urban Design, ext. 8254

/LG

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 8, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**8** **SITE DEVELOPMENT FILE DA.09.077**  
**YORK REGION DISTRICT SCHOOL BOARD**  
**WARD 1**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 2, 2010, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.09.077 (York Region District School Board) BE APPROVED, subject to the following conditions:
  - a) that prior to the issuance of a building permit:
    - i) the final site plan including the revisions to the location of the future portables and walkway, building elevations, and landscape plan to include additional landscape screening in the areas shown on Attachment #4 and as discussed in the report, shall be approved by the Vaughan Development Planning Department; and,
    - ii) the final site servicing and grading plans and stormwater management report shall be approved by the Vaughan Engineering Department and the Vaughan Parks Development Department.

**Contribution to Sustainability**

The applicant has advised the Vaughan Development Planning Department that the following sustainable features will be provided within the building design:

- i) upgraded roof and wall insulation;
- ii) double glazed Low "E" glass;
- iii) high efficiency boilers;
- iv) variable speed pumps and fans;
- v) heat recovery systems;
- vi) full building automation systems;
- vii) occupancy sensors;
- viii) high efficiency motors; and,
- ix) LED exit lights.

**Economic Impact**

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

**Communications Plan**

N/A



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 8, CW Report No. 5 – Page 2

#### **Purpose**

The York Region District School Board has submitted a Site Development Application (File DA.09.077) on the subject lands shown on Attachments #1 and #2, to permit the development of a new 5591.6 m<sup>2</sup>, 2-storey elementary school, as shown on Attachments #3 to #6.

#### **Background - Analysis and Options**

##### Location

The 2.48 ha subject lands are located west of Bathurst Street and south of Major Mackenzie Drive, specifically southwest of Thomas Cook Avenue and Chaiwood Court, within Planning Block 11, in Part of Lot 18, Concession 2, City of Vaughan, as shown on Attachments #1 and #2. The surrounding land uses are shown on Attachment #2.

##### Official Plan and Zoning

The subject lands are designated “Low Density Residential” with an “Elementary School” overlay by OPA #600 (Carrville Urban Village 2). The proposed site development conforms to the Official Plan.

The subject lands are zoned RD3 Residential Detached Zone Three by By-law 1-88, subject to Exception 9(1244), which permits the proposed elementary school. The final site plan must comply with By-law 1-88 or alternatively any required variances must be approved by the Committee of Adjustment and shall be final and binding.

##### Site History

On February 28, 2005, Vaughan Council approved Draft Plan of Subdivision File 19T-95044 (Humboldt Properties Limited) to facilitate the development of a residential subdivision, including an elementary school block comprised of Block 299 on Registered Plan 65M-3962.

##### Site Plan Review

The Vaughan Development Planning Department is generally satisfied with the proposed site plan and building elevations, as shown on Attachments #3, #5 and #6, respectively. The site plan includes 6 future portable buildings located to the north of the proposed school with a 9 m setback from the north property line, whereas By-law 1-88 requires a minimum 15m setback. The applicant has agreed to relocate the future portable buildings closer to the school and 15m from the north property line to comply with By-law 1-88 as shown on Attachments #3 and #4. The Vaughan Development Planning Department is working with the applicant to finalize the landscape plan. The applicant has agreed to add additional landscape screening along the north and west sides of the subject lands adjacent to the residential development, as shown on Attachment #4. The final plans will be approved to the satisfaction of the Vaughan Development Planning Department.

The Vaughan Engineering Department is working with the applicant to finalize the grading and servicing plans and stormwater management report for the proposed school development. The final plans and report must be approved to the satisfaction of the Vaughan Engineering Department. A condition of approval is included in the recommendation.

The Vaughan Parks Development Department advises that the grading must be changed so that there will be no drainage from the school site onto the City's parkland, and that the future walkway location leading from the school site to the park be determined once the City's park concept has been completed.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 8, CW Report No. 5 – Page 3

The subject lands are located within Planning Block 11 and are subject to Architectural Control. The site plan and elevation plans have been reviewed and approved by the Block 11 Control Architect, being John G. Williams Limited.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

#### **Regional Implications**

The subject lands do not abut a Regional Road, and therefore, the proposed development is not subject to Regional approval.

#### **Conclusion**

The Vaughan Development Planning Department has reviewed Site Development File DA.09.077 in accordance with OPA #600, By-law 1-88, the Block 11 Plan, comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for an elementary school is appropriate and compatible with the existing and permitted uses in the surrounding area. The applicant will be required to satisfy all requirements of the Vaughan Development Planning Department, Vaughan Engineering Department, and the Vaughan Parks Development Department. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Elevations
6. Rendered Elevations

#### **Report prepared by:**

Mary Serino, Planner 1, ext. 8215  
Carmela Marrelli, Senior Planner, ext. 8791  
Mauro Peverini, Manager of Development Planning, ext.8407

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 9, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**9** **SITE DEVELOPMENT FILE DA.09.050**  
**COSTCO WHOLESALE CANADA LTD.**  
**WARD 3**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 2, 2010, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.09.050 (Costco Wholesale Canada Ltd.) BE APPROVED, to permit the development of a gas bar accessory to the existing retail warehouse use, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i) the Owner shall satisfy all requirements of the Vaughan Development Planning Department and the Vaughan Engineering Department; and,
    - ii) the Owner shall satisfy all requirements of the Ministry of Transportation.

**Contribution to Sustainability**

The applicant has advised that the following sustainable building and site design features will be incorporated into the proposed development:

- i) stormwater quality treatment: the stormwater run off from the proposed gas bar will be treated by an oil grit separator; and,
- ii) urban heat island reduction at grade: additional landscaped areas have been provided on site with shade trees utilized to reduce the heat island effect.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

An application for Site Development approval to permit the following revisions to the existing commercial site (Costco Wholesale Canada Ltd), as shown on Attachments #3, #4, #5 and #6:

- a) a gas bar accessory to the existing retail warehouse for the use of Costco Member's only;

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 9, CW Report No. 5 – Page 2

- b) building elevations for a 7.1 m<sup>2</sup> mechanical enclosure, a 1.4 m<sup>2</sup> attendant enclosure and 6 gas pumps covered by a canopy; and,
- c) revisions to the existing paved and landscaped areas at the northwest corner of the overall site.

#### **Background - Analysis and Options**

##### Location

The 5.28 ha developed commercial site is located southwest of Regional Road 7 and Highway #400, known municipally as 71 Colossus Drive, in Part of Lots 4 and 5, Concession 5, City of Vaughan, as shown on Attachments #1 and #2.

##### Official Plan and Zoning

The subject lands are designated “Corporate Centre District” by OPA #500 (Corporate Centre Plan), as amended by OPA #663 (Highway #7 Land Use Future Study). The proposed gas bar use and development conforms to the Official Plan.

The subject lands are zoned C10 Corporate District Zone by By-law 1-88, subject to Exception 9(989), which permits the proposed gas bar use and development.

##### Site Plan Review

The site plan details on Attachment #4 show the proposed gas bar on the north side of the existing Costco warehouse building. The proposed gas bar will result in the reorganization of the existing parking area as shown on Attachment #4. Each of the 6 proposed gas pumps will be served by a 30m long (5 cars) stacking lane and covered by a canopy (Attachment #5). The gas bar will operate 7 days a week from approximately 6am to 8pm and will only serve Costco Members. This operation will require proof of membership and will be monitored by a gas attendant.

Additional planting is shown along the eastern property line and on the parking islands surrounding the gas bar. Dense planting is proposed around the mechanical enclosure to help screen it from view of abutting streets. The proposed Landscape Plan is shown on Attachment #6.

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, building elevations and landscaping plan, as shown on Attachments #4 to #6 inclusive. Prior to the execution of the Site Plan Letter of Undertaking, the final site plan, building elevations and landscape plan must be approved to the satisfaction of the Development Planning Department. A condition to this effect is included in the recommendation of this report.

##### Servicing, Grading and Stormwater Management

The Owner has submitted a site servicing and grading plan together with a stormwater management report for the review and approval of the Vaughan Engineering Department. Prior to the execution of the City’s Site Plan Letter of Undertaking, the final site servicing and grading plan and stormwater management report must be approved to the satisfaction of the Vaughan Engineering Department. A condition to this effect is included in the recommendation of this report.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 9, CW Report No. 5 – Page 3

#### Ministry of Transportation (MTO)

The subject lands abut Highway #400 within the Ministry of Transportation's Permit Control Area. The Owner is required to obtain a Building and Land Use Permit and a Building Signage Permit from the MTO prior to the commencement of any construction on site. Prior to the execution of the City's Site Plan Letter of Undertaking, the Owner must satisfy all requirements of the Ministry of Transportation.

#### Relationship to Vaughan Vision 2020/Strategic Plan

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

#### Regional Implications

N/A

#### Conclusion

The Site Development Application has been reviewed in accordance with OPA #500, By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed gas bar, canopy, and building elevations for a 7.1m<sup>2</sup> mechanical enclosure and a 1.4m<sup>2</sup> attendant enclosure, along with revisions to the existing paved and landscaped areas are appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions contained in this report.

#### Attachments

1. Context Location Map
2. Location Map
3. Overall Site Plan
4. Site Plan Detail (Proposed Gas Bar)
5. Elevations (Proposed Gas Bar)
6. Landscape Plan

#### Report prepared by:

Christina Napoli, Planner, ext. 8483  
Carmela Marrelli, Senior Planner, ext. 8791  
Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 10, Report No. 5, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 16, 2010, as follows:

***By approving the recommendation of the Commissioner of Planning, dated February 2, 2010;***

***By approving the following in accordance with the memorandum from the Commissioner of Planning, dated February 12, 2010:***

1. ***That the revised building elevations as shown on Attachments #2 to #7 to this memorandum be approved, to the satisfaction of the Vaughan Development Planning Department; and***

***By receiving the coloured elevation drawings submitted by the applicant.***

10

**SITE DEVELOPMENT FILE DA.09.072  
BELMONT PROPERTIES (WESTON) INC.  
WARD 1**

The Committee of the Whole recommends:

- 1) That this matter be referred to staff, in consultation with the applicant, to report back to the Council meeting of February 16, 2010 regarding issues raised by Members of Council;
- 2) That the coloured elevation drawings submitted by the applicant, be received; and
- 3) That the deputation of Mr. Ryan Virtanen, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3, on behalf of the applicant, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.09.072 (Belmont Properties (Weston) Inc.) BE APPROVED, 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 and landscape plan shall be approved by the Vaughan Development Planning Department.

**Contribution to Sustainability**

The applicant has advised the Development Planning Department that the following sustainable features will be provided within the building design:

- i) Low-E argon vinyl windows and patio doors;
- ii) steel insulated doors;
- iii) basement insulation;
- iv) R40 blown insulation in the roof; and,
- v) a high efficiency furnace.

**Economic Impact**

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

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 10, CW Report No. 5 – Page 2

#### **Communications Plan**

N/A

#### **Purpose**

To permit the development of the subject lands shown on Attachments #1 and #2 with 35, two-storey street townhouse units within six townhouse blocks (Blocks 163, 164, 167, 182 and 183 contain 6 units each and Block 166 contains 5 units, within Registered Plan 4145), as shown on Attachments #3 to #11 inclusive.

#### **Background - Analysis and Options**

##### Location

The subject lands are located north of Major Mackenzie Drive and west of Weston Road, specifically on Wardlaw Place (Blocks 163, 164, 166 and 167) and on Sedgewick Place (Blocks 182 and 183) within Planning Block 40, in Part of Lot 22, Concession 6, City of Vaughan. The surrounding land uses are shown on Attachment #2.

##### Official Plan and Zoning

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600 (Vellore Urban Village). The proposed residential street townhouse development conforms to the Official Plan.

The subject lands are zoned RT1 Residential Townhouse Zone by By-law 1-88, subject to Exception 9(1291). The proposed residential street townhouse development complies with By-law 1-88.

##### Site History

On June 25, 2007, Vaughan Council approved Draft Plan of Subdivision File 19T-06V07 (Belmont Properties (Weston) Inc.) to permit the development of 786 residential units consisting of 641 single-detached dwelling units and 145 street townhouse units. The above-noted Plan of Subdivision was registered as Plan 65M-4145 on September 17, 2009, and facilitates the subject blocks for street townhouse dwelling units. Servicing for the proposed development has been allocated.

##### Site Plan Review

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, landscape plan and building elevations as shown on Attachments #3 to #11 inclusive, and will continue to work with the Applicant to finalize the details of the development proposal.

The subject lands are located within Planning Block 40 and are subject to Architectural Control. The site plan and building elevations have been reviewed and approved by the Block 40 Control Architect, being John G. Williams Limited.

The Vaughan Engineering Department has approved the grading and servicing plans and stormwater management report for the townhouse development.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 10, CW Report No. 5 – Page 3

**Regional Implications**

The subject lands are located internal to the subdivision, and therefore, there are no Regional implications.

**Conclusion**

The Vaughan Development Planning Department has reviewed Site Development File DA.09.072 (Belmont Properties (Weston) Inc.) in accordance with OPA #600, By-law 1-88, the Block 40 Plan, comments from City Departments, and the area context. The Development Planning Department is satisfied that the proposed development for 35 street townhouse dwelling units is appropriate and compatible with the existing and permitted uses in the surrounding area, and with the lotting in the approved Plan of Subdivision. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

**Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan – Blocks 163, 164, 166 & 167
5. Landscape Plan – Blocks 182 & 183
6. Elevation Plan – Block 163
7. Elevation Plan – Block 164
8. Elevation Plan – Block 166
9. Elevation Plan – Block 167
10. Elevation Plan – Block 182
11. Elevation Plan – Block 183

**Report prepared by:**

Margaret Holyday, Planner ext. 8216  
Carmela Marrelli, Senior Planner, ext. 8791  
Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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





## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 11, CW Report No. 5 – Page 2

2. THAT Site Development File DA.09.058 (Mirella Valela) BE APPROVED, subject to the following conditions:
  - i) that the final site plan and signage shall be approved by the Vaughan Development Planning Department; and,
  - ii) the implementing zoning by-law shall be in full force and effect, prior to the execution of the Site Plan Letter of Undertaking.

#### **Contribution to Sustainability**

The single detached dwelling is existing and no construction is proposed as a result of the applications.

#### **Economic Impact**

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

#### **Communications Plan**

On October 19, 2009, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands. The Development Planning Department received one e-mail from 2 residents on Old Jane Street stating their general objection to the proposed home occupation use in the existing established neighbourhood. The recommendation of the Committee of the Whole on November 10, 2009, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting was ratified by Council on November 24, 2009.

#### **Purpose**

To amend the City's Zoning By-law 1-88, specifically Section 4.1.5, Home Occupation, to permit a business or professional office for use by a lawyer to operate as a home occupation, which would be located within the garage (total 55.74 m<sup>2</sup>) of the existing residence at 11 Thornridge Drive, as shown on Attachments #1, #2 and #3. By-law 1-88 restricts a home occupation use to the office of a regulated health professional only.

#### **Background - Analysis and Options**

##### Location

The subject lands shown on Attachments #1 and #2 are located west of Yonge Street on the south side of Thornridge Drive, municipally known as 11 Thornridge Drive, in Part of Lot 30, Concession 1, City of Vaughan. The surrounding land uses are shown on Attachment #2.

##### Official Plan

The subject lands are designated "Low Density Residential" by OPA #210 (Thornhill-Vaughan Community Plan), which permits single detached residential dwelling units. The proposal to permit exceptions to the Zoning By-law to allow a home occupation use to operate as a lawyer's office, which does not exceed 25% of the total GFA of the entire single detached dwelling conforms to the Official Plan.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 11, CW Report No. 5 – Page 3

##### Zoning

The subject lands are zoned R1V Old Village Residential Zone by By-law 1-88, subject to site-specific Exception 9(662). Under Section 4.1.5 of By-law 1-88, a Home Occupation use is permitted within detached, semi-detached or street townhouse dwellings, provided Council approves a site plan in accordance with the following provisions:

- a) Such use shall be limited to the office of a regulated health professional (notwithstanding the definition of a regulated health professional, a body-rub parlour is not permitted as an accessory use to a home occupation);
- b) Not more than three (3) persons shall be engaged in the use and at least one of them (the professional) shall be a resident in the said dwelling;
- c) The office of a physician, dentist or regulated health professional shall be used for consultation and emergency treatment only and not as a clinic or hospital;
- d) Such use shall not occupy more than twenty-five percent (25%) of the gross floor area of the building;
- e) Only one (1) home occupation use is permitted in a dwelling unit;
- f) Parking shall be provided in accordance with the provisions of Subsection 3.8 (a) and the Parking and Access Requirements provisions of Subsection 4.1.4(a)(ii) shall apply.

The proposed home occupation for a lawyer's office does not comply with provisions a) and c) listed above, and therefore, a zoning by-law amendment (File Z.09.024) is required. The proposal complies with the home occupation provisions outlined above in all other respects.

##### Planning Considerations

Home occupation is defined in By-law 1-88 as "an occupation conducted in a dwelling unit, and which is clearly secondary to the use of the dwelling unit as a private principal residence; does not change the external character of the dwelling unit as a private residence; and, does not create or become a public nuisance, in particular with respect to noise, traffic or parking".

The application proposes a business or professional office as a home occupation for a lawyer only. Only one client will be seen at a time. The proposed hours of operation are Monday through to Friday from 9:00 am to 5:00 pm.

The home occupation use will occupy 55.74 m<sup>2</sup> within the existing garage of a 3-storey, 399m<sup>2</sup> single detached residential dwelling. The proposed home occupation use would occupy 14% of the GFA in accordance with the By-law.

The site has 30.7m frontage, with a circular driveway, which allows for all 5 required parking spaces (3 spaces for the residential use and an additional 2 spaces for the home occupation) to be located in the driveway, while still providing more than the required amount of landscaping in the front yard.

Except for the proposed 62.23 cm x 64.14 cm metallic silver aluminum signage plaque to be located on the existing masonry pillar at the entrance gate to the property (Attachments #3 and #6), there are no other changes proposed to the site or exterior of the residential dwelling. Any internal renovations to the garage to facilitate the lawyer's office may require a building permit and inspections by the Vaughan Building Standards Department. The applicant should consult with Building Staff, prior to undertaking any internal renovations.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 11, CW Report No. 5 – Page 4

The surrounding land uses to the east, south and northeast are commercial, and the lands to the west and northwest are low density residential. The location of the dwelling is relatively in line with the commercial to the north and south, and the garage for the proposed lawyers office faces the commercial lands to the east. The low intensity nature of the lawyer's office appears to be compatible with the adjacent residential.

**Relationship to Vaughan Vision 2020/Strategic Plan**

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

**Regional Implications**

N/A

**Conclusion**

The Development Planning Department has reviewed the proposed application and are of the opinion that the Zoning By-law Amendment and Site Development Applications (Files Z.09.024 and DA.09.058) to permit a business or professional office for use by a lawyer to operate as a home occupation within the garage of an existing residential dwelling on the subject lands, is appropriate and compatible with the residential uses in the surrounding area. The proposed home occupation is limited in scale comprised of a lawyer's office only in the existing garage having a floor area of 55.74m<sup>2</sup>. The property is also located adjacent to existing commercial uses to the north and south, and the garage is located on the east side of the property, opposite the abutting residential property to the west. In addition, the implementing zoning by-law will include the development standards discussed in this report, to limit the scale of the proposed home occupation. For these reasons, the Development Planning Department can recommend approval of the respective applications.

**Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Front & Rear Elevations
5. Left & Right Elevations
6. Proposed Signage Detail

**Report prepared by:**

Arminé Hassakourians, Planner, ext. 8368  
Carmela Marrelli, Senior Planner, ext. 8791  
Mauro Peverini, Manager of Development Planning, ext.8407

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 12, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

12

**WESTON DOWNS WALL ALONG RUTHERFORD ROAD  
REVIEW OF URBAN DESIGN GUIDELINES AND ACCENT LIGHTING  
WARD 3**

**The Committee of the Whole recommends that this matter be referred back to staff in order to allow consultation with the area Ratepayer Association.**

**Recommendation**

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

THAT based on the Vaughan Engineering Department and Vaughan Planning Department review and analysis of the Woodbridge Neighbourhood 3 – North Council Approved Urban Design Guidelines, accent lighting not be installed on the existing Weston Downs masonry wall along Rutherford Road between Weston Road and Babak Boulevard, and on the west side of Weston Road, north of Astona Boulevard.

**Contribution to Sustainability**

The installation of accent lighting on the Weston Downs masonry wall provides only an esthetic benefit to the local neighbourhood. Accordingly, the cost associated with the installation and on-going maintenance of the lighting, and the associated energy consumption would not be in keeping with sustainability principles outlined in the City's "*Green Directions*".

**Economic Impact**

There is no economic impact associated with this report; however, should Council direct staff to install accent lighting on the existing Weston Downs wall along Rutherford Road, capital budget approval will be required with funding from taxation. This capital project would need to be referred to the Budget deliberations in 2011. Preliminary estimates suggest that it would cost approximately \$175,000 to design and install accent lighting on this portion of the existing Weston Downs wall, and incur an additional annual operating and maintenance cost of about \$8,000.

**Communications Plan**

There is no specific communication plan associated with this report.

**Purpose**

This report has been prepared in response to Council's direction to review the feasibility and funding for the installation of lighting in the existing masonry wall along Rutherford Road extending from Weston Road to Babak Boulevard and on the west side of Weston Road, north of Astona Boulevard.

**Background - Analysis and Options**

Item 52, Report No. 18, of the Committee of the Whole of April 14, 2009, which was adopted without amendment by Council of the City of Vaughan on April 21, 2009, resolved:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 12, CW Report No. 5 – Page 2

“That the Engineering and Planning Departments be requested to immediately review the appropriate urban design guidelines in consultation with the Finance Department, and provide a report to a future Committee of the Whole, addressing the appropriateness, timing, and funding of lighting in the Weston Downs Wall along Rutherford Road.”

#### **Weston Downs Masonry Wall**

In 1984, 1986 and 1989, the City of Vaughan entered into Subdivision Agreements for the Weston Downs Subdivision Phase I, the Weston Downs Subdivision – Phase III and the Blue Coin Subdivision Phase II respectively. The Developer was required to construct a masonry wall along Langstaff Road, Weston Road, portions of Valeria Boulevard, portions of Greenpark Boulevard and portions of Astona Boulevard. In addition, they installed entrance features at Valeria Boulevard and Weston Road, Valeria Boulevard and Langstaff Road, Greenpark Boulevard and Weston Road and at Astona Boulevard and Weston Road. A section of this wall was also constructed under a subdivision agreement for Southbridge – Phase I.

In the Subdivision Agreements, the Developer agreed to maintain the wall, entrance features and boulevards for a period of ten years from the date of registration of the plans. At the end of the maintenance period, the responsibility for maintenance of the wall would revert to the abutting lot owners and the maintenance of the entrance features and landscaping would revert to the City. The maintenance period for the section of noise wall fencing in Blue Coin – Phase II, which was constructed last, expired in January 1999.

In a report prepared for Committee of the Whole, February 3, 1997, there was a recommendation that the lights on the wall not be replaced or repaired. At that time, it was felt that the repair and replacement of lighting on the wall would result in additional ongoing costs to the City.

Following the February 1997 report to Committee of the Whole, public meetings were held with the area residents, Weston Downs Ratepayers Association, the Mayor, Councillors, and City Staff to discuss the wall maintenance and lighting. Following the public meetings, Metrus Development Inc., the developer that constructed the majority of this work, proposed reactivating the lighting on the wall at their cost.

The wall lighting was energized and all bulbs checked and changed in September 1998 at the developer's cost. The developer also made a cash payment to the City in lieu of electrical consumption for the period when the lights were turned on.

In January, 1999, Council resolved that the City would assume the maintenance responsibility for these portions of the Weston Downs wall and lighting located on City property and utilize the cash provided by the developer to pay for the operation and maintenance of the remainder of the wall lighting.

The existing wall is fitted with approximately 410 light fixtures controlled by 12 photo cells. The Building and Facilities Department maintains the lighting system at an annual cost of approximately \$10,000 excluding hydro costs. Maintenance activity involves replacing burnt out bulbs, replacing vandalized fixtures and bulbs as well as repairs required through normal aging of the system. Hydro is supplied through connection to the existing street lighting system and is estimated to cost approximately \$9,600 annually.

#### **Woodbridge Neighbourhood 3 - North**

On May 10, 1999, City Council approved the “Woodbridge Neighbourhood 3-North, Revised Urban Design Guidelines” dated April 30, 1999 prepared by Quarto Architects, Paul Johnson Architect and The MBTW Group. These revised guidelines were prepared based on a July 1998

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 12, CW Report No. 5 – Page 3

agreement between the landowners in the Woodbridge Neighbourhood 3-North area and the Weston Downs Ratepayers Association regarding the urban design treatment along the south side of Rutherford Road between Weston Road and Babak Boulevard as well, as the west side of Weston Road, north of Astona Boulevard, as shown on Attachment #2.

The Woodbridge Neighbourhood 3-North Revised Urban Design Guidelines addresses specific design details for the wall and landscape treatment along the south side of Rutherford Road including spacing and type of columns, wall height, brick colour and specific treatments for defined streetscape areas. Other highlights of the revised urban design guidelines include:

- Continuous wall treatment on single loaded roads adjacent to Rutherford Road; and,
- 25 mm electrical conduit is installed in each column for the future provision of lights. (Attachment #3)

The majority of this masonry wall is located on private property except where it abuts a single loaded local road.

#### **Provision of Lighting in the Masonry Wall**

An electrical design would need to be prepared to establish the full extent of the work required to install accent lighting on the masonry wall. It is anticipated, however, that a new buried electrical cable in conduit would need to be constructed along Rutherford Road next to the wall to provide power to each light fixture. Arrangements for power supply will need to be made with Power Stream for operation and billing purposes. A means of controlling the on/off cycle of the lights would need to be provided along with the necessary switches and breakers in accordance with electrical codes. In addition, approximately 169 light fixtures would need to be purchased and installed. Any new fixtures should be durable and vandal proof. The preliminary cost of this work is estimated at \$175,000. Based on the current maintenance and operating costs associated with the lighting on the original portion of the wall, the additional 169 lights are expected to cost an additional \$8,000 per year to operate.

It is important to note that the majority of this masonry wall is located on private property except where it abuts a single loaded local road as generally shown on Attachments #1 and #2. Accordingly, there will need to be agreements with the affected private landowners to address the installation and on-going maintenance of the lights on the wall.

#### **Funding**

According to the City's Development Charge By-law the design and construction of lighting in the Weston Downs wall along Rutherford Road cannot be funded by City-wide Development Charges. The lighting in the original wall was funded by the Developer and operated as described above. Although the conduit has been installed in the columns of the wall along Rutherford Road and the portion along Weston Road, north of Astona Boulevard, there has been no funding approved for the installation, operation and on-going maintenance of the accent light fixtures.

Should Council direct staff to design and construct the accent lighting on this portion of the Weston Downs masonry wall it would need to be carried out as a city initiated capital project and funded 100% from taxation and be referred to the Budget deliberations in 2011.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

The recommendation of this report is consistent with Vaughan Vision 2020, particularly "Ensure Financial Sustainability", and "Plan and Manage Growth and Economic Vitality".

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 12, CW Report No. 5 – Page 4

**Regional Implications**

Should Council direct staff to proceed with the design and construction for the lighting in the Weston Downs Wall along Rutherford Road and the portion along Weston Road, north of Astona Boulevard, the Region of York will be required to approve the detailed construction drawings, as the wall abuts a Regional Road.

**Conclusion**

Based on Vaughan Engineering and Vaughan Development Planning Departments' staff review, it is recommended that the installation of accent light fixtures, wiring etc. and their energization in the Weston Downs Wall along Rutherford Road and along Weston Road, north of Astona Boulevard, not be pursued.

**Attachments**

1. Context Location Map
2. Perimeter Road Concept Plan (Woodbridge Neighbourhood 3 – North UDG)
3. Column Details Cross-Section (Woodbridge Neighbourhood 3 – North UDG)

**Report prepared by:**

Rob Bayley, Manager of Urban Design, Ext 8254  
Grant Uyeyama, Director of Development Planning, Ext. 8635  
Andrew Pearce, Director of Development/Transportation Engineering, Ext 8255

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



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 13, Report No. 5, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 16, 2010, as follows:

***By approving the following in accordance with the additional report from the Commissioner of Engineering and Public Works, dated February 16, 2010:***

1. ***Tender T10-008, for the Supply and Installation of Water, Sanitary & Storm Sewer Service Connections for Residential, Commercial Industrial/Institutional be awarded to A. Donofrio Construction Company Limited, at an estimated annual amount of \$642,222, including G.S.T.; and***
2. ***The Mayor and Clerk be authorized to sign the necessary documents.***

---

**13 AWARD OF TENDER T10-008, SUPPLY AND INSTALLATION OF WATER, SANITARY AND STORM SEWER SERVICE CONNECTIONS  
WARDS 1 - 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 2, 2010:

**Recommendation**

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

THAT the Award of Tender T10-008, for the supply and installation of water, sanitary and storm sewer service connections, be brought forward to Council.

**Economic Impact**

This activity is funded in the Operating Budget from accounts 2340680.7331 (Sprinkler and Domestic Water connection), 2350756.7331 (Sanitary Sewer connection) and 2360820.7331 (Storm Sewer connection). The cost of this activity is fully funded by the developers, builders and homeowners that pay the City for these connections to their properties.

**Contribution to Sustainability**

The supply and installation of water, sanitary and storm sewer service connections is an essential program to the sustainability of the City's future infrastructure.

**Communications Plan**

N/A

**Purpose**

To advise Council of the upcoming tender award for the supply and installation of water, sanitary and storm sewer service connections.

**Background - Analysis and Options**

Municipal service connections to existing water mains and sanitary & storm sewer systems are required by homeowners, developers and builders to service new residential, industrial/commercial & institutional sites or upgrade their existing services. Applicants are required to apply to Public Works to have this type of work completed to ensure compliance with

.../2

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 13, CW Report No. 5 – Page 2

City Engineering Standards, applicable bylaws, existing policies and procedures, and pertinent government regulations, particularly the Ministry of Environment's Water Quality regulations. The cost to install service connections is paid entirely by the applicant at the unit price listed in this contract as well as 15% for engineering inspection & administrative costs in accordance with the Fee By-law.

Tender T10-008 was advertised in the Daily Commercial News, Bidding, the Ontario Public Buyers Association and on the City Web page and closed on Monday January 18, 2010. Due to the timing of the Committee and Council meetings, staff will not have had time to review the tenders and check for references to make a recommendation by the deadline for report submission to Committee of the Whole. However, it is anticipated that a further report will be coming forward to Council at its meeting of February 16, 2010 with a recommendation for award.

#### **Relationship to Vaughan Vision 2020**

This report is consistent with the priorities previously set by Council and complies with Vaughan Vision 2007, specifically A-2, "Promote Community Safety, Health and Wellness", and A-5 "Plan and Manage Growth".

#### **Regional Implications**

Applications for services on regional roads are reviewed in collaboration with the Region of York. Projects do not proceed to construction until comments and recommendations are received from the Region and resulting implications have been integrated in the final layout of services.

#### **Conclusion**

Once staff have had an opportunity to review the tender documents, a further report will be submitted to Council with a recommendation for award.

#### **Attachments**

N/A

#### **Report prepared by:**

Brian T. Anthony  
Director of Public Works

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 14, Report No. 5, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 16, 2010, as follows:

***By approving the following in accordance with the additional report from the Commissioner of Engineering and Public Works, dated February 16, 2010:***

1. ***Tender T10-004, for Removal of Sediment from Storm Water Management Pond #98 be awarded to AIM Environmental Group Inc., at a total amount of \$121,012.50 (including G.S.T.);***
2. ***A contingency allowance in the amount of \$12,000 (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; and***
3. ***That the Mayor and Clerk be authorized to sign the necessary documents.***

---

14      **AWARD OF TENDER T10-004, REMOVAL OF SEDIMENT FROM STORM WATER  
MANAGEMENT POND NO. 98  
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 2, 2010:

**Recommendation**

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

THAT the Award of Tender T10-004, for removal of sediment from Pond #98, be brought forward to Council.

**Economic Impact**

Funds for this work are allocated through the Capital Budget process.

**Contribution to Sustainability**

The removal of sediment from Pond #98, is an essential program to the sustainability of the City's future infrastructure.

**Communications Plan**

N/A

**Purpose**

The Purpose of this report is to advise Council of the upcoming tender award for storm water management pond #98.

**Background - Analysis and Options**

Tender T10-004 was advertised in the Daily Commercial News, Biddingo, the Ontario Public Buyers Association and on the City Web page and closed on Friday January 8, 2010.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 14, CW Report No. 5 – Page 2

The removal of sediment from the approved stormwater management pond #98 is required to mitigate the impact of sediment on the downstream receiving water course. It is also required to ensure that adequate storage is maintained in the stormwater management facilities at all times, as required by the design. The scope of work includes the preparation of the site, the supply and construct silt fencing, temporary pond dewatering; excavate and temporarily stockpile the sediment, test the sediment for regulated materials, dispose of excavated sediment, and site restoration activities. Pond #98 is located off of Vaughan Mills Road, north of Royalpark Way.

Due to the timing of the Committee and Council meetings, staff will not have had time to review the tenders and check for references to make a recommendation by the deadline for report submission to Committee of the Whole. However, it is anticipated that a further report will be coming forward to Council at its meeting of February 16, 2010 with a recommendation for award.

#### **Relationship to Vaughan Vision 2020**

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

#### **Regional Implications**

There are no implications to the Region as a result of this tender award.

#### **Conclusion**

Once staff have had an opportunity to review the tender documents, a further report will be submitted to Council with a recommendation for award.

#### **Attachments**

N/A

#### **Report prepared by:**

Brian T. Anthony  
Director of Public Works

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 15, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

15

**NAYLON STREET  
ONE-WAY REVIEW  
WARD 1**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 2, 2010:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information purposes;
2. That York Regional Police be requested to enforce the eastbound one-way prohibition on Church Street;
3. That York Regional Police be requested to enforce the existing statutory 50 km/h speed limit on Naylon Street and Merino Road; and
4. That staff hold a follow-up community meeting to discuss the results of the traffic study in the expanded study area and advise the residents of the following recommendations:
  - i) That Naylon Street remain as a two-way operation.
  - ii) That "Local Traffic Only" signs not be installed as these are not an identified regulatory traffic sign in the Ontario Traffic Manual.
  - iii) That Turning Prohibitions not be installed at any of the entry roads to the Historic Maple subdivision.

**Contribution to Sustainability**

Not Applicable.

**Economic Impact**

There is no economic impact.

**Communications Plan**

Staff will communicate the results of this report at the follow-up community meeting in the Spring 2010. Staff have requested increased enforcement from York Regional Police of the stop signs on both Naylon Street and Church Street. There was a community meeting held on September 22, 2009, to discuss the results from the study conducted in the Spring 2009.

**Purpose**

To provide an update on the expanded study area for the Historic Maple traffic infiltration review.

**Background - Analysis and Options**

At its meeting on October 13, 2009, Council approved:

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 15, CW Report No. 5 – Page 2

- “1. That Engineering Services staff be directed to conduct further traffic studies to determine infiltration rates in historic Maple in the area bounded by Major Mackenzie Drive, Keele Street, Lancer Drive, and the ravine;
2. That staff provide a report to a future Committee of the Whole meeting on the traffic study results;
3. That a community meeting be held following the Committee of the Whole meeting;
4. That signage indicating “Local Traffic Only’ be considered as part of the strategy of mitigating measures; and
5. That York Regional Police be requested to strictly and frequently enforce the all-way stop controls in the Historic Maple subdivision.”

The area network is shown in Attachment No. 1.

Traffic Volumes

Staff installed Automatic Traffic Recorders on Naylor Street east of Jackson Street and Naylor Street west of Jackson Street the week of May 25, 2009. The results of the data collection are summarized below:

Location	Direction	Average Speed	85th Percentile Speed	Highest Speed	Average Daily Traffic
Naylor Street east of Jackson Street	Eastbound	31 km/h	41 km/h	53 km/h	724 vehicles
	Westbound	36 km/h	46 km/h	89 km/h	526 vehicles
Naylor Street west of Jackson Street	Eastbound	35 km/h	45 km/h	65 km/h	338 vehicles
	Westbound	39 km/h	48 km/h	77 km/h	540 vehicles

Naylor Street is a local roadway with a statutory speed limit of 50 km/h. The collected average speeds along Naylor Street range from 31 km/h to 39 km/h. The collected average speeds are all within 10 km/h hour of the statutory speed limit, which suggests an acceptable level of driver compliance to the statutory 50 km/h speed limit. The 85<sup>th</sup> percentile speeds (the speed at which 85% of the vehicles are travelling at or below) range from 41 km/h to 48 km/h.

Naylor Street is a local roadway which can accommodate up to 3000 vehicles per day (Source: Geometric Design Guide for Canadian Roads, 1999). The Average Daily Traffic along Naylor Street is well within a local roadways capacity.

Staff also installed Automatic Traffic Recorders on Church Street east of Jackson Street the week of October 6, 2009. Church Street is a one-way eastbound operation. The results of the data collection are below:

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 15, CW Report No. 5 – Page 3

Location	Direction	Average Speed	85th Percentile Speed	Highest Speed	Average Daily Traffic
Church Street east of Jackson Street	Eastbound	36 km/h	44 km/h	61 km/h	783 vehicles
	Westbound	24 km/h	40 km/h	49 km/h	15 vehicles

Church Street is a local roadway with a statutory speed limit of 50 km/h. The collected average speeds along Church Street range from 24 km/h to 36 km/h. The collected average speeds are all lower than the statutory speed limit, which suggests an acceptable level of driver compliance to the statutory 50 km/h speed limit. The 85<sup>th</sup> percentile speeds (the speed at which 85% of the vehicles are travelling at or below) range from 40 km/h to 44 km/h.

Church Street is a local roadway which can accommodate up to 3000 vehicles per day (Source: Geometric Design Guide for Canadian Roads, 1999). The Average Daily Traffic along Church Street is well within the capacity of a local roadway.

Church Street is a one-way eastbound street. As the data shows, there are an average of fifteen drivers daily that are not obeying the one-way traffic restriction as posted at the Keele Street and Church Street intersection. York Regional Police should be formally requested to strictly enforce the one-way restriction.

Staff also installed follow-up Automatic Traffic Recorders on Netherford Road, Naylor Street, Merino Road, Jackson Street, and Gram Street the week of October 19, 2009. The results of the data collection are summarized below:

Location	Direction	Average Speed	85th Percentile Speed	Highest Speed	Average Daily Traffic
Jackson Street north of Church Street	Northbound	24 km/h	37 km/h	49 km/h	153 vehicles
	Southbound	32 km/h	39 km/h	53 km/h	686 vehicles
Merino Road east of Goodman Crescent	Eastbound	35 km/h	44 km/h	81 km/h	809 vehicles
	Westbound	36 km/h	45 km/h	81 km/h	784 vehicles
Naylor Street east of Jackson Street	Eastbound	36 km/h	43 km/h	57 km/h	559 vehicles
	Westbound	36 km/h	42 km/h	89 km/h	578 vehicles
Netherford Road north of Church Street	Northbound	28 km/h	38 km/h	61 km/h	2041 vehicles

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 15, CW Report No. 5 – Page 4

	Southbound	30 km/h	41 km/h	69 km/h	1514 vehicles
Gram Street north of Church Street	Eastbound	34 km/h	41 km/h	57 km/h	198 vehicles
	Westbound	34 km/h	40 km/h	49 km/h	434 vehicles

Each of these roadways has a statutory 50 km/h speed limit.

Infiltration Study

Staff conducted an infiltration study on Naylor Street, Netherford Road, Gram Street and Jackson Street during the AM and PM peak periods on June 4 (AM) and 5 (PM), 2009 in order to determine the amount of “cut-through traffic”. The following table summarizes the results of this investigation.

<u>Infiltration Pattern</u>	<b>7:00 – 9:00 AM</b>		<b>4:00-6:00 PM</b>	
	<u>Inbound Volume</u>	<b>( # of Vehicles) % of Entering Traffic</b>	<u>Inbound Volume</u>	<b>( # of Vehicles) % of Entering Traffic</b>
Netherford Road to Keele Street southbound	182	(12) 7%	n/a	n/a
Gram Street to Keele Street southbound	52	(5) 10%	n/a	n/a
Jackson Street to Keele Street southbound	113	(23) 23%	n/a	n/a
Naylor Street to Major Mackenzie Drive via Netherford Road	n/a	n/a	115	(41) 36%
Naylor Street to Major Mackenzie Drive via Gram Street	n/a	n/a		(5) 4%
Naylor Street to Major Mackenzie Drive via Jackson Street	n/a	n/a		(0) 0%

Generally, the threshold values above which through traffic is defined as infiltration is 30%. As the study shows, during the hours of 4 pm – 6 pm of the 115 vehicles that entered the subdivision, 41 of them exited at Netherford Road and 5 of them exited at Gram Street, for an overall evening infiltration rate of 40%.

As a result of the 40% infiltration rate identified in the June 2009 study, staff conducted a follow-up infiltration study on Naylor Street, Netherford Road, Gram Street, Jackson Street, and Merino Road during the AM and PM peak periods on Thursday November 5, 2009 (AM) and Tuesday October 20, 2009 (PM) in order to determine the amount of “cut-through traffic”. Due to the need for daylight to conduct the infiltration study, the morning portion was conducted after daylight savings time ended in November. The following table summarizes the results of this investigation.



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 15, CW Report No. 5 – Page 5

<u>Infiltration Pattern</u>	7:00 – 9:00 AM		4:00-6:00 PM	
	<u>Inbound Volume</u>	( # of Vehicles) % of Entering Traffic	<u>Inbound Volume</u>	( # of Vehicles) % of Entering Traffic
Netherford Road to Keele Street southbound via Naylon Street	142	(6) 4%	n/a	n/a
Netherford Road to Keele Street southbound via Merino Road		(8) 6%	n/a	n/a
Jackson Street to Keele Street southbound via Naylon Street	109	(21) 19%	n/a	n/a
Gram Street to Keele Street southbound via Naylon Street	46	(2) 4 %	n/a	n/a
Gram Street to Keele Street southbound via Merino Road		(8) 17%	n/a	n/a
Naylon Street to Major Mackenzie Drive via Netherford Road	n/a	n/a	117	(17)15%
Naylon Street to Major Mackenzie Drive via Gram Street	n/a	n/a		(2) 2%
Naylon Street to Major Mackenzie Drive via Jackson Street	n/a	n/a		(1) 1%
Merino Road to Major Mackenzie Drive via Netherford Road	n/a	n/a	142	(9) 6%
Merino Road to Major Mackenzie Drive via Gram Street	n/a	n/a		(3) 2%
Merino Road to Major Mackenzie Drive via Jackson Street	n/a	n/a		(0) 0%

As the study shows, all infiltration rates in the fall study were below 30%.

If Naylon Street was changed to a one-way eastbound operation, during the PM peak, Merino Road would see an increase in cut-through traffic of 20 vehicles. Currently, 17 vehicles are entering Naylon Street and exiting at Netherford Road, 2 vehicles are entering Naylon Street and exiting at Gram Street, and 1 vehicle is entering Naylon Street and exiting at Jackson Street, for a total of 20 vehicles entering Naylon Street.

Local Traffic Only Signs

At the Public meeting held in September, 2009, several residents requested that “Local Traffic Only” signs be installed at the entrances to the Historic Maple subdivision. According to the Ontario Traffic Manual (OTM), these signs are no longer in use. City staff can request to have the signs manufactured and installed, however, these signs do not legally prevent motorists from using the subdivision. The signs are ‘courtesy’ signs, and have no legal authority.

Turning Prohibitions

Several residents at the Public Meeting requested that staff consider Turning Prohibitions into the Historic Maple Subdivision. Turning Prohibitions are not recommended, as everyone, including residents, would be required to abide by them. Residents requested a “No Left Turn 4 pm – 6 pm” prohibition on both Naylon Street and Merino Road. If this prohibition was implemented, residents would have to travel north on Keele Street to Major Mackenzie Drive, make their left turn there, and then turn at either Gram Street, Jackson Street, or Netherford Road to get into the subdivision. This would transfer the traffic to other roadways within the subdivision. However,

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 15, CW Report No. 5 – Page 6

the results of the Fall study do not indicate that there is a need to implement such a prohibition, as infiltration rates were low. The Region of York would also need to approve this prohibition, as Keele Street is a Regional Road.

There are existing traffic calming measures within the Historic Maple subdivision such as speed humps, raised crosswalks and patterned crosswalks. The locations of the traffic calming measures are shown in Attachment No. 1.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

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

This report is consistent with the priorities previously set by Council

#### **Regional Implications**

There would be an impact at the intersection of Keele Street and Major Mackenzie Drive if traffic is restricted from turning onto Naylor Street and/or Merino Road.

#### **Conclusion**

- i) York Regional Police should be formally requested to provide increased enforcement of the one-way prohibition on Church Street.
- ii) York Regional Police should be formally requested to provide enforcement of the existing statutory 50 km/h speed limit on Naylor Street and Merino Road, based on the highest recorded speed.
- iii) Staff does not recommend that Naylor Street become a one-way operation eastbound.
- i) Staff does not recommend that "Local Traffic Only" signs be installed at the entrance point to the Historic Maple subdivision.
- v) Staff does not recommend turning prohibitions into the Historic Maple subdivision.
- vi) Staff have requested increased enforcement from York Regional Police of the stop signs on both Naylor Street and Church Street.

#### **Attachments**

1. Location Map
2. Report from April 14, 2009 Council Meeting
3. Report from October 13, 2009 Council Meeting

#### **Report prepared by:**

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

LP:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 16, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**16 PROVISIONAL CERTIFICATE OF APPROVAL TO OPERATE A WASTE DISPOSAL SITE  
(TRANSFER/PROCESSING ONLY) AT NO. 10335 HIGHWAY 50  
WARD 1**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, and the Commissioner of Planning, dated February 2, 2010:**

**Recommendation**

The Commissioner of Engineering and Public Works, and the Commissioner of Planning recommend:

1. The Ministry of Environment be advised that the City has no objection to this application, subject to the following conditions:
  - a) that any formal approvals required by the Ministry of Environment shall not be granted until such time as the Ontario Municipal Board issues the Final Board Order; and,
  - b) that the waste disposal operation (transfer/processing) is in conformity with the site-specific Official Plan Amendment (OPA #707) and complies with the site-specific Zoning By-law Amendment to be approved by the Ontario Municipal Board and included as attachments to the Final Board Order.
2. A copy of this report and the Council resolution be sent by the City Clerk to: Tesfaye Gebrezghi, P. Eng., Senior Waste Engineer, Environmental Assessment and Approvals Branch, Ministry of the Environment, 2 St. Clair Avenue West, Toronto, Ontario, M4V 1L5.

**Contribution to Sustainability**

The operation of this waste disposal site (transfer/processing only), will help ensure that wood wastes from the industrial, commercial and institutional sector are chipped, re-used, and diverted from landfill and that recyclable material is recovered .

**Economic Impact**

N/A

**Communications Plan**

The application for the operation of a waste transfer facility at 10335 Highway 50, was advertised on the Province of Ontario's Environmental Bill of Rights Registry for a 30 day public review and comment period, starting September 30, 2009. The applicant has also provided letters to the adjacent property owners about their request to obtain approval from the Ministry of the Environment to operate a waste disposal site.

**Purpose**

The purpose of this report is to advise Council of the request made by Mammone Disposal Systems Ltd., to the Ministry of the Environment for a Provisional Certificate of Approval (C of A), to operate a waste disposal site (transfer and processing only), at 10335 Highway 50.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 16, CW Report No. 5 – Page 2

#### Background - Analysis and Options

On January 4, 2010, the City was informed by the Ministry of the Environment (MOE), of a request to operate a waste disposal site (transfer and processing only), at 10335 Highway 50 in the City of Vaughan.

#### Operations

The request for the C of A is made by Mammone Disposal Systems Ltd., who currently operates a site on 8940 Jane Street in the City of Vaughan. The applicant is seeking approval to handle up to a maximum of 1,000 tonnes of solid, non-hazardous material, per day, from industrial, commercial and institutional sources.

The site will receive clean wood waste and will grind it on site in a designated area.

Mixed waste will be hand sorted to recover recyclables, and this activity will be fully enclosed in the waste recycling and transfer building, as identified on Attachment #3. The waste will be received and transferred off-site for material processing or final disposal.

The maximum storage capacity is 2,000 tonnes and the maximum residual waste for final disposal is 1,000 tonnes per day. The hours of operation are from 6:00 a.m. to 8:00 p.m. Monday to Friday and 6:00 a.m. to 2:00 p.m. on Saturday.

The designated service area for this operation is the Province of Ontario.

This site fronts on to Hwy 50. Therefore, the majority of truck traffic to and from this site will be on Regional roads. It is not anticipated that this transfer station will impact traffic levels on City roads.

#### Development Planning Department

##### a) Official Plan and Zoning By-law Amendments/Ontario Municipal Board

On June 17, 2009, the Ontario Municipal Board (OMB) issued an Order approving the appeals by the Owner (Danlouton Holdings Inc.) to facilitate the implementing Official Plan Amendment and Zoning By-law Amendment to permit a waste transfer and recycling facility on the subject lands, as follows:

1. An Official Plan Amendment (OPA #707) to redesignate the middle portion of the lands from "Agricultural Area" to "General Employment", with a site-specific provision permitting only a waste transfer and recycling facility and the ancillary operation of wood grinding; and,
2. A Zoning By-law Amendment to rezone the middle and rear portions of the site, from A Agricultural Zone to EM2(H) General Employment Area Zone with the Holding Symbol "(H)" and OS1 Open Space Conservation Zone, respectively.

The location of the waste transfer station was approved by the OMB, and is located in the middle of the subject lands only, as shown on Attachment #2. The Board has withheld its Order in respect of the implementing Official Plan and Zoning By-law Amendments in order to permit the Applicant and the City to confer on the precise wording of these amendments. The Development Planning Department has drafted the above-noted Official Plan and Zoning By-law documents, and the City has issued these documents to the parties for review and comment. Once this process is complete, the Official Plan and Zoning By-law Amendments will be provided to the

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 16, CW Report No. 5 – Page 3

OMB for approval and formal issuance of the OMB Order. These documents will not come into full force and effect until the final Order of the Board is issued, and will reflect the above noted decision made by the OMB. The Development Planning Department has no objections to the approval of this application, subject to the operation being in conformity and compliance with the OMB approved Official Plan (OPA #707) and Zoning By-law Amendments, and requests that any approval required from the Ministry of Environment await the issuance of the final OMB Order. Should Council concur, a condition to this effect is included in the recommendation of this report.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the priorities previously set by Council and ties into Vaughan Vision 20/20 Goal of Service Excellence and Objective of Lead and Promote Environmental Sustainability.

#### **Regional Implications**

Other than increased traffic on Regional roads, staff are not aware of any other Regional implications as a result of the recommendations contained in this report. As the Ministry normally circulates these applications to the Region, the Region will provide its own comments.

#### **Conclusion**

Until the Ontario Municipal Board issues the Final Board Order; and the waste disposal operation (transfer/processing) is in conformity with the site-specific Official Plan Amendment (OPA #707) and complies with the site-specific Zoning By-law Amendment to be approved by the Ontario Municipal Board and included as attachments to the Final Board Order, the Ministry of the Environment should be requested to delay the issuance of the Provisional Certificate of Approval for this site. The recommendations contained in this report support this position.

#### **Attachments**

1. Context Location Map
2. Location Map
3. Location of Waste Transfer Facility on Subject Lands

#### **Report prepared by:**

Carmela Marrelli, Senior Planner  
Grant Uyeyama, Director of Development Planning  
Brian T. Anthony, CRS-S, C. Tech, Director of Public Works

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 17, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

17 **ASSUMPTION – COLOSSUS CENTRE  
DEVELOPMENT AGREEMENT WITH RIOTRIN PROPERTIES (VAUGHAN 2) INC.  
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 2, 2010:

**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 Development Agreement between Riotrin Properties (Vaughan 2) Inc. and The City of Vaughan, dated August 29, 2001 and that the municipal services letter of credit be released.

**Contribution to Sustainability**

The municipal services recommended for assumption in this report have been designed and constructed in accordance with City standards which include consideration for sustainability.

**Economic Impact**

Upon assumption of this development, approximately 0.1 lane kilometers of roadway and associated municipal services including 400m of 300mm diameter watermain, 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 development.

**Purpose**

This report pertains to the assumption of a section of road located at the north limit of Colossus Drive and a 300mm diameter watermain along the east side of Weston Road.

**Background - Analysis and Options**

Riotrin Properties (Vaughan 2) Inc. entered into a Development agreement with the City of Vaughan on August 25, 2001 to facilitate the development of the Colossus Centre, which is a 5 lot commercial development located on the south side of Highway #7, east of Weston Road in Block 29 as shown on Attachment No.1.

This Development Agreement with Riotrin Properties (Vaughan 2) Inc. provides for the extension of a 300mm diameter watermain along the east side of Weston Road, south of Colossus Drive, and the construction of a short segment of road which will provide a connection to Highway 7 between the north limit of the existing Colossus Drive to approximately 100m north to the City of Vaughan and MTO property limit.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 17, CW Report No. 5 – Page 2

The Developer has maintained the watermain along Weston Road and the short segment of Colossus Drive during the required minimum thirteen month maintenance period and has rectified all deficiencies. Accordingly, the Developer has requested that the road and watermain in the development be assumed by the City, and that the development securities held by the City be released.

All documentation required by the Development 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 development and are now satisfied with the extent of the works.

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 development have been satisfied.

#### **Relationship to Vaughan Vision 2020**

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

#### **Regional Implications**

There are no Regional implications with respect to the assumption of the municipal works within this development.

#### **Conclusion**

The construction of the extension of Colossus Road and of the 300mm diameter watermain on Weston Road, have been completed in accordance with the Development Agreement. Accordingly, it is appropriate that the road extension and watermain be assumed and the municipal services letter of credit be released.

#### **Attachments**

1. Location Map

#### **Report prepared by:**

Odette McIntyre, C.Tech. – Development Technologist, ext. 8461  
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

OM/vp

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 18, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**18            ASSUMPTION – KORTRIGHT RAVINES SUBDIVISION – EXCLUDING BLOCK 50  
                 AND CANADA COMPANY AVENUE  
                 19T-99V11 / 65M-3532  
                 WARD 2**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 2, 2010:**

**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-3532, and that the municipal services letter of credit be reduced to \$ 20,000 and held until the City is satisfied with the condition of a recent trench repair on Blue Diamond Terrace.

**Contribution to Sustainability**

The municipal services recommended for assumption in this report have been designed and constructed in accordance with City standards which include consideration for sustainability.

**Economic Impact**

Upon assumption of this subdivision, approximately 0.5 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-3532 by the City.

**Background - Analysis and Options**

The Kortright Ravines Subdivision, Plan of Subdivision 65M-3532 is a 49 lot residential development located on the east side of Islington Avenue, and south of Major Mackenzie Drive in Block 53 as shown on Attachment No.1.

The Subdivision Agreement with Lakeview Homes (Woodbridge) Inc. was executed on September 12, 2001, and the Plan of Subdivision was subsequently registered on October 17, 2001. The construction of the roads and municipal services in Plan 65M-3532 was completed in September 2004.



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 18, CW Report No. 5 – Page 2

The Subdivision Agreement was subsequently amended to address the development and servicing of Block 50 within the subdivision including the reconstruction of Canada Company Avenue. Separate financial guarantees were provided to the City to cover the construction of the additional services. The development of Block 50 and the reconstruction of Canada Company Avenue are not being recommended for assumption at this time.

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. It is recommended that securities in the amount of \$20,000 be retained until the maintenance period associated with some recent restoration work on Blue Diamond Terrace has been completed and final inspection confirms acceptability of the restoration work.

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 with the exception of the restoration works noted above.

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

#### **Regional Implications**

There are no Regional implications with respect to the assumption of the municipal works within this subdivision development.

#### **Conclusion**

The construction of the roads and municipal services associated with the Kortright Ravines Subdivision, Plan of Subdivision 65M-3532, has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3532 be assumed with the exception of Block 50 and Canada Company Avenue, and the municipal services letter of credit be reduced to \$20,000 and held until the City is satisfied with the condition of a recent trench repair on Blue Diamond Terrace.

#### **Attachments**

1. Location Map

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 18, CW Report No. 5 – Page 3

**Report prepared by:**

Odette McIntyre, C.Tech. – Development Technologist, ext. 8461  
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

OM/vp

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 19, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**19                      STUDY OF OLD YONGE AND CENTRE STREET INTERSECTION**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated February 2, 2010:**

**Recommendation**

1. Councillor Alan Shefman recommends that staff conduct a traffic study of the intersection of Old Yonge and Centre;
2. That the study take into consideration the potential implications of the proposed Yonge Street subway extension; and
3. Consider the concerns of local residents that the intersection is increasingly dangerous due to the amount of traffic and the proximity to Yonge Street.

**Contribution to Sustainability**

A better designed and controlled intersection may have a positive impact on the amount of automobile idling that currently takes place due to long waits required to exit Old Yonge Street.

**Economic Impact**

If it is determined that changes are required, costs for design and construction will be incurred.

**Communications Plan**

Local residents, especially those living on Old Yonge, businesses on Centre Street and users of the Thornhill Tennis Club and swimming pool should be advised of the study and asked for their input.

**Purpose**

This study is required to develop an understanding from both a technical and a user perspective of the safety and efficiency concerns for the intersection of Old Yonge Street and Centre.

**Background - Analysis and Options**

At various meetings over the last few years as well as through discussion with SPHOT, it has become evident that safety and efficiency issues have grown at this intersection. It is timely for the City to conduct a detailed study of the intersection to determine what might be done to address these issues. The study will need to consider both the technical, traffic management issues as well as the concerns raised by users of the intersection as identified above.

**Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the priorities previously set by Council regarding issues of safety and environmental sustainability. At this time specific resources have not been allocated.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 19, CW Report No. 5 – Page 2

**Regional Implications**

Because of the proximity to Yonge Street as well as the proposed Yonge Street subway extension, dependent on the findings and recommendations of this stuffy, there may be a variety of implications for York Region.

**Conclusion**

A study of this intersection is an increasingly pressing matter that needs to be addressed by the City. Improvements to the intersection will benefit significant numbers of people using both Old Yonge Street as well as Centre Street.

**Attachments**

None

**Report prepared by:**

Debi Traub, Council Executive Assistant

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 20, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

#### **20                    CITY OF VAUGHAN HOSTING CCMARD WORKSHOP – MARCH 2010**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated February 2, 2010:**

##### **Recommendation**

Councillor Alan Shefman recommends that Council approve the request by Canadian Coalition of Municipalities Against Racism and Discrimination (CCMARD) to host a workshop meeting of Ontario municipal members of the organization in March 2010 (final date to be determined.) Approximately 50 participants are expected to attend.

##### **Contribution to Sustainability**

Sharing of information and resources by Ontario municipalities may result in greater efficiencies of the participants.

##### **Economic Impact**

Most costs associated with this event will be borne by the sponsoring agencies, including the Ontario Human Rights Commission, acting on behalf of CCMARD. Costs incurred by the City may include the venue for the event (if not held in a City owned location), hosting a pre-meeting reception the evening before the meeting, refreshments for coffee breaks and some limited staff time. Funds for lunch will be provided by the Ontario Human Rights Commission.

##### **Communications Plan**

In cooperation with CCMARD, a media release would be prepared and distributed.

##### **Purpose**

In 2007 an organization called Canadian Coalition of Municipalities Against Racism and Discrimination was established. The City of Vaughan was one of the first municipalities in Canada – the 14<sup>th</sup> -- to join the Coalition when it was approved by Council in May of 2007.

This UNESCO-supported initiative in Canada is part of a global movement that recognizes local communities as ideal places to develop strategies and take meaningful action towards eliminating racism and discrimination. It envisages establishing a network of cities interested in exchanging experiences and expertise and committed to adopting a Plan of Action to address racism.

On March 29, 2007, Ontario municipalities participated in a provincial forum of the Canadian Coalition of Municipalities Against Racism and Discrimination, held in Windsor, Ontario. The Chair of the Community Equity and Diversity Committee, Councillor Alan Shefman, attended the forum in order to gain a better understanding of the Coalition and determine how it would benefit the City.

One of the aspects of the purpose of the Coalition that was considered at that meeting was to recognize that; "municipalities in Canada must look for new ways to renew their pledge to address racism and discrimination". A key aspect of the Coalition framework is cooperation among municipalities, other levels of government, Aboriginal peoples, the private sector and civil society organizations, all of whom have responsibilities in the area of human rights.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 20, CW Report No. 5 – Page 2

Furthermore, it is held by the members of CCMARD that; “By taking action to combat racism and multiple forms of discrimination, municipalities will be better able to build respectful, inclusive and safe societies where everyone has an equal opportunity to participate in the economic, social, cultural, recreational and political life of the community.”

The specific purpose of the Vaughan meeting will be to move the Coalition forward with tools that will enable members, especially in Ontario, to engage and learn from each other. With good planning and promotion, the event should highlight the importance of building a strong Ontario network that will focus on anti-racism initiatives to promote more inclusive communities across the Province.

#### **Background - Analysis and Options**

1. The City of Vaughan approved membership in CCMARD – Item 24, Report No. 22, of the Committee of the Whole, adopted without amendment by the Council of the City of Vaughan on May 7, 2007.
2. As stated by the Ontario Human Rights Commission when they first broached the subject of hosting the meeting:

The City of Vaughan's commitment to fostering a vibrant and inclusive community and its four strategic initiatives which focuses on excellence in service delivery, ensuring community safety and wellness, environmental sustainability, preserving heritage and supporting diversity makes it an ideal municipality to be a partner and a host the event in March. Further, the manual developed from the preceding Round Table Discussion and the tools will be very useful in helping the city develop initiatives from an anti-racist and anti-discriminatory perspective.

3. The CCMARD meeting comes at an ideal time for the City as it is currently embarking on the development of a Diversity Policy. Staff who are assigned to that project will have the opportunity to participate in the CCMARD meeting.
4. Presently the OHRC has entered into a partnership with York University's School of Public Policy and Administration and the Canadian Race Relations Foundation (CCRF) to prepare for the event in March.
5. The CCRF agreed to form a partnership to co-sponsor the development and carrying out of a Round-Table Discussion (RTD) focused on dealing with racism and discrimination in municipalities. This RTD is scheduled for January 21, 2010 at York University. Councillor Shefman will be attending.
6. The CRRF will be providing support in the area of communications and coordination of both the January RTD and the March event such as:

Sending out invitations and materials for both events  
Promoting the event to CCMARD members through the CRRF's CCMARD portal

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

- To preserve and protect Vaughan's Heritage, arts and culture and diversity.

#### **Regional Implications**

None

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 20, CW Report No. 5 – Page 3

**Conclusion**

Hosting the CCMARD Regional event in March of 2010 is an opportunity for the City of Vaughan to continue to be recognized as a progressive municipality amongst its peers.

**Attachments**

none

**Report prepared by:**

Debi Traub, Council Executive Assistant

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 21, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

21

**BILL 212 – THE GOOD GOVERNMENT ACT, 2009**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor, dated February 2, 2010, be approved; and
- 2) That the deputation of Mr. Paul DeBuono, Vaughan Watch Inc., 14-3650 Langstaff Road, Suite 391, Vaughan, L4L 9A8, be received.

**Recommendation**

The Commissioner of Legal and Administrative Services and City Solicitor recommends that this report be received for information purposes.

**Contribution to Sustainability**

Not applicable.

**Economic Impact**

Not applicable.

**Communications Plan**

City departments impacted by the *Good Government Act, 2009* will be provided with the specific details of the legislation that are applicable to their operations.

**Purpose**

The purpose of this report is to provide Committee of the Whole with a summary of Bill 212 – the *Good Government Act, 2009*.

**Background - Analysis and Options**

Bill 212, “*An Act to Promote Good Government by Amending or Repealing certain Acts and by enacting two new Acts*”, also referred to as the *Good Government Act, 2009*, was introduced in the Ontario Legislature on October 27, 2009 and received Royal Assent on December 15, 2009. The *Act* is not entirely in effect. Parts of it came into force on the day the Bill received Royal Assent. The balance of it will come into force on a date to be named by proclamation of the Lieutenant Governor.

The Province has advised that this *Act* is intended to improve clarity, increase transparency, and enhance accountability in the province’s laws, regulations and systems. As well, it includes technical changes and general housekeeping measures that should simplify government processes, update language and clarify administrative processes.

The *Act* includes nearly 600 items, affecting multiple statutes, including the *Building Code Act, 1992*, the *Municipal Act, 2001*, the *Municipal Elections Act, 1996*, the *Ontario Heritage Act*, the *Planning Act*, and the *Provincial Offences Act*, among others. 80 statutes have been amended while 16 have been repealed. There are two new Acts which are the *Adjudicative Tribunals Accountability, Governance and Appointments Act, 2009* and the *Public Inquiries Act, 2009* (which repeals and replaces the previous *Public Inquiries Act*).



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 21, CW Report No. 5 – Page 2

City departments impacted by the *Good Government Act, 2009* will be provided with the specific details of the legislation that are applicable to their operations. A general overview of the legislative changes most relevant to the municipality is provided below.

#### ***Building Code Act, 1992***

The *Building Code Act, 1992* has been amended to vary the time in which the City can lay charges for violations of the Act. Under the former provision, the City could only lay charges 1 year after the "subject matter of the proceedings arose". This was interpreted by the courts to mean 1 year after the illegal act was done, regardless of whether the City had knowledge of the illegal act. This provision has been amended to provide that a municipality can lay charges 1 year after the City became aware of the illegal acts. This amendment will assist the City in curbing illegal building constructions.

The Act has also been amended to require the Chief Building Official to provide building permit application forms for new homes and the dates of these applications to the Tarion Warranty Corporation. The building permit application forms must be provided within 45 days of receipt. This will assist Tarion Warranty Corporation in determining if builders are registered under the *Ontario New Home Warranties Act*.

The amendments are not currently in effect and will come into force on a day to be named by proclamation of the Lieutenant Governor.

#### ***Municipal Act, 2001***

The majority of the changes to the *Municipal Act, 2001* are administrative in nature and deal with the municipal finance sections of the Act. Specifically, deadlines currently imposed on a municipality's ability to make tax policy by-laws have been removed, replacing them with the requirement to pass a by-law "in each year". This eliminates the need to seek ministerial approval for relief from the deadlines. The provisions pertaining to tax sales have also been amended, by improving the procedures that municipalities are required to follow when undertaking the sale of property to recover tax arrears by setting a minimum amount that municipalities would not be required to pay into court, and simplifying the legislative authority for regulation that requires municipalities to provide certain information in the conduct of a tax sale.

In addition, there is an amendment clarifying that a municipal Auditor General's functions are to be carried out in an independent manner. There are also amendments that allow municipal services corporations to put in place corporate structures and subsidiaries (secondary corporations).

With the exception of Schedule 21, subsections 6 (6) and (33) which came into effect upon the date of Royal Assent, the majority of the *Municipal Act, 2001* amendments are not currently in force. They will come into force on a day to be named by proclamation of the Lieutenant Governor.

#### ***Municipal Elections Act, 1996***

The Province has advised that the reforms to the *Municipal Elections Act, 1996* are intended to make local elections more transparent, accountable and efficient; create a more level playing field for all candidates; and promote greater accessibility for voters and candidates with disabilities. The summary below is intended to highlight some of the amendments and is not exhaustive but should provide an indication as to the significance of the changes to the *Municipal Elections Act, 1996*.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 21, CW Report No. 5 – Page 3

The following is provided for information only, as candidates are responsible to familiarize themselves with the *Act*, including any recent changes.

A number of the amendments include changes to the election calendar, such as voting day being moved forward to the fourth Monday in October (this year October 25), the closing of nominations being moved to the second Friday in September (this year September 10) and the withdrawal of nominations being moved to the close of nominations. Common time-of-day deadlines (2:00 p.m.) have been set for election activities such as filing documents and withdrawing nominations.

The voting process has also been amended. In an effort to improve the accuracy of voters' lists, the Municipal Property Assessment Corporation (MPAC) will now be permitted to have access to birth, death and name change information for inclusion in the production of the preliminary voters' list. The City Clerk is permitted to utilize any information in the municipality's custody or control to update the preliminary list. Furthermore, voters will be required to provide prescribed proof of identity and proof of address at voting places or complete a prescribed application with statutory declaration that he/she is the voter shown on the voters' list. It has also been mandated that each voting place be accessible to persons with disabilities and that the Clerk report on election accessibility measures within 90 days after voting day.

Election finance provisions have been amended. The City Clerk is required to provide candidates with a certificate of maximum expenses, calculated in accordance with the formula prescribed by the new amendments. Ontario Regulation 499/09 was filed on December 17, 2009 and it amends Ontario Regulation 101/97 made under the *Municipal Elections Act, 1996*, increasing the cents per elector calculation for maximum campaign expenses and also provides new prescribed forms. Amendments are made regarding the list of expenses that are not subject to the spending limit (for example, expenses related to compliance audits are not included but interest on loans is included in the spending limit) and "fund-raising functions" (for example, precluding certain costs).

Fundraising provisions have been revised to establish an aggregate contribution limit of \$5,000.00 per contributor. Contributors who exceed the limit may be subject to penalties. Any campaign surplus is held in trust by the Clerk until the election is concluded. If these funds are not used for proceedings related to a recount, controverted election or compliance audit, they become the property of the municipality and cannot be carried forward by the candidate to use in the next election.

Compliance and enforcement provisions have also been amended. Candidates must file their campaign financial statements by the prescribed deadline dates or be subject to penalty. The current 90-day grace period for sitting council members who miss the deadline is eliminated. The City Clerk is required to make all financial statements filed by candidates available to the public in electronic format, free of charge.

It is now mandatory for all municipalities and school boards to appoint an audit committee to hear and decide on applications for compliance audits. This committee must be appointed by October 1<sup>st</sup> of the election year. The new legislation provides further details regarding the composition and procedures of compliance audit committees. On June 30, 2009, Council directed that a compliance audit committee be established.

The limitation period for commencing a prosecution for contravening the *Act* has been amended, requiring that prosecutions be commenced before December 1<sup>st</sup>, the fourth year following the election. Another revision to the *Act* specifies that a person who believes that a candidate has contravened the election campaign finance provisions of the *Act* may proceed with legal action without having first obtained a compliance audit. In addition, penalties for all offences under the *Act* have increased, with fines up to \$25,000 and/or imprisonment up to six months for individuals, including candidates, and \$50,000 for unions and corporations. Offences related to candidates may also lead to removal from office and/or ineligibility to be elected to office for a period of time.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 21, CW Report No. 5 – Page 4

The amendments to the *Municipal Elections Act, 1996* were proclaimed in force on January 1, 2010.

#### ***Ontario Heritage Act***

The *Ontario Heritage Act* has been amended to clarify that grants and loans made under the *Act* to the owners of designated properties do not constitute “bonusing” as defined by the *Municipal Act*. It also contains other changes which provide for modern options to communicate with property owners and members of the public, including internet communications.

In addition, the demolition provisions have been changed to allow municipalities to request and receive additional information from an applicant seeking consent to demolish or remove a building and to specify that the 90-day period to review the application only begins once the municipality sends a notice of receipt to the applicant. As well, the provisions regarding property altered in contravention of the *Act* have been amended to permit the Minister, as well as Council of a municipality, to restore a property and recover costs from the owner of a property designated under Part IV of the *Act* or a property within a heritage conservation district under Part V of the *Act*.

The amendments to the *Ontario Heritage Act* came into force on December 15, 2009.

#### ***Planning Act***

One of the amendments to the *Planning Act* provides Committees of Adjustment with the ability to authorize variances from zoning by-laws that have been passed, whether or not they are in effect. This provision came into effect on January 1, 2010.

Also, the *Act* has been amended to clarify the uses to which money may be spent that was paid in lieu of conveying land for park or other public recreational uses. Specifically, cash-in-lieu of parkland can now be used for the improvement of buildings and not just the erection or repair of buildings. This provision came into effect on December 15, 2009.

There are also amendments to certain regulations made under the *Planning Act* that came into force on January 1, 2010. They require municipalities to provide notification to propane operators when specific planning applications are located within the operator’s “hazard distance”, even where the propane facility is not located in the municipality. The “hazard distance” is to be determined by the individual propane operator and approved by the Technical Standards and Safety Authority (TSSA). The TSSA is responsible for informing municipalities of the extent/boundaries of a propane operator’s “hazard distance”.

The balance of the amendments to the *Planning Act* are very technical in nature and, with the exception of two subsections, have come into effect on December 15, 2009.

#### ***Provincial Offences Act***

The majority of the amendments to the *Provincial Offences Act* relate to changes in court procedures and fine enforcement mechanisms. Under these amendments, it is now possible for a municipality to add defaulted fines to the tax roll for any property in the municipality for which the owner is responsible for paying the fine. This amendment gives a municipality greater enforcement powers, as it allows a municipality to collect unpaid fines without having to commence court proceedings or utilizing a collection agency.

The maximum set fine for Part I offences (minor offences) has been increased to \$1000 from \$500. This increased penalty will promote greater compliance with City by-laws.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 21, CW Report No. 5 – Page 5

The Act has also been amended to allow for judicial pre-trials. At these pre-trials, the prosecutor and the defendant meet with a Justice of the Peace to discuss the case. Through this process, issues are narrowed, facts are agreed upon, and the Justice of the Peace provides his or her opinion as to the strength of the case. This process will result in settlements and streamlined trials, which will free up court time for other matters.

Some amendments came into force on December 15, 2009 when Bill 212 received Royal Assent, while others will take effect six months or 1 year after Royal Assent. Other amendments will come into force on a day to be named by proclamation of the Lieutenant Governor. The power to add defaulted fines to the tax roll comes into force six months after Royal Assent. The increased set fine and judicial pre-trial amendments came into effect on December 15, 2009.

#### ***Adjudicative Tribunals Accountability, Governance and Appointments Act, 2009***

The purpose of this new *Act* is to ensure that adjudicative tribunals, as prescribed by the Lieutenant Governor in Council, are accountable, transparent and efficient in their operations while remaining independent in their decision-making. The tribunals subject to this legislation will be required to develop public accountability documents (ie. mandate and mission statement, a service standard policy, ethics plan) and governance accountability documents (business plan, annual report). The selection process for the appointment of members is set out as well as the process for the designation of clusters of tribunals. In addition, the process for the review of an adjudicative tribunal is prescribed.

The Lieutenant Governor in Council is expected to issue a regulation prescribing the agencies, boards, commissions, corporations or other entities included in the definition of “adjudicative tribunal”, along with other time lines to be complied with in the *Act*. This new *Act* will come into force on a day to be named by proclamation of the Lieutenant Governor.

#### ***Public Inquiries Act, 2009***

The Province has advised that the new *Public Inquiries Act, 2009* will provide the government and commissioners of inquiry with better tools to determine the scope and manage the cost and length of public inquiries. The changes authorize a range of public inquiries with specific powers, procedures, rights and protections tailored to the specific circumstances and also provide rules and requirements for completion dates. In addition, future commissions will be required to rely, where appropriate, on factual sources that promote efficiency, such as representative witnesses, agreed statements of facts, and existing records and reports. As well, the *Act* clarifies the protections regarding other uses of witness testimony and provides more robust protections regarding employment reprisals.

The *Public Inquiries Act, 2009* will come into force on a day to be named by proclamation of the Lieutenant Governor.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

#### **Regional Implications**

There are no Regional implications as a result of this report.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 21, CW Report No. 5 – Page 6

**Conclusion**

Bill 212 amends multiple statutes that affect municipalities, as well as the introduction of two new statutes. The Province indicates that Bill 212 will improve clarity, increase transparency, and enhance accountability in the province's laws, regulations and systems. City departments impacted by the Bill 212 will be provided with the specific details of the legislation that are applicable to their operations.

**Attachments**

None.

**Report prepared by:**

Claudia A. Storto, Solicitor  
Christopher G. Bendick, Solicitor

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 22, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**22 FORM OF POTENTIAL QUESTION ON 2010 GENERAL MUNICIPAL ELECTION BALLOT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated February 2, 2010:

**Recommendation**

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

- 1) This report, including the confidential memorandum of the Commissioner of Legal and Administrative Services and City Solicitor, set out as a confidential attachment, be received for information.

**Contribution to Sustainability**

N/A

**Economic Impact**

It is anticipated that additional processing requirements associated with the inclusion of a question on the ballot for the 2010 municipal election, aside from additional staff costs and potential legal expenses, could be accommodated within the processing and notices associated with the cost of administering the general election itself.

**Communications Plan**

Statutory notice requirements are established in the *Municipal Elections Act, 1996*, as amended. Should a ballot question be introduced, additional information will be included within the City Clerk's election promotion activities.

**Purpose**

The purpose of this report is to set out the requirements for placing a question on the ballot, and to respond to Council's direction.

**Background - Analysis and Options**

At its meeting of May 5, 2009, Council when making its decision on a preferred configuration for ward boundaries for the 2010 general municipal election also directed staff to prepare a report on a clear, concise and neutral question that could be placed on the ballot for the 2010 general municipal election, seeking the opinion of the electors on whether the City of Vaughan should increase its number of wards to six for the 2014 general municipal election.

Council also directed staff to identify the statutory requirements for placing such a question on the ballot, including any requirements for the giving of public notice or the holding of a public meeting prior to adoption of the relevant by-law and whether any such question will be binding on the municipality.

**Statutory Authority**

The authority for a municipal Council to place a question on a ballot comes from the *Municipal Elections Act, 1996* (the "Act"). In particular, Section 8(1) of the Act states:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 22, CW Report No. 5 – Page 2

- “8.(1) The council of a municipality may pass a by-law to submit to its electors,
- (a) a proposed by-law requiring their assent;
  - (b) subject to section 8.1, a question not otherwise authorized by law but within the council’s jurisdiction;
  - (c) subject to section 8.1, a question, the wording of which is established by an Act or a regulation under an Act.”

This section grants authority for a Council to pass a by-law to submit to the electors one of three items: a by-law requiring assent of the electors, a question regarding an issue within the Council’s jurisdiction or, thirdly, a question established by another Act or regulation.

#### Conditions

The Act outlines conditions that must be met in order to place such a question to the electors. Section 8.1(1) of the Act states:

- “8.1(1) A by-law to submit a question to the electors under clause 8 (1) (b) or (c),
- (a) shall be passed at least 180 days before voting day in the election at which it is intended to submit the question to the electors;
  - (b) cannot be amended after the last date referred to in clause (a); and
  - (c) despite clause (b), can be repealed on or before nomination day and, if the election does not include an election for an office, on or before the 31st day before voting day.”

The conditions require that Council pass a by-law (as noted in Section 8.1 of the Act) a minimum of 180 days prior to the election (April 28, 2010). The conditions also state that the question can not be amended after 180 days prior to the election.

Should Council choose to repeal the by-law, it can do so on or before Nomination Day, being September 10th, 2010.

#### Draft Sample Question

The following draft sample question is clear, concise and neutral: “Commencing with the 2014 general municipal election, should the number of wards in the City of Vaughan be increased from five wards to six wards?”

#### Rules

The Act outlines the rules around the questions being put to the electors. Those rules are outlined in Section 8.1(2) of the Act, which states:

- “8.1(2) A question authorized by by-law under clause 8 (1) (b) shall comply with the following rules:
1. It shall concern a matter within the jurisdiction of the municipality.
  2. Despite rule 1, it shall not concern a matter which has been prescribed by the Minister as a matter of provincial interest.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 22, CW Report No. 5 – Page 3

3. It shall be clear, concise and neutral.

4. It shall be capable of being answered in the affirmative or the negative and the only permitted answers to the question are “yes” or “no”.

Number of wards is a matter within the jurisdiction of the City. Additionally, the issue is not of provincial interest.

The third rule requires that the question be “clear, concise and neutral”. The draft sample question set out in this report in the opinion of staff satisfies this requirement.

Finally, the question can only be one that requires a “Yes” or “No” answer. The question set out in this report may satisfy this requirement. The confidential memorandum of the Commissioner of Legal and Administrative Services and City Solicitor and the City Clerk also addresses this requirement.

If it is determined that a question will be on the ballot, an individual, corporation or trade union who proposes to incur expenses is required to register and make financial filings (in fact, the requirements in this regard mirror the stringent obligations of candidates). The inclusion of a question on the ballot may also affect the number of scrutineers permitted at the polls.

#### Notice and Meeting Requirements

Prior to passing such a by-law, the City Clerk must provide at least 10 days notice of Council's intention to pass the by-law. In addition to the notice, one public meeting to consider the by-law must also be held. Notice of passing of the by-law must be given within 15 days of the passing.

The notices are required to include the following information:

- i) wording of the question;
- ii) a clear, concise and neutral description of the consequences of the question if it is approved and the consequences, if it is rejected with the special majority, including an estimate of the costs, if any, that the City may incur in implementing the results of the question; and
- iii) a description of the right to appeal including the last day for filing a notice of appeal

#### Appeals

Within 20 days of the notice of passing of the by-law, any person may appeal to the Chief Electoral Officer of the Province of Ontario on the grounds that the question does not comply with the requirements that the question be “clear, concise and neutral” or can be answered with a “Yes” or “No” response. The appeal must be in the form of a notice of appeal to the Clerk setting out the objections and reasons in support of the objections.

The Clerk then must forward appeals to the Chief Electoral Officer within 15 days of the last day to appeal, along with any information the Chief Electoral Officer may require. The Chief Electoral Officer will then hold a hearing within 60 days to dismiss the appeal or allow the appeal in whole or in part.

#### Results and Implementation – Binding Effect

The results of the question may be binding on the City, if certain conditions are met. Those conditions are outlined in Section 8.2(1) of the Act and states:

“8.2(1) The results of a question authorized by a by-law under clause 8 (1) (b) are binding on the municipality which passed the by-law if,

.../4



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 22, CW Report No. 5 – Page 4

- (a) at least 50 per cent of the eligible electors in the municipality vote on the question; and
- (b) more than 50 per cent of the votes on the question are in favour of those results.”

Should more than 50% of the eligible electors vote on the question, and are in favour of the question, the results will be binding (subject to the comments below) on the City. The Act requires that “if an affirmative answer received the majority of the votes, the municipality shall do everything in its power to implement the results of the question in a timely manner”. The Act goes on to outline timelines with respect to the passing of by-laws or resolutions, the initial steps of satisfying other requirements, or directing staff to implement the results.

The Act further states that if the negative answer received the majority of the votes, “the municipality shall not do anything within its jurisdiction to implement the matter which was the subject of the question for a period of four years following voting day.” Therefore, should the results of a question on wards be negative, and more than 50% of the eligible voters voted on the question, the City may be prevented from doing anything toward revising its ward boundaries for a period of 4 years.

The Act does provide some limits, however, on the binding nature of the results. For example, if the results of the question require the passing of a by-law and at least one public meeting, Council could decide not to implement the results of the question after the public meeting is held. Also, if Council “is of the opinion, reasonably held, that there has been a material change in circumstances” since the by-law to put the question to the electors was passed, then Council is not prevented from doing anything or required to do anything.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the priorities previously set by Council, in particular “Demonstrate Leadership and Promote Effective Governance.”

#### **Regional Implications**

N/A

#### **Conclusion**

Should Council resolve to place a question on the ballot for the 2010 general municipal election that relates to the establishment of an additional ward for implementation with the 2014 general municipal election, the draft sample question set out in this report could be used, subject to the statutory processes set out in the *Municipal Elections Act, 1996*.

Inclusion of the question on the ballot may limit Council’s ability to conduct a ward boundary review prior to the 2014 general municipal election. Other relevant considerations are set out in the confidential attachment of the Commissioner of Administrative Services and City Solicitor and the City Clerk.

#### **Attachments**

Attachment 1 Confidential Memorandum of the Commissioner of Legal and Administrative Services and City Solicitor to Members of Council only (*under separate cover*)

#### **Report prepared by:**

Jeffrey A. Abrams, City Clerk

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 22, CW Report No. 5 – Page 5

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 23, Report No. 5, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 16, 2010, as follows:

***By approving that the Pedestrian & Cycling Master Plan be provided to the Task Force on Pedestrian/Street Safety.***

23

**PEDESTRIAN & CYCLING MASTER PLAN  
IMPLEMENTATION UPDATE  
WARDS 1-5**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioners of Engineering and Public Works and Community Services, dated February 2, 2010:**

**Recommendation**

The Commissioners of Engineering and Public Works and Community Services recommend that this report be received for information purposes.

**Contribution to Sustainability**

The implementation of the Pedestrian & Cycling Master Plan will create a pedestrian and cycling supportive environment that encourages both utilitarian and recreational travel by walking, cycling and other modes of active transportation. In addition, the Pedestrian & Cycling Master Plan will support the use of public transit, reduce automobile dependency, traffic congestion and transportation related greenhouse gas emissions. Accordingly, the Pedestrian & Cycling Master Plan supports many of the Goals and Objectives of the City's "Green Directions", in particular Objective 3.1.

**Economic Impact**

There is no economic impact associated with this report. The various capital and training expenditure discussed in this report have been undertaken through the various approved annual Capital and Operating budgets.

**Communications Plan**

There is no specific communication plan associated with this report.

**Purpose**

The purpose of this report is to provide Council with an update on the implementation of the City's Pedestrian & Cycling Master Plan.

**Background - Analysis and Options**

Council, at its meeting of April 2, 2007 approved in principle the City's Pedestrian and Bicycle Master Plan, which was prepared by Marshall Macklin Monaghan. Subsequently, Council at its meeting on May 7, 2007 directed staff to develop a work program for the implementation of the various components of the approved Pedestrian and Bicycle Master Plan and undertake the associated work. Since then, Staff has begun to implement certain components of the Master Plan and pursue potential sources of capital funding.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 23, CW Report No. 5 – Page 2

The Pedestrian and Bicycle Master Plan is being implemented jointly by the Commissions of Community Services, Finance & Corporate Services, Planning, and Engineering & Public Works. The Development & Transportation Department is taking the lead on implementing the components of the Master Plan that are located on existing or proposed roadways and the development of the applicable standards and route identification and signage. The Parks Development Department is responsible for implementing the components of the Master Plan within the existing publicly owned open space system including connections to and through new and existing parks. Since 2007 the following initiatives were undertaken:

#### **Development Process**

To ensure that the approved Pedestrian and Bicycle network is implemented in new development, a provision has been inserted in all subdivision, spine and development agreements requiring developers to install the various components and facilities identified in the Master Plan within the development area.

#### **Don and Humber River Trail Systems**

The Parks Development Department is moving forward the implementation of the off-road component of the Pedestrian and Bicycle Master Plan in a phased and systematic approach. Annually, capital funding is requested as part of the budget cycle for both the Don River and Humber River trail systems. The source of funding for the off road trail network is Citywide Development Charges – Park Development.

#### **City-Wide Transportation Master Plan**

The City is undertaking a City-wide Transportation Master Plan (TMP) as a component of the Official Plan Review. One of the key tasks of the TMP assignment is to extend the approved Pedestrian and Bicycle network into the new development areas identified through the Official Plan Review process. In addition, the TMP will review the proposed facilities, incorporate and expand upon the City's current Pedestrian and Bicycle Master Plan and develop a sustainable transportation network that encourages walking, cycling and transit supportive communities.

#### **Municipal Design Criteria & Standards Review**

In early 2010, Staff will be issuing a Request for Proposal for the comprehensive review of the City's current municipal design criteria and standards. The terms of reference for the assignment will include the requirement to update the existing City's standards, identify function and characteristics of the City's existing road network. In addition, the review will establish new roadway standards and guidelines that will incorporate network design parameters and signage to guide the City in the development of a City-wide pedestrian and cycling network. Funding for this review was approved in the 2006 Capital Budget

#### **Capital Funding Assistance**

The Development & Transportation, Parks Development, and Recreation and Culture Departments have made applications for funding assistance through the Pedestrian and Cycling Municipal Partnership Program (PCMPP) developed by the Region of York, Infrastructure Stimulus Funding through the Federal and Provincial Governments, and the Ontario TDM Municipal Grant Program.

The Region developed its PCMPP program to encourage walking and cycling by accelerating the implementation of pedestrian and cycling infrastructure throughout York Region. This capital cost-sharing program is administered and funded by York Region. Up to 50% of the construction cost of a project under this program will be contributed by the Region. The Program was initiated

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 23, CW Report No. 5 – Page 3

in 2008 and the Development / Transportation Engineering Department was successful in getting approval in the amount of about \$24,500 to implement the first phase of the bike route signage. Parks Development was also successful in its application for Regional funding and was awarded \$87,200 to assist with the implementation of an underpass connecting the pedestrian and bicycle system under Rutherford Road, providing a continuous route from the intersection of Langstaff

and Islington in Woodbridge to Bindertwine Park in Kleinburg. An additional \$16,000 was awarded through the same program for the completion of the trail connections in the Bartley Smith Greenway north of the Langstaff Ecopark.

A submission for the proposed 2010 projects was made in April, 2009 by the Development & Transportation Engineering Department and includes the cost associated with the installation of the second phase of the bike route signage and a multi-use pathway on the south side of Teston Road between Keele Street and Jane Street as shown on the attached map. In October 2009, the Region approved a contribution of approximately \$250,000 towards these projects. The City's approved 2010 Capital Budget includes the required funding for these projects under Capital Project DT-7040-10. The design of the multi-use path on Teston Road is now being finalized with the expectation of construction starting in the summer of 2010.

In 2009, Parks Development received a total of \$1,374,000 in off-road multi-use trail funding through the Infrastructure Stimulus Fund Program. \$300,000 in funding is being used to make necessary repairs and upgrades to the Bartley Smith Greenway and William Granger Greenway, including resurfacing, repairs, and the replacement of an existing temporary bridge with one that will accommodate emergency vehicles. \$984,000 in funding is being directed towards Rainbow Creek Park and the replacement of the deteriorated path network with accessible asphalt walkways totaling approximately 3300 linear metres in length. The project also includes several prefabricated metal pedestrian bridges over Rainbow Creek and associated pathway lighting works. An additional \$90,000 has facilitated the completion of the second phase of trail works in the Maple Nature Reserve, connecting the natural open space to the surrounding community.

A joint submission was made in 2009 by the Parks Development and Recreation & Culture Departments for funding through the Ontario TDM Municipal Grant Program to support the Active Together Trail Signage Program. This program is intended to build on and add to the standard route signage with Motivational and Educational signage.

#### **Pedestrian & Bicycle Projects**

The on-road 2009 Capital projects include the establishment of the first segments of the bike route networks in each of the five wards. The proposed 2010 projects build on the bike routes established in the previous year's program plus include the design and construction of the proposed boulevard multi-use trail located on the south side of Teston Road between Keele Street and Weston Road as shown on Attachment No.1. The signage associated with the first phases of the bike route network will be installed in the summer 2010. A multi-year implementation program will be developed once staff has a better understanding of the phasing of the Region's program and the available funding.

As a first step in the implementation the off-road components of the approved Pedestrian and Bicycle Master Plan, Parks Development, in partnership with the Toronto and Region Conservation Authority, completed the Elder's Mills Nature Reserve trail system, which is an accessible trail and bridge link from the neighbourhood developments off of Napa Valley Ave. to Hwy 27 as shown on Attachment No.1. This project includes 350 linear metres of paved off-road multi-use pathway and a prefabricated metal pedestrian bridge over the Humber River.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 23, CW Report No. 5 – Page 4

In 2009, Capital projects for off-road multi-use facilities extended the off-road multi-use pathway system within Boyd Park to Rutherford Road. Extensive trails were also constructed through the Maple Nature Reserve.

Maintaining this momentum, tender documents have already been prepared for two additional bridge crossings within the William Granger Greenway and for the construction of a multi-use pathway between Jacob Keefer Parkway and Planchett Road in the Bartley Smith Greenway. These projects are to be awarded and implemented in 2010.

As part of the 2010 Capital Budget, a capital request has been made by Parks Development to extend the Bartley Smith Greenway north to Rutherford Road and to extend the William Granger Greenway south from Boyd Park to Willis Ave.

#### **Inter - Municipal Working Group on Pedestrian and Cycling Implementation**

The Region has formed an Inter-Regional Working Group which will provide a forum for the Region and the local municipalities to discuss, collaborate and coordinate the planning and implementation of the Pedestrian and Cycling infrastructure throughout the Region. This working group will also develop the Outreach Program to educate and promote user-friendly walking and cycling practices throughout York Region. Uniform pedestrian and cycling network signage will be developed and eventually once the basic network is developed and implemented Region-wide Way-Finding signs will be developed. The Inter-Municipal Working Group will allow its members to provide and to receive feedback on its pedestrian and cycling infrastructure implementation plans for the upcoming year.

The first Inter-Municipal Working Group Meeting was held on June 8, 2009 and included a presentation by Region staff on the York Region Pedestrian and Cycling Master Plan Study and its implementation protocol. The presentation was followed by round table discussion on various topics such as coordination of sidewalks implementation, on-street bike lanes vs. multi-use trails, winter maintenance of facilities, illuminations signage standards and multi-use trail crossing treatment at intersections. Following this meeting, Regional staff recommended that the area municipalities adopt the use of a green bicycle route sign as the standard. The next Inter-Municipal Working Group meeting has been planned late January 2010.

#### **City Initiated Capital Projects**

The Engineering Services Department is ensuring that the recommendations of the Pedestrian and Bicycle Master Plan are incorporated in the City initiated capital program, in particular road reconstruction and sidewalk projects. In addition, the approved Capital Budget includes funding for the construction of new sidewalks and street lighting throughout the City, which is on-going.

The Pedestrian and Bicycle Master Plan is also the basis of the Parks Development Department's ongoing off-road multi-use pathway implementation process. On January 18, 2010, Council approved a total of \$618,000 for the implementation of the next phase of trail networks in the City of Vaughan. Of this total, \$309,000 is allocated to the Don River/Bartley Smith Open Space and \$309,000 is allocated to the Humber River/William Granger Greenway Open Space.

#### **Metrolinx**

The Metrolinx Regional Transportation Plan includes nine "Big Moves" initiatives that will have transformational results on the multi-modal transportation network across the Greater Toronto and Hamilton Area. Big Move #4 is the establishment of a complete walking and cycling network with bike sharing programs. Metrolinx is proposing to invest an increasing commitment over time to at least \$20 million annually for municipalities to implement a complete, integrated walking and

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 23, CW Report No. 5 – Page 5

cycling network in the GTHA. This commitment equates to an investment of up to \$500 million over 25 years in new walking and cycling infrastructure, creating more than 7,500 kilometres of new dedicated on and off-road facilities. Metrolinx has not yet released the details of this program. Staff will continue to work with the Region and Metrolinx to facilitate the implementation of the RTP, in particular the walking and cycling network.

#### **Staff Participation**

It is important the staff that is responsible for the implementing the Pedestrian and Bicycle Master Plan has the technical expertise and knowledge of current trends, standards, advancements and initiatives related to active transportation. To this end, staff has attended the following seminars/workshops:

- Ontario Trails Conference, June 2006;
  - Session included overview of trail implementation processes, financial planning and partnerships, evaluation of ongoing conflicting uses, maintenance, and due diligence as it relates to off-road trail systems.
- Ontario Trails Council Provincial Workshop, January 2008;
  - Session included information on trail construction, sustainability, funding, GIS data resources, insurance and risk management;
  - Round table discussion on inter-regional connectivity.
- Transportation Association of Canada (TAC) Conference, October 2008;
  - Pedestrian and Bicycle Workshop, Overview of bike facility in Montreal and Toronto and a round table discussion related to operational issues.
- Canadian Urban Institute – Mobility at the Human Scale, Planning for Active Transportation and Enhancing the Public Realm, April 2009.
- Integration of Pedestrians and Bicyclists at the Interchanges within the Greater Golden Horseshoe Area and Niagara Region, Ministry of Transportation Technical Workshop, May 2009;
  - MTO is undertaking a study to determine the most appropriate and feasible treatments to accommodate pedestrians and cyclists at interchanges within the Greater Toronto Area and Niagara Region. The study includes a review of best practices, innovative designs, and an assessment of safety and operational efficiency issues at QEW and 400 Series Highway interchanges. The workshop was focused on identifying operations issues that municipal staff has experienced in the planning, design and operation of municipal roads at Highway interchanges. The project scope and schedule was also presented at the workshop.
- Bike Summit 2009, May 2009 – Program included sessions on:
  1. Bicycle Friendly Policies that Results in Economic and Public Health Improvements
  2. New Approaches to Street Design
  3. The Role of Local Government in Promoting Cycling
  4. Bicycle Parking Best Practices
  5. Cycling Advocacy and Community Engagement

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 23, CW Report No. 5 – Page 6

- What You Need to Know About Bicycle Lanes (Risk Management), July 2009;
  - Session included overview of the Risk Management Process and five basic steps needed to ensure a successful risk management program (identify exposures, review current practices, develop enhancements, implement enhanced activities and monitor results)
  
- Regional Municipal Cycling Facility Design Workshop - November 2009;
  - Presentations on safety conscious road design for vulnerable road users and on-road Cycling Design Guidelines.
  
  - City of Toronto staff presented lessons learned regarding design and implementation of bike lanes including the tour of two to three locations in the City of Toronto where bike lanes have recently been implemented.

#### **Next Steps**

In the short term, staff will continue to participate on the Regional Pedestrian & Bicycle Coordination with the initial goal of developing common bike route/lanes signage and way finding methodology. Once the appropriate bike route signage has been finalized in early 2010, engineering staff will proceed to roll out the first phase of the on-road component of the Pedestrian and Bicycle Master Plan.

The design and implementation of the off-road component of the Pedestrian and Bicycle Master Plan will continue on an annual and ongoing basis.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

#### **Regional Implications**

Staff will continue to work closely with the Region and neighbouring municipalities on the implementation of the both the City and Regional Pedestrian & Cycling Master Plans.

#### **Conclusion**

Staff will continue to design and implement the on and off-road components of the Pedestrian and Bicycle Master Plan on an annual and ongoing basis.

#### **Attachments**

Attachment No. 1 – Current Pedestrian & Cycling Projects

#### **Report prepared by:**

Andrew Pearce, Director of Development & Transportation Engineering, ext. 8255  
Paul Gardner, Director of Parks Development, ext. 3209  
Stephanie Snow, Construction Coordinator, ext. 3210  
Selma Hubjer, Transportation Engineer, ext. 8674

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



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 24, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**24                      FOUR WAY STOP GRAND TRUNK AND FREEDOM TRAIL**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated February 2, 2010:**

**Recommendation**

Councillor Peter Meffe recommends that the four way stop sign which was removed from the intersection of Grand Trunk and Freedom Trail be re-installed.

**Contribution to Sustainability**

N/A.

**Economic Impact**

N/A.

**Communications Plan**

N/A.

**Purpose**

To re-install the four way stop sign which was removed from this intersection.

**Background - Analysis and Options**

The intersection of Grand Trunk and Freedom Trail is a busy intersection which is used as a short cut by many residents as it is a direct north-south route from Major Mackenzie Drive to Rutherford Road. This is a neighbourhood with young families and children. Residents have called to express their concerns with the excessive speed that many motorists drive along this route. It is my belief that the four way stop sign will discourage speeding and prevent possible accidents from occurring.

**Relationship to Vaughan Vision 2020/Strategic Plan**

This report speaks to the initiative that relates to enhancing and ensuring Community Safety, Health and Wellness.

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

**Regional Implications**

Nil.

**Conclusion**

I feel that the request to re-install the four way stop sign at this intersection is reasonable and will be in the best interests of the residents in the area.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 24, CW Report No. 5 – Page 2

**Attachments**

None.

**Report prepared by:**

Peter Meffe

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 25, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**25**

**TASK FORCE ON PEDESTRIAN/STREET SAFETY**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated February 2, 2010:**

**Recommendation**

Councillor Peter Meffe recommends:

1. That the establishment of a Task Force on Pedestrian and Street Safety be undertaken by the City of Vaughan immediately which should be comprised of, but not limited to the following; Citizens, City and Regional planning and engineering professionals, police and by-law enforcement staff, school board representatives, representatives of seniors and youths, and a representative of the Province;
2. That a request for application for membership be advertised in the local media and placed on the City's website;
3. That the Task Force be provided with staff support co-ordinated by the Commissioner of Engineering and Public Works and the Commissioner of Planning;
4. That the Task Force report back to Council within 12 months with their recommendations.

**Contribution to Sustainability**

Unfortunately, in traffic incidents involving pedestrians and motorists, it is the pedestrian who suffers much more often with tragic results. It is the responsibility of both the driver and pedestrian to ensure each others safety. It has also become abundantly clear that our environment and infrastructure is a main component along with driver and pedestrian education towards making our roads a safer environment. Infrastructure design contributes to a more sustainable and healthy City. This task force will be responsible in bringing forward recommendations in order to improve pedestrian and street safety.

**Economic Impact**

At this time there will be nominal Economic impact.

**Communications Plan**

Corporate Communications to issue a press release with respect to the establishment of a Task Force on Pedestrian and Street Safety asking for public participation and upcoming call for members.

**Purpose**

The purpose of establishing this task force is to bring together the various levels of stakeholders in order to determine the best course of action in dealing with the increased number of traffic deaths on our roads.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 25, CW Report No. 5 – Page 2

#### **Background - Analysis and Options**

This month alone in the Greater Toronto Area there have been 14 pedestrian fatalities in 16 days, two of them in the City of Vaughan. It appears that although new legislation has been introduced for distracted drivers and a number of pedestrian enforcement initiatives implemented our roads are becoming an unsafe environment for our citizens.

The task force will address issues such as driver and pedestrian education, legislative changes, co-ordination between the various governmental levels and/or departments, public transit, road design recommendations, community involvement, etc.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report speaks to the initiative that relates to enhancing and ensuring 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**

The Region will be considered to be an integral participant of this task force.

#### **Conclusion**

It is my belief that the establishment of this task force will bring forward important recommendations and conclusions which when implemented will increase the safety of both our pedestrians and drivers. It will also provide an opportunity for better road infrastructure design. This in turn will benefit our community and also bring forward a continued awareness of this important issue.

#### **Attachments**

Articles, SWOT Analysis in support of this Task Force recommendation.

#### **Report prepared by:**

Peter Meffe

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 26, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

---

**26 REPORT ON COMPLAINT OF VIOLATION OF CODE OF CONDUCT FOR MEMBERS OF  
COUNCIL RE: FILE 8.18.09**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Integrity Commissioner, dated February 2, 2010:

**Recommendation**

The Integrity Commissioner recommends that City Council seriously consider the implementation of:

1. the City Auditor's recommended amendments to the current City purchasing policies contained in Report 4 submitted to City Council on December 14, 2009 to facilitate more transparent procurement processes and to ensure that City policy is linked to the compliance by Members of Council with the rules contained in the Code of Ethical Conduct.
2. The recommendations put forward by The Audit and Operational Review Committee of December 14, 2009.

**Contribution to Sustainability**

N/A

**Economic Impact**

N/A

**Communications Plan**

N/A

**Purpose**

Under the Code of Ethical Conduct Complaint Protocol (the "Complaint Protocol"), the Integrity Commissioner shall report to Council the result of the investigation.

**Background - Analysis and Options**

- A. In the attached Report, Appendix A, the following clarifications should be noted.
  1. Page 3, paragraph 12: A yearly audit is conducted at the City of Vaughan on various processes, not specific to the FPO process;
  2. Page 3, paragraph 13: Only RFPs are awarded on the basis of a scoring matrix and other bids are awarded to the lowest qualified bidder.
- B. Integrity Commissioner Report is attached as Appendix A.

Section 18 (2) of the Complaint Protocol provides that:

At the time of the Integrity Commissioner's report to Council, and as between the parties, the identity of a complainant and the identity of the person who is the subject of the complaint shall not be treated as confidential information.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

#### Item 26, CW Report No. 5 – Page 2

The Office of the Integrity Commissioner operates at arms length to the administration of the City and reports directly to Council. Given that the Complaint Protocol is a Council-approved document, the requirement therein would have the Integrity Commissioner disclose the identity of the complainant. However, at this time, the subject of confidentiality of the identity of a complainant in investigations before the Integrity Commissioner is subject of a privacy complaint before the Office of the Information and Privacy Commissioner of Ontario (the "IPC") and in order to not fetter the decision-making authority of the Provincial Privacy Commissioner and with a view to upholding best practices for the City of Vaughan, I recommend that the force and effect of section 18(2) be held in abeyance until the outcome of the IPC ruling on the privacy breach complaint and until this office has developed a policy to implement Council's direction on section 18(2).

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved, however the City Auditor's recommended changes may impact allocated resources.

#### **Regional Implications**

There are no Regional implications to the recommendation contained in this report.

#### **Attachments**

Appendix A – Integrity Commissioner's Report File 8.18.09

#### **Other attachments**

1. Extract from Council Meeting Minutes of December 14, 2009
2. City of Vaughan Policy 05.2.03, Professional Fees Policy

#### **Report prepared by:**

Suzanne Craig  
Integrity Commissioner

(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.)

*Regional Councillor Frustaglio declared an interest with respect to the foregoing matter as the allegations in the complaint pertained to her.*

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 27, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

27

**CITY OF VAUGHAN MARATHON**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Shefman, dated February 2, 2010, be approved subject to adding the following at the end of Clause 2:  

"...that the report be available for the Committee of the Whole meeting of March 23, 2010"; and
- 2) That the additional information submitted by Councillor Shefman entitled, "*City above* Toronto marathon?" and "*Which marathon should endure*", be received.

**Recommendation**

Councillor Alan Shefman recommends that in light of the current debate taking place by Toronto City Council to restrict the number of Marathons to a single event in the future and that because this decision may result in one of the two marathons being without a location, that

1. Staff investigate the possibility of inviting the organizers of the Toronto events to consider holding one of these marathons in the City of Vaughan in the future, and
2. A report be prepared for Council's consideration on the feasibility of a marathon taking place in the City, and
3. Part of the consideration in the staff report include how the current organizers for the Run for Vaughan be involved in the planning and sponsorship for such an event, and
4. The fund raising focus for such an event be to support the development of a hospital in the City of Vaughan

**Contribution to Sustainability**

Every effort will be made to ensure that this event will be respectful of the environment – having 3 or 4 thousand people running through the streets of Vaughan is a great example for people to get out of their cars and using another means to get around.

**Economic Impact**

Holding a marathon will attract significant attention to the City that may result in a positive image for the City.

There may be some costs for the City – these issues will need to be explored in the report to Council.

**Communications Plan**

If the City is successful in attracting a marathon event to the City, a full blown communication plan will be required. In the interim, if this recommendation is approved, a media advisory should be issued as soon as possible to advise the public of our interest.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 27, CW Report No. 5 – Page 2

#### **Purpose**

This recommendation instructs staff to prepare a report to consider the possibility of initiating a marathon event for the City of Vaughan.

#### **Background - Analysis and Options**

Marathon events that take place in locations throughout the world have resulted in attracting enormous amounts of positive publicity for the municipalities in which they take place.

These events reflect a commitment to positive physical fitness. In Vaughan this would be supportive of our recently approved our Active Together Recreation Master Plan as well.

Over the years The Run for Vaughan has become increasingly popular and has resulted in funds being raised for the Vaughan Health Care Foundation. Holding a marathon race in cooperation with the Run for Vaughan in some form and directing the marathon event fund raising component to the Foundation would significantly increase the potential of increasing the amount of funds raised in support of a Vaughan hospital.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

To enhance and ensure community safety, health and wellness through education, design and enforcement.

#### **Regional Implications**

Dependent upon the route of the marathon, certain parts of the event may take place in contingent areas of York Region. Furthermore, Regional roads would be used. Finally, the York Regional Police would be required to assist in traffic control for the event.

#### **Conclusion**

Holding a marathon in the City of Vaughan has the potential for an exciting and positive event for the City in a variety of ways.

#### **Attachments**

1. Toronto Star Article – January 26, 2010

#### **Report prepared by:**

Debi Traub, Council Executive Assistant

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



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 28, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

**28      DEPUTATION: MS MARTHA BELL - LANTERN WALK FOR EARTH HOUR - WARD 2**

**The Committee of the Whole recommends:**

- 1)      That the recommendation contained in the following report of the Director of Economic Development, dated February 2, 2010, be received; and**
- 2)      That the additional information submitted by Regional Councillor Frustaglio, be received.**

**Recommendation**

The Director of Economic Development, in consultation with the Director of Recreation and Culture and the Director of Buildings and Facilities recommends:

1. That the City of Vaughan join the World Wildlife Fund's (WWF) Earth Hour project as an official participant;
2. That the venue for the 3<sup>rd</sup> Annual Woodbridge Lantern Walk be the Woodbridge Pool and Memorial Arena (rain location) and parking lot in respect of Earth Hour on Saturday, March 27, 2010 from 8:30 pm to 9:30 pm;
3. That Services in Kind, equipment requests and staff be provided as necessary for the event;
4. That the City power down the lights as much as is safe in the parking lot of the Woodbridge Pool and Memorial Arena during Earth Hour on Saturday, March 27, 2010 from 8:30 to 9:30 pm;
5. That the City advertise their participation by posting the event including information about the Woodbridge Lantern Walk on the Environment Page, the Community Calendar, the City Page Online and print and distribute posters to municipal buildings, community centres and libraries and promote Earth Hour to staff internally through email communications;

**Contribution to Sustainability**

This report is consistent with the priorities previously set by Council in the Green Directions, Vaughan, Community Sustainability Environmental Master Plan, Objective 1.1 and 1.2:

- To reduce greenhouse gas emissions and move towards carbon neutrality for the City of Vaughan's facilities and infrastructure; and,
- To promote reduction of greenhouse gas emissions in the City of Vaughan.

**Economic Impact**

The economic impact of this event is minimal.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010

Item 28, CW Report No. 5 – Page 2

#### **Communications Plan**

The City will advertise their participation by posting the event including information about the Woodbridge Lantern Walk on the Environment Page, the Community Calendar, the City Page Online and print and distribute posters to municipal buildings, community centres and libraries and promote Earth Hour to staff internally through email communications.

#### **Purpose**

The purpose of this report is to demonstrate Council and the City's support for Earth Hour 2010 by adopting the recommendations herewith.

#### **Background - Analysis and Options**

At the Committee of the Whole Council meeting of January 12, 2010 a deputation was received from Mr. Brian McCran on behalf of Ms. Martha Bell, Chairperson of Woodbridge Lantern Walk, and written submissions dated December 8, 2009 (Attachment # 2) and January 6, 2010 (Attachment # 3) with respect to the Earth Hour Committee's request for Council's support of the 3<sup>rd</sup> annual Woodbridge Lantern Walk for the Earth Hour Event.

Staff were asked to provide a report that the City of Vaughan recognize the event as an important community initiative and that staff provide to council an appropriate motion after reviewing the matter.

The Earth Hour event initiated by the WWF was officially announced in December 2007 at the United Nations Conference on Climate Change, attracting the participation of almost 2.3 million Sydney, Australia residents, including more than 2,100 businesses, resulting in a 10 per cent reduction across the electrical grid, saving 25,000 tonnes of carbon dioxide, the equivalent of taking about 50,000 cars off the road for one hour.

In 2008, Earth Hour became the biggest voluntary power reduction in history, with some 50 million people around the world switching off their lights for one hour, during which more than 370 municipalities took part in more than 35 countries across seven continents, including Antarctica, and across more than 18 different time zones.

In 2009, almost 4,000 cities in 88 countries participated in Earth Hour, far exceeding WWF's global goal of 1,000 cities. Canada was again among the leading countries with more than 280 cities participating nationally. Several municipalities have already signed up to participate in Earth Hour 2010.

Earth Hour has become an annual global event intended to raise awareness of the need for action on global warming. The City of Vaughan has participated in this event for the last two years and is a strong supporter of how turning off lights during Earth Hour is an example of how we can all become more proactive on environmental issues.

Participating in this historic event sends a powerful message to every citizen and business around the world that it is possible to take action on climate change and that switching off our lights is just one simple action we can take to help make a difference. The City of Vaughan cares about our planet and is willing to take a leadership position against climate change and global warming.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 28, CW Report No. 5 – Page 2

- **STRATEGIC OBJECTIVES:**  
Lead and Promote Environmental Sustainability.

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

**Regional Implications**

There are no regional implications associated with this report.

**Conclusion**

Participating in the Earth Hour initiative on March 27, 2010 will demonstrate the City of Vaughan's ongoing commitment to promoting and practicing environmentally responsible behaviour.

**Attachments**

1. Deputation from Martha Bell
2. Request of Vaughan Council from Woodbridge Lantern Walk Committee

**Report prepared by:**

Rebekah McGurran, Economic Developer, ext 8426.

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2010**

Item 29, Report No. 5, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2010.

---

**29                    DEPUTATION – MS. NATHALIE KARVONEN, EXECUTIVE DIRECTOR,  
TORONTO WILDLIFE CENTRE WITH RESPECT TO THE ANIMAL SERVICES PROGRAM**

The Committee of the Whole recommends that the deputation of Ms. Nathalie Karvonen, Executive Director, Toronto Wildlife Centre, 60 Carl Hall Road, Unit #4, Toronto, M3K 2C1, written submission dated January 14, 2010 and presentation material, be received and referred to staff for a report to be brought back to a future Committee of the Whole meeting.

