

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 1, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**1 SIGN ENFORCEMENT RECOMMENDATION**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated September 19, 2005:**

**Recommendation**

Councillor Sandra Yeung Racco recommends:

That the following resolution be approved:

AND WHEREAS the City of Vaughan has witnessed the proliferation of illegal signs across the municipality;

AND WHEREAS the City of Vaughan has received numerous complaints from residents concerning the proliferation of illegal signs across the municipality;

AND WHEREAS The City of Vaughan ByLaw department continually wastes time, money and resources in its attempts to stop the proliferation of illegal signs;

AND WHEREAS the current City of Vaughan Sign By-Law limits the extent to which the proliferation of illegal signs can be stopped by prohibiting charges being laid against the party whose name is contained in the sign;

AND WHEREAS the City of Vaughan is requesting that the Province provide the City with more authority and autonomy to address local issues;

Now therefore be it resolved:

That the City of Vaughan requests to the province that they consider strengthening the Municipal Act, R.S.O 1990 in order to allow local municipalities to charge and recoup costs for illegal signage from those whose name is on the sign rather than the current law which only permits charges to be laid unless its placement is witnessed by a party thereto.

That this resolution be circulated to Dalton McGuinty, Premier of Ontario, the Hon. John Gerretsen, Minister of Municipal Affairs and Housing, the Hon. Greg Sorbara, MPP, King-Vaughan-Aurora & Minister of Finance, Mario G. Racco – MPP Thornhill, and other MPP's within municipalities of the GTA and the City of Toronto.

**Economic Impact**

N/A

**Purpose**

To address the ongoing issues of illegal signs in the City of Vaughan.

**Background - Analysis and Options**

Currently, there are many illegal signs placed throughout the municipality. The City of Vaughan

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By-Law department wastes time and money every year removing these illegal signs with no consequence to the violators. By implementing such an initiative, whereby businesses or persons whose names are contained as content on the sign are fined for the illegal sign, would help to enforce a penalty for the placing of illegal signs in the City.

#### Relationship to Vaughan Vision 2007

1.3.1 Develop and implement innovative alternatives for service delivery

2.3.2 Implement new value added services and enhance existing service sot recovery programs.

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

#### Conclusion

Such a resolution would help the By-law Department recover some of the costs they spend in trying to monitor illegal signs in the municipality. As well, such an initiative may reduce the number of illegal signs being placed in the municipality.

#### Attachments

N/A

#### Report prepared by:

Tanya Dubar, Council Executive Assistant

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Item 2, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**2                                    AWARD OF DESIGN / BUILD OF ARTIFICIAL TURF SOCCER FIELD  
AND ASSOCIATED PARK FACILITIES - PROPOSAL T05-055**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated September 19, 2005:**

**Recommendation**

The Commissioner of Community Services, in consultation with the Directors of Purchasing, Reserves and Investments and Parks Development recommends:

1. That T05-055, Design / Build of Artificial Turf Soccer Field and Associated Park Facilities be awarded to Northgate Farms Limited for the amount of \$1,704,202.00 (excluding G.S.T.); and,
2. That a contingency allowance of 10% be approved, within which the Commissioner of Community Services is authorized to approve amendments to the contract; and,
3. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

**Economic Impact**

Funding for this project was approved by Council, at the Council meeting of June 28, 2004, Item 83, Report No. 55 directing that a portion of the monies received from the sale of lands at the south east corner of Pine Valley Drive and Highway 407 be allocated to construct an artificial turf field, and 2 mini fields at Vaughan Grove Sports Park and 2 additional fields on city-owned lands to be identified by the Commissioner of Community Services. There will be a cost savings of approx. \$23,000 annually for maintenance of the artificial turf field. An annual operating cost of \$7,000.00 will be added to the 2006 operating budget.

**Purpose**

The purpose of this report is to seek approval to award tender T05-055, for the Design / Build of Artificial Turf Soccer Field and Associated Park Facilities.

**Background - Analysis and Options**

Council, at the at the Council meeting of June 28, 2004, Item 83, Report No. 55, directed staff to utilize a portion of the monies received from the sale of lands at the south east corner of Pine Valley Drive and Highway 407 to build an artificial turf field and 2 mini fields at Vaughan Grove Sports Park and 2 additional fields on city-owned lands to be identified by the Commissioner of Community Services. Council also directed staff to provide notice of an intention to adopt an amendment to the 2004 Capital Budget pursuant to By-law 394-2002.

Tender T05-055 was advertised in the Daily Commercial News and on the Electronic Tender Network (ETN). A mandatory site meeting was held for all proponents at the Vaughan Grove Sports Park site on Tuesday, April 19, 2005. Tenders were closed and publicly opened on Thursday, April 28, 2005 at 3:00pm. Twenty (20) bid documents were issued and eight (8) were received; four (4) were deemed non-compliant by the Purchasing Department.

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Tender T05-055 identified facilities that were to be incorporated into the design concept that was submitted as part of the submission. These facilities included the following:

- One (1) senior artificial turf soccer field within the Vaughan Grove Sports Park property (including lighting, drainage systems, bleacher seating areas, chain link fencing and players benches) – artificial turf product utilized is to be FIFA and UFAA approved and certification provided with the RFP submission;
- Two (2) mini natural turf soccer fields within the property - designed and constructed to City of Vaughan Standards;
- Pedestrian walkways and connections;
- Service vehicle / emergency vehicle access; and associated parking
- Associated tree planting and landscaping.

An Evaluation Committee comprised of staff from the Parks Development Department, Building and Facilities Department and the Purchasing Department evaluated the four compliant proposal submissions against the following selection criteria:

#### *Criteria 1 – Concept Masterplan (30 pts.)*

- The concept masterplan design will be evaluated based on design response, functionality, integration with existing park site and ability to construct within identified budget.

#### *Criteria 2 – Examples of Related Design / Build Work (25 pts.)*

- Evaluation based on experience in the design/build of soccer field and associated park facilities. Experience in rough grading, drainage, fine grading and turf operations.

#### *Criteria 3 – Design / Build Team Members (25 pts.)*

- Overall experience of Design / Build team members including sub-consultants and sub-contractors (resumes will be evaluated).

#### *Criteria 4 – Proposed Fees*

- Relative to the average fee submitted (15 pts.)

#### *Criteria 5 – Proposal Submission (5 pts.)*

- Quality and clarity of overall proposal submission. (Meets terms of reference).

The Evaluation Committee members reviewed and scored each proposal submission independently. The combined scores for each proposal were then averaged and Northgate Farms Limited attained the highest score (87.5) out of a possible 100.

#### **Relationship to Vaughan Vision 2007**

The construction of this artificial turf soccer field and associated park facilities will provide recreational amenities that promote an active, safe, livable, and sustainable parkland environment for the local community.

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

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**Conclusion**

The Evaluation Committee and Purchasing Department staff reviewed the design / build proposal submissions and have determined that Northgate Farms Limited is deemed to best meet the requirements of the contract and scored the highest total points.

Upon award of this design / build proposal, this project will commence in the month of October 2005, and will be completed in the Spring of 2006 (weather permitting).

**Attachments**

None

**Report prepared by:**

Paul Gardner; Director of Parks Development, Ext. 3209

*Mayor Di Biase declared an interest with respect to the foregoing matter as he is an Honourary Past President of the Woodbridge Soccer Club and did not take part in the discussion or vote on this matter.*

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Item 3, Report No. 50, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 26, 2005, as follows:

**By approving the following resolution:**

***WHEREAS the tendered price of the replacement trees (\$361.00 per tree) exceeds the funds allocated from the CFIA (\$150.00 per tree).***

***NOW THEREFORE BE IT RESOLVED:***

***THAT the Canadian Food Inspection Agency (CFIA) be requested to increase compensation to municipalities for replanting of trees destroyed due to the infestation of the Asian Long-Horned Beetle to full funding rather than \$150.00 per tree.***

***AND THAT the Minister of Agriculture and Agri-Food Canada also be notified of this resolution; and***

***By receiving the memorandum from the Commissioner of Community Services, dated September 26, 2005.***

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**AWARD OF TENDER T05-181  
THE SUPPLY AND PLANTING OF TREES**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Community Services and the Director of Parks and Forestry Operations, dated September 19, 2005, be approved;
- 2) That staff provide a resolution requesting that the Minister of Agriculture and Agri-Food increase compensation to municipalities for replanting and maintenance of trees destroyed due to the infestation of the Asian Long-Horned Beetle; and
- 3) That the following be approved in accordance with the memorandum of the Director of Reserves and Investments, dated September 19, 2005:

**“That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as “Award of Tender T05-181 The Supply and Planting of Trees” is deemed sufficient notice pursuant to Section 2(1)(c) of By-law 394-2002.”**

**Recommendation**

The Commissioner of Community Services and the Director of Parks and Forestry Operations, in consultation with the Director of Purchasing Services and the Director of Reserves and Investments recommends:

1. That T05-181, Supply and Planting of Trees be awarded to Lomco Limited in the amount of \$844,387.00 including G.S.T. of which \$372,915.00 is designated for citywide planting, \$90,000.00 is designated for planting approved by the MNR and \$381,472.00 is designated for ALHB replacements; and,
2. That funds not exceeding \$100,000.00 be allocated from 2006 Capital Budget in the event that additional funding is not approved by the CFIA.

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#### **Economic Impact**

The approved 2005 Capital Budget provides \$350,000.00 for citywide tree replacements program, in addition to the \$22,000.00 remaining in the 2004 capital budget. The Ministry of Natural Resources (MNR) is also providing funding in the amount of \$100,000.00 for their approved tree-planting plan.

In addition, the combined funds from the Canadian Food Inspection Agency (CFIA) \$219,820.00, York Region \$50,000.00, and Tree Canada \$3,200.00 for a total of \$272,200.00 available funding. The CFIA is requested to provide the additional funds to make up the shortfall to avoid a Capital budget impact of \$100,000.00. (Memo attached)

#### **Purpose**

The purpose of this report is to award T05-81 for Supply and Planting of Trees and secure contingency funds for the ALHB tree replacements, should the CFIA not contribute to the additional funds.

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

The Forestry section of the Parks Department administers the tree replacement program for the City of Vaughan. The Forestry section planted approx. 700 trees in 2004, as well; the department inspected and identified 1200 additional trees that would require replacement for the 2005 season. There was \$350,000.00 approved in the 2005 capital budget for these replacements.

In addition to the City of Vaughan's regular citywide planting requirements, the recent infestation of the Asian Long-horned Beetle has further impacted the City of Vaughan's replacement program.

The CFIA removed 958 street trees and 1903 woodlot trees and has advised the City of Vaughan they will provide funding in accordance with their municipal tree formula of \$150/street tree and \$40/woodlot tree for a total of \$219,820.00. Their formula does not take into account the City of Vaughan approved standards for tree replacements.

The City issued a tender in early May that reflected the total number of trees removed. The trees tendered included both the City of Vaughan citywide tree replacements, as well as, the trees removed as a result of infestation by the ALHB and/or were located within 400 meters of an infestation. The tender was issued utilizing the City of Vaughan's approved standards of tree replacement (B&B 50 mm).

The first tender closed on May 30<sup>th</sup>, 2005 for a value of \$980,910.93. In an effort to reduce costs, the City reduced its standard level of tree for ALHB replacements to 40 millimeter potted and re-issued the tender. The second tender closed on July 11, 2005 at a value of \$844,385.15 with \$372,915.00 quoted for citywide trees, \$90,000.00 quoted for MNR approved trees and \$381,472.00 quoted for ALHB replacements.

#### **City of Vaughan Citywide Tree Replacement Program**

The lowest bid submission of \$462,915.00 represents 1058 50-millimeter trees and 239 40-millimeter trees. The 239 street trees within the regulated zone at 40 millimeters is funded from the Ministry of Natural Resources who contributed \$100,000.00 to improve the tree canopy.

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This portion of the contract will be funded by 2005 capital project number 5991-3-04 for \$350,000.00, \$90,000.00 from the Ministry of Natural Resources and \$22,076.00 remaining from the 2004 capital funds.

Tree Replacements due to the ALHB Infestation

The lowest bid submission of \$381,472.00 represents 958 40-millimeters trees.

The CFIA agreed to contribute \$219,820.00 for the replacement of trees infested by the ALHB. In addition, York Region has confirmed they will contribute \$50,000.00 to the tree-replanting program, and Tree Canada has allocated \$3,200.00 with the stipulation that the City of Vaughan provides a link to Tree Canada's web site.

Since the tendered price of the replacement trees exceeds the funds allocated from the CFIA, the City of Vaughan has requested that the CFIA contribute an additional \$100,000.00 (\$250/tree rather than \$150/tree), which would increase the CFIA's total contribution to \$319,000.00.

The tender was advertised in the Liberal, on the ETN, and with the OPBA on June 23<sup>rd</sup>, 2005. Tenders were closed and publicly opened on July 11, 2005. Three (3) bid documents were issued and two (2) documents were received. Bid results are as follows:

**Contractor**

Lomco Landscaping Contractors	\$844,385.15*
Alpine Sodding & Landscaping	\$861,168.10*

\* Prices are reflected of the high demands of trees in the market place, in addition the non-host species specified.

**Relationship to Vaughan Vision 2007**

In keeping with Vaughan Vision, the tree replacement program promotes a healthy environment by maintaining Vaughan's tree canopy and streetscapes.

This report is consistent with the priorities previously set by Council, however the necessary resources have not been fully allocated.

**Conclusion**

Parks staff reviewed the bid submissions and the lowest bidder; Lomco Limited meets the requirements of the contract. Therefore staff recommends that Lomoco Limited be awarded tender T05-181 for Supply and Planting of Trees, in the amount of \$844,385.15. Depending on the decision of the CFIA to provide additional funding, it is also recommended that the City of Vaughan allocate \$100,000.00 in 2006 Capital budget to make up for the shortfall.

The Parks and Forestry department would like to commence work in the fall of 2005 and expect to continue until spring 2006.

**Attachments**

CFIA funding request letter of August 25, 2005.



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**Report prepared by:**

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

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

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Item 4, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**4 YONGE STREET CORRIDOR PUBLIC TRANSIT IMPROVEMENTS  
INDIVIDUAL ENVIRONMENTAL ASSESSMENT – REGION OF YORK  
COMMENTS TO THE MINISTRY OF THE ENVIRONMENT  
EA FILE NO. MU-1033**

**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 September 19, 2005:**

**Recommendation**

The Commissioner of Engineering and Public Works and the Commissioner of Planning, in consultation with the City Manager, recommend:

1. That the Ministry of the Environment be advised that the City of Vaughan supports the approval of the Yonge Street Corridor Public Transit Improvements Environmental Assessment, dated July, 2005, as submitted by the Regional Municipality of York;
2. That the Region of York be advised that, given the importance of achieving quality streetscapes on Yonge Street particularly in, but not limited to the heritage areas, the City of Vaughan and affected communities continue to be consulted in the development of detailed designs for the road allowance, with the final plans resulting from the joint Markham-Vaughan “Thornhill Yonge Street Study” being incorporated as required;
3. That this report be forwarded to the Region of York, the Town of Markham and the Town of Richmond Hill for information purposes.

**Economic Impact**

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

**Purpose**

The purpose of this report is to provide the Ministry of the Environment with the City of Vaughan's comments on the Region of York's Yonge Street Corridor Public Transit Improvements Environmental Assessment, as requested by the Ministry by letter dated July 27, 2005.

**Background – Analysis and Options**

a) **Background**

The Regional Official plan provides for a series of Regional Centres in Markham, Vaughan, Richmond Hill and Newmarket, which are to be linked by higher order transit services. In 2002 the Region approved the *Transportation Master Plan*. It confirmed the need to develop a balanced transportation system, by establishing a rapid transit system, which focuses on the Yonge Street and Highway 7 corridors, including a link from the Vaughan Corporate Centre to the Spadina Subway and a connection from the Markham Centre to the Sheppard Subway.

In June 2002, Regional Council endorsed a proposal by the York Consortium 2002 to establish a public-private partnership to implement the York Rapid Transit Plan. Studies on the Yonge Street

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leg of the system commenced in August 2002. On June 30, 2004, the Ministry of the Environment approved the Terms of Reference for the EA and in July of 2005, the Region submitted the EA to the Ministry for approval.

By letter dated July 27, 2005, the Ministry of the Environment has requested comments from affected agencies and municipalities. The comments are required by September 23, 2005. The Region of York has also submitted the “Highway 7 Corridor Public Transit Improvements Environmental Assessment” (August 2005). The Ministry has requested comments on this EA by October 26, 2005 and it will be the subject of a future report to Council.

#### b) Overview of the Environmental Assessment

##### The Purpose of the Undertaking

The undertaking responds to two main objectives. The first is to improve accessibility to current and planned development in York Region by introducing a high quality transit alternative, which will reduce dependence on the private automobile. The second is to meet the Regional Official Plan objectives of making the Region’s urban areas more liveable, pedestrian-oriented and economically viable, while supporting a sustainable natural environment.

The purpose of the undertaking is to provide improved public transit infrastructure in the Yonge Street corridor, which is the system’s main north-south link. The undertaking will increase transit ridership in the Yonge corridor, both within the York system as a whole and across regional boundaries with the necessary connections to other GTA transit systems. This will allow for the implementation of improved public transit that supports the Region’s centres and corridors strategy. It calls for higher density, mixed-use, transit oriented and pedestrian friendly development, in accordance with the approved official plans.

##### The Study Area

The study area used to evaluate the route alternatives has the following boundaries (See Attachment 1):

- South: Steeles Avenue;
- West: Dufferin Street;
- North: 19<sup>th</sup> Avenue/Gamble Road; and
- East: A line approximately one kilometre to the east of Highway 404.

##### Need and Justification

The Region of York completed the *Yonge Street Transitway Need and Justification Study* in July of 2002. It examined the need for improved transit services to the year 2021 in the context of a projected growth in the Region’s population from 800,000 to 1,200,000. Subsequently, Yonge Street was identified as the preferred north-south corridor in the study area and two primary routing alternatives were identified in the Terms of Reference: Yonge Street and the CN Rail Bala Subdivision, with the alignment confined to the Yonge Street road allowance from Steeles Avenue to Langstaff Road.

##### The Selected Alternative to the Undertaking

A range of potential solutions was identified as the alternatives to the undertaking. A total of five alternatives were developed including: the “do nothing” option; proceed on the basis of current road and transit commitments plus demand management; rely solely on road expansion; enhance commuter rail and inter-regional bus connections; and a multi-modal solution characterized as the “York Region Rapid Transit Corridors Initiative” strategy.

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The alternative undertakings were assessed on the basis of four main criteria. They were: Protect and enhance the social environment; protect and enhance the natural environment; promote smart growth and economic development; and the effectiveness of the solution at meeting the projected travel demand. On evaluation, the “York Region Rapid Transit Corridor Initiatives” strategy was determined to be the best response.

The strategy includes the following measures: Completing the already committed road and highway improvements; improvements in local and inter-regional bus services; transportation demand management measures; and public transit improvements like bus service/light rail in dedicated transitways while assuming the extension of the TTC subway into the Region. This alternative was determined to best meet the long-term growth needs and planning objectives of the Region while offering the opportunity to mitigate high costs and local environmental impacts by maximizing the use of existing corridors.

#### Alternative Methods of Carrying Out the Undertaking

Three rapid transit alignments were developed as the alternative means of carrying out the undertaking. These included a Yonge Street only route, a Yonge Street route by-passing the Richmond Hill downtown adjacent to the CN Bala Subdivision and another Yonge Street route that by-passes south Richmond Hill and its downtown starting at Highway 7. The Yonge Street only route was common to all alternatives between Steeles Avenue and Langstaff Road (See Attachment 1).

The selection of the preferred alternative method of carrying out the undertaking was based on an evaluation of the following objectives:

- To improve mobility by providing a fast, convenient and efficient transit service;
- To protect and enhance the social environment in the corridor;
- To protect and enhance the natural environment in the corridor; and
- To promote smart growth and economic development in the corridor.

Other aspects of the alternatives were evaluated concurrently, including the type of rapid transit technology to be employed and conformity of the potential infrastructure with a series of planning and design objectives.

The preferred rapid transit alternative was determined to be the “Yonge Street Only” route, which largely uses the existing road allowance. It was selected for the following reasons:

- Potential to attract greater ridership;
- Reinforces the main street role of Yonge Street, supporting intensification;
- While running in mixed traffic through old Richmond Hill, travel time will not be increased as the alternative (the Bala Subdivision Diversion) is 2 km longer;
- Will not displace adjacent homes or businesses and will have only minor impacts on traffic patterns, such as access to individual properties and minor streets;
- Can support major improvements to urban design;
- The transitway is marginally more expensive to construct but avoids significant property acquisition and displacement of residential units;
- Supports Richmond Hill’s planning focus on the Yonge Street corridor.

#### The Undertaking

The form of the undertaking recommended by the Environmental Assessment is summarized below.

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##### i. System Capacity

Based on projected ridership in 2021 the system will be required to provide the following capacity:

- 3,000 – 4,400 passengers per hour, (peak direction), between Major Mackenzie Drive and Crosby Avenue;
- 4,800 – 5,100 passengers per hour, (peak direction) approaching the Langstaff Gateway;
- 6,800 – 7,100 passengers per Hour (peak direction) across the Steeles boundary.

North of Langstaff Road, with the transitway operating at-grade and with BRT upgrading to LRT technology, the system can accommodate the projected volumes as well as some additional growth. The volumes on the Langstaff – Steeles link can also be carried on the planned transitway. However, when the York Region surface transit traffic is combined with the TTC bus routes, between Steeles Avenue and Finch station in Toronto, the services in this section may become unreliable due to vehicle volumes exceeding intersection capacity.

If the projected volumes were realized, the transit link in Toronto from Steeles Avenue to Finch Station would have to be grade separated. These options could include a subway extension or a 2 km section of grade separated BRT or LRT. This would require a subsequent EA with Toronto as the main proponent. During the monitoring program, consultation with the TTC and City of Toronto will include a review of the TTC subway extension priorities in order to determine when an extension of the subway to Highway 7 may be forthcoming.

##### ii. System Technology

The system is designed to operate as either a BRT service or an LRT service. LRT technology is able to carry more passengers, but at a higher initial capital cost. It is the intent that the system operate initially as a Bus Rapid Transit service, with the transition to Light Rail occurring when warranted, at the initiative of Regional Council. At 2021, the estimated level of service on the Langstaff to Steeles link would be 85 articulated (18 m) buses per hour, operating in two vehicle platoons, with one or two platoons per traffic signal cycle.

##### iii. System Infrastructure

The recommended system is composed of the following infrastructure:

- A 12.5 kilometre transitway in the Yonge Street Corridor from Steeles Avenue to 19<sup>th</sup> Avenue, approved for BRT and LRT technology;
- A 1 kilometre section in downtown Richmond Hill operating in mixed traffic;
- Replacement of the existing HOV Lanes with the median transitway on the bridge over the CN Line in Thornhill, between Clark Avenue and Doncaster Road;
- Stations at approximately 1 kilometre spacing, generally at major intersections including the following stations in the Markham-Vaughan leg of Yonge Street:
  - Meadowview Avenue;
  - Clark Avenue;
  - John Street; and
  - Royal Orchard Boulevard.
- The transitway alignment will take transit vehicles on and off Yonge Street to connect to the Richmond Hill (Langstaff) Intermodal Terminal (GO Rail/Bus Service, Local YRT Service and interface with the YRTP (Viva) rapid transit services on Yonge Street and Highway 7);
- A combined BRT/LRT maintenance facility located in the southeast quadrant of the Yonge Street – Highway 407 intersection (off Langstaff Road in Markham), to accommodate up to 300 buses and 50 LRT vehicles;

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- Periodic crossings in the median for the use of emergency vehicles;
- Streetscaping of the entire right of way.

#### Project Related Effects and Mitigation

As noted, the selection of the preferred alternative was based on an evaluation using the following objectives:

- To improve mobility by providing a fast, convenient and efficient transit service;
- To protect and enhance the social environment in the corridor;
- To protect and enhance the natural environment in the corridor; and
- To promote smart growth and economic development in the corridor.

Once the preferred alternative was selected, it was subjected to a further analysis of the environmental effects and mitigation measures. In Vaughan two particular issues stand out. The first is the implications for the Yonge Street corridor from an urban design perspective and the second is the economic and traffic issues associated with the form and operation of the transitway within a centre median, which confines the opportunities for left turns to signalized intersections.

The plan is described below, focusing on the implications surrounding these issues.

#### c) Implications for the City of Vaughan

#### i. Transitway/Road Allowance Design from Steeles Avenue to Langstaff Road

The City of Vaughan has only 4 km of frontage on the west side of Yonge Street, extending from Steeles Avenue to Highway 7. The Town of Markham has the same extent of frontage on the east side of Yonge Street. While not lengthy, parts of this section are challenging and require careful consideration. Foremost of which is the old village of Thornhill and the corresponding Thornhill Heritage Conservation District. Also of interest will be the integration of the York Region transit system with the TTC system south of Steeles Avenue.

Attachments 2a through 2i illustrate the recommended transitway design through the portion of Yonge Street from Steeles Avenue to the Richmond Hill Intermodal Terminal. These plans show the transitway, the stations, traffic lanes, sidewalks and landscaped areas and their respective widths. Attachments 3a and 3b show a typical transitway BRT cross-section between stations and typical section through a station site on a 36 m road allowance. It is noted that the number of travel lanes on Yonge Street will be consistent from Steeles to Langstaff, having two in each direction.

For the most part the proposed transitway system can be accommodated within the existing right of way. Some property acquisition will be required. It is estimated that .3 ha of additional land will be required between Steeles Avenue and Centre Street and a further .2 ha will be required between Centre Street and Highway 7. These are the combined totals for both the Markham and Vaughan sides of Yonge Street.

Attachments 2a and 2b show two design alternatives for the transitway at Steeles Avenue. The Attachment 2a version shows a design assuming a connection to a TTC median transitway south of Steeles Avenue, connecting to Finch Station. The TTC is undertaking a Class EA to develop this connection and it is currently nearing completion. For the most part, this section of Yonge Street employs the cross-section shown in Attachment 3a, with the median landscape strip. A station is provided at Meadowview Avenue (Markham), which is opposite the entrance to the Auto Mall in Vaughan.

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Attachment 2b shows the interim solution, should the TTC transitway not proceed concurrently with the York Region Plan. Under this scenario the median transitway starts immediately to the north of Crestwood Road.

Attachment 2c details the section through the Yonge Street bridge over the CN Rail line to just past the Clark Avenue Station. The standard transitway design as shown in Attachments 3a and 3b prevails throughout most of this portion of Yonge Street.

Attachment 2d illustrates the portion of Yonge Street that leads into old Thornhill and the Heritage District. From the Clark Station to the Arnold Avenue/Elgin Street intersection the standard transitway configuration is used. North of Arnold Avenue the road allowance begins to narrow. The landscaped centre median is discontinued approaching Thornridge Drive and the John Street station. The station platforms are located north (northbound) and south (southbound) of John Street. This is one of most constricted areas in the corridor and it will be a special design challenge.

Through the Arnold Avenue to Centre Street section, travel lane widths are reduced from 3.5 m to 3.25 m; the transit lanes are reduced to from 3.5 m to 3.3 m; the boulevards are reduced from the standard 5.2 m to 3.2 m and the median landscaped strip is reduced from 4.0 m to 1.0 m. The 3.2 m boulevard section is composed of a 2.0 m sidewalk and a 1.2 m landscaping strip located adjacent to the travelled portion of the road. The plans still provide for street trees within this area. At the narrowest point between the buildings the resulting boulevards are reduced to 3.0 m.

The plan does not show the need for substantial land acquisitions on the Vaughan side of Yonge Street. However, if there were a decision to go to a 5.2 m boulevard throughout then additional land will have to be acquired. It is the intent of the plan to achieve the 5.2 m boulevards wherever practical, at the time of implementation, where cost effective acquisition is possible or through the site plan approval process at the time of development or redevelopment.

North of Centre Street, Attachment 2e shows the transitway continuing without the landscaped centre median and with narrowed boulevards until the entrance to the Toronto Ladies Golf Club. At this point, the landscaped median is reintroduced, the travel lane widths return to 3.5 m and the boulevards revert to 5.2 metres. This condition continues into the Royal Orchard Station.

From Royal Orchard to the Richmond Hill Intermodal Terminal the road configuration varies to accommodate local conditions, as shown in Attachments 2f and 2g. From Royal Orchard Boulevard to Helen Avenue the centre landscaped median has been eliminated and the boulevard widths continue to be variable. The travel lanes have also been reduced to 3.25 m in width. The Bunker Road to Langstaff Road section forgoes the median landscaping strip, with a variable boulevard width between Bunker and Longbridge Roads. Beyond Longbridge Road the boulevards return to a standard 5.2 m width.

Access to and from the Richmond Hill Intermodal Terminal (Attachments 2h and 2i) is obtained from Yonge Street, by way of Langstaff Road. The transitway, rather than crossing Highways 7 and 407 on Yonge Street, proceeds to the east at Langstaff Road and follows the path of the road allowance to the CN Rail Bala subdivision underpass, where it heads north, paralleling the rail line into the intermodal facility.

#### ii. Impact on Access to Municipal Roads and Private Properties

The introduction of the centre median for transit use will have the effect of limiting access to certain local streets and some individual properties, thereby reducing ingress and egress to right

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in-right out only. This prohibits two traffic movements: The left turn from northbound Yonge Street into the properties on the west side of Yonge; and the northbound left turn outbound from the properties. In order to ensure that access to the northbound and southbound lanes for customers/residents, employees and service vehicles is maintained, “U-turns” will be permitted at signalized intersections in order to allow traffic to and from these sites to backtrack in their desired direction.

Generally, the effects on Vaughan are relatively minor but a number of municipal roads and properties are affected. The area with the most constraints is the road section from Steeles Avenue to the signalized Meadowview Avenue/Auto Mall driveway intersection. The median is continuous between these two points, preventing north and southbound left turn access and egress to/from approximately six properties and Crestwood Road. Functionally, a number of these properties already have left turn constraints as a result of the long queues of traffic during peak periods. Provided the “U-turn” at the Meadowview/Auto Mall intersection operates efficiently, the impact of the median can be mitigated for traffic coming from the south. For traffic emerging from the affected lots that wish to proceed northbound, a “U-turn” would have to take place at Steeles Avenue. Alternatively, such traffic could turn west on Steeles Avenue and proceed north on Hilda Avenue.

Between the Meadowview Avenue/Auto Mall intersection and the Arnold Avenue/Elgin Street intersection, only one minor access restriction is introduced. Both the signalized Glen Cameron Road/Apartment Complex intersection and the Clark Avenue intersection will remain. The existing full movement Yonge Street access to the commercial-residential development at the northwest corner of Yonge and Clark will become a right in – right out driveway.

Between the Arnold/Elgin intersection and the Centre Street intersection, a number of restrictions will be introduced as a result of the median. Old Jane Street loses the opportunity for left turns inbound and outbound movements to northbound Yonge Street. Similarly, left turn movements onto Thornridge Drive and onto northbound Yonge Street are prevented by the median. Access and egress to/from Thornridge Drive for residents can be obtained indirectly by the use of either Arnold Avenue or Centre Street. Alternatively, access from northbound Yonge Street can be obtained by making a “U-turn” at the John Street intersection, which is only 40 m to the north of Thornridge Drive. Similarly, access to the Yonge Street northbound lanes can be obtained by making a “U-turn” at the Elgin Street/Arnold Avenue intersection.

A number of private properties are similarly affected. A total of eight properties will not have full movement driveways to/from Yonge Street. Unlike the portion of Yonge Street near Steeles Avenue, the “U-turn” options (John and Centre Street intersections) are in close proximity, making the diversion relatively short.

From Centre Street to Royal Orchard Boulevard, there will only be minimal impact on adjacent properties. The lots immediately to the north of Centre Street currently have limited access to Yonge Street. Their driveway accesses are primarily from Old Yonge Street. The EA is proposing a mid-block intersection in the vicinity of the entrance to the Toronto Ladies' Golf Club. This will provide access to the Toronto Ladies Club as well as providing for a northbound “U-turn” opportunity for patrons of the Thornhill Country Club, which is across the street. The final location will be determined in consultation with the property owners during the design phase of the project. There are three properties immediately south of the Royal Orchard intersection. The northerly lot (the Church) will maintain its direct access by way of the intersection. The lot immediately to the south will have to be accessed from the northbound lanes by way of a “U – turn”. This is also the situation for the primary access to the Thornhill Country Club, which is sixty metres south of the intersection.



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From Royal Orchard Boulevard to Langstaff Road, there is currently only one signalized intersection, which is at Uplands Avenue. The EA recommends that three additional signalized, full movement intersections be introduced. They are to be located at Thornhill Avenue/Baythorn Drive, Bunker Road and at Longbridge Road (intersecting with a realigned driveway to Holy Cross Cemetery). Under this scenario only Helen Avenue would be reduced to right in – right out status.

The introduction of the new intersections, will serve to minimize the impact of the median transitway on the accessibility of the lots fronting onto Yonge Street. Those properties that have flankage on the intersecting streets will have left turn access from Yonge Street indirectly through these streets. The other lots will be better served because the “U turn” opportunities will be in closer proximity to the affected properties. In total, nine properties will have only right in – right out driveways.

Restricting the left turn access/egress to the properties with frontage onto Yonge Street will result in some inconvenience. The transitway is designed mitigate the impacts by providing for “U-turns” at the signalized intersections. For this response to be effective, the design of the intersections will have to ensure that the U-turns can be performed comfortably. In addition the people (customers/residents, employees, service vehicles) destined to or leaving the affected properties will need to be advised of how best to proceed. The EA acknowledges that traffic may attempt to use residential roads to gain access to specific sites. It recommends that this situation be monitored and remedial measures taken if it proves to be a problem.

#### iii. The Thornhill Heritage Conservation District

Currently Markham and Vaughan are jointly conducting the Thornhill Yonge Street Study. It focuses on the Thornhill Heritage Districts, which were designated by Vaughan and Markham under the *Ontario Heritage Act*. It will provide guidance to both the public and private sectors on the form of development and redevelopment in the area and on streetscaping within the public realm. The study is now nearing completion.

It is noted that there are some inconsistencies between the initial results of the Thornhill Yonge Street Study and the recommendations of the Yonge Street EA Study. For example, the EA Study shows, north of Centre Street, the elimination of sections of the proposed 4 metre landscaped median. Also, travel lane widths south of the Arnold Avenue/Elgin Street intersection are shown as 3.5 metres rather than the proposed 3.25 metre lane widths within the historic area. It is recommended that the Region continue to work with the municipalities to reconcile any discrepancies in order to maintain and optimize the heritage/streetscape character of the affected area. This review should be conducted during the detailed design of the project.

The EA Study acknowledges that there is the potential for disruption of built features and the visual environment in the Heritage Conservation Districts as a result of the transportation improvements. Under proposed mitigation measures (Table 11-2, p. 11-7) it indicates that the, “Detail design must address concerns of the community” and under “Further Mitigation” it proposes to, “Liaise with community and municipalities to obtain desired detail design solutions, especially for architectural treatment of stations in heritage districts.”

Given the limited space through the Heritage Districts, the treatment of the flanking boulevards will also be a high priority. In some areas, the boulevards will be reduced to approximately 3.2 m. The completion of the Thornhill Yonge Street Study will provide an ideal opportunity to identify and resolve any issues surrounding the treatment of these critical pedestrian areas. A recommendation has been included advising the Region of the significance the City of Vaughan

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attaches to this area and the need to continue to work towards achieving the best possible results. As such, the Region will also need to ensure that the project budget is sufficient to ensure that the final design of the Yonge Street boulevards contributes to an attractive, pedestrian friendly environment.

#### Relationship to Vaughan Vision 2007

Implementation of the services envisioned by the York Rapid Transit Plan is consistent with the objectives of Vaughan Vision 2007. Under Section 3 “Transportation and Transit Infrastructure”, Subsection 3.1 identifies the need to, “Support the TTC subway extension projects (Spadina and Yonge Street) with the Spadina line as the top priority. Evidence provided by the EA indicates that the introduction of a rapid transit service on Yonge Street may increase ridership volumes to a point where a subway extension is warranted. Further under Subsection 3.2, “Implement solutions to traffic gridlock”, Paragraph 3.2.1 states, “Support the Region of York and other agencies to ensure higher order transit.”

#### Conclusion

The implementation of the York Region Rapid Transit Plan will be an enormously positive step in the evolution of the Region of York and the affected local municipalities. The plan will promote the transformation of southern York Region into a more urban place by shaping the style and intensity of development in the affected corridors, supporting economic development, increasing public mobility and improving environmental quality by offering an alternative to the private automobile. For these reasons the approval of the Environmental Assessment should be supported.

The implementation of the undertaking entails some substantial changes to the Yonge Street road allowance. Yonge is the signature street in York Region acting as both a gateway and main artery. Therefore, it is important that it maintain the highest aesthetic standards possible. This imperative is compounded by the fact that it passes through some of the Region’s most historic areas. Functionally, the introduction of the transitway will have an impact on access and egress to and from a number of sites. Mitigation measures include the ability to make “U-turns” at signalized intersections and the introduction of more signalized intersections north of Royal Orchard Boulevard.

A streetscape/landscape plan designed to mitigate the effects of the changes resulting from the transitway has been prepared and it is considered to be an appropriate response. Given the importance of this area, continued involvement of the municipalities and the affected communities will be essential to ensuring that the final designs meet expectations. This response will continue to be informed by the joint Markham-Vaughan Thornhill Yonge Street Study. A recommendation advising the Region of the importance of the area and the need for continuing involvement in the detail design process has been included.

The introduction of improved transit services is one of the precursors to intensification. If Yonge Street is to evolve into the urban street envisaged by the planning documents, the City of Vaughan will have the predominant role in ensuring that private development is attractive and pedestrian oriented. Particular care will have to be taken in ensuring that the character and quality of the Thornhill Heritage Conservation District is maintained. Other areas, like the lands closer to Steeles Avenue, will have greater long-term design flexibility in their potential for redevelopment, as a result of greater lot sizes and the wider municipal boulevards. When intensification begins to occur, a comprehensive assessment of the risks and opportunities should be considered with a view to putting appropriate policy responses in place.

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On this basis, it is recommended that the Ministry of the Environment be advised that the City of Vaughan supports the approval of the Yonge Street Corridor Public Transit Improvements Environmental Assessment (July, 2005).

**Attachments**

Note: A copy of the Yonge Street Corridor Public Transit Improvements Environmental Assessment is available for review in the Clerk's Department.

1. Alternative Route Alignments: Figure 8.5, Primary Route Options;
2. Preferred Alignment for the Yonge Street Corridor:
  - a) Figure 10-1: Interface at Steeles Avenue to Meadowview Avenue (Link to TTC BRT);
  - b) Figure 10-2: Interim Interface at Steeles Avenue (Without link to TTC BRT);
  - c) Figure 10-3: Yonge Street bridge over CN Rail to north of Clark Avenue;
  - d) Figure 10-4: North of Clark Avenue to approaching Centre Street;
  - e) Figure 10-5: Centre Street to south of Royal Orchard Boulevard;
  - f) Figure 10-6: Royal Orchard Boulevard to Uplands Avenue;
  - g) Figure 10-7: Uplands Avenue to Langstaff Road;
  - h) Figure 10-8: Transitway on Langstaff Road;
  - i) Figure 10-9: Langstaff Intermodal Terminal.
3. Standard Transitway Configurations:
  - a) Figure 10-23: Typical Transitway Cross-Section for BRT between Stations;
  - b) Figure 10-24: Typical Transitway Cross-Section for BRT at Station.

**Report prepared by**

Roy McQuillin, Manager of Corporate Policy, ext. 8211

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



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**Conclusion**

It is therefore appropriate that the municipal services in 65M-3052 be assumed and the municipal services letter of credit be reduced to \$20,000.00. Once the remaining 4 lots are developed, the letter of credit will be released.

**Attachments**

1. Location Map

**Report prepared by:**

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461

VR/fc

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 6, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**6**

**AWARD OF TENDER T05-115  
HIGHWAY 27 (Y.R. 27) ROADWAY LIGHTING AND SIDEWALK CONSTRUCTION**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 19, 2005:**

**Recommendation**

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

1. That Tender T05-115 for the Highway 27 (Y.R. 27) Roadway Lighting and Sidewalk Construction be awarded to Fellmore Electrical Contractors Limited in the amount of \$219,700.75 plus G.S.T.;
2. That a contingency allowance in the amount of \$22,000.00 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That a Geotechnical Inspection and Material Testing amount of \$2,200.00 plus G.S.T. be approved to ensure compliance with all applicable standards; and
4. That the Mayor and Clerk be authorized to sign the appropriate documents.

**Economic Impact**

The total cost of \$252,000.00 for the project falls within the approved budget amount and as such there is no additional economic impact to the 2005 Capital Budget.

Long range financial implications will include operating and maintenance costs associated with this type of infrastructure, which are not quantified at this time, including long term replacement.

**Purpose**

Council approval to award Tender No. T05-115 for the Highway 27 (Y.R. 27) Roadway Lighting and Sidewalk Construction.

**Background - Analysis and Options**

This tender (2005 Capital Budget Project 1355-0-03) includes roadway lighting on Highway 27 from Highway 7 to Medallion Boulevard as well as concrete sidewalk construction on the east side of Highway 27 from Highway 7 to Ashbridge Circle. (See attached map).

The tender was advertised in the Daily Commercial News and on the Electronic Tendering Network (ETN), and closed on Tuesday, August 30, 2005. A total of 17 documents were picked up from the Purchasing Department and the following 5 compliant bids were received (1 bid was declared non-compliant):

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<u>Contractor</u>	<u>Total Bid Amount (excl. G.S.T.)</u>
Fellmore Electrical Contractors Limited	\$219,700.75
Lima’s Gardens and Construction Inc.	\$253,790.43
Stacey Electric Company Limited	\$255,849.00
Ferpac Paving Inc.	\$259,374.00
Aloia Bros. Concrete Contractors Ltd.	\$275,676.81

The estimated cost for this project including provisional items, contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$252,000.00 and is calculated as follows:

Fellmore Electrical Contractors Limited Bid (Not including G.S.T.)	\$219,700.75
Contingency Allowance (±10%)	\$ 22,000.00
Geotechnical Inspection and Material Testing	<u>\$ 2,200.00</u>
Sub-total	\$243,900.75
G.S.T. (7% amount 100% recoverable)	\$ 17,073.05
Treasury Administration (3%)	<u>\$ 7,317.02</u>
Total	\$268,290.82
Less G.S.T. Recoverable	<u>\$ (17,073.05)</u>
Net Cost	\$251,217.77

**ROUNDED      \$252,000.00**

Staff have checked the bids for mathematical errors and are satisfied that Fellmore Electrical Contractors Limited is deemed qualified to successfully complete this project. Fellmore Electrical Contractors Limited has completed similar works for the City in the past with satisfactory results. Therefore, it is appropriate to award this contract to Fellmore Electrical Contractors Limited.

**Relationship to Vaughan Vision 2007**

This project is consistent with Vaughan Vision 2007 in that the proposed works ensure that municipal operations are undertaken in an environmentally responsible manner (4.4.4.)

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

**Conclusion**

Sufficient funding is available in the 2005 Capital Budget (Project 1355-0-03) to complete the project. Staff recommends that this contract be awarded to Fellmore Electrical Contractors limited in the amount of \$219,700.75 plus G.S.T.

**Attachments**

1. Location Map

**Report prepared by:**

John Zanchettin, C.E.T. – Senior Engineering Assistant, ext. 3113  
Tom Ungar, P. Eng., Design Engineer, ext. 3110

JZ:mc

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 7, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**7 CT-03-03 SUPPLY AND DELIVERY OF BULK SODIUM CHLORIDE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 19, 2005:**

**Recommendation**

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

1. That the pricing submitted by Sifto Canada through the Region of York for co-operative tender CT-03-03 be accepted, for the supply and delivery of sodium chloride (winter road salt) for the 2005-2006 winter season; and;
2. That the Mayor and Clerk be authorized to sign the necessary documents.

**Economic Impact**

The approved 2005 Operating Budget provides \$2,170,760 for the purchase of winter de-icing materials, of which \$1,530,245 has been spent. This leaves \$640,515 remaining for the Public Works Department to purchase sodium chloride (winter road salt) to start the 2005-2006 winter season.

In 2004-2005, over 21,976 tonnes of sodium chloride were used to maintain the east portion of the City's road and sidewalk network. In addition, over 14,161 tonnes of Clearlane (an alternative de-icing material), was used to maintain the road and sidewalk network in the west portion of the City. The total amount of material used was just over 36,000 tonnes in total.

The City has 4 salt storage domes, with an approximate total capacity of 24,000 tonnes. Salt storage domes are normally filled to capacity to start the winter season. This allows the City to obtain the best possible price for the de-icing materials, and provides assurance that should a number of early storms hit, there is sufficient material available. They are replenished throughout the winter season as the need arises.

Based on the remaining funds in the 2005 Operating Budget account for salt purchases, approximately only 10,900 tonnes of material can be obtained without exceeding the line item amount. Although the account for salt purchases would be overspent, it is necessary to fill the domes prior to the start of the winter season to ensure the City can respond to any winter storm events.

At this point, it is too early to determine if filling the domes will result in the Public Works Department exceeding their overall departmental budget. However, staff will monitor this and report back at year-end.

**Purpose**

To extend the co-operative tender award for the supply and delivery of bulk sodium chloride to York Region municipalities, specifically the City of Vaughan, for the 2005-2006 winter season.



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

In 2003, a co-operative tender was issued by the Region of York for the supply and delivery of bulk sodium chloride (winter road salt) on behalf of York Region and the area municipalities. The contract was for one year (2003-2004 winter season), plus two one year additional extensions (2004-2005 and 2005-2006).

In July of this year, Sifto Canada submitted the 2005-2006 price to the Region which has a 6% increase in cost over the 2004/05 rates.

The 2005/2006 rate for bulk sodium chloride, delivered to the City of Vaughan's storage facilities, would be \$53.64 per metric tonne, taxes excluded, or \$61.69 including taxes. However, a discount of \$2/tonne is allowed for an early fill (received prior to October 31). The increase over the 04/05 price is to partially offset the increase in costs for production, insurance premiums, transportation freight, fuel surcharges, and depot storage and handling.

The tender requires, "*that the supplier be responsible for the loading and weighing of sodium chloride on a suitable government certified weigh scale to determine net weight measurement.*" Notwithstanding the above, in accordance with the recommendations made by the City's Operational and Compliance Auditor, staff will be making arrangements to spot check tractor-trailer load weights for weigh ticket accuracy to ensure the City receives the amount of material they are being billed for.

#### **Relationship to Vaughan Vision 2007**

The recommendations contained in this report are consistent with the priorities previously set by Council, and are in accordance with Vaughan Vision A-2 "Promote Community Health, Safety, & Wellness", as well as A-3 "Safeguard Our Environment".

#### **Conclusion**

Based on tender results in the GTA, it is recommended that the price submitted by Sifto Canada through the Region of York for the supply and delivery of bulk sodium chloride for the 2005-2006 winter season, under the second extension to CT2003-03, be approved, and the Mayor and Clerk be authorized to sign the necessary documents.

#### **Attachments**

n/a

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

Tina Di Biase  
Technical Co-ordinator

Brian T. Anthony  
Director of Public Works



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**Relationship to Vaughan Vision 2007**

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

**Conclusion**

The City's corporate bank requires the necessary updated Corporate Resolution signed by two signatures.

**Attachments**

None

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Item 9, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**9**

**2006 SCHEDULE OF MEETINGS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 19, 2005:**

**Recommendation**

The City Clerk recommends:

- 1) That the 2006 Schedule of Meetings be adopted.

**Economic Impact**

There is no economic impact associated with the recommendation in this report.

**Purpose**

This report is to request Council's approval of the attached 2006 schedule of meetings for Committee of the Whole, Committee of the Whole (Closed Session), Committee of the Whole (Working Session), Committee of the Whole (Public Hearing), and Council.

**Background - Analysis and Options**

In accordance with the Procedure By-law, the Committee of the Whole and Committee of the Whole (Public Hearing) meetings have been scheduled on the first and third Monday of each month, Committee of the Whole (Working Session) has been scheduled on the second and fourth Tuesday of each month, and the Council meetings have been scheduled on the second and fourth Monday of each month. In adherence with past practice, Committee of the Whole (Closed Session) has been scheduled following Committee of the Whole. Due to statutory holidays, significant faith days, and the 2006 election, variations to the schedule are as follows:

January: A cycle of meetings is scheduled commencing the second Monday in January to accommodate the holiday season. This practice was established in 2005.

March: No meetings have been scheduled during March Break.

April: Due to Easter Monday, Committee of the Whole, Committee of the Whole (Closed Session) and Committee of the Whole (Public Hearing) have been scheduled for Tuesday, April 18, 2006.

May: Council has been scheduled for the fourth Tuesday, and Committee of the Whole (Working Session) for the fourth Wednesday, due to Victoria Day.

Committee of the Whole, Committee of the Whole (Closed Session), and Committee of the Whole (Public Hearing) have been scheduled for the last Monday in May to accommodate the FCM Conference in June.

July/August: In accordance with past practice no meetings have been scheduled in July and August.

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September: The first Committee of the Whole, Committee of the Whole (Closed Session), and Committee of the Whole (Public Hearing) meetings in September have been scheduled on the first Tuesday due to Labour Day. Nomination day is September 29, 2006.

October/  
November No meetings have been scheduled in October and November in accordance with Vaughan's long standing practice of not having Committee/Council meetings after nomination day. Election Day is November 13, 2006.

December: The Inaugural Council meeting has been scheduled for Monday, December 4, 2006. The first Committee of the Whole, Committee of the Whole (Closed Session), and Committee of the Whole (Public Hearing) meetings are scheduled for Monday December 11, 2006, and the Council meeting is on Monday, December 18, 2006. No further meetings have been scheduled due to the Hanukkah and Christmas holiday season.

The AMO Conference scheduled for August 13 – 16 does not affect the schedule as no meetings have been scheduled in August.

#### Relationship to Vaughan Vision 2007

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

#### Conclusion

The 2006 meeting schedule has been prepared in accordance with the procedure by-law, and in adherence to past practice. Also, variations have been incorporated into the schedule to provide for statutory holidays, significant faith days, and the 2006 election. In view of the foregoing, it is recommended that Council approve the attached 2006-meeting schedule.

#### Attachments

1. 2006 - 12 Month - Schedule of Meetings

#### Report prepared by:

R. Magnifico  
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.)

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 10, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

10

**SITE DEVELOPMENT FILE DA.03.071  
STONE MANOR DEVELOPMENTS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 19, 2005:

**Recommendation**

The Commissioner of Planning recommends:

THAT Site Development File DA.03.071 (Stone Manor Developments) BE APPROVED, to permit the development of 16 residential blocks, comprised of 82 townhouse units and 4 semi-detached units, for a combined total of 86 residential units as shown on Attachment #2, subject to the following conditions:

- a) That prior to the registration of the site development agreement:
  - i) the final site plan, elevation plan, landscape plan, and Architectural Urban Design Guidelines shall be approved by the Development Planning Department;
  - ii) the final site servicing and grading plans, stormwater management report, and on-site vehicular circulation shall be approved by the Engineering Department;
  - iii) all required road widenings and access onto Region Road #7 shall be approved to the satisfaction of the Region of York Transportation and Works Department;
  - iv) all hydro requirements of PowerStream Inc. shall be satisfied; and
  - v) the approved plan of subdivision 19T-04V03 shall be registered.
- b) That the site development agreement contain the following provisions:
  - i) snow removal and garbage pick-up shall be privately administered and the responsibility of the condominium corporation; and
  - ii) the Owner shall agree to obtain the necessary easements (vehicular, pedestrian, maintenance, etc) to the satisfaction of the City.

**Economic Impact**

There are no requirements for new funding associated with this report. The development will add new assessment to the local tax base.

**Purpose**

The Owner has submitted a Site Development Application to develop a 1.91 ha parcel of land (Attachment #2) with 16 residential townhouse blocks comprised of 82 units and 2 semi-detached units all served by a private condominium road, and two semi-detached units on Helen Street, for a combined total of 86 residential units. A total of 196 parking spaces will be provided for the development, of which 24 spaces are set aside for visitor parking.

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#### **Background – Analysis and Options**

The subject lands shown on Attachment #1 are currently comprised of an assembly of 5 separate lots and are located at the southwest corner of Regional Road #7 and Helen Street, being Lots 2 and 3 on Registered Plan 4319, and Lots 34, 35 and 36 on Registrar's Compiled Plan 9831 (4713, 4721, 4733, 4745 and 4751 Regional Road #7), in Lot 5, Concession 7, City of Vaughan. The related draft plan of subdivision 19T-04V03 was approved by Council on April 25, 2005 and received final approval on July 18, 2005, and facilitates the site development application by assembling the lots into one large parcel under one 65M-Plan allowing the creation of individual freehold units. The surrounding land uses are:

North - Regional Road #7; commercial (C3 Local Commercial Zone)

South - Woodbridge College (A Agricultural Zone), detached residential (R1 Residential Zone)

East - Helen Street; office building (C8 Office Commercial Zone) and detached residential (R2 Residential Zone)

West - detached residential/proposed townhouse development (United People Corporation) (RM2 Multiple residential Zone)

#### Official Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #616, which permits a residential townhouse development comprised of 82 units and 2 semi-detached units on a common element road, and 2 semi-detached units fronting onto Helen Street. The proposed development conforms to the Official Plan.

#### Zoning

The subject lands are zoned RM2 Multiple Residential Zone by By-law 1-88, subject to Exception 9(700), which includes specific development standards to implement the site development application. The proposed development complies with the Zoning By-law.

#### Site Design

The subject lands are currently comprised of an assembly of five properties, two of which are under a registered plan, while three are part of a registrar's compiled plan. Council, on April 25, 2005 approved draft plan of subdivision 19T-04V03 to facilitate the merging of all the lots into one registered plan to allow the residential block to develop through the site development process and with the individual freehold lots to be created through Part Lot Control. The common element areas, including the amenity areas, visitor parking areas and road will be created through the subsequent Draft Plan of Condominium process. Prior to the registration of the site plan agreement, the plan of subdivision must be registered.

The plan proposes a total of 86 freehold residential units serviced by a common element condominium road with the exception of the two semi-detached dwelling units which will front onto Helen Street, being a public road. The centrally located amenity/park areas and visitor parking area are also under private ownership. The plan proposes some units along the periphery of the site fronting onto Regional Road #7 and Helen Street, while other units are located within the interior of the site around the main open space amenity area. A ring road with access from Helen Street provides the main egress and ingress for this site and adjacent sites to

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005

#### Item 10, CW Report No. 50 – Page 3

the west, while smaller north/south roads provide access to the internal lotting system. A shared access with the westerly (United Capital, et al) development provides a right-in/ right-out access on to Regional Road #7. A 1.5m wide sidewalk runs adjacent to the ring road and connect to walkways in the adjacent properties to the west (United Capital Investments and Forest Green Homes). The necessary easements are required to ensure appropriate servicing, vehicular and pedestrian connectivity of the site with the adjacent lands to the west. The site development agreement will contain wording requiring the Owner to obtain the appropriate servicing easements and cross-easements to ensure connectivity with the adjacent lands.

#### Parking and Access

The site plan proposes 196 parking spaces, which includes 2 spaces for each dwelling unit and 24 visitor parking spaces. Based on the residential parking standards in By-law 1-88, the required parking is calculated as follows:

86 units x 1.75 spaces/unit (Inc.) 0.25 spaces/unit for visitor parking) = 151 spaces

The site plan provides a total of 196 parking spaces, including 24 visitor spaces satisfying the minimum requirement in By-law 1-88.

#### Block Elevations

The proposed typical elevations are shown on Attachments #5 to #9 inclusive. The development proposes a total of 16 residential blocks each comprised of 3 to 6 units each with minimum widths of 6m. The design of the units are similar in appearance, with 10 different models proposed for the 86 unit project. The units will be constructed with a combination of stone and clay brick as the predominant wall cladding material with elements of stucco, precast and masonry detailing. The applicant has incorporated a variation of traditional roof types such as dormers and gables with the applicable roof pitches.

The elevations along Regional Road #7 and Helen Street have been treated with a double front façade, where the public street frontage is identical with the internal elevations which also include a garage. The grade along Helen Street drops considerably as one moves southwards away from Regional Road #7, and as a result, this elevation, while still attractive has raised front landings utilizing several risers (Attachment #7). The applicant has designed the homes by introducing a variety of different elevations for each model type, introducing detailing around the windows and doors, and by pairing the garage doors where possible. The elevations abutting laneways are constructed in a similar manner, but with much simpler detailing. The incorporation of additional architectural treatment will assist to enhance these elevations.

The Development Planning Department has requested the preparation of Architectural Guidelines for the subject lands and the two landholdings to the west (United Capital and Forest Green Homes). The guidelines will be reviewed and approved by the Development Planning Department to ensure that a high quality product is provided to compliment the existing community. The final building elevations will be approved by the Development Planning Department, in accordance with the approved Architectural Guidelines.

#### Landscaping

The proposed landscape plan shown on Attachment #3 consists of an abundance of landscaping material comprised of a mixture of deciduous and coniferous trees, and ornamental trees and shrubbery. The periphery of the site along Regional Road #7, Helen Street, and the Woodbridge College school yard property have been landscaped using a typical street tree planting plan including deciduous tree types, shrubbery, and embellished with an array of annual and perennial flowering plantings.



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The highest concentration and level of planting is located at the northeast corner of the site (entry feature) and the centrally located amenity area where extensive landscaping, both soft and hard have been provided creating both passive and active areas.

A master landscape has been submitted to fulfill a condition of subdivision approval, which will be utilized to ensure that landscaping is consistent throughout the block, specifically with the future developments to the west. A chain link fence landscape planting has been provided for those lots abutting the school yard. Additional landscape material in the form of coniferous trees should be placed along this lot line in order to provide an appropriate buffer from the school activities. A wood privacy fence should also be provided along the rear lot line of the proposed lots abutting the existing single detached dwelling on Helen Street. The final landscape plan and cost estimate must be approved to the satisfaction of the Development Planning Department.

#### Servicing

The Vaughan Engineering Department has reviewed the site plan and has indicated that the municipal services for this development shall be in accordance with the approved Servicing Report and any subsequent plan and reports as amended for the Regional Road and Helen Street comprehensive townhouse development. Engineering Staff have red-lined the site servicing and grading plans for revision, respecting the subject lands.

The development is located within the Woodbridge Service Area, which is a natural tributary to the Islington Avenue Collector and within the servicing area of Pressure District 4 (PD4) of the York Water Supply System. On April 25, 2004, Council approved the draft plan of subdivision for this property and passed a resolution, which allocated sewage capacity for a total of 86 residential units. The final servicing and grading plans shall be approved to the satisfaction of the Engineering Department.

All hydro requirements must be approved to the satisfaction of PowerStream Inc. Snow removal and garbage pick-up will be privately administered and the responsibility of the condominium corporation.

The parkland dedication requirement under the Planning Act will be satisfied through cash-in-lieu to be paid through the registration of the related subdivision plan.

#### Region of York

The Owner will be required to satisfy all requirements of the Region of York Transportation and Works Department, including access and road widenings on Regional Road #7.

#### **Relationship to Vaughan Vision 2007**

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

#### **Conclusion**

The Development Planning Department has reviewed the proposed Site Development application in accordance with the site-specific Official Plan and Zoning By-law Amendments, and the comments provided by City Departments and external public agencies. The proposed infill development is consistent with the site-specific policies of the Official Plan and the development standards in the Zoning By-law. The development of the site for townhouse units is an appropriate development form for this site. The proposed building elevations and site plan layout are satisfactory, subject to the comments in this report. For these reasons, Staff can support the approval of the site plan application, subject to the conditions contained in this report.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

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**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Comprehensive Development Plan
5. Elevations (Block 1- Regional Road #7 and Rear)
6. Elevations (Block 4 - Helen Street)
7. Elevations (Block 5 - Helen Street grade change)
8. Elevations (Lots 22 and 23 Semi-detached on Helen Street)
9. Typical Elevation (Block 11 - Fronting onto Open Space amenity area)

**Report prepared by**

Eugene Fera, Planner, ext. 8064  
Mauro Peverini, Senior Planner, ext. 8407  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 11, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

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**SITE DEVELOPMENT FILE DA.04.080  
UNITED PEOPLE CORPORATION AND  
UNITED CAPITAL INVESTMENTS LTD., C/O DELUCA GROUP**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 19, 2005:

**Recommendation**

The Commissioner of Planning recommends:

THAT Site Development File DA.04.080 (United People Corporation and United Capital Investments Ltd., c/o DeLuca Group) BE APPROVED, to permit 7 residential blocks, comprised of 37 townhouse units as shown on Attachment #2, subject to the following conditions:

- a) That prior to the registration of the site development agreement:
  - i) the final site plan, elevation plan, landscape plan, and Architectural Urban Design Guidelines shall be approved by the Development Planning Department;
  - ii) the final site servicing and grading plans, stormwater management report, and on-site vehicular circulation, shall be approved by the Engineering Department;
  - iii) all required road widenings and access onto Regional Road #7 shall be approved to the satisfaction of the Region of York Transportation and Works Department;
  - iv) all hydro requirements of PowerStream Inc. shall be satisfied; and
  - v) the approved plan of subdivision 19T-04V04 shall be registered.
- b) That the site development agreement contain the following provision:
  - i) snow removal and garbage pick-up shall be privately administered and the responsibility of the condominium corporation; and
  - iii) the Owner shall agree to obtain the necessary easements (vehicular, pedestrian, maintenance, etc.) to the satisfaction of the City.

**Economic Impact**

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

**Purpose**

The Owner has submitted a Site Development Application to develop a 0.77ha parcel of land with 7 residential townhouse blocks comprised of 37 units, served by a private condominium road as shown on Attachment #2. A total of 82 parking spaces are proposed for the development, including 2 spaces for each townhouse unit and 8 visitor parking spaces.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005

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#### Background - Analysis and Options

The subject lands shown on Attachment #1 are currently comprised of an assembly of 2 separate residential lots and are located on the south side of Regional Road #7, west of Helen Street, being Lot 1 on Registered Plan 4319 and Lot 37 on Registrar's Compiled Plan 9831 (4763 and 4773 Regional Road #7), in Lot 5, Concession 7, City of Vaughan. The related draft plan of subdivision 19T-04V04 was approved by Council on April 25, 2005 and received final approval on May 30, 2005, and facilitates the site development application by assembling of the lots into one large parcel under one 65M-Plan allowing the creation of individual freehold units. The surrounding land uses are:

- North - Regional Road #7; commercial (C3 Local Commercial Zone), detached residential (R2 Residential Zone)
- South - Woodbridge College (A Agricultural Zone)
- East - proposed townhouse development (Stone Manor Developments - DA.03.071; RM2 Multiple Residential Zone)
- West - detached residential (R1 Residential Zone)/proposed townhouse development (1609985 Ontario Limited/Forest Green Homes) to be rezoned to RM2 Zone

#### Official Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #617, which permits the proposed residential townhouse development. The proposal conforms to the Official Plan.

#### Zoning

The subject lands are zoned RM2 Multiple Residential Zone by By-law 1-88, subject to Exception 9(1236), which includes specific development standards to implement the proposed development. The proposed development complies with the Zoning By-law.

#### Site Design

The subject lands are currently comprised of two properties, one which is under a registered plan and the other being part of a registrar's compiled plan. On April 25, 2005, Council approved draft plan of subdivision 19T-04V04 to facilitate the merging of the lots into one registered plan to allow the residential block to be developed through the site development process and with the individual freehold lots to be created through Part Lot Control. The common element areas, including the amenity areas, visitor parking areas and road will be created through the subsequent Draft Plan of Condominium process. Prior to the registration of the site plan agreement, the plan of subdivision must be registered.

The proposed site plan as shown on Attachment #2 includes a total of 37 freehold residential units to be serviced by a common element condominium road which connects to a larger comprehensive townhouse development to be developed by others as shown on Attachment #4. A majority of the units utilize a traditional design with front entrances and garages having access from the internal private road and with private rear yards, with the exception of the block abutting Regional Road #7 where the main unit entrances and front yards face Regional Road #7 with the garages located at the rear of the dwelling accessed from the private internal road. Unlike the Stone Manor development to the immediate east, this proposal does not provide a central common amenity area and instead provides amenity area in the form of traditional rear yards for each freehold lot, with the exception of Block 1, which will be provided with a rear deck above the garage.

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The site will be served by a direct shared access (with Stone Manor to the east) on Regional Road #7 adjacent to the east side of Block 1 as shown on Attachment #4. Indirect access can also be obtained from Regional Road #7 through the adjacent Forest Green site to the west, and from Helen Street through the adjacent Stone Manor site to the east. Pedestrian walkways are also provided within the subject development and connect to walkways in the adjacent easterly and westerly sites. The necessary easements are required to ensure appropriate vehicular, pedestrian and servicing connectivity for the subject lands with the adjacent lands to the east and west. The site development agreement will contain wording requiring the Owner to obtain the appropriate servicing easements and cross-easements with the adjacent lands.

#### Parking and Access

The proposed site plan provides 82 parking spaces, which includes 2 spaces for each dwelling unit and 8 visitor parking spaces. Based on the residential parking standards in By-law 1-88, the required parking for the development is calculated as follows:

$$37 \text{ units} \times 1.75 \text{ spaces/unit (Inc. 0.25 spaces/unit for visitor parking)} = 65 \text{ spaces}$$

The proposed parking supply exceeds the minimum requirement of By-law 1-88.

#### Block Elevations

The proposed typical elevations are shown on Attachments #5 to #8, inclusive. The development proposes a total of 7 residential blocks of which 6 of the blocks (Blocks 2-7) are comprised of 4 to 6 units each with a minimum width of 6m. A total of 8 different models are proposed for the 37 unit condominium project. The units will be constructed using a stone and brick combination as the predominant wall cladding material with elements of stucco, precast and masonry detailing. The use of large windows, and architectural moulding and the use of prefinished aluminium railing provide a greater level of interest to each block. The applicant has incorporated a variation of traditional roof types including dormers and gables with the applicable roof pitches and the use of decorative columns and entablature detailing surrounding the rooflines.

The elevation along Regional Road #7 (Block 1) is comprised of 7 units and is enhanced by the use of large palladium and feature windows. The extensive use of glazing together with decorative stucco surrounds and boxed window elements results in an attractive streetscape along Regional Road #7. The rear elevations which face the internal private road incorporate both the garage and front entrance-like features, which will provide a consistent appearance with the other dwellings in the development.

The Development Planning Department has requested that Architectural Guidelines be prepared for the subject lands and the adjacent lands to the east and west (Stone Manor Developments and Forest Green Homes, respectively). The guidelines will be reviewed and approved by the Development Planning Department to ensure that a high quality product is provided to compliment the existing community. The final building elevations will be approved by the Development Planning Department, in accordance with the approved Architectural Guidelines.

#### Alternate Building Design - Blocks 4 and 5

The applicant has provided an alternative building design for Blocks 4 and 5 by proposing 6 bungalow/loft townhouse units instead of 8 townhouse units as shown on Attachment #9. The applicant wishes to maintain some flexibility in the product being marketed for these two blocks. To date, the elevations for these units have not been provided. Should the applicant wish to pursue the alternate design, the appropriate drawings must be submitted and the final elevations and built form must be consistent with the overall built form and the approved architectural guidelines.

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#### Landscaping

The proposed landscape plan shown on Attachment #3 consists of an abundance of landscaping material comprised of a mixture of deciduous and coniferous trees, and ornamental trees and shrubbery. The landscape plan utilizes a typical street tree planting plan including a deciduous tree in front of each residential dwelling unit where possible and enhanced landscaping adjacent to all end units and flankage lots for appearance and for privacy. The central east/west walkway through the proposed development has been landscaped with additional landscape material creating a passive pedestrian area. The rear yards, although private have been treated with some landscaping and each unit is separated by a 1.8m high privacy fence.

A master landscape plan has been submitted to fulfill a condition of subdivision approval, which will be utilized to ensure that landscaping is consistent throughout the comprehensive development plan area shown on Attachment #4, specifically the future developments to the east and west. A chain link fence with some landscape planting has been provided for those lots abutting the school yard. Additional landscape material in the form of coniferous trees should be placed along this lot line in order to provide an appropriate buffer from the school activities. The final landscape plan and cost estimate must be approved to the satisfaction of the Development Planning Department.

#### Servicing

The Vaughan Engineering Department has reviewed the site plan and has indicated that the municipal services for this development shall be in accordance with the approved Servicing Report and any subsequent plan and reports as amended for the Regional Road 7 and Helen Street comprehensive townhouse development. Engineering Staff have red-lined the site servicing and grading plans for revision, respecting the subject lands.

The development is located within the Woodbridge Service Area, which is a natural tributary to the Islington Avenue Collector and within the servicing area of Pressure District 4 (PD4) of the York Water Supply System. On April 25, 2004, Council approved the draft plan of subdivision for this property and passed a resolution, which allocated sewage capacity for a total of 37 residential units. The final servicing and grading plans shall be approved to the satisfaction of the Engineering Department.

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

Snow removal and garbage pick-up will be privately administered and the responsibility of the condominium corporation.

The parkland dedication requirement under the Planning Act will be satisfied through cash-in lieu to be paid through the registration of the related subdivision plan.

#### Region of York

The Owner will be required to satisfy all requirements of the Region of York Transportation and Works Department, including access and road widenings on Regional Road #7.

#### Relationship to Vaughan Vision 2007

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

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**Conclusion**

The Development Planning Department has reviewed the proposed Site Development Application in accordance with the site-specific Official Plan and Zoning By-law Amendments, and the comments provided by City Departments and external public agencies. The proposed development is consistent with the prescribed policies of the Official Plan and the development standards in the Zoning By-law. The development of the site for townhouse units is an appropriate development form for this site. The proposed building elevations and site plan layout are considered to be satisfactory, subject to the comments in this report. For these reasons, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions in this report.

**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Comprehensive Development Plan
5. Front Elevations (Regional Road#7) – Block 1
6. Rear Elevations (Units Fronting on Regional Road#7) – Block 1
7. Typical Block Elevations (Block 5 example)
8. Typical Block Elevations (Block 3 example)
9. Alternate Lot Layout (Blocks 4 and 5)

**Report prepared by**

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

/LG

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





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### EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005

#### Item 12, CW Report No. 50 – Page 2

use of the subject lands shown on Attachment #1 only for a driveway access to the existing westerly fuel operation business located at 852 Nashville Road (Maw's Fuels Ltd.) with the following site-specific exception to permit a maximum driveway access and aisle width of 24.91m.

#### **Economic Impact**

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

#### **Purpose**

The Owner originally submitted a Zoning By-law Amendment Application to rezone surplus Canadian Pacific Railway lands shown on Attachment #2 from M3 Transportation Industrial Zone to M2 General Industrial Zone with a site-specific zoning exception to facilitate the continued use of the subject lands for a driveway access to the existing westerly fuel operation business located at 852 Nashville Road (Maw's Fuels Ltd.).

Since the Public Hearing held on April 18, 2005, the applicant has amended the proposal to maintain the M3 zoning on the surplus CN property, with a site-specific exception to facilitate the continued use of the lands for a driveway access to the Maw's Fuels property.

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

The 0.318 ha subject lands shown on Attachment #1 are located on the north side of Nashville Road, east of Huntington Road, in Part of Lot 26, Concession 9, City of Vaughan. The subject lands have frontage of 24.91 m on Nashville Road and a lot depth of 165 m.

The subject lands are identified as "Canadian Pacific Railway" by OPA #601 (Kleinburg-Nashville Community Plan) as shown on Attachment #3, and zoned M3 Transportation Industrial Zone by By-law 1-88, as shown on Attachment #4. The subject lands are currently developed with a 3-storey grain elevator (not operational) as shown on Attachment #2. The surrounding land uses are:

- North - Canadian Pacific Railway (M3 Transportation Industrial Zone)
- South - industrial lands (M2 General Industrial Zone); Nashville Road, Canadian Pacific Railway (M3 Transportation Industrial Zone)
- West - industrial lands (M2 General Industrial Zone); agricultural lands (A Agricultural Zone)
- East - Canadian Pacific Railway (M3 Transportation Industrial Zone)

#### **Public Hearing**

On March 24, 2005, a Notice of Public Hearing was mailed to all property owners within 120 metres of the subject lands and to the Kleinburg and Area Ratepayers' Association. At the April 18, 2005 Public Hearing, the adjacent property owner at 830 Nashville Road (A & F Di Carlo Construction Ltd.), advised that he is opposed to the proposal as he stores approximately 20 vehicles on his site and is concerned about the fuel operation business. As discussed later in this report, the owner of 830 Nashville Road is now satisfied with the proposed use of the subject lands.

The recommendation of the Committee of the Whole to receive the Public Hearing report on April 18, 2005, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on April 25, 2005.

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#### Official Plan

The subject lands are shown as “CPR” lands by OPA #601 (Kleinburg-Nashville Community Plan) as shown on Attachment #3. The lands west of the subject railway lands including the Maw’s Fuels Ltd. lands are designated “Nashville Core Area” and “Suburban Residential” by OPA #601 which permits a range of commercial and residential uses, and is part of the Kleinburg-Nashville Heritage Conservation District.

The proposed addition of the subject railway lands with the Maw’s Fuels Ltd. lands located at 852 Nashville Road results in the expansion of a non-conforming use. The Official Plan designation of “Nashville Core Area” and “Suburban Residential” is intended to provide future commercial and residential uses on the Maw’s Fuels lands and not to extend non-conforming uses such as industrial uses. However, the Official Plan also includes provisions to allow for the extension or enlargement of a non-conforming use where; the land, building or structure continues to be used in the same manner and for the same purpose as it was used on the day such by-law was passed; and that the extension or enlargement of a non-conforming use will not adversely affect the welfare of the community in which it is located.

Maw’s Fuels has been located at 852 Nashville Road, as well as been in an agreement with Canadian Pacific Railway to use the subject railway lands as a driveway since the 1930’s. Maw’s Fuels currently leases and uses the subject railway lands as a driveway for the fuel trucks to exit from the Maw’s Fuels lands. Canadian Pacific Railway intends to sell the subject surplus railway lands to Maw’s Fuels, the adjacent property owner to the west at 852 Nashville Road. Maw’s Fuels intends to consolidate the subject surplus railway with the rest of its land at 852 Nashville Road. Therefore, a consent application is required for the consolidation of both parcels of lands under the Maw’s Fuels ownership.

Currently, fuel delivery trucks and trailers for Maw’s Fuels enter from the driveway at 852 Nashville Road and exit onto Nashville Road from the CPR lands. The irregular configuration of the site and the location of existing buildings and structures at 852 Nashville Road result in manoeuvring difficultly for fuel delivery trucks and trailers to turn around and exit from 852 Nashville Road. Therefore, the additional driveway on the subject railway lands allows for fuel vehicles to exit the Maw’s Fuels lands without turning around. Maw’s Fuels is a small family business, which primarily operates its business from Monday to Friday between the hours of 8:00 a.m. to 5:00 p.m. The refuelling trucks/trailers deliver fuel to the oil tanks on the Maw’s site every two to three days, and approximately two delivery trucks make two trips each per day to the Maw’s site to obtain fuel to deliver off-site.

The subject surplus rail lands contain an abandoned 3-storey grain elevator at the north end of the site and a remnant building foundation at the south end of the site. The owner of Maw’s Fuels intends to remove the building foundation, and the grain elevator will be kept in its present location, in a non-operational state. No fuel related business and no new buildings or structures are proposed for the subject railway lands. The subject railway lands along with the Maw’s Fuels lands are relatively clean and well maintained. The existing house on the Maw’s Fuels lands, which is on land that is zoned A Agricultural Zone is fenced off from the fuel operation business except for the driveway along the west side of the 852 Nashville Road lands as shown on Attachment #2.

The lands to the west and south of the subject railway lands are industrial uses. The lands to the west and south of the Maw’s Fuels lands at 852 Nashville Road are residential uses with the lands at 864 Nashville Road, which are adjacent to the west side of the Maw’s Fuels lands, under

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

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the ownership of the Maw Family. To the east of the subject railway lands and east of the railway track is an existing residential subdivision where the rooftops of the dwelling units are visible from the subject lands. The adjacent property owner for the lands at 830 Nashville Road advised that he was concerned about the fuel operation business, but as the site is well maintained, there appears to be no concern with this use in the area, together with the other industrial uses and a railway.

The proposal is to facilitate the continued use of the subject railway lands for a driveway access to the existing Maw’s Fuels business located at 852 Nashville Road, which results in the extension or enlargement of a non-conforming use. The use of the surplus railway lands has been used for a driveway access since the 1930’s. Also, no new buildings or structures are being proposed on the subject lands. Furthermore, the consolidation of the surplus railway lands with the Maw’s Fuels lands does not adversely affect the amenity of the surrounding area. For these reasons, the proposal is in keeping with the non-conforming use policies in the Official Plan.

Zoning

The original application proposed to rezone the subject railway lands as shown on Attachment #2 from M3 Transportation Industrial Zone to M2 General Industrial Zone which permits industrial uses and open storage. The Maw’s Fuel lands have a dual zoning with the lands at the north end of the site zoned M2 General Industrial Zone for the fuel operation business and the lands at the south end zoned A Agricultural Zone for the residential use as shown on Attachment #4. The Official Plan requires that the extension or enlargement of a non-conforming use is to comply with the policies of the Official Plan for that type of use.

In order to comply with the Official Plan, the zoning will remain M3 Transportation Industrial Zone and an exception is to be made to the existing zoning to permit only the continued use of the subject surplus railway lands for a driveway access for the Maw’s Fuels operation and that no new buildings or structures shall be permitted. The existing grain elevator will not be utilized as part of the operation and is legal non-conforming with respect to its sideyard setback. A zoning exception will not be provided in this respect. Exceptions to the M3 Transportation Industrial Zone standards are necessary to recognize the existing state of the driveway on the subject surplus railway lands as follows:

<u>Zone Requirements</u>	<u>Required</u>	<u>Provided</u>
Minimum and Maximum Driveway Aisle Width (on the property)	6 m to 13.5 m	24.91 m (max)
Minimum and Maximum Driveway Width (along Nashville Road)	5.4 m to 7.5 m	24.91 m (max)

The proposed exceptions to the permitted uses and requirements for the M3 Transportation Industrial Zone are to facilitate the continued use of the subject railway lands for a driveway access to the existing Maw’s Fuels business. The subject railway lands deficiencies to the By-law requirements are being addressed as required by the Official Plan. The Planning Department has reviewed the proposal in accordance with the policies of the Official Plan concerning an extension or enlargement of a non-conforming use and can support the proposal as the land continues to be used in the same manner for a driveway access to the existing Maw’s Fuels operation located at 852 Nashville Road.

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**Relationship to Vaughan Vision 2007**

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

**Conclusion**

The proposed application to amend the Zoning By-law has been reviewed in accordance with the applicable policies of the Official Plan concerning an extension or enlargement of a non-conforming use in order to amend the M3 Transportation Industrial Zone to allow the continued use of the subject surplus CP Rail lands for a driveway access to the existing westerly fuel operation business located at 852 Nashville Road (Maw's Fuels Ltd.) together with site-specific exceptions. The proposal conforms to the policies of OPA #601 with respect to the extension or enlargement of non-conforming uses, there are no new buildings proposed, and the proposal does not adversely affect the amenity of the surrounding area. For these reasons, the Planning Department recommends approval of the proposed amendment to the Zoning By-law.

**Attachments**

1. Location Map
2. Site Plan
3. Kleinburg-Nashville Community Plan (OPA #601) – Land Use Schedule
4. Existing Zoning

**Report prepared by:**

Judy Jeffers, Planner, ext. 8645  
Mauro Peverini, Senior Planner, ext. 8407  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 13, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**13**

**ALL-WAY STOP CONTROL  
CASA VISTA DRIVE AND VIA CARMINE AVENUE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Jackson, dated September 19, 2005:**

**Recommendation**

In response to requests from the Sonoma Heights Ratepayers' Association and residents immediately adjacent to the intersection in question, Local and Regional Councillor Linda D. Jackson recommends that an all-way stop control be installed at the intersection of Casa Vista Drive and Via Carmine Avenue.

**Economic Impact**

Nil.

**Purpose**

To respond to the request addressed to the local and regional councillor.

**Background - Analysis and Options**

Via Carmine Avenue is being used as an alternative route for motorists wishing to avoid the traffic calming measures on Napa Valley Avenue. Via Carmine Avenue does not have any sidewalks - all pedestrian traffic occurs on the street. Vehicles routinely speed along both stretches of road and the area residents perceive a need for speed and safety controls. All-way stop controls will encourage increased moderation in vehicular speeds.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

It is appropriate for Council to respond to a reasonable request which has the support of all residents immediately adjacent to the intersection in question.

**Attachments**

1. Petition from adjacent residents.

**Report prepared by:**

Mirella Compagno

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 14, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**14                      TRAFFIC CALMING COMMITTEE: WYCLIFFE SUBDIVISION**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated September 19, 2005:**

**Recommendation**

Councillor Carella recommends the establishment of a traffic calming committee to review traffic conditions in the area bounded by Clarence Street on the west, Rutherford Road on the north, Islington Avenue on the east, and Kiloran Avenue/Wycliffe Avenue on the south; and to make recommendations for the calming of traffic within this area.

**Economic Impact**

Nil

**Purpose**

To improve the safe flow of traffic in the Wycliffe area

**Background - Analysis and Options**

While a good portion of the area covered in this recommendation was developed more than twenty years ago, speeding remains an issue, particularly on the collector roads: Kiloran Avenue, Wycliffe Avenue, and Crofters Road. In response to the concerns of residents, a comprehensive, citizen-based review of potential traffic calming initiatives is appropriate.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

Consideration of traffic calming measures which may be of benefit to the residents of this area is appropriate, in light of continuing concerns on the part of local residents over speeding.

**Attachments**

None

**Report prepared by:**

Councillor Tony Carella



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**Attachments**

Location Map  
Concept Plan - Option 1  
Concept Plan – Option 2

**Report prepared by:**

Adele Panicali, 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 SEPTEMBER 26, 2005**

Item 16, Report No. 50, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on September 26, 2005, was dealt with by approving:

***That this matter be referred to the Committee of the Whole meeting of October 11, 2005, and that staff provide a report identifying sources of funding, and establishing criteria for installing traffic signals throughout the City where Regional warrants are not met;***

***That the report also identify a source of funding for the installation of traffic signals at the Keele Street and Knightswood Avenue intersection; and***

***That the confidential memorandum from the Commissioner of Engineering and Public Works, and the Commissioner of Finance and Corporate Services, dated September 23, 2005, be received.***

16 **REQUEST FOR INSTALLATION OF TRAFFIC SIGNALS  
LANGSTAFF ROAD AND BALDING BOULEVARD**

The Committee of the Whole recommends:

- 1) That Clause 1 of the recommendation contained in the following report of Regional Councillor Frustaglio, dated September 19, 2005, be approved;
- 2) That a funding request in the amount of \$90,000 to top up available funding to the Region of York's estimated cost of \$125,000 come from unspent funds from 2005 completed projects; and
- 3) That staff provide a report to the Council meeting of September 26, 2005 with respect to the City of Vaughan front-ending projects for The Regional Municipality of York and the process of when warrants are met.

**Recommendation**

Regional and Local Councillor Joyce Frustaglio recommends:

1. THAT the Regional Municipality of York be requested to immediately undertake the installation of full traffic signals at the intersection of Langstaff Road and Balding Boulevard in the City of Vaughan at the cost of the City of Vaughan, and;
2. THAT a funding request in the amount of \$90,000 to top up available funding to the Region of York's estimated cost of \$125,000 be included in the City's 2006 Capital Budget for consideration.

**Economic Impact**

Funding in the amount of \$35,000 is available in the Engineering Services approved Capital Budget. Additional funding of \$90,000 would be required to fund the capital cost of the signal installation. Ongoing operations and maintenance costs would be the responsibility of the Region of York.

**Purpose**

To obtain the Regional Municipality of York's approval for the installation of traffic signals at the Langstaff/Balding Boulevard intersection.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005

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

The Regional Municipality of York's reconstruction of Langstaff Road between Islington Avenue and Weston Road is nearing completion. When finished, this improved link in the Region's road network will be an attractive route for drivers wishing to access Highway 400 and will be a well-used connection within the Woodbridge community.

In addition, with the completion of construction, the City's sidewalk network will include new sidewalks between Islington Avenue and Weston Road where no connection existed previously. Due to the location of the National Golf Course and topography in this area between Balding Boulevard and Pine Valley Drive, there will be no sidewalk on the north side of Langstaff Road. As a result, pedestrians on the north side of Langstaff Road will be required to cross Langstaff to continue walking.

Although the Regional Municipality of York studies do not show that signalization of the Langstaff/Balding intersection is warranted, area residents are very concerned about the difficulty of accessing Langstaff Road from Balding Boulevard, particularly during peak hours. As well, the need to provide a safe crossing for pedestrians has been voiced.

The installation of full traffic signals at this intersection would ensure safer vehicular access to Langstaff Road and would provide a safe location for pedestrians to cross Langstaff. Installation of a Vehicle detector loop on Balding Boulevard would allow for a constant green signal for Langstaff Road traffic and would only trigger a red signal on Langstaff when a vehicle on Balding was waiting for access to Langstaff.

Since the Region's studies do not support the installation at the Region's cost, it is proposed that the signal installation be completed by the Region of York and be paid for by the City of Vaughan.

The City of Vaughan currently has funding in the amount of \$35,000 set aside for the installation of a pedestrian signal at the intersection. Based on recent similar installations, the Region has advised that full signalization would cost approximately \$125,000. Additional funding in the amount of \$90,000 would be required for the work. This amount should be included for consideration in the City's 2006 Capital Budget.

#### **Relationship to Vaughan Vision 2007**

The proposed installation of traffic signals at the intersection of Langstaff Road and Balding Boulevard is consistent with Vaughan Vision 2007, particularly A-2 Promote Community Safety, Health & Wellness.

#### **Conclusion**

Funds are available for the installation of a pedestrian signal at this location, however additional funding in the amount of \$90,000 is required for full signals. Although not technically warranted at this time, signalization of the intersection will provide safe, convenient access to Langstaff for residents and a safe crossing location for pedestrians.

#### **Attachments**

None.

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Item 17, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

17

**2014 COMMONWEALTH GAMES BID**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Di Biase, dated September 19, 2005:

**Recommendation**

Mayor Michael Di Biase recommends:

That the following resolution be approved:

AND WHEREAS the City of Vaughan has identified supporting the TTC subway extension as a goal within Vaughan Vision 2007

AND WHEREAS the City of Vaughan has identified strengthening the City's diversified economic base, including developing a tourism strategy, as a goal within Vaughan Vision 2007

AND WHEREAS the Commonwealth Games could provide the impetus for developing the City's tourism opportunities; providing local business opportunities, building economic competitiveness and spurring transportation and transit infrastructure investments

Now therefore be it resolved:

That the City of Vaughan supports York Region's bid for the 2014 Commonwealth Games.

That the Mayor and Commissioner of Economic/Technology Development and Communications be appointed as the representatives to work with York Region's bid committee.

**Economic Impact**

There is no economic impact anticipated at this time.

**Purpose**

To apprise Council of the York Region bid for the 2014 Commonwealth Games and to seek Council's endorsement for participation in the bid committee.

**Background - Analysis and Options**

The Commonwealth Games are a unique, world class, multi-sports competition held once every four years amongst the Commonwealth countries. Having started in 1930 at the City of Hamilton in Ontario, the Games now encompass more than 70 nations and territories from every continent, except Antarctica. At the Manchester Games, over 6,000 athletes and officials from 72 nations participated in 17 sports.

The Games programme consists of a minimum of ten sports, five of which are obligatory - athletics, aquatics, lawn bowls, rugby 7s (men) and netball (women). The host country selects other sports from an approved list of individual sports. The host country may, in addition, be required to include events for athletes with a disability.

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

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The Games are funded through international broadcasting rights; corporate sponsorships programs; ticket sales; licensing and merchandising sales and contributions from federal and local governments. To mount the Games, estimates range from \$700 million to \$1 billion. The viewing audience exceeds 1 billion people.

On July 22, 2005, York Region formally submitted a letter of intent to bid on the 2014 Commonwealth Games to national bid organizers. The cost of the bid is estimated between \$500,000 to \$1 million. At the August 31, 2005 Regional Council meeting, \$500,000 was set aside, pending a report to the September 22, 2005 meeting and an expenditure of up to \$150,000 from the Tax Stabilization Reserve Fund was approved for payment to consultants to assist in the preliminary preparation of a bid for the 2014 Commonwealth Games. The balance is to be raised through corporate sponsorships.

York Region will be facing stiff competition from the other Canadian cities. Winning the Canadian nomination requires teamwork from all York Region municipalities. Each of the municipalities has key strengths. Vaughan will be bringing its world-class soccer facilities, as well as top-notch hotel accommodations, restaurants, cultural and entertainment venues, for the competing athletes, their friends, families and the over 500,000 international visitors.

With the last games held in Manchester, England (2002), the next games going to Melbourne, Australia (March 2006) and New Delhi, India (2010), bid organizers believe that Canada has a good chance of being awarded the 2014 Games. The last time the Games were held in Canada, was in Victoria in 1994. York Region will be competing against Halifax, Hamilton, Calgary and Ottawa. Competing municipalities must submit their bids by November 1, 2005. The winning Canadian bid city will be announced in December 2005, while the announcement of the host city for the 2014 Games will be made in October 2007 in Sri Lanka.

#### **Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council, however the necessary resources have not been allocated nor approved.

#### **Conclusion**

The Commonwealth Games are an internationally known and respected sporting competition. But more than that, the Games have added benefits of building community capacity, creating cultural events, spurring economic development and building a lasting legacy of sporting facilities (both competition and practice), transit and transportation infrastructure investments. By working in co-operation with York Region to secure the Canadian bid, the City of Vaughan will be positioned to enjoy the cultural, infrastructure, tourism and economic benefits generated by the Games.

#### **Attachments**

None

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

Frank Miele  
Commissioner of Economic/Technology  
Development & Communications

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Item 18, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**18                    CERTIFICATE OF APPROVAL – DONGARA PELLET FACTORY INC.**

**The Committee of the Whole recommends:**

- 1)        That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 19, 2005, be approved; and**
- 2)        That the written submission of Mr. Paul De Buono, Vaughan Watch Inc., 9983 Keele Street, Suite 105, Vaughan, L6A 3Y5, dated September 19, 2005, be received.**

**Recommendation**

The Commissioner of Engineering and Public Works recommends that:

1. The Ministry of Environment be advised that the City does not object to the proposal submitted by Dongara Pellet Factory Inc. to process up to 800 tonnes per day of solid waste at the proposed location in the City of Vaughan; and,
2. Copies of this report be sent to the Ministry of Environment, Environmental Assessment and Approvals Branch, Floor 12A, 2 St. Clair Avenue, Toronto Ontario, M4V 1L5, to the attention of Mr. Timothy Edwards, Senior Review Engineer.

**Economic Impact**

There is no economic impact on the Public Works Department's budget as a result of this report.

**Purpose**

To advise Council of the proposal to build a waste pellet plant in the City of Vaughan that will handle up to 800 metric tonnes per day of municipal solid waste.

**Background - Analysis and Options**

Dongara Pellet Factory Inc. has requested the Ministry of Environment to approve a Provisional Certificate of Approval to operate a waste disposal site at a property described as Part of Lot 2, Concession 8, being Part 2 on Reference Plan 64R-5232, City of Vaughan, Ontario. It is proposed to be located at the northeast corner of Highway 407 and Highway 27.

The plant is designed to handle 800 tonnes of municipal solid waste per day, and will include front-end sorting features to capture all recyclable materials that may remain in the waste stream, as well as any household hazardous materials that have been improperly disposed of in the household waste stream.

In their submission to the Ministry, Dongara indicates that the process is designed to convert 200,000 tonnes per year of municipal solid waste into 190,000 tonnes of fuel pellets. The concept of the plant is to process household waste into pellets that will be used as fuel in cement kilns to replace coal. The process is as follows:

- o Household waste is unloaded on the tipping floor.
- o Any recyclable materials remaining in the waste stream are positively selected (pulled out), and captured

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- Moisture is removed from the garbage and this liquid is reused and/or filtered and enters the sewage system
- Non-recyclable materials such as fabric, leather, non-recyclable plastic are pulled out, shredded and mixed with high calorific products (such as carpet wastes, clean wood, acceptable plastic film etc.).
- This mix is compressed into a pellet for sale as fuel to industries outside Ontario.
- Whatever material is remaining, such as batteries, PVC's, etc., are sent to appropriate disposal sites.

Bag breakers will be used to release the contents of the bags and allow for easier processing. The materials will then pass through 2 screens. Separation activities will result in 6 potential streams, other than the materials used for the pellet process. These are ferrous materials, aluminium, type 1 and 2 plastics, glass, aggregates and residues.

The final product (pellet) has been tested, and the results indicate that it contains far less nitrogen, sulphur, vanadium, mercury, lead, chromium, cadmium and barium than coal. The pellets could replace coal use in certain functions, and reduce the amount of waste landfilled in the U.S. and Ontario. No burning of the pellets will take place on-site or in Ontario.

The site would be large enough to fully enclose the pellet factory so there would be no open or outside storage of waste or pellets. The building itself would be approximately 9,950 square meters in area and contain all the necessary offices and processing operations. The tipping floor would be approx. 2200 square meters in area and be equipped with an overhead crane system to move the materials to the in-floor hoppers. The plant design shows an in-house laboratory to analyze the pellets and other materials to ensure consistency of the fuel product. A project specific plan will be prepared that deals with fires, floods, power failures and spills. They have indicated that the plan would be developed with municipal involvement and agreement to put those plans in place.

The Dongara pellet plant is one means by which the Region of York is looking at reducing its dependency on landfill for disposal of waste. Vaughan's municipally collected waste forms part of the material York Region is currently hauling to landfills inside and outside Ontario. The Dongara plant has the capacity to handle all of Vaughan's municipally collected solid waste.

#### **Relationship to Vaughan Vision 2007**

The reduction of the Region's dependency on landfill will benefit the City, and fits with Vaughan Vision A-3 "Safeguard Our Environment".

#### **Conclusion**

Staff have reviewed the request for a Provisional Certificate of Approval by Dongara Factory Inc., and find no technical reason in their submission to object to this application. As such, it is appropriate to advise the Ministry of this.

#### **Attachments**

Location Map

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

Brian T. Anthony, CRS-S, C. Tech.

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 19, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

19

**AWARD OF TENDER T05-209  
VISTA GATE PARKETTE – PARK DEVELOPMENT  
AND REQUEST FOR ADDITIONAL FUNDS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated September 19, 2005:

**Recommendation**

The Commissioner of Community Services, in consultation with the Directors of Purchasing and Parks Development and the Manager of Capital, recommends:

1. That T05-209, VISTA GATE PARKETTE – PARK DEVELOPMENT be awarded to Pine Valley Enterprises Inc. for the amount of \$125,195.00 (excluding G.S.T.); and,
2. That a contingency allowance in the amount of \$12,000.00 be approved within which the Director of Parks Development is authorized to approve amendments to the contract; and,
3. That additional funding in the amount of \$15,000.00 be approved with \$13,500 funded from City Wide Development Charges – Parks Development and \$1,500 funded from taxation; and,
4. That notwithstanding Council's policies that no service category in a pre-financing position (deficit) be increased and that no commitment be more than 50% of anticipated revenues for any service category that is already in a pre-financed position, Council approve the request for additional funds in the amount of \$15,000 (funded \$13,500 from City Wide Development Charges – Parks Development and \$1,500 from taxation); and,
5. That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as Award of Tender T05-209 Vista Gate Parkette – Park Development and Request for Additional Funds is deemed sufficient notice pursuant to Section 2(1)(c) of By-law 394-2002; and,
6. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

**Economic Impact**

Capital project #6061-0-05 was approved in the 2005 budget. The annual operating cost of \$6,000.00 is required to maintain this park once completed.

**Purpose**

The purpose of this report is to seek approval to award tender T05-209 for the development of VISTA GATE PARKETTE.

**Background - Analysis and Options**

The project involves the construction of Vista Gate Parkette located near Keele Street and Kirby

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Road. Project #6061-0-05 was approved in the 2005 capital budget and includes the following in accordance with the master landscape plan: senior/junior playground structure, swings, net climber, asphalt and pre-cast concrete unit paver walkway, site furnishings, tree and shrub planting and hydraulic seeding. The proposed park components were developed through community consultation and were reviewed by the York Regional Police with regards to the principles of CPTED – Crime Prevention Through Environmental Design.

This tender was advertised in the Daily Commercial News and the Electronic Tender Network (ETN). Tenders were closed and publicly opened on Tuesday, September 13, 2005 at 3:00pm. Ten (10) bid documents were issued and five (5) were received. The bid results are as follows:

<b><u>Contractor</u></b>	<b><u>Total Tendered Price</u></b> (excluding GST)
Pine Valley Enterprises Inc.	\$125,195.00
Zuron Construction Inc.	\$155,180.00
Forest Contractors Ltd.	\$157,731.00
Ferdom Construction	\$177,430.00
Lima's Gardens & Construction	\$178,000.00

The estimated cost for this project including design, construction, and a contingency allowance is \$180,000.00 and is calculated as follows:

Consulting Fees (not including G.S.T.)	\$ 12,000.00
Play Equipment Purchase (not including G.S.T.)	\$ 24,746.09
Tender Advertisement	\$ 500.00
Pine Valley Enterprises Inc. Tender Price (not including G.S.T.)	\$125,195.00
Contingency Allowance (±10%)	<u>\$ 12,000.00</u>
<b>Subtotal</b>	<b><u>\$174,441.09</u></b>
Treasury Administration (3%)	<u>\$ 5,233.23</u>
Total	\$179,674.32
	<b>Rounded      \$180,000.00</b>

The 2005 Capital Budget (Project #6061-0-05) allocates \$165,000.00 for the design and construction of the project, with \$149,000.00 from City Wide Development Charges – Parks Development and \$16,000.00 from Taxation.

The additional funding request is required to offset the \$3,000.00 difference between the preliminary cost estimate generated in early 2005 and the actual tendered price and for \$12,000.00 for contingency purposes should unforeseen site conditions arise during construction. Any contingency allocation that is not used during construction of this parkette will be pro-rated and returned to City Wide Development Charges – Parks Development and taxation accordingly.

**Relationship to Vaughan Vision 2007**

Vista Gate Parkette development will provide facilities that promote a safe, livable, and sustainable parkland environment for the local community.

This report is consistent with the priorities previously set by Council and the necessary resources have been not been allocated.



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**Conclusion**

Additional funding in the amount of \$15,000.00 from the City Wide Development Charges – Parks Development is required in addition to the funds approved in the 2005 Capital Budget (Project # 6061-0-05) to award this tender. Parks Development and Purchasing Department staff have reviewed the bid submissions and have determined that the low bid contractor, Pine Valley Enterprises Inc., is deemed to meet the requirements of the contract.

Should Committee of the Whole concur with the proposed additional funding request, this action would be considered an amendment to the Capital Budget. Pursuant to the Municipal Act 2001, Section 291(1)(c), before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. When a capital project has been subject to a meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public committee or Council agenda is deemed to be sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002. Therefore, no additional notice period is required.

Upon award of tender, this project will commence in the month of October 2005 and is anticipated to be completed in December 2005, weather permitting.

**Attachments**

None

**Report prepared by:**

Martin Tavares; Landscape Architect, Ext. 3205  
Paul Gardner; Director of Parks Development, Ext. 3209

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 20, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**20 CANADA-ONTARIO MUNICIPAL RURAL INFRASTRUCTURE FUND (COMRIF)  
INTAKE TWO APPLICATION APPROVAL  
GREENING VAUGHAN (PHASE 2) – GREEN BIN ORGANICS COLLECTION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance and Corporate Services and the Commissioner of Engineering and Public Works, dated September 19, 2005:

**Recommendation**

The Commissioner of Finance & Corporate Services and the Commissioner of Engineering & Public Works in consultation with the Director of Public Works and the Managers of Capital and Solid Waste Management recommend:

1. THAT the information contained in this report with respect to the COMRIF program be received,
2. THAT staff be authorized to submit an application to Intake Two of the COMRIF program for "**Greening Vaughan (Phase 2) – Green Bin Organics Collection**" for an amount up to \$2,435,950 requesting 2/3 funding from the Governments of Canada and Ontario in the combined amount of \$1,623,967 for a net cost to the City of \$811,983,
3. THAT the total funding requirement of \$2,435,950 be included in the 2006 capital budget deliberations process and funded from taxation contingent on COMRIF funding approval,
4. THAT for the purposes of the COMRIF application, Council endorse "**Greening Vaughan (Phase 2) – Green Bin Organics Collection**" as the Municipality's highest priority and,
5. THAT the appropriate staff be authorized to sign the application and the Mayor and Clerk be authorized to execute the necessary agreements.

**Economic Impact**

An economic benefit in the amount of \$1,623,967 would be realized if the COMRIF application is approved. This would reduce the taxation funding required to implement this project.

**Purpose**

The purpose of this report is to provide Council with information pertaining to Intake Two of the Canada-Ontario Municipal Rural Infrastructure Fund (COMRIF) program and seek Council authorization to submit an application to COMRIF to meet the September 30<sup>th</sup>, 2005 deadline.

**Background - Analysis and Options**

On November 15, 2004, the \$900 million COMRIF program was launched to improve and

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renew public infrastructure across the province. COMRIF targets the infrastructure needs of small urban and rural communities with a population of less than 250,000 people.

The City of Vaughan submitted an application entitled "Watermain Replacements – Various Locations" in the amount of \$9,516,000 for the Intake One deadline of January 10, 2005. Over 350 applications were received by COMRIF requesting Federal and Provincial assistance valued at over \$1.3 billion, for projects valued at over \$2 billion for Intake One. On April 25, 2005 COMRIF announced funding for 120 of those applications which did not include the City of Vaughan application.

Intake Two was announced on June 16, 2005 and staff are seeking approval to submit an application entitled "Greening Vaughan (Phase 2) – Green Bin Organics Collection" in the amount of \$2,435,950.

The application deadline is September 30, 2005 and is comprised of four requirements:

- (1) application and business case
- (2) appropriate Intake Two technical schedules
- (3) mandatory questionnaire on federal and provincial policy directions
- (4) certified true copy of the municipal council resolution endorsing the project as the municipality's highest priority

As Council is aware, Phase 2 of the Greening Vaughan strategy is the introduction of the source separated organics collection component of the waste stream. Based on a waste composition study conducted by the City, 30.9% of residential waste comprises of organic material that can be composted and diverted from landfill. To ensure that all residents participate in this program, the City will be supplying each household with a dedicated organics collection container (green bin), as well as a small in-house receptacle for use in the kitchen area. In addition to the provision of the containers themselves, a strong promotional and educational component will be required to educate the residents on the use of the green bin, as well as how to properly manage the residual wastes. The total cost of this is estimated to be \$2,435,950, with the first collection of organic waste scheduled to commence November of 2006.

#### Relationship to Vaughan Vision 2007

COMRIF and this report are consistent with the Vaughan Vision Statement "promotes a safe, livable and sustainable environment" and through the enhancement of non-tax revenues by evaluating and increasing grants and subsidies available from external agencies.

This report is consistent with the priorities previously set by Council and the necessary resources will be included in the 2006 capital budget for deliberation and approval.

#### Conclusion

Intake Two of the COMRIF program provides Vaughan with the opportunity to seek alternative funding. By providing authorization to submit an application for "Greening Vaughan (Phase 2) – Green Bin Organics Collection", and if approved, a funding savings of up to \$1,623,967 will be realized. In order to meet all application criteria, Council must endorse this project as the Municipality's highest priority at this time.

#### Report prepared by:

Marjorie Johnson, CGA  
Manager of Capital, ext. 8984

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 21, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

21 **PROPOSED CITY OF TORONTO LEGISLATION**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and the Commissioner of Finance and Corporate Services, dated September 19, 2005, be approved; and
- 2) That staff contact the Joint Ontario-City of Toronto Task Force and request the latest draft of the Report and Recommendations.

**Recommendation**

The Commissioner of Legal and Administrative Services and the Commissioner of Finance & Corporate Services recommends:

1. That the Council of the City of Vaughan pass a resolution to be forwarded to the Premier of Ontario, the Minister of Municipal Affairs and Housing, the Minister of Finance and all GTA municipalities, requesting that all GTA municipalities, particularly those sharing a border with the City of Toronto and other interested municipalities be provided with a copy of the final Report and Recommendations of the ***Joint Ontario-City of Toronto Task Force to Review the City of Toronto Act and Other Legislation*** and all such municipalities be given an opportunity to comment on the Recommendations prior to the introduction of a Bill in the Ontario Legislature to revise the *City of Toronto Act, 1997* (No. 1 and 2), relevant private legislation and other relevant statutes affecting the City of Toronto;
2. That City Legal and Finance staff continue to monitor the progress of the Joint Task Force and provide a report back to the Intergovernmental Relations Committee once the final Report and Recommendations of the Joint Task Force and draft legislation or Bill, if any, are released for the approval of the City of Toronto Council and the Cabinet of the Government of Ontario;

**Economic Impact**

There may be potential economic impacts on Vaughan and other municipalities within the 905 Regions due to changes that may be made to the City of Toronto Acts and private legislation, including changes to funding and revenue generation mechanisms. These impacts will only be known upon completion of the current review being undertaken by the *Joint Ontario-City of Toronto Task Force to Review the City of Toronto Act and Other Legislation*.

**Purpose**

To respond to the direction of council on September 12, 2005, approving the recommendation of the Intergovernmental Relations Committee, that legal and financial staff review proposed amendments to the *City of Toronto Act* for the purposes of identifying key issues in respect of the impact of any amendments on the City of Vaughan and its relationship with the Province of Ontario.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005

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

The Province of Ontario and the City of Toronto established a Joint Ontario-City of Toronto Task Force in May 2004 to review the existing legislative framework for the City of Toronto, including the *City of Toronto Act, 1997 (No. 1 and 2)*, a vast array of special (private) legislation, the *Municipal Act, 2001* and other municipal legislation applying to the City of Toronto.

The intent of this review was to recommend changes to provide the City of Toronto with an "enabling legislative framework commensurate with its responsibilities, size and significance to the province". Although the Premier of Ontario, the Honourable Dalton McGuinty, indicated a modernized *City of Toronto Act* is to be introduced by the end of 2005, the Joint Task Force has not yet released a report containing its final Recommendations for approval by Toronto Council and the provincial Cabinet. In addition, draft legislation or a Bill has not been released. To date the Joint Task Force has released only the May 2005 brief Staff Progress Report, which was appended to the Intergovernmental Relations Committee Agenda dated September 1, 2005.

Given that the final recommendations of the Task Force, draft legislation and/or a Bill have not yet been released or introduced, it is not possible for City legal and finance staff to review any proposed amendments and identify issues or amendments that may have an impact on the City of Vaughan. Pending the release of the Joint Task Force Recommendations, legal staff can provide only general comments on possible issues that may impact Vaughan based on the brief summary of matters and issues highlighted in the staff progress report.

#### **Legislative**

The Staff Progress Report highlights only two broad concepts that have been agreed upon by the Joint Ontario-Toronto Task Force members to date. These concepts and the amendments that will flow out of them, however, cannot be fully understood without being able to review final recommendations and draft legislation. Further, as above noted, they still require the approval of both Toronto Council and the provincial Cabinet and such approvals will depend upon how far the Task Force actually proposes to depart from the existing legislative framework provided in the *Municipal Act, 2001* and other statutes to implement these concepts. For example, the Province may continue the practice of imposing a significant number of provincial requirements on the exercise of the City of Toronto's powers, even over traditionally local matters, and it may exclude significant policy areas and corresponding provincial legislation from the purview of the City of Toronto. The broad concepts are as follows:

1. Any new legislation should function as the City of Toronto's "Charter" by replacing the *Municipal Act, 2001*, the *City of Toronto Act, 1997 (No. 1 and No. 2)* and the vast array of private legislation that applies to the City; and
2. Any new legislation should start with the premise that the City of Toronto can exercise broad permissive governmental powers within its jurisdiction, subject only to specific exceptions in the provincial interest. In addition, the City is to receive a number of specific powers (or "enhancements") which would give the City authority over matters not otherwise covered by the general powers, i.e., to enter agreements to provide services beyond its boundaries

Although this proposed approach is much broader than the powers currently given to all other municipalities throughout the Province and will give Toronto more flexibility in legislating, raising revenues and in organizing itself than other municipalities have been given under the current *Municipal Act, 2001*, the impact of the proposed broad, permissive governmental powers approach cannot be properly assessed without further detail regarding the specific exceptions, controls and exclusions that will apply.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005

#### Item 21, CW Report No. 50 – Page 3

The current legislative model or structure was only recently established for all municipalities in the province by the revisions to the *Municipal Act*, R.S.O. 1990, c. M.45 introduced with the enactment of the *Municipal Act, 2001*. S.O. 2001, c.23. Under the *Municipal Act, 2001*, the approach taken has been to allot general spheres of jurisdiction to municipalities. Although expressed in a general form, the general spheres continue to reflect the past focus of service delivery powers that were contained in the former *Municipal Act*. Under the current Act municipalities throughout the province still need to take into account all other sections of the Act before exercising this general authority, as well as links between the *Municipal Act, 2001* and some 80 other statutes administered by the Ministry of Municipal Affairs and Housing or other Ministry's.

In addition, currently the *Municipal Act, 2001* sets out certain explicit limits on the exercise of powers under the general spheres. These include, for example, where there is a conflict, statutes of senior levels of government prevail over municipal by-laws and where a by-law is authorized both by a sphere or natural person power and a specific power in any Act, by-laws passed under the spheres and the natural person powers are subject to the specific limits and procedural requirements, including conditions, appeals and approvals, found in the specific authority. Further, under six general spheres of jurisdiction, municipalities are not entitled to regulate private sector operations of the type authorized by that sphere. Also, municipalities considering the use of their authority under the spheres of jurisdiction must take into account the specific powers contained in Part III of the existing Act. Sections 24 to Section 114 serve to supplement, restrict or impose limits and procedural requirements on the areas or matters within the general spheres. In the remaining parts of the existing Act, related to licensing, fees, organizing the municipality, finance and taxation, municipal powers continue to be subject to very detailed and specific limits, procedural and other requirements.

There is also very general mention made of ongoing discussions on policy options related to, for example, planning, good governance mechanisms and Ontario-Toronto "shared space". Under the planning heading, consideration is being given to granting new powers to the City of Toronto to establish minimum density limitations as well as the existing maximum density limitations, the ability to require a percentage of affordable housing units in approvals for new residential or mixed-use development over a certain size, etc. In terms of governance, consideration is being given to granting new powers to the City of Toronto to establish an integrity commissioner with appropriate powers, to establish a lobbyist registry. The "shared space" policy options under discussion may deal with common issues or overlapping issues such as the environment, economic development, etc. No details have been provided to date to consider these issues in any thorough manner.

City staff will also have to review future Joint Task Force reports or recommendations, and any draft legislation, with a view to determining whether there will be an impact on Vaughan as a result of powers that may be given to the City of Toronto respecting, for example, changes to its boundaries and what provisions will be included for resolution of disputes that may arise between Toronto and Vaughan or other local or regional municipalities sharing a boundary with Toronto.

#### **Financial**

From a review of the staff progress report, the main objective of the changes to the City of Toronto Act is to make Toronto "more fiscally sustainable, autonomous and accountable". This is an admirable objective and changes to the legislation that assist in achieving this objective are worthy of further discussion and debate. As part of achieving that objective this is an appropriate time to address the issue of GTA Pooling. Vaughan Council has previously recognized that, with changes to the City of Toronto Act, now is an appropriate time to find an alternative to pooling. Council has previously passed a resolution to that effect, copy attached.

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As has been stated previously, it is too early to assess the financial impacts to the City of Vaughan as a result of changes to the City of Toronto Act. However based on the staff progress report some of the topics that will be discussed can have a significant impact on Vaughan. For example reference is made to consultation between the Province and the City on changes to Toronto's boundaries. This suggests a change to the way in which changes to boundary issues are currently addressed. Any change to Toronto's northern boundary could have a drastic impact on the City of Vaughan and York Region as a whole.

Toronto's size and place as the capital of Ontario is recognized, however many of the issues and concerns that have been raised by Toronto are also issues and concerns of other Ontario municipalities. In addressing Toronto's issues it may be appropriate to provide those solutions to other Ontario municipalities. Toronto's solutions should not be at the expense of other municipalities.

#### **Conclusion**

Although the available information from the Joint Ontario-City of Toronto Task Force remains general and not in final form at this point, it is important for Vaughan to request an opportunity to review any final recommendations of the Task Force that the Minister of Municipal Affairs and Housing proposes to submit for approval to the Cabinet and the City of Toronto Council, prior to the Minister moving forward with a Bill for introduction in the Ontario Legislature. Given the common boundary and the likelihood that the final proposals could impact Vaughan, arising from the possibility that Toronto will receive far greater legislative flexibility, broader revenue sources, and so forth, than its immediate neighbour(s) to the north, the ability for neighbouring municipalities to comment on the proposals is important prior to approval by the Provincial Cabinet as envisioned by the Joint Task Force.

In the next few months, City staff should continue to view the progress of the Joint Task Force and keep the Intergovernmental Relations Committee up-to-date on such progress.

#### **Attachments**

Resolution approved by Council – June 27, 2005

#### **Report prepared by**

Clayton D. Harris, Commissioner of Finance & Corporate Services  
Carolyn P. Stobo, Solicitor, Special Services

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 22, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

22

**ONTARIO POWER AUTHORITY  
YORK REGION ELECTRICITY SUPPLY STUDY  
DRAFT RECOMMENDATIONS TO THE ONTARIO ENERGY BOARD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager, dated September 19, 2005:

**Recommendation**

The City Manager Recommends that:

The Ontario Power Authority BE ADVISED that the City of Vaughan has no objection to the draft recommendations emerging from the York Region Electricity Supply Study, as presented by the Ontario Power Authority on September 9, 2005;

**Economic Impact**

There are no anticipated economic impacts as a result of this report.

**Purpose**

The purpose of this report is to advise Council of the measures being recommended by the draft York Region Electricity Supply Study, as prepared by the Ontario Power Authority, to address potential shortfalls in electricity supply in northern York Region. This report will also give the City of Vaughan the opportunity to provide its comments on the draft recommendations. Comments have been requested by September 23, prior to the Ontario Power Authority's submission of the study to the Ontario Energy Board on September 30, 2005.

**Background - Analysis and Options**

a) Background to the York Region Electricity Supply Study

The York Region Electricity Supply Study was initiated to ensure that the Newmarket, Aurora, King, Whitchurch-Stouffville and East and West Gwillimbury area would continue to have a secure supply of electricity in the short to medium term. Increasing demand, resulting from urban growth, is threatening the security of the power supply to these municipalities. Without system improvements, there is a risk of service interruptions.

Originally, Hydro One undertook a Class Environmental Assessment study to address this problem. It recommended upgrades to the existing transmission corridor that connects Markham to Newmarket to increase its capacity and to add a transformer station. Hydro One's plan, was opposed by the affected municipalities, residents and the school boards due to the potential health impacts resulting from the electro-magnetic field effects, aesthetics and economic impacts. Because of the opposition, Hydro One abandoned this process early in 2005.

The Ontario Power Authority (OPA) was formed in December 2004, and the resolution of the York Region electricity supply situation was delegated to the OPA. The Ontario Power Authority is a non-profit statutory corporation with an independent board of directors that reports to the Legislature of Ontario through the Ministry of Energy. The corporation is licensed and regulated by the Ontario Energy Board (OEB) with a mandate to address the following four areas of Ontario's electricity sector: Power System Planning; Generation Development; Conservation; and Retail Services.



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The OPA is conducting the study of the York Region electricity supply situation in order to recommend a solution to the Ontario Energy Board. Unlike Hydro One, which is responsible for the transmission of power, the OPA can examine a range of solutions including conservation and new generating capacity, as well improving the transmission grid. To broaden the number of opportunities under consideration, the OPA issued Requests for Expression of Interest for new generation facilities and for the implementation of demand reduction and conservation measures for northeastern York Region on May 2 of this year.

The OPA's specific mandate for the York Region project is to: reassess the need for electricity in the region; develop and analyze a broad range of options to fulfill the assessed need; conduct a public consultation process to invite public participation in the assessment of a range of options and integrated solutions; and submit the OPA recommendations to the Ontario Energy Board for approval.

The York Region Electricity Supply Study involved three steps. The first step was for the Ontario Power Authority to prepare a plan to address the power situation in northeast York Region. The OPA has conducted technical analysis, undertaken public consultation and negotiated with service providers (e.g. for new sources of generation) to develop the plan.

The second step is to submit this plan to the Ontario Energy Board for approval. The Energy Board will hold hearings on the plan and can approve or modify it. Notwithstanding a decision by the OEB, an Environmental Assessment would still be required for all elements of the plan that are subject to the EA Act.

The third step is to conduct the Environmental Assessment to examine the effects (e.g. environmental, economic, social and health) of the project and any required mitigation measures. Once EA approval has been obtained the project can proceed. It is noted that the OPA in its study will not look at the environmental effects, but will focus on the system and cost issues related to the plan.

#### b) Public Consultation

The public consultation process included three elements. The first involved interaction with the general public; the second was a working group that dealt with technical issues and potential solutions. The final element was a Municipal Council Review Forum, which was established to obtain comment from elected officials.

Kick-off meetings to brief the public on the study were held on May 4, 2005 (south York Region) and May 26, 2005 (north York Region). The representatives from the Ontario Power Authority provided an overview of the reason for the study, described the role of the OPA in the process and outlined the public consultation process. Due to the immediate threat to the power supply a very short turnaround time for the study was prescribed.

The Working Group was established by the OPA to provide advice on the assessed need, defining options, determining evaluation criteria, applying the criteria and evaluating the options. The Working Group was composed of: a municipal representative from each of the potentially affected York Region municipalities; a resident from each of the municipalities, the school boards and environmental interests; business and development representatives; the York Region Planning Department; and various technical advisors including the local power companies (e.g. PowerStream) Hydro One and the OPA's consultants.

Roy McQuillin, Manager of Corporate Policy and Karen Antonio-Hadcock, Senior Planner, Environmental, participated as Working Group members for Vaughan. A total of five all-day Working Group meetings took place from June 23, 2005 to July 28, 2005.

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The Working Group assessed a variety of options to address the electricity supply/demand issues in northern York Region. The outcome of the Working Group meetings included a set of evaluation criteria that contained social, economic, and environmental factors; feasibility; cost; reliability; risk/uncertainty management; alignment with other regulations; and alignment with longer term planning objectives. A number of options ranging from conservation and demand management (CDM), transmission (including both overhead and underground), distribution, and generation, were then vetted through these evaluation factors. All viewpoints enunciated by the Working Group will be captured in a summary consultation report, which will be submitted to the Ontario Energy Board. The findings of the Working Group assisted the OPA in formulating its recommendation to the OEB.

Municipal Review Forums for elected officials were also held twice during the process, on July 8, 2005, and August 18, 2005. The Municipal Review Forum was instrumental in obtaining an opportunity for the public and municipalities to provide comments to the OPA in advance of its submission of its recommendations to the Energy Board.

On September 9, 2005 the Ontario Power Authority presented its draft recommendations to the Working Group, the elected officials and the media. On September 14, 2005 a briefing for the public was held in Newmarket. Comments on the draft recommendations have been requested by Friday, September 23, 2005, to allow the OPA to make any possible adjustments to the study, in advance of its submission to the Ontario Energy Board on Friday, September 30, 2005.

#### Analysis

##### a) The Nature of the Problem

The electrical transmission, transformation and distribution system is currently subject to constraints, which are threatening the reliability of the system in northern York Region. The main issues are summarized as follows:

- The affected area is primarily served by one 230 kV double-circuit line (Claireville to Minden) and one transformer station in Newmarket (Armitage TS) – See Attachment 1;
- Peak demand reached 375 Megawatts this summer;
- Load growth is estimated to be 3.25% per year or about 140 additional Megawatts by 2015;
- Power from the Claireville-Minden Line is distributed to the Armitage Transformer Station by way of the Holland Junction Tap, which is limited to approximately 375 MW. (Note: the availability of 25 MW +/- from Keele Valley is currently the difference in keeping the tap within its capacity limits);
- Transformation capacity at Armitage is currently rated for 317 MW. This has been exceeded this summer;
- There are insufficient local feeders available at Armitage to accommodate planned growth – four more are required;
- Stress on the transmission, transformation and distribution equipment, resulting from operating at and beyond capacity, leaves the system vulnerable to service interruptions (e.g. “bownouts” and “rolling blackouts”), especially if there is a “contingency” or breakdown in the system;
- The need to resolve these issues is immediate; and
- In summary, there is the need to address three system bottlenecks in the areas of transmission, distribution and supply.

The draft recommendations contained in the York Region Electricity Supply Study suggest the following approach.

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b) The Recommended Solution

The OPA is proposing to recommend a series of integrated measures to the OEB, which will ensure that the northern part of York Region has a dependable supply of electricity for the next fifteen years. These measures can be phased-in incrementally within the affected service area. This represents a departure from earlier approaches to electricity supply, which concentrated on upgrading transmission lines and the production of more electricity at remotely located facilities. The plan relies on:

- Demand Reduction and Conservation;
- Upgraded Transformation Capacity; and
- Introduction of an Additional Local Supply: Generation.

Demand Reduction

Demand reduction involves the use of targeted demand response measures and conservation and efficiency improvements. Demand response serves to control the level of electricity use at a given time (e.g. peak time or peak season) by shifting consumption to another period. Demand Response can also include distributed electricity production and the use of standby generators during peak periods.

Conservation measures reduce consumption and can include programs to upgrade to more efficient appliances (e.g. exchange programs), efficiency improvements for social housing and institutional buildings (including municipalities) and support for the implementation of the Energy Star program for new buildings. The Ontario Power Authority proposes to work with the Local Distribution Companies (like PowerStream) to support their continuing conservation measures.

A Request for Proposals will be issued seeking a plan to reduce demand by 20 Megawatts by 2011. However, given the immediacy of the situation, it will be seeking as much reduction as possible by the summer of 2006. It was recognized that demand reduction was not the sole solution to the problem and that other measures would be necessary to ensure a reliable supply.

Transformation

The affected service area obtains the majority of its electricity from the Clairville to Minden double circuit 230 KV transmission line. This line is tapped at Holland Junction, northwest of Newmarket and the power is transmitted by two 230 KV circuits to the Armitage Transformer Station in Newmarket. The capacity of the Holland Junction tap is limited to approximately 375 Megawatts. There is a risk of voltage collapse on this line by 2006 when demand is expected to exceed 375 Megawatts. The Armitage Transformer Station capacity is currently limited to 317 Megawatts and this limit has already been exceeded during peak periods. Further, this station requires four more distribution feeders to meet the growing local demand.

The recommended response involves the construction of a transformer station in the vicinity of Holland Junction. This has several advantages. It is close to the supply area, which will reduce the distribution costs and line-losses and it will remedy the overloading of the tap to the Armitage Transformer Station. To support the existing and proposed transformer station, capacitors (short term electricity storage) will be installed to provide additional power during peak periods. These measures will increase the load meeting capacity of the system by 150 Megawatts. Implementing these measures has short lead-time as the construction of new transmission lines will not be required. It is expected that these measures could be put in place in 2006 and 2007.

In the longer term, it recommends that provision be made for an additional transformer station,

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preferably in northern Aurora. It would serve Newmarket and Aurora and would be required if and when the Armitage and Holland Junction Transformer Stations reach capacity. It could be implemented by 2011.

#### Local Supply: Generation

The recommended solution also includes the local generation of electricity. Specifically, it calls for the construction of a natural gas fuelled “simple-cycle” generating plant connected to either the Claireville – Minden transmission line or the tap to the Armitage Transformation Station.

Local generation is preferred over transmission plus additional generation elsewhere. It is a lower cost option, it enhances the security of supply by providing another source of power for the Region and it can relieve overloading at the Claireville Transformer Station.

The flexibility of a “simple-cycle” plant was considered to best suit the needs of York Region. The simple-cycle plant would be run by natural gas fuelled gas turbines, which are similar to jet engines. They can be started quickly, which is important as they would be needed to quickly address peak period loads. As such, they would not be intended for continuous service. However, they can be arranged in multiple units to provide longer-term power in the case of a supply disruption elsewhere.

A generation solution would not be expected to come on-line until 2008 at the earliest. Of the measures recommended by the Ontario Power Authority, this is the only one that requires Energy Board approval. However, a Class Environmental Assessment would also be required.

#### c) Local Implications

No works within the City of Vaughan are proposed as a result of the recommended solution. Upgrading of the transmission corridors within Vaughan was considered but dismissed.

However, there may be some broader implications of the approach being suggested by the OPA. It supports the concept of locally generated power to address the needs of an immediate area, particularly for meeting demand in peak periods. If this is the trend, municipalities may have to deal more frequently with proposals for power plants within their boundaries. Appropriate locations will need to be found to minimize impacts on adjacent land uses. Similarly, the use of private generating facilities (e.g. stand-by and emergency generators operated by businesses ancillary to their primary activity) to address peak power demands may also pose problems for adjacent land uses, depending on their location, type of fuel and noise profile. The impact of such measures is uncertain, but bears watching in the future.

The emphasis on conservation is a positive development. It is expected that conservation measures developed as part of this proposed solution would be applied elsewhere in the Region. Municipalities can be expected to play a leadership role in ensuring that their buildings and facilities are energy efficient and on the leading edge of conservation technology.

#### Relationship to Vaughan Vision 2007

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

#### Conclusion

The creation of the Ontario Power Authority provided an opportunity to take a more comprehensive approach to system planning, rather than relying solely on the construction of

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

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large centralized generation plants and more high voltage transmission lines. While such facilities will continue to be important elements in the system, the approach taken in this study resulted in an examination of other alternatives that may be more environmentally friendly, cost-effective and less contentious.

The recommendations contained in the report have no immediate impact on the City of Vaughan, in that the recommended system improvements will all be undertaken beyond Vaughan's boundaries. However, the lessons learned in implementing the demand management, conservation measures and local generation may ultimately be broadly applied.

An important component of the development of the plan was the consultation process. While somewhat rushed, it was good vehicle to bring together a wide range of people and disciplines to gain an understanding of the problems and the potential solutions. The recommendations of the OPA substantially reflect the conclusions drawn by the Working Group. The OPA should be encouraged to learn from this process and to further refine and enhance how it conducts future public consultations.

On this basis it is recommended that the Ontario Power Authority be advised that the City of Vaughan has no objection to the draft recommendations of the York Region Power Supply Study, as presented by the OPA on September 9, 2005

**Attachments**

1. Affected Service Area and Bottlenecks
2. The Integrated Solution
3. Implementation Timeline

**Report prepared by:**

Karen Antonio-Hadcock, Senior Planner, Environmental, ext. 8630  
Roy McQuillin, Manager of Corporate Policy, ext. 8211

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 23, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**23**

**DEPUTATION – MR. MARIO LE COCHE,  
REPRESENTING THE RESIDENTS OF HAWMAN AVENUE  
WITH RESPECT TO STREET CONDITION IMPROVEMENTS**

**The Committee of the Whole recommends:**

- 1) That the deputation of Mr. Mario Le Coche, 61 Hawman Avenue, Woodbridge, L4L 1S3, representing the residents of Hawman Avenue, and written submissions, be received;**
- 2) That staff, in consultation with the Local Councillor, arrange a Community meeting with residents of Hawman Avenue, to address issues raised;**
- 3) That staff report back on whether the enhanced services could be provided by way of a local improvement and cost implications; and**
- 4) That Powerstream Inc. be notified of this matter.**

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 24, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

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**24** **DEPUTATION – MR. JOSEPH IUSO,**  
**WITH RESPECT TO GLEN SHIELDS TRAFFIC CALMING AND COMMUNITY MEETING**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Joseph Iuso, 67 Crooked Stick Road, Concord, L4K 1P4, and written submission dated May 13, 2005, be received; and
- 2) That the deputation of Mr. George Mior, 55 Point O'Woods Drive, Vaughan, L4K 2E1, be received.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 25, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

**25**

**DEPUTATION – MR. SHAWN MITCHELL,  
CITY OF VAUGHAN, FIRE AND RESCUE,  
WITH RESPECT TO THE FIRE FIGHTERS OF YORK REGION SPONSORSHIP PROPOSAL  
AND PRESENTATION REGARDING THE CITY'S SUPPORT OF THE 2006 CALENDAR**

The Committee of the Whole recommends that the deputation of Mr. Shawn Mitchell, Fire & Rescue, written submission dated September 15, 2005 and calendar, be received and that the City of Vaughan continue to support this initiative as a platinum sponsor and encourage the support of the City of Vaughan Health Care Foundation through this initiative.





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Item 27, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 26, 2005.

27

**NEW BUSINESS – THREE-WAY STOP SIGNS  
AT STEVENSON ROAD AND VALLEYVIEW COURT, KLEINBURG**

The Committee of the Whole recommends:

**WHEREAS the community provided a petition May '05 for a three way stop sign at Stevenson Road And Valleyview Court, Kleinburg;**

**AND WHEREAS large construction vehicles are speeding through an existing residential neighbourhood causing safety issues;**

**THEREFORE IT IS RECOMMENDED THAT staff install temporary three way stop signs at Stevenson Road and Valleyview Court, Kleinburg;**

**AND THAT staff request York Regional Police attend at this location to control speeding and community safety;**

**AND THAT staff bring this item forward to the Committee of the Whole meeting of October 11, 2005.**

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 26, 2005**

Item 28, Report No. 50, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 26, 2005, as follows:

***By approving that October 5, 2005, be proclaimed Communities Day; and***

***By receiving the memorandum from the City Clerk, dated September 19, 2005.***

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**28**

**NEW BUSINESS – CUPE REQUEST  
FOR PROCLAMATION OF COMMUNITY DAY**

**The Committee of the Whole recommends that staff provide a report to the Council meeting of September 26, 2005 with respect to the request of CUPE.**

The foregoing matter was brought to the attention of the Committee by Mayor Di Biase.