

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 1, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

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**AWARD OF TENDER T05-216
MAPLE TRAILS PARK – PARK DEVELOPMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated October 31, 2005:

Recommendation

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

1. That T05-216, MAPLE TRAILS PARK – PARK DEVELOPMENT be awarded to Lima's Gardens & Construction Inc. for the amount of \$420,650.00 (excluding G.S.T.); and,
2. That a contingency allowance of 5% be approved, within which the Director of Parks Development 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

Capital project #6038-0-04 – Maple Trails Park design funding was approved in the 2004 budget. In 2005 Maple Trails Park construction funding was approved. 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 T05-216 for the development of Maple Trails Park.

Background - Analysis and Options

The project is for the construction of Maple Trails Park located between Beakes Crescent and Athabasca Drive in Maple. Capital project #6038-0-04 – Maple Trails Park design funding was approved in the 2004 budget. In 2005 Maple Trails Park construction funding was approved and includes the following in accordance with the master landscape plan: senior and junior play area, tennis court, bocce court, ½ basketball court, gazebo / shade structure, concrete and pre-cast concrete unit paver walkways; site furnishings; tree and shrub planting; sodding; seat walls and lighting. 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 Monday, October 3, 2005. Eight (8) bid documents were received. The bid results are as follows:

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<u>Contractor</u>	<u>Total Tendered Price</u> <u>(excluding GST)</u>
Lima's Gardens & Construction Inc.	\$420,650.00
P. Gabriele & Sons Limited	\$453,165.40
Zuron Construction Inc.	\$488,965.00
Forest Contractors Ltd.	\$496,175.00
Pine Valley Enterprises Inc.	\$500,000.00
North York Excavating	\$590,000.00
Dig-Con Construction	\$598,071.00
S & F Excavating	\$602,740.00

Relationship to Vaughan Vision 2007

Maple Trails Park 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 allocated and approved.

Conclusion

Parks Development and Purchasing Department staff have reviewed the bid submissions and have determined that the low bid contractor, Lima's Garden & Construction Inc., is deemed to meet the requirements of the contract.

Upon award of tender, this project will commence in the month of November 2005, weather permitting, and will be completed in the Summer of 2006.

Attachments

None

Report prepared by:

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

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Item 2, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

2 KEELE VALLEY LANDFILL SITE CLOSURE REPORT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated October 31, 2005:

Recommendation

The Commissioner of Community Services in consultation with the Keele Valley Implementation Committee and the Director of Parks Development recommends:

1. That Council receive this report for information; and,
2. That staff continue to monitor the Keele Valley closure implementation plan.

Purpose

The purpose of this report is to provide Council with information on the rehabilitation options and action plan strategies for the Keele Valley Landfill Site and further, to review the existing agreement regarding rehabilitation of the Keele Valley Landfill Site to ensure suitable uses.

Background - Analysis and Options

The Committee of the Whole directed staff to provide an update on the closure strategy and implementation plan.

The following summary was developed through a report submitted by J.H. Stevens, Planning and Development Consultants and in discussions with Mr. Lou Chiardullo, Manager – Landfills, regarding the status of the Keele Valley Landfill and Avondale Closure Plans:

General

- a) Toronto KVL final Closure Report continues to be a number of months away, with no estimated timing for its submission to the Ministry;
- b) Vaughan Councillors were advised at last KVL Liaison Committee meeting that this was simply a function of complexity of reports and overall priorities, not a reflection of KVL status a closed to land filling;
- c) Report, when complete, will include an end use plan and will include a landscape plan;
- d) The Closure Plan will be a revised report to address Vaughan's comments;
- e) Revised report to also include the closure report for Avondale.

End Use Plan and Landscaping

- a) End use plan to show existing roads, topography, existing vegetation and planned vegetation on the site;
- b) Currently tree planting is continuing with input from TRCA;
- c) TRCA pleased with progress - approximately 85% success rate;
- d) Tree planting on south east slope completed by TRCA;
- e) Tree planting on west slope and central portion of site undertaken Spring 2005;
- f) Planting plan still not prepared - will be provided as part of Closure Plan;

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- g) Future planting areas will include an increase in tree size - currently just planting seedlings but future phases will include larger trees;
- h) Plans, which have been completed or are in progress, provide for 30, 3m x 50m belts of planting, which are topsoiled, rototilled and snow fenced for protection. Trees planted within these areas include ash, black cherry, silver maple and shrubs such as sumac, snowberry, silverberry and choke cherry.

Avondale

- a) Decision made to also include Avondale Closure in the Keele Valley Closure report rather than separate report as originally intended;
- b) Avondale site has been rehabilitated as per MNR license, which will form the basis for the Avondale End Use Plan;
- c) All buildings now removed; all compost area removed;
- d) Fencing around compost area removed;
- e) Asphalt grindings on roads throughout site have been removed;
- f) Asphalt pad at north central part of the site may remain subject to MNR rehabilitation plan;
- g) Topsoil placement and grading complete - hydro-seeding completed early September 2005;
- h) Closure report will include programme for monitoring of leachate and landfill gas north of Vaughan's landfill although monitoring undertaken to date has never shown a migration of leachate or methane gas to the north;
- i) Closure plan for Avondale will not integrate Vaughan's plans for North Maple Park, possibly this could change depending upon Vaughan's acquisition of Avondale;
- j) City of Toronto will be in a position within the next month to submit documentation to the MNR requesting surrender from the license.

Technical Issues

- a) MOEE is providing detailed review of all the technical issues such as monitoring leachate plumes; gas migration etc. and reviewing the long-term care plan for monitoring and responding to issues as they arise;
- b) York Major Holdings also involved in this aspect due to concern over impact on golf course of any remediation, which may be required.

Next Steps

- a) Continue to monitor progress;
- b) Review of draft final Closure Plan when received from the City of Toronto.

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

Staff is continuing to monitor the closure plan and regular updates and discussions take place at the Keele Valley Liaison Committee meetings.

Attachments

None

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Report prepared by:

Paul Gardner, Director of Parks Development, Ext. 3209

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**HIGHWAY 7 CORRIDOR & VAUGHAN NORTH-SOUTH LINK
PUBLIC TRANSIT IMPROVEMENTS -
INDIVIDUAL ENVIRONMENTAL ASSESSMENT
REGION OF YORK
COMMENTS TO THE MINISTRY OF THE ENVIRONMENT
EA FILE NO. NO. 02-06-02**

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 October 24, 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 "Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements" Environmental Assessment Report, dated August, 2005, as submitted by the Regional Municipality of York;
2. That the Region of York:
 - a) Be advised that the report entitled, "Design Concept for Avenue 7 Including Rapid Transit Through the Vaughan Corporate Centre" also forms part of the City's comments on the "Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements Environmental Assessment" and that the recommendations contained in that report be implemented as requested;
 - b) Be requested to proceed with the amendment to the subway extension component of this Environmental Assessment ("Vaughan North-South Link Ultimate Conversion to Subway Technology") at first opportunity, once the TTC Spadina Subway Environmental Assessment is approved, in order to finalize the subway alignment north of Steeles Avenue.
 - c) Be advised that the City of Vaughan is currently completing a number of land use studies (e.g. the Highway 7 Futures Study and the Steeles Avenue Corridor Study) along Highway 7 and along the Vaughan North-South Link. It is requested that the Region of York work with the City in refining the transitway and boulevard treatments in response to the land use and design policies that may result from the studies in order to optimize the attractiveness of the urban environment and support the Region's and the City's development objectives; and that such consultation take place during the detailed design phase for the transitway and associated road allowances.
3. That this report be forwarded to the Region of York and to 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.

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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 Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements Individual Environmental Assessment, as requested by the Ministry by letter dated September 2, 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. In August 2002, planning studies were initiated for the Highway 7 Corridor & Vaughan North-South Link Environmental Assessment. In July of 2004, the Ministry of the Environment approved the Terms of Reference for the EA and in August of 2005, the Region submitted the EA to the Ministry for approval.

By letter dated September 2, 2005, the Ministry of the Environment has requested comments from affected agencies and municipalities. The comments are required by October 26, 2005. The Region of York previously submitted the "Yonge Street Corridor Public Transit Improvements Environmental Assessment Report" (July 2005) to the MOE for approval. The Ministry requested the submission of comments from affected municipalities/agencies in September. The City's comments on the Yonge Street EA were approved by Council on September 26, 2005 and were forwarded to the Ministry of the Environment.

b) Focus of the Report

This EA study encompasses the entire breadth of southern York Region, through Vaughan, Richmond Hill and Markham. This report will focus on the areas that are within or abut the City of Vaughan, generally from Yonge Street to Highway 50. The EA study examines the potential for a rapid transit service in dedicated transitways in the Highway 7 Corridor and the Vaughan North-South Link from the Corporate Centre to Steeles Avenue opposite York University. A separate section of the EA will establish the alignment for the future extension of the Spadina Subway from Steeles Avenue to the Corporate Centre. The latter builds on the work done by the City and the Region to preserve a subway route through the adoption of OPA No. 529.

c) Overview of the Environmental Assessment

The Purpose of the Undertaking

The undertaking responds to two main objectives. They are:

- To improve accessibility to current and planned development by providing a high quality public transit alternative to reduce automobile dependence;

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- To contribute to the achievement of the Regional OP objectives of a sustainable natural environment, economic viability and healthy communities, by making the Region's urban centres more liveable, pedestrian-oriented and economically viable by providing a tool for structuring and achieving land use and social objectives.

The purposes of the undertaking are to:

- Improve public transit infrastructure in the Regional network's primary east-west corridor and western north-south corridor, in order to increase transit ridership both within the corridor and across the network and the regional boundary, supported by linkages with other corridors and GTA transit systems like GO and the TTC;
- Integrate public transit facilities in a manner that improves streetscapes with new amenities, by using a holistic urban design approach to support the Region's goals for a higher density mixed-use, transit-oriented development along the corridor in accordance with the approved official plan.

The Study Area

The study area used to evaluate the route alternatives extends across the entire width of south York Region. The boundaries are as follows (See Attachment 1):

- South: Steeles Avenue – City of Toronto;
- West: Highway 50, Bramptom – Peel Region;
- North: Major Mackenzie Drive; and
- East: York-Durham Line, Pickering – Durham Region.

Need and Justification

In 2002 the Region of York completed the *Highway 7 Transitway Environmental Assessment Need and Justification Study* (December 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 and an increase in employment 400,000 to 655,000. The study investigated a range of transportation solutions for the corridor. The potential solutions were defined for evaluation as alternatives to the undertaking in accordance with the EA Act.

The Selected Alternative to the Undertaking

A total of five alternatives to the undertaking were developed including:

- The "do nothing" option;
- Proceed on the basis of current commitments for road and transit improvements, including priority transit, plus demand management;
- Rely solely on road expansion going beyond current commitments;
- Enhance the Richmond Hill commuter rail and inter-regional bus services; and
- Employ a multi-modal solution characterized as the "York Region Rapid Transit Corridors Initiative" strategy.

The alternatives were assessed on the basis of four main criteria. They were:

- Effects on the social environment;
- Effects on the natural environment;
- Effects on the economic environment and smart growth; and
- The effectiveness of the transportation solution in meeting the projected travel demand.

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The “York Region Rapid Transit Corridor Initiatives” strategy was determined to be the best response. The strategy includes the following measures: Completing all the of the current transportation commitments plus public transit improvements such as the Region’s planned rapid transit network comprising bus and light rail service in dedicated transitways on the surface and assuming the extension of the TTC subway system into York 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 – Surface Rapid Transit Alignment Alternatives

For the purposes of evaluating the alignment alternatives for the Highway 7 Corridor and the north-south link, Vaughan was divided into two segments. Segment A takes in the area from Highway 50 to Highway No. 400. Segment B is divided into two sections. Segment B West extends from Highway 400 to Centre Street and Segment B East encompasses the area from Centre Street to Yonge Street. (See Attachment 1, Figure E-4)

- Segment A – Highway 50 to Highway No. 400
 - It was determined that the only feasible alternative was for the transitway to locate within the Highway 7 right of way, with the existing traffic lanes being retained;
- Segment B West – Highway No. 400 to Centre Street

A total of three alternatives were evaluated in this segment, which includes the Vaughan North-South Link between the Corporate Centre and York University.

- **B1:** Along Highway 7 from Highway No. 400 to Centre Street, with a connecting north-south link from to Jane Street, south to the Hydro Corridor, then east along the south edge of the Hydro Corridor and then south to York University at the Regional Bus Terminal facility;
 - **B2:** Along Highway 7 from Highway No. 400, south on Jane Street to the Hydro Corridor, east on the Hydro Corridor and south into York University, returning north from York University to the Hydro Corridor and then northeast in the Hydro Corridor to Centre Street;
 - **B3:** Along Highway 7 from Highway No. 400, south on Jane Street to the Hydro Corridor, east on the Hydro Corridor to York University, returning north from York University to the Hydro Corridor over to Keele Street, north on Keele Street to Highway 7 and then east on Highway 7 to Centre Street.
- Segment B East: Centre Street to Yonge Street

Three alternatives were evaluated within this segment.

- **B4:** Along Highway 7 from Centre Street to Yonge Street;
- **B5:** Along the Hydro Corridor from Centre Street to mid-way between Bathurst and Yonge Streets and then onto Highway 7 to Yonge Street;
- **B6:** Along Centre Street from Highway 7, then north on Bathurst Street returning to Highway 7 and then across Highway 7 to Yonge Street.

The Preferred Surface Rapid Transit Alignment

The alternative alignments were evaluated on the basis of five main objectives. These include:

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- Improve mobility and the attractiveness of public transit;
- Protect and enhance the social, cultural and heritage environments;
- Protect the natural environment;
- Promote smart growth and economic development; and
- Maximize the cost effectiveness of rapid transit system.

The preferred alignment was determined to be the combination of the following alternatives:

- **Segment A:** The sole alternative (Highway 7 road allowance) from Highway 50 to Highway No. 400;
- **Segment B West:** Alternative B1, from Highway No. 400 to Centre Street;
- **Segment B East:** Alternative B6, from Centre Street to Yonge Street.

Attachment 2 (Figure E-5) illustrates the resulting alignment and the location of the station sites. The preferred alignment relies heavily on the existing arterial road system. From Highway 50 to Centre Street the transitway is located within the Highway 7 road allowance. At Centre Street the alignment proceeds to the east within the Centre Street road allowance and then swings to the north along Bathurst Street, running within the road allowance. The service returns to Highway 7, at a planned station (and future park and ride facility in conjunction with the Highway No. 407 Transitway) at the northeast corner of Highway 7 and Bathurst Street and then proceeds to Yonge Street in the Highway 7 road allowance, partially in mixed traffic. The Vaughan North-South Link runs south from Highway 7 on Jane St and then turns east on the planned collector road that will parallel Steeles Avenue to connect with the Region of York's intermodal terminal facility.

Reasons for the Selection of the Preferred Alignment by Individual Segment

- **Segment A:**
 - The Highway 7 road allowance was determined to be the sole opportunity to provide for the transitway.
- **Segment B West, (400 to Centre Street on Highway 7), Alternative B1:**
 - Projections show that a direct connection from Markham and Richmond Hill to both York University and the Vaughan Corporate Centre will generate the highest ridership;
 - The route corresponds to the Regional Official Plan's Nodes and Corridors policies;
 - It allows for the continuation of the Quick Start service to York University on Keele Street, between Highway 7 and Steeles Avenue;
 - The route supports Vaughan's vision for the Highway 7 corridor, including service to the major redevelopment area south and east of the Jane/7 intersection;
 - A connection to a future Highway No. 407 Transitway service is possible at either the Jane or Keele Street interchanges;
 - A connection to a future station on the GO Rail Bradford line is possible;
 - Adverse effects on the social and natural environment are either minimal or able to be mitigated.
- **Segment B East, (Centre Street to Yonge Street on Centre to Bathurst to Highway 7), Alternative B6:**
 - Has the potential to attract ridership from existing commercial and residential development on both sides of the alignment, as well as future transit oriented intensification at the Dufferin and Bathurst nodes on Centre Street;
 - The route serves existing community facilities and a major shopping area while providing for urban design improvements in the rights-of-way;

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- A connection to a future Highway No. 407 Transitway service can be provided at the Bathurst-Highway 7 intersection;
- Connections to local transit serving large residential areas north of Highway 7 (e.g. the Carrville Community) can be made at the Bathurst and Dufferin nodes on the alignment. Local bus services will need to be configured as feeders to the rapid transit stations;
- The effects on the natural environment are negligible or minor and traffic management measures and improved transit vehicle technology can mitigate social and environmental impacts.

The Undertaking

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

i. System Capacity

As part of the EA study, ridership projections were conducted to the year 2021. Given the breadth of the system, ridership levels vary as to area and segment. The following results were derived.

Vaughan North-South Link:

- For the morning peak hour in the peak direction, heading south from Steeles Avenue: 2200 passengers per hour;
- For the morning 3 hour peak period, heading south from Steeles Avenue: 5250 passengers; and heading north from Steeles Avenue: 2660;
- If the North-South Link were converted to subway technology, a 20% increase in rapid transit ridership would be anticipated.

Highway 7:

- For the morning peak hour in the peak direction, in the Highway 27 to Islington Link: 800 passengers per hour;
- For the morning peak hour in the peak direction, in the Islington to Highway No. 400 Link: 1500 passengers per hour;
- For the morning peak hour in the peak direction, in the Highway No. 400 to York University Link: 1500 passengers per hour;
- For the morning peak hour in the peak direction, at Keele Street to Yonge Street Link: 1600 passengers per hour;

ii. System Technology

Candidate technologies identified in the EA include Bus Rapid Transit (BRT), Light Rail Transit (LRT) and heavy rail, in the form of an extension to the Spadina Subway, as the ultimate form of service in the Vaughan North-South Link. All of the alignment alternatives developed can accommodate both LRT and BRT systems and the EA is seeking approval to use either technology, subject to receiving the approval of Regional Council for conversion to LRT.

Peak passenger loads at 2021 indicated that either a BRT or LRT system would be capable of serving the projected volumes. From a system perspective, a number of qualitative and quantitative criteria were developed to assess the alternative technologies and their potential mix.

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As a result, an all BRT system was preferred in the initial phase. The decision to convert to Light Rail Transit would be based on the need to any overcome potential deficiencies in the BRT service or to obtain the benefits of the use of LRT technology.

It is being proposed that the all BRT system be in place by 2010. Conversion of portions of the system to Light Rail would be considered subject to the results of a monitoring program. However, current indications are that that the best candidates for conversion to Light Rail would occur in the Yonge Street Corridor, especially if the Yonge Subway is not extended; and along Highway 7 from Yonge Street to the Markham Centre.

At 2021 the anticipated level of service required for surface rapid transit on Highway 7 and on the Vaughan North-South Link would be on the order of 30 buses (standard or articulated) per hour per direction. The Light Rail equivalent is eight 2-car trains per hour.

iii. System Infrastructure

The recommended system is composed of the following infrastructure:

- A 41 km two lane, median transitway on the preferred alignment between Highway 50 and the Markham By-pass designed to both BRT and LRT standards;
- A surface transitway forming the Vaughan North-South Link between Highway 7, at the Vaughan Corporate Centre and York University, as well as the eventual replacement of the transitway by an extension of the Spadina Subway from Steeles Avenue at York University to Highway 7;
- Short sections of transit operations in mixed traffic through constrained sections of the right or way and existing underpasses of major north-south arterial roads (e.g. Bathurst Street and Bayview Avenue);
- Stations at approximately 1 kilometre spacing, located generally at major intersections;
- Access to an intermodal facility in the Langstaff area and at Markham Centre to provide connection to GO Transit and the proposed Yonge Street Transitway;
- Development of a Terminal Facility (York Region's current site) at the northwest corner of Steeles Avenue and North West Gate at York University and a park-and-ride lot in the hydro corridor to provide connection to the proposed Spadina Subway extension;
- Access to a maintenance facility for transit vehicles; potentially located south of Highway 407 on the east side of Yonge Street;
- Access facilities at stations to encourage and support pedestrian and bicycle modes of transportation.

The plan is described below, focusing on the implications surrounding the proposed service.

d) Description of the Transitway (BRT Service) and Implications for the City of Vaughan

i. Transitway/Road Allowance Design

The Highway 7 Transitway and the Vaughan North-South Link will help define the land use and urban design future of large parts of the city. They will be a major presence in Thornhill, the Corporate Centre, Woodbridge and in the intervening Employment Areas. Of the 41 kilometres of transitway, approximately half is in the city. Generally, the plan works within the existing road allowances, and where possible provides for median landscaping to improve and soften the visual impact on the arterial roads.

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The form of the transitway will be described in two parts. The Highway 7 section and the Vaughan North-South Link will be presented below. Attachments 3.1 through 3.29 illustrate the Highway 7 Transitway portion of the project. The Vaughan North-South Link section is shown in Attachments 4.1 through 4.9). Attachments 5.1 through 5.4 illustrate the standard transitway configurations that will be used throughout the corridor. Each will be applied in the appropriate circumstances.

The Highway 7 Transitway

- **Highway 50 to Highway 27 (Attachments 3.1 – 3.4):**

- The Transitway operates on centre median between Highways 50 and 27;
- The westerly terminus at Highway 50, uses Highway 50 and Huntington Road as a turnaround loop operating in mixed traffic, with a curbside stop on the widened Highway 50;
- 4.0 m landscaped centre median is provided between Highway 50 to just west of the planned north-south collector road for the Block 57/58 area (east of Highway No. 427).
- The centre landscaped median may be reduced if a continuous rapid transit service is extended into Brampton and when the Block 57/58 north-south collector is introduced (for turning lanes);
- A 5.2 m wide boulevard is consistently applied in this area (2.0 m sidewalk, 3.2 m landscaping) along with three continuous through lanes in both directions;
- A future connection to a potential Highway No. 427 transitway is identified, including a median station;
- The bridge over Highway No.427 will need to be widened, 4.75 m on the south side and 10.89 m on the north side;
- A pedestrian sidewalk over the bridge can only be provided on the north side;
- A median station will be provided at Highway 27 (eastbound on east side of the intersection; westbound on the west side of the intersection);
- It is expected that most of the lots fronting onto Highway 7 will have alternate access (i.e. internal subdivision roads) so the need to accommodate left turns will be much diminished.

- **Highway 27 to Islington Avenue (Attachments 3.4 – 3.8)**

- East of the Highway 27 station, the 4.0 m landscaped median is reintroduced and continues to just to the east of the north-south Hydro Corridor, which crosses Highway 7;
- To the east of the Hydro Corridor, the median is limited to one metre in width;
- A median station is provided at Martin Grove Road (eastbound on east side of the intersection; westbound on the west side of the intersection);
- From Highway 27 to just to the east of Plunkett's Creek Bridge, the standard 5.2 m boulevard is maintained; retaining walls will be required adjacent to the residential lots on the north side of Highway 7 from Martin Grove Road to the east of Parkfield Court;
- East of Plunkett's Creek, the road allowance enters one of its narrowest sections due primarily to the character of the existing development and the separation of the bridge abutments for the CP Rail bridge, between Kipling and Islington Avenues;
- The road section contracts from three through lanes to two through lanes in both directions starting at Woodstream Boulevard, just west of the Creek;
- Due to the narrow right of way, the rapid transit services enters mixed traffic at Kipling Avenue and runs in mixed traffic from Kipling to Islington;
- Curbside stations are provided at Kipling (east of the intersection) and at Islington (west of the intersection).

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- **Islington Avenue to Weston Road (Attachments 3.8 – 3.13)**
 - The transitway returns to the centre median to the east of Islington Avenue;
 - The boulevard width varies between Islington Avenue and Pine Valley Drive due to the effects of topography and existing development. Sidewalks are provided on both the north and south sides of Highway in this segment;
 - Two through lanes are provided in each direction between Islington Avenue and Pine Valley Drive;
 - A median station is located at Pine Valley Drive (eastbound on east side of the intersection; westbound on the west side of the intersection);
 - Three through lanes are provided in each direction between Pine Valley Drive and Weston Road;
 - Median landscaping is discontinuous throughout this section;
 - A 4.0 wide median landscaped strips are provided east (100 m long) and west (150 m long) of the Helen/Wigwoss intersection;
 - From Pine Valley to Weston the boulevards become more regular, generally returning to 5.2 m in width;
 - The landscaping median reappears flanking Aberdeen Avenue, approximately 250 m long west of the intersection and 100 m long east of the intersection;
 - Aberdeen Avenue is identified as a future station site;
 - In order to accommodate the transitway, retaining walls will be required on the north side of Highway 7 adjacent to the residential area, from Pine Valley Drive to approximately 350 m east of Aberdeen Avenue;
 - The 4.0 m landscaped median reappears and continues for approximately 350 m, ending where the commercial development commences on the north side of Highway 7;
 - Stations are provided at Ansley Grove Road and Weston Road (eastbound on east side of the intersections; westbound on the west side of the intersections);

- **From Weston Road across the Highway No. 400 Bridge (Attachments 3.13m – 3.14)**
 - Throughout this segment, the transitway remains in a centre median configuration;
 - Three through lanes are provided in each direction;
 - The Highway No. 400 bridge will need to be widened by .8 m on the north and south sides to accommodate pedestrian sidewalks and ramp realignment will be required;

- **Highway 400 Bridge to the CN McMillan Yard Bridge - The Vaughan Corporate Centre Segment of the Transitway (Attachments 3.15 – 3.17)**
 - This area includes the Highway 7 frontage of the Vaughan Corporate Centre node;
 - The transitway treatment identified for this area is inconsistent with the objective identified in a number of City planning documents (e.g. Corporate Centre Secondary Plan and Design Guidelines);
 - The City is currently completing the Vaughan Corporate Centre Streetscape and Open Space Master Plan Study, which will provide detail on the preferred design treatment for the transitway and road allowance;
 - The EA Report acknowledges this study and includes language describing how the results of the study may be incorporated into the proposed design;
 - On October 11, 2005 Committee of the Whole approved the recommendations of a staff report, advising the Region of a preferred design for the road allowance and transitway and that the design should be implemented either through the detailed design process or as an amendment to the EA and that the costing of the project be based on this treatment;

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- The treatment proposed in the EA relies on the centre median concept, with three through traffic lanes in each direction, with stations at Edgeley Boulevard, Jane Street with a potential station identified at Creditstone Road;
- The identification of a potential station site at Creditstone Road is supported due to potential for major development in the immediate area;
- Limited landscaping is provided through this area, with no continuous median landscaping away from the station locations;
- The EA plan uses a maximum 43 m wide road cross-section. In this area the existing right of way is approximately 60 m. There is sufficient right of way available to achieve the City's streetscape objectives;
- Currently, the station locations and configurations do not support a future subway extension to Highway 7, which would follow the planned Millway Avenue route; there is no station located at Millway and changes would have to be made to relocate the station. The study acknowledges this fact in Section 12.5, proposing that the station relocation may be dealt with through a local amendment to the EA for the subway extension;
- The alternative concept identified in the City's study shows how this can be achieved;
- Current language in the EA identifies the need for flexibility in order to incorporate the results of the Vaughan study on the streetscape regime for the Corporate Centre area;
- This approach is satisfactory;
- **CN McMillan Yard Bridge to Centre Street (Attachments 3.18 – 3.21)**
 - The centre median transitway continues along the bridge and through to Keele Street;
 - To accommodate the transitway the north and south sides of the bridge will have to be widened by approximately 2.5 m on both sides;
 - No median landscaping is provided between the bridge and Keele Street;
 - Three through traffic lanes are provided in each direction;
 - A station is provided at Keele Street, with both the eastbound and westbound platforms located on the east side of Keele Street;
 - Minimal median landscaping through the Keele-Centre section;
 - The north side boulevards largely reflect the standard 5.2 m and south side boulevards are constrained by the existing development, particularly east of Keele Street;
 - The centre median transitway continues from Keele Street to just past Bowes Road, where the right of way narrows for the GO Rail overpass;
 - Three through lanes in each direction are maintained, however the rapid transit service moves into mixed traffic east of the bridge;
 - The potential for a future GO Rail station is identified at this location, should a new station be implemented at Highway 7;
- **Centre Street from Highway 7 to Bathurst Street (Attachments 3.21 – 3.25)**
 - Coming onto Centre Street eastbound the rapid transit service remains in mixed traffic on Centre Street until it returns to the median just to the east of the Highway No. 407 bridge;
 - Westbound rapid transit remains in a median transitway, flanked by a landscaped strip, from just east of the Highway 407 bridge, to where it makes the westbound turn onto Highway 7, ultimately emerging in mixed traffic;
 - The two lane centre median configuration runs from east of the 407 overpass to Dufferin Street where there is a station, where both the east and westbound platforms are located to the east of the Dufferin St./Centre Street intersection in the centre median;

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- Centre Street maintains two continuous through lanes from Highway 7 to Bathurst Street;
 - A landscaped strip a maximum of six metres in width, approximately 150 m in length, flanks the north side of the westbound rapid transit lane west of Dufferin Street;
 - East of the Dufferin Street station, the two rapid transit lanes continue in the median to Bathurst Street;
 - Approximately 150 m east of Dufferin, the 4.0 m median landscape strip is reintroduced, continuing past the Concord Road/Wade Gate intersection; beyond that point the landscaped median is discontinuous;
 - A future station site is identified at the Vaughan Boulevard/Carl Tenen Street intersection. Provision for the station has been included in the median configuration. Land potentially devoted to the station is currently identified as landscaping;
 - To accommodate left in-bound and out-bound turns to the commercial properties on the north side of Centre Street, west of New Westminster Drive, a mid-block left and U-Turn signalized intersection has been identified, with the final location to be determined in consultation with the property owners during the design phase;
 - A station is located at North Promenade and the future Disera Drive intersection, with both platforms to the east of the intersection, diagonally opposite to the YRT Promenade Bus Terminal;
 - The median transitway makes the transition northbound onto Bathurst Street;
 - The plan provides for landscaped medians on all four legs of the Bathurst Street/Centre Street intersection;
- **Bathurst Street from Centre Street to Highway 7 (Attachments 3.25 – 3.29)**
 - From Centre Street to Beverly Glen Boulevard, the transitway maintains a consistent configuration, with the median lanes separated by a four metre wide landscaped strip;
 - North of Beverly Glen, the landscaped strip narrows and is eliminated to allow the transit lanes to run side by side into the station at the Atkinson Avenue/New Westminster Drive intersection;
 - The southbound platform is on the south side of the intersection and the northbound platform is on the north side of the intersection;
 - Proceeding north of the Atkinson/New Westminster station, the 4 m median landscaped strip reemerges and continues to Worth Boulevard;
 - North of Worth Boulevard, the bus lanes taper directing the service into mixed traffic, which continues north of the Highway 407 and Highway 7 bridges and into a station site on the access ramp to Highway 7;
 - The station is co-located with a future Highway 407 Transitway Park and Ride Facility at the northeast corner of Bathurst Street and Highway 7.

The Vaughan North-South Link to York University and the Continuation of the Quick Start York University Service via Keele Street

- **Jane Street from Highway 7 to the East-West Road Paralleling Steeles Avenue (Attachments 4.1 – 4.4)**
 - The Vaughan North-South operates as a BRT service and proceeds south from Highway 7 on Jane Street. It is located within a centre median from Highway 7 to Interchange Way.
 - There is no median landscaping in this section but the 5.2 m wide boulevards are maintained on both the east and west sides of the street, two through travel lanes in each direction;

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- South of Interchange Way the same configuration is maintained to the entrance to Beechwood Cemetery, which is proposed to be signalized;
 - The Jane Street Bridge over Peelar Road will have to be widened by 1.43 m on the east side and the Jane Street bridge over Highway 407 will have to be widened by 5.35 m on the east side and .25 m on the west side;
 - South of the Beechwood Cemetery Driveway, the median bus lanes taper and the service merges into mixed traffic, and continues under the CN Halton rail bridge to the proposed East-West Collector Road, located on the southerly edge of the Hydro Corridor;
 - A bus-only inbound left turn lane is provided at East-West collector, which is planned to be signalized;
 - South of this access is a landscaped centre median, ranging in width from 5.93 to 6.0 m;
- **East-West Collector Road to York Regional Bus Terminal/Commuter Parking, Steeles Avenue and York University (Attachments 4.4 – 4.6)**
 - The rapid transit service continues in mixed traffic along the east-west collector road, which is planned to have a four lane section, with the road allowance being partially located within the south portion of the Hydro Corridor and on the developable lands that have frontage on Steeles Avenue;
 - A small commuter parking lot is identified in the Hydro Corridor, north of the east-west collector, with additional terminal facilities to be identified in the Spadina Subway extension Environmental Assessment;
 - The east-west collector road reaches the proposed York Region Intermodal Terminal, which approximately one third of the distance between Jane and Keele Streets. The configuration for the terminal will be finalized during the TTC/Toronto Spadina Subway Environmental Assessment;
 - Abutting the east side of the Region's Transit Terminal is the north-south road that will provide the connection to Steeles Avenue. It is an extension of North West Gate on the York University Campus and they will meet at a signalized intersection on Steeles Avenue;
 - The north-south collector will have a four lane section, with a left turn lane for general traffic and dedicated left turn lane for buses;
 - The rapid transit service would then proceed along Steeles Avenue in mixed traffic to a new signalized intersection that would give it access to the York University Campus, between Founders Road and Keele Street;
 - The route through the York University Campus would be determined by the Bus Rapid Transit Environmental Assessment that the TTC/Toronto is doing to establish a connection to the Downsview Subway Station;
 - **Continuation of the Keele Street York University Service (Attachments 4.7 – 4.9)**
 - The Quick Start program currently provides a York University service into the campus, from the east, by way of Keele Street;
 - This service will be maintained and will continue to run in mixed traffic from Highway 7, while retaining the bus priority measures which are part of the Quick Start program;

ii. Implications for the City of Vaughan

The introduction of a rapid transit service will be a major catalyst in the transformation of the current Highway 7 and Centre and Bathurst Streets from a Provincial Highway to an urban arterial road. The City is looking to build on and support this initiative through the Centre Street Study and the Highway 7 Futures Study. An assessment of the preferred undertaking was conducted

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examining the positive and negative impacts of the pre-construction, construction and operational phases of the project. It then looked at proposed mitigation measures, the level of impact after mitigation and any additional monitoring requirement and recommendations. The evaluation is set out in matrix format in Section 10 of the study, under “Analysis of Environmental Effects and Mitigation”. The following criteria were used.

- To improve mobility by providing a fast, convenient and efficient rapid 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.

Generally, the impacts were positive or could be mitigated to a minimal level of significance. Given the diversity of the corridor and the form of the transitway, there will be impacts on traffic operations and urban design. The following are noteworthy.

Urban Design

The plan shown in the EA for the Corporate Centre does not reflect the City's ultimate preference as illustrated in the report to Committee of the Whole on October 11, 2005. The plan currently shows minimal landscaping. The recommendations contained in this report should reaffirm the City's desire to see the streetscaping/transitway plan revised either by amendment to the EA or at the time of detailed design to reflect the City's ultimate intentions. It is noted that the Subway extension portion of the EA deals specifically with this issue by stating that, “Transit intermodal facilities will be developed in consultation with Vaughan as part of the introduction of a comprehensive landscaping and streetscaping plan for the VCC and station precinct”. These measures will need to be taken into account in the original transitway design.

In addition, the plan shows a “VCC Transit Square Concept” at the northwest corner of the intersection of Millway Avenue and Highway 7, which is identified as a transit terminal facility in Section 12. It is recognized that there will be the need for some surface intermodal facilities at a future subway terminal station. However, there is minimal information available on the facility identified in the EA study. It will have to be addressed further with the City in accordance with the statement quoted above, including the basis for the selection of this location.

The study acknowledges that there are areas that have insufficient road allowance width to permit significant landscaping. An example is the section of Highway 7 between Martin Grove Road and Pine Valley Drive. For such areas, the plan suggests that redevelopment be monitored and that property be acquired through redevelopment. An alternative would be to incorporate sufficient setbacks to allow for landscaping to be provided on the private lands, between road allowance and the building.

The City is currently conducting several land use studies in areas that will be directly affected by the transitway. These include the Highway 7 Futures Study and the Steeles Avenue Corridor Study – Jane Street to Keele Street. Both studies are nearing conclusion. Each will have land use and urban design implications for these areas. In order to optimize the opportunities for aesthetic improvements along Highway 7 and in the Vaughan North-South Link, the outcomes of these studies should be taken into account during the detailed design of the transitway and the surrounding road allowance. Improving the urban and aesthetic environment will support both the Region's and City's development objectives and improve the chances of their being achieved.

Therefore, a recommendation has been included requesting that the Region work with the City during the detailed design phase for the transitway to take into account the results of these studies.

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Road Operations

Notwithstanding the introduction of rapid transit, traffic volumes on Highway 7 will continue to grow. The introduction of the centre median will have a number of effects, which include:

- **A prohibition on left turns in and out from driveways and minor roads due to the transitway;**

The EA indicates that alternative access can be obtained by way of another site or an adjacent roadway. Users will have to adapt and find alternative routes. The introduction of “U-turns” at signalized intersections is also provided;

- **Impact of the introduction of “U-turns” to accommodate left in and left out turns;**

In some instances there might be conflicts between “U-turns” and right turn movements onto Highway 7 from side streets when the traffic signal is red. It may be necessary to restrict right turns on red lights from side streets. This should be monitored and measures taken to reduce any potential conflicts. It is noted that some of the intersections with four lane road sections may not permit “U-turns” by large trucks. Restrictions may have to be imposed where warranted.

- **Pedestrian crossings given the additional road width in some areas;**

Given the introduction of the transitway and the station facilities, there is a substantial increase in the paved portion of the road allowance, especially at major intersections. Some pedestrians may not be able to cross in one signal phase. The transitway will have pedestrian refuge areas built into the design to allow them wait at mid-crossing. A further alternative would be to have a two-stage crossing system to accommodate heavier traffic. Before proceeding to a two-stage system, monitoring should occur under operating conditions to determine if it is warranted.

- **The potential for traffic infiltration in some areas;**

Traffic infiltration has been identified as a possible problem in certain neighbourhoods, resulting from drivers trying to avoid Highway 7. This may increase as a result of the constraints introduced by the transitway. The following neighbourhoods may be affected: Monsheen Drive; Willis Road/Chancellor Drive; New Westminster Drive; and Beverly Glen Boulevard. The EA recommends that these neighbourhoods be monitored before and after the implementation of the transitway to determine if additional mitigation measures are required.

e) The Vaughan North-South Link Ultimate Conversion to Subway Technology

Background

The EA study’s terms of reference includes the requirement for an assessment of a potential extension of the TTC’s Spadina Subway from Steeles Avenue to the Vaughan Corporate Centre. Undertaking this examination is consistent with the official plan policies of both the Region of York (Transportation Plan and Centres and Corridors Strategy) and the City of Vaughan (OPA 500 – Corporate Centre Secondary Plan and OPA 529 – Higher Order Transit Corridor Protection).

The Corporate Centre is defined in the York Official Plan as a “Regional Centre”. Regional Centres are intended to provide a diverse, mixed use style of development in a form that is compact, transit supportive, pedestrian friendly and well-designed. Vaughan’s policy regime builds on these concepts through a series of approved and evolving policy documents including the Corporate Centre Secondary Plan, the Highway 7 Futures Study and the Vaughan Corporate Centre Streetscape and Open Space Masterplan Study. Embedded in the policy documents is the need to provide a rapid transit service between the Corporate Centre and the TTC system in Toronto.

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Respecting these objectives, the City of Vaughan prepared the “Higher Order Transit Corridor Protection Study – Vaughan Corporate Centre to York University” (January 2001). The study identifies a rapid transit alignment between the Corporate Centre and Toronto, which is capable of accommodating an underground subway connection from Steeles Avenue. This alignment was incorporated into the Vaughan Official Plan through the adoption and approval (July 11, 2001) of OPA No. 529.

A study was also undertaken to establish the range of terminal facilities that would be required to support a subway station at Steeles Avenue. This resulted in the “Property Protection for Steeles Rapid Transit Terminal Facilities” study (January 2001), which identified the property requirement for a terminal. This site was identified in OPA 529 and was later acquired by the Region of York.

The Higher Order Transit Corridor Protection Study was informed by the TTC’s concurrent “Rapid Transit Expansion Study” (August 2001). This study recommended that the Spadina Subway Extension to Steeles Avenue be adopted as one of its two priorities for rapid transit expansion, should funding come available. The Commission adopted this recommendation. The conceptual alignment that was carried forward from the Rapid Transit Expansion Study was consistent with the alignment shown in OPA 529. It is noted that the Planning Act approval of an alignment does not entail an approval under the Environmental Assessment Act. The EA process may accept, reject or alter the alignment.

In October 2004, the TTC initiated an individual Environmental Assessment for an extension of the Spadina Subway from Downsview Station to Steeles Avenue by way of York University. The terms of reference for the study limited the subway alignment alternatives to the corridor between Downsview Station and the York Region Terminal on the north side of Steeles Avenue, opposite the University. The TTC is targeting the completion of the EA study for the end of 2005, with MOE approval occurring in 2006.

The Spadina Subway Extension Environmental Assessment has identified three alignment alternatives within the preferred corridor. One of the alignment alternatives closely replicates the route identified in OPA No. 529, providing a subway station oriented east-west, within the Steeles Avenue right of way. The other two alternatives approach the Steeles Avenue Bus Terminal from the southeast, crossing Steeles Avenue at an angle. Adoption of either of the latter routes would be at variance from the OPA 529 alignment. This would necessitate the adoption of a new alignment north of Steeles Avenue between Steeles Avenue and the south side of the Highway 407 right of way.

The alignment alternative ultimately adopted for the extension of the subway into Vaughan will have to be compatible with the candidate alignments being developed through the TTC’s EA process.

Basis for Proceeding with the EA for Converting the North-South Link to Subway Technology

Ridership forecasts prepared for the analysis of potential transit technologies assumed that the Spadina Subway would be extended to York University before 2021. The results indicated that bus rapid transit would be the appropriate technology for the Vaughan North-South link to the end of the planning period at 2021. There is a good probability that the subway will be extended to York University and Steeles Avenue within this time horizon.

Given the close proximity of York University to the Vaughan Corporate Centre, a major regional node, consideration of a short extension of the subway beyond Steeles Avenue to the Corporate Centre was considered to be a logical part of the Highway 7 Corridor Public Transit Improvements undertaking. The maximum transportation benefits and efficiencies would be achieved by linking subway technology to surface rapid transit at the Corporate Centre and would support the development objectives of the City and the Region.

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The conversion of the North-South Link to subway technology has been included in the EA study. This part of the EA study describes and updates the recommendations of Vaughan's "Higher Order Transit Corridor Protection Study – Vaughan Corporate Centre to York University" (Cansult Limited and Tranplan Associates, January 2001).

The Analysis

When conducting the studies that led to the rapid transit alignment identified in OPA 529, it was the intent that they closely replicate the procedures and techniques used in an Environmental Assessment. Two studies were the basis for this work, being the "Vaughan Corporate Centre Transportation/Transit Planning and Functional Design Study", which examined options for a preferred rapid transit alignment within the Corporate Centre (north of Highway 407); and the "Higher Order Transit Corridor Protection Study – Vaughan Corporate Centre to York University", which identified the preferred alignment between York University and the Corporate Centre.

The Transportation/Transit Planning Functional Design Study for the Corporate Centre examined three alternative alignments for a rapid transit service to Highway 7. These alternatives ran north-south perpendicular to Highway 7 extending from Jane Street on the east to Edgeley Boulevard on the west. The study recommended that Millway Avenue be selected as the preferred alignment through the Corporate Centre. The alternatives were revisited and new ones were tested through the Corridor Protection Study. The Millway alignment remained the preferred alternative.

The alignment for the connection from the Corporate Centre to York University was established in the Corridor Protection study. It initially identified six corridors for examination using criteria based on the following headings:

- Transportation Design;
- Transportation Service;
- Social Environment;
- Natural Environment;
- Land Use;
- Implementation; and
- Cost

Two corridors were identified for further analysis. Both used the Millway alignment within the Corporate Centre. However, each accessed the Millway alignment by different means. Emerging from the York campus, Alternative A proceeded to the west along Steeles Avenue, while Alternative B took a northerly route to the west, through the Hydro Corridor. Both corridors turned north on the west side of Jane Street and proceeded into the Corporate Centre along the Millway alignment. Five specific alignments were developed, which were further evaluated. The ultimate comparison was between Alignments A-1 and B-1. A-1 used Steeles Avenue as its east-west route, while B-1 used the Hydro Corridor. Both alignments were completely underground.

Ultimately Alignment A-1 emerged as the preferred alignment. A-1 went north from the proposed York University station and accessed Steeles Avenue approximately 800 m east of Jane Street. It then proceeded to the west past the Region's terminal site and Steeles West station, where it then turned to the north by way of a 360 m radius curve. It then moved north toward Highway 407 along the west side of Jane Street, where a 60 m long, 2000 m radius curve aligns it with Millway Avenue and its ultimate destination at Highway 7. This alignment was incorporated into OPA No. 529.

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Alternative A-1 was preferred because it provided an increased level of service to the area because of better station separation and better prospects for implementation. With B-1 running through the Hydro Corridor there were concerns over obtaining approvals from the relevant authorities.

The Undertaking (Attachment 6)

The EA study confirmed the alignment selected through the Higher Order Transit Corridor Protection Study, which was incorporated into OPA 529, subject to consideration of the results of TTC's current EA process. The undertaking includes the following elements, which comprise the ultimate phase of rapid transit improvement (subway technology) in the Vaughan North-South Link:

- The alignment for a subway right of way from the northerly limit of the tail track at the Highway 7 Station to the north end of the interim tail track at the Steeles West Station, as defined by the TTC's EA;
- Stations at Highway 7 and Highway 407;
- Development of transit terminal facilities on the York Region's site at the northwest corner of Steeles Avenue and North West Gate;
- An initial phase of the proposed park-and-ride lot within the Hydro Corridor north of Steeles Avenue (500 spots);
- A transit terminal facility at the northwest corner of Highway 7 and Millway Avenue.

This Environmental Assessment is seeking the approval of this alignment with the option to amend the portion south of Highway No. 407 to tie into the alignment that may ultimately chosen through the TTC's EA process for the Spadina Subway extension. No change to the alignment to the north of Highway No. 407 is proposed.

An amendment to the EA will include:

- Analysis of tunnel horizontal and vertical alignment options through the "tie in" zone between Steeles Avenue and Highway No. 407;
- Identification of a preferred location for a subway station at the future Highway No. 407 Transitway, on the alignment together with the integration of surface facilities, which have been identified through a 407 Transitway EA;
- Assessment of the effects of construction and operation of the subway on the surrounding environment and the mitigation measures;
- Finalization of the preferred functional design for the Highway 7 Terminal Station and surface facilities including the relocation of the surface rapid transit station on Highway 7 at Jane Street;
- Assessment of the effects of construction and operation of the Highway 7 station facilities on the surrounding environment.

The EA states that the timing of the construction of a subway extension into York Region will depend on the timing and extent of the expansion of the subway system to Steeles Avenue. If expansion into York Region can be funded as part of the Downsview Station to Steeles Avenue project, then two could initiatives could be integrated. If the Toronto project is terminated at Steeles Avenue, the timing of the North-South Link subway conversion will depend on the availability of funding and the need to support growth around the Corporate Centre.

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Assessment of the Preferred Subway Design: Analysis of the Environmental Effects and Mitigation

An impact analysis was undertaken to identify and mitigate the potential effects of pre-construction, construction and operational activities required for project implementation. These factors were evaluated on the basis of the following four criteria:

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

From the perspective of all four criteria, it was determined that the subway extension would have positive effects and that any negative impacts can be mitigated.

Comment

The recommendations of this portion of the EA study should be supported. Putting in place the EA approvals for a subway extension from Steeles Avenue to the Corporate Centre is a welcomed initiative for a number of reasons. It will clearly establish a commitment to the development concepts that are being put forward in City, Regional and Provincial planning documents; in the interim it will inform investment decisions by both the public and private sectors; it will allow for the necessary property protection; and the project will be design-ready so that the next steps in the process can take place quickly once financing has been committed.

There is a level of uncertainty surrounding the alignment between Steeles Avenue and Highway No. 407 as a result of the TTC's Spadina Subway Extension Environmental Assessment. This is unavoidable due to the timing of the two processes. Of primary concern is maintaining the Millway Avenue alignment through the Corporate Centre, in order to ensure that the Highway 7 station can be built at its planned location and so property protection and acquisition can continue. The TTC has demonstrated that the three alignment alternatives currently under consideration in the Spadina EA will all work in the context of the City's objectives for the Corporate Centre. In addition, all three can provide for the location of an additional station at the planned Highway No. 407 Transitway, on the west side of Jane Street, south of the highway.

In order to overcome this issue, the EA recommends that additional studies take place when the preferred designs for the inter-related facilities have received EA approval. These studies would form the basis for an EA amendment. This is an appropriate response. It is critical that none of the EA approval processes be slowed. Approval of this portion of the EA on the basis of the planned amendment should be supported. In addition, the Region of York should be requested to initiate the amending report shortly after the approval of the TTC's Spadina Subway Extension EA. Failure to proceed expeditiously with the amendment to the EA may be interpreted as a lack of commitment to the project, possibly altering investment decisions and compromising the preservation of rights of way.

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. 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."

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Conclusion

The implementation of the York Region Rapid Transit Plan will be a 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.

Combined with the Yonge Street public transit improvements, the Highway 7 Transitway and Vaughan North-South Link will be one of the largest infrastructure projects in the history of York Region. It will influence growth and development for decades. In anticipation, the City has already undertaken a number of corresponding land use studies including the Highway 7 Futures Study, the Centre Street Study and the Steeles Avenue Corridor Study, from Jane to Keele Street. These studies propose land use policies that will support and build on the opportunities provided by a comprehensively planned and developed rapid transit service.

The Highway 7/ Centre Street/Bathurst St. corridor is characterized by its variety of urban environments. There are alternating areas of residential and employment land, differing traffic challenges, changes in topography, built form constraints (e.g. bridges) and varying road allowance widths. As such, the form of the transitway will vary throughout depending on the circumstances. A number of issues have been identified. Most of the matters have been dealt with satisfactorily. The need for an upgrade to the treatment of the Vaughan Corporate Centre has been noted and the Region of York will be advised of the City's concerns as a result of an earlier report ("Design Concept for Avenue 7 Including Rapid Transit Through the Vaughan Corporate Centre", Committee of the Whole, October 11, 2005). The City's response has been reinforced in this report.

The conversion of the Vaughan North-South Link to Subway Technology is also covered in this Environmental Assessment. It describes and updates the recommendations of the studies done by the City for OPA No. 529, which identified an alignment for a subway extension north of Steeles Avenue to the Corporate Centre. It is opportune that this study is taking place now because the TTC is in the latter stages of its EA for an extension of the Spadina Subway to Steeles Avenue. The Region's EA confirms Vaughan's proposed route but identifies a "tie in" zone south of Highway No. 407, where the ultimate TTC alignment would be able to continue north to the Corporate Centre should it not replicate the OPA 529 alignment. The final alignment north of Steeles Avenue will then be finalized in an amendment to the EA. In addition it will provide for any necessary adjustments to the transitway in the Corporate Centre to accommodate a subway station at Millway Avenue.

On this basis, it is recommended that the Ministry of the Environment be advised that the City of Vaughan supports the approval of the Highway 7 Corridor & Vaughan North-south Link Public Transit Improvements Environmental Assessment (August 2005).

Attachments

Councillors Only

Note: A copy of the Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment is available for review in the Clerk's Department.

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1. Alignment Alternatives Evaluated: Figure E-4.
2. Summary of Preferred Alignment and Station Locations: Figure E-5.
3. Preferred Transitway Alignment for the Highway 7 Corridor:
 - 3.1 Figure 9-2: Interface at Highway 50;
 - 3.2 Figure 9-3: Western edge of Highway No. 427 (Interface with 427 Transitway);
 - 3.3 Figure 9-4: Highway No. 427 east side;
 - 3.4 Figure 9-5: Highway 27 Intersection;
 - 3.5 Figure 9-6: East of Highway 27m to just before Martin Grove Road;
 - 3.6 Figure 9-7: Martin Grove Intersection to Plunkett's Creek;
 - 3.7 Figure 9-8: Plunkett's Creek to east of McKenzie Street;
 - 3.8 Figure 9-9: Islington Avenue Intersection and Humber Valley;
 - 3.9 Figure 9-10: Bruce Street to Helen Street;
 - 3.10 Figure 9-11: East and West of the Pine Valley Drive Intersection;
 - 3.11 Figure 9-12: Marycroft Avenue Intersection West;
 - 3.12 Figure 9-13: East and West of the Ansely Grove Intersection;
 - 3.13 Figure 9-14: Nova Star Drive to Famous Avenue (Weston Road Intersection)
 - 3.14 Figure 9-15: Highway No. 400 Interchange;
 - 3.15 Figure 9-16: Corporate Centre through to Millway Avenue;
 - 3.16 Figure 9-17: Corporate Centre from the Jane St. to Maplecrete;
 - 3.17 Figure 9-18: Corporate Centre from Creditstone Road to edge of CN Yard;
 - 3.18 Figure 9-19: Bridge over the CN Rail Yard;
 - 3.19 Figure 9-20: Keele Street Intersection;
 - 3.20 Figure 9-30: Baldwin/Bowes Intersection and GO Bradford Line;
 - 3.21 Figure 9-31: Centre Street Intersection (Transitway shifts to Centre St.);
 - 3.22 Figure 9-33: Highway No. 407 to Centre St./Dufferin St. Intesection;
 - 3.23 Figure 9-34: West of Dufferin St. Carl Tenen Street/Vaughan Boulevard;
 - 3.24 Figure 9-35: To New Westminster Drive Intersection;
 - 3.25 Figure 9-36: Centre St./Bathurst St. Intesection (Transitway shifts to Bathurst St.);
 - 3.26 Figure 9-37: Bathurst St. to the Atkinson Ave. Intersection;
 - 3.27 Figure 9-38: North to the Worth Blvd. Flamingo Rd. Intersection;
 - 3.28 Figure 9-39: Bathurst St./Highway No. 407 Interchange;
 - 3.29 Figure 9-40: Highway 7/Bathurst Intersection – Station and future 407 Transitway.
4. The Vaughan North-South Link and Quick Start Service to York University:
 - 4.1 Figure 9-21: Jane Street south to Interchange Way;
 - 4.2 Figure 9-22: Jane/407 Interchange;
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 - 4.6 Figure 9-26: Steeles Avenue to Potential North-South BRT Link to York U.;
 - 4.7 Figure 9-27: Continuation of Quick Start York U. Service – Keele/Steeles;
 - 4.8 Figure 9-28: Continuation of Quick Start York U. Service – Keele to 407;
 - 4.9 Figure 9-29: Continuation of Quick Start York U. Service – Keele to Highway 7;
5. Standard Transitway Configurations:
 - 5.1 Figure 9.1-2: Typical Transitway Cross-Section, 6 lane, 4 m median;
 - 5.2 Figure 9.1-4: Typical Transitway Cross-Section, 6 lane, 1 m median;
 - 5.3 Figure 9.1-8: Typical Transitway Cross-Section, 4 lane, 4 m median;
 - Figure 9.1-9: Typical Transitway Cross-Section, 4 lane, 1 m median;
 - 5.4 Figure 9.1-12: Streetscaping Plan – Typical Station Layout at Intersection.
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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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Item 4, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

**4 GLEN SHIELDS AVENUE AND QUAKER RIDGE ROAD
PROPOSED CURB EXTENSION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 24, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That subject to funding approval, a curb extension be installed on the northeast corner at the intersection of Glen Shields Avenue and Quaker Ridge Road; and
2. That funding for the installation of a curb extension in the estimated amount of \$5,000 be considered as part of the 2006 Capital Budget deliberations.

Economic Impact

The cost to install the curb extension is an impact to the 2006 Capital Budget of approximately \$5,000.

Purpose

To report on the feasibility of installing a curb extension at the intersection of Glen Shields Avenue and Quaker Ridge Road, in response to a petition received from residents of Quaker Ridge Road, Point O' Woods Drive, and Glen Shields Avenue.

Background - Analysis and Options

Staff received a request from the residents of Quaker Ridge Road, Point O' Woods Drive, and Glen Shields Avenue for the installation of a curb extension at the intersection of Glen Shields Avenue and Quaker Ridge Road in order to reduce speeds in turning the corner, specifically southbound movements. (See Attachment No. 2).

Glen Shields Avenue is a two lane primary feeder roadway with a 24.0 metre right-of-way, and Quaker Ridge Road is a local residential roadway with a 17.5 metre right-of-way. The posted speed limit on Glen Shields Avenue is 40 km/h, and Quaker Ridge Road is a statutory 50 km/h. The existing stop control is located on Quaker Ridge Road, at the subject intersection. The area is shown on Attachment No. 1.

The introduction of the curb extension would force motorists to reduce their speeds when negotiating the corner. The curb extension would be constructed on the northeast corner of the 'T-intersection'. The curb extension will provide a shorter street crossing distance for school children due to the close proximity of the schools. It is estimated to cost approximately \$5,000.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure that the enhancement of safety standards are adhered to (1.1.2) and that effective traffic calming measures meet the City's Neighbourhood Policy and Procedures and Warrants for traffic calming (3.3.1).

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

Conclusion

Based on staff's review, it is recommended that an intersection curb extension at Glen Shields Avenue and Quaker Ridge Road be implemented. Subject to budget approval, the cost for this work in the estimated amount of \$5,000 may be funded from the 2006 Capital Budget.

Attachments

1. Location Map
2. Petition

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 8251
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

:MR

(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 OCTOBER 31, 2005

Item 5, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

5

**CORONATION STREET AND VITA ROAD
ALL-WAY STOP CONTROL AND TRAFFIC CALMING MEASURES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 24, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Coronation Street and Vita Road; and
2. That speed humps not be implemented on Coronation Street in the vicinity of Vita Road.

Economic Impact

Not applicable.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Coronation Street and Vita Road, and/or implementing traffic calming on Coronation Street, in response to direction from Council.

Background - Analysis and Options

At its meeting on September 12, 2005 Council directed:

“... that appropriate staff conduct a traffic study to determine the feasibility of installing a three-way stop sign and/or speed hump in the vicinity of the intersection of Coronation Street and Vita Road.”

Coronation Street and Vita Road are local roadways with 20.0 metre right-of-ways and an existing statutory speed limit of 40 km/h. The existing stop control is located on Vita Road at Coronation Street. The area is shown on Attachment No. 1.

Staff conducted a turning movement count on Thursday, September 22, 2005 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00am to 9:00am and 4:00pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- | | |
|---|--------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 8% |
| • Warrant 2 – Accident Hazard | Warranted 0% |
| • Warrant 3 – Sight Restriction | Warranted 0% |

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement count do not meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at this intersection.

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There are no sight distance restrictions noted at this intersection. There were also no reported vehicle collisions at either intersection. In addition, Vita Road accommodates a very low volume of resident traffic only.

Radar speed studies were conducted on Wednesday, September 21, 2005 from 8:00am to 9:00am and from 4:00pm to 5:00pm on Coronation Street north of Vita Road. The following table summarizes the results of this investigation.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
September 21, 2005	8:00am – 9:00am	North of Vita Road	Northbound	42.8
			Southbound	37.0
September 21, 2005	4:00pm – 5:00pm	North of Vita Road	Northbound	38.1
			Southbound	36.0

The average speeds range from 36 to 43 km/h indicating a high level of compliance with the existing speed limit. As the speed limit is posted at 40 km/h, no changes to the speed limit are recommended. Coronation Street is identified as a primary emergency response route.

In accordance with the Council’s Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 - speed humps shall be considered only when the following three warrants are met; the street is not a primary emergency response route, the speed limit is 50 km/h or less, and the average speed is measured to be 10 km/h greater than the speed limit.

The collected speeds do not exceed the posted speed limit by 10 km/h. Based on the above warrant, the warrant for the installation of speed humps on Coronation Street is not met.

Environmental Assessment Act Requirements

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should Council approve traffic calming measures for installation on Coronation Street then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

Prior to construction, the City’s normal practice is to mail letters to the residents of Coronation Street should traffic calming measures be approved informing them of their installation.

Relationship to Vaughan Vision 2007

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

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

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Conclusion

Based on staff's review, it is recommended that an all-way stop control not be installed at the intersection of Coronation Street and Vita Road. It is also recommended that speed humps not be implemented on Coronation Street near Vita Road.

Attachments

1. Location Map

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 8251
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

:MR

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

CITY OF VAUGHAN

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Item 6, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

**6 ASSUMPTION – CENTRAL PARK ON YONGE CONDOMINIUMS
 BLOCK 123, PLAN 65M-2005**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 24, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services described in the Municipal Servicing Agreement for Block 123, Plan 65M-2005, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 0.4 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, etc.

Purpose

The municipal services have been completed and are ready to be assumed by the City.

Background - Analysis and Options

The development is a residential condominium with associated municipal services. The development is located north of Clark Avenue and west of Yonge Street, as shown on Attachment 1.

The Municipal Servicing Agreement was signed on August 29, 1994. The municipal services associated with Plan 65M-2005 were installed in August 1994 and the top course asphalt was placed in July 1997.

All the documentation required by the Municipal Servicing Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this development have been met.

Relationship to Vaughan Vision 2007

The development of this residential condominium and the assumption of the municipal services is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600 (4.7.1). OPA policies require that development take place in accordance with the requirements and standards of the City and relevant agencies.

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

Conclusion

It is appropriate that the municipal services in Block 123, Plan 65M-2005 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

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.)

CITY OF VAUGHAN

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Item 7, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

7

**ASSUMPTION –MAPLE ESTATES
19T-84018/ 65M-2672**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 24, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-2672 and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 0.3 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

The subdivision has been completed and is ready to be assumed by the City.

Background - Analysis and Options

The 17 lot development is a residential subdivision. The development is located east of Keele Street, north of Fieldgate Drive, as shown on Attachment 1.

The Subdivision Agreement was signed on January 4, 1988. The municipal services in Plan 65M-2672 were installed in June 1988 and the top course asphalt was placed in September 1992.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

The development of this subdivision and the assumption of the municipal services is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600 (4.7.1). OPA policies require that development take place in accordance with the requirements and standards of the City and relevant agencies.

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

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Item 7, CW Report No. 57– Page 2

Conclusion

It is appropriate that the municipal services in 65M-2672 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 8, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

8 ANTI-TAMPERING DEVICES ON FIRE HYDRANTS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 24, 2005:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Acting Fire Chief, recommends that:

1. The pilot project previously approved by Council to install anti-tampering devices on fire hydrants, proceed using plastic hydrant banding to a means of affixing the anti-tampering unit to the fire hydrant; and,
2. Should the pilot project be deemed successful, the installation of anti-tampering devices for fire hydrants, using plastic banding, become a mandatory requirement in all areas of new construction, with the cost associated with such devices being borne by the developer(s).

Economic Impact

The cost of installing an anti-tampering device is approximately \$75 per hydrant, including material and labour. The City would purchase and install up to 100 units for use in two pilot project areas, resulting in an estimated expenditure of \$7,500. If the project is successful, the long-term goal is for the developers to pay for, install and maintain these devices on the hydrants.

Purpose

To update Council on the matter of installing anti-tampering devices on fire hydrants.

Background - Analysis and Options

In a report to the Committee of the Whole meeting of June 27, 2005, Public Works in consultation with Vaughan Fire and Rescue Service (VFRS) committed to investigate the installation of anti-tampering devices on fire hydrants as a deterrent to the unlawful use of City water.

Over the summer months, staff equipped several fire hydrants at the Joint Operations Centre with anti-tampering devices for demonstration and testing purposes. These devices were strapped to the hydrants using both plastic and steel banding.

As previously reported, VFRS is opposed in principle to the use of hydrant anti-tampering devices because it is another impediment to the rapid service that VFRS tries to provide. A hydrant anti-tampering device may only take a few seconds to remove, but when combined with other impediments to response times it all adds up to increasingly longer response times.

Staff from both Public Works and VFRS met on site to assess the efficient removal of these devices. So as not to increase the requirement for the City's fire fighters to carry additional equipment such as band cutters to remove the devices, VFRS staff attempted to break the banding using a hydrant wrench, which is standard equipment on all fire emergency vehicles.

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The test determined that plastic banding is more appropriate than steel as a material for securing these devices to the hydrant, as it could be broken with one attempt.

The plastic banding could be broken in a fraction of a second versus the steel that took several attempts and 15 to 30 seconds to break. In view of these test results, VFRS and Public Works will consider further deployment of these devices secured with plastic banding as a pilot project in an area of new housing construction to determine their effectiveness in preventing the unlawful use of City water. Although the plastic banding is easier to break, anyone that breaks the band is fully aware that they are committing an unlawful act.

The City will purchase and install up to 100 anti-tampering units for use in two pilot project areas; 80 units in the Urban Village residential area of Weston Road and Major Mackenzie Drive and 20 units in the Rural Residential area at Keele Street and Kirby Road in north Maple. This quantity is considered sufficient to gauge their deterrent value and the costs associated with the pilot project will be borne by the City. Full deployment in new development areas will depend on the results of the pilot project. If successful, the long-term goal is for the developers to pay for, and install, these devices on the hydrants immediately when they are first put into service. At full occupancy or assumption, the City would authorize the removal of these devices.

In addition to dealing with the water loss issue, anti-tampering devices may also reduce the risk of damage to the hydrants by unauthorized users, and may help prevent water quality being impacted.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, and complies with Vaughan Vision A-2 “Promote Community Safety, Health & Wellness”.

Conclusion

Pending a successful field test of the anti-tampering devices for fire hydrants in a pilot project area of new construction, the installation of anti-tampering devices for fire hydrants will be expanded to include all areas of new construction to assist in preventing the unlawful use of City water.

Attachments

N/A

Report prepared by:

Robert Meek, Manager of Environmental & Technical Services
Glenn Duncan, Deputy Fire Chief

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 9, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

9 USE OF ALTERNATIVE DE-ICING MATERIALS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 24, 2005:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Director of Purchasing Services, recommends that in accordance with the City’s purchasing policies and procedures, ClearLane and ClearLane Enhanced Deicer, be purchased for use as an alternative de-icing material for use in a portion of the City for the 2005-2006 winter season.

Economic Impact

As was previously reported to Council, there are insufficient funds in the Salt Purchase Account to fill the domes prior to the 2005-2006 winter season. Regardless, the storage domes must be filled prior to the winter. While the cost per tonne of the ClearLane products is higher than sodium chloride (road salt), it has environmental benefits, it permits a lower spread rate, has a lower cost per kilometer, and its use is in accordance with the City’s Salt Management Plan.

Purpose

To obtain approval to continue use of the ClearLane de-icing products in a portion of the City.

Background - Analysis and Options

For the past three winter seasons (2002-2003, 2003-2004, and 2004-2005), the City has used sodium chloride (straight rock salt) and a modified salt product called “ClearLane”, to maintain its roads during winter storms. Salt has been used in the east portion of the City, while ClearLane has been used in the west portion of the City.

ClearLane was chosen as an experimental de-icing agent due to its ease of use (pre-mixed), environmental benefits, its ability to provide de-icing abilities at temperatures lower than that of straight salt, and the fact that that a residue is left to promote quick melting of subsequent snow/ice. However, with those benefits come additional costs. The following table outlines the 2005-2006 price per tone costs comparing ClearLane to straight salt.

Material	\$/Tonne
Salt	\$61.69
ClearLane	\$74.43
ClearLane Enhanced Deicer	\$74.98

The table below shows the amount of material purchased for the past two winter seasons.

Winter 2003-2004		
Material	Number of tonnes	Price (including GST)
Salt	18,337.66	\$ 1,035,857.74
ClearLane	13,655.71	\$ 977,578.14
Total	31,993.37	\$ 2,013,435.88

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Winter 2004-2005

Material	Number of tonnes	Price (including GST)
Salt	21,976.74	\$1,317,241.84
ClearLane	14,161.43	\$1,061,986.88
Total	36,138.17	\$2,379,228.72

There is a difference in the price per tonne comparing ClearLane to salt. However, since ClearLane can be applied at spread rates that are less than salt, the cost per lane kilometer of roadway maintained is similar. The following table outlines the costs, and uses the 20% differential in spread rates used for the past three winter seasons.

Cost per lane kilometer for Clearlane vs Straight Salt

Material	Spread Rate Per Lane Km	Cost/km
Salt	130 kg/km	\$8.02
ClearLane	104 kg/km	\$7.79
ClearLane Enhanced De-icer	104 kg/km	\$7.80

With the lower cost per kilometer, its use on a City wide basis appears to make sense. However, one of the issues in the past has been the amount of ClearLane material that the City could obtain during a winter season. Cargill Deicing Technology had limited on-site storage capacity and once the City had used its committed allotment of material, there was no opportunity to obtain additional material. Cargill staff indicated that this should not be an issue in future winters, as they now have constructed four large storage structures on their site, with the capability to supply the City all of its deicing materials if the City was to expand the use of ClearLane products on a City-wide basis. Staff will report further on this after the 2005-2006 winter season is complete.

One of the other benefits/factors that is hard to measure quantitatively is the environmental impact of using ClearLane. One of the environmental concerns raised by Environment Canada when declaring road salts as being toxic, was the use of ferrocyanides as an anti-clumping agent in straight salt, and their impact on the environment. ClearLane uses non-toxic molasses as an anti-clumping agent. Without anti-clumping agents, salt will harden and form into large, hard, clumps that do not pass through the grates of the spreader vehicles. ClearLane does not have this problem.

In addition to the ferrocyanide issue, the overall amount of de-icing materials applied is reduced through the use of the ClearLane product. Again, this reduction in overall tonnes applied during a winter season will be a benefit to the City in complying with its Salt Management Plan.

Council previously authorized staff to continue to seek out alternative de-icing products, and where appropriate and funds are available, conduct trials to determine their effectiveness. Cargill Deicing Technology has a new formulation called ClearLane Enhanced Deicer. This product has additional magnesium chloride added to the mix, and has a lower operating temperature than either straight salt, or the original ClearLane product. In addition, it has a non-staining, non-toxic dye added to enhance its visibility on the road surface after application. Roads Division staff are happy with the performance of the ClearLane products and have no concerns recommending continued use for 2005-2006 as an alternative deicer. The testing of the newest product will allow staff to determine how effective it is in the field compared to salt and the original ClearLane formula.

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Although the ClearLane products have been used for the past 3 winter seasons, and is recommended again for the 2005-2006 winter season, staff have sought out other alternative deicing materials. Based on cost comparisons to date, the ClearLane products are the most economical, and require no changes to the City's or contractors' fleet, or its operations. However, staff will continue to seek out and evaluate other alternative de-icing materials to determine their overall effectiveness and cost.

Relationship to Vaughan Vision 2007

The use of the ClearLane products, and staff's desire to experiment with alternative de-icing agents, is in keeping with Vaughan Vision's principles concerning environmental protection and stewardship, specifically Vaughan Vision A-3 "Safeguard Our Environment".

Conclusion

In accordance with the City's purchasing policies and procedures, it is recommended that ClearLane and ClearLane Enhanced Deicer be purchased for use in a portion of the City for the 2005-2006 winter season.

Attachments

N/A

Report prepared by:

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 10, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

10 TRAFFIC CALMING MEASURES FOR FIELDSTONE DRIVE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 24, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a painted road narrowing and common center left turn lane be implemented on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate;
2. That a raised center island be installed on the east approach of the Fieldstone Drive and Pottery Place/Windflower Gate intersection; and
3. That Engineering staff monitor the effectiveness of these measures for a one year period and report on the findings.

Economic Impact

There is sufficient funds in the 2005 Capital Budget to undertake these works. The initial cost to install the painted road narrowings is an impact to the 2005 Pavement Marking Budget of approximately \$2,500 and the center island an impact to the 2005 Traffic Calming Budget of approximately \$7,000. There would be future budget impacts for the re-tracing of the road markings and maintenance of the center island.

Purpose

To report on the outcome of the October 5, 2005 community meeting with the residents of Fieldstone Drive.

Background - Analysis and Options

At its meeting on June 20, 2005 Committee of the Whole, staff were directed to:

“schedule a community meeting to consult with the residents regarding the feasibility of undertaking road improvements along Fieldstone drive, and report be provided in September 2005.”

Fieldstone Drive is a two-lane feeder roadway with a right of way width of 23m with a statutory speed limit of 50 km/h. The raised intersection of Fieldstone Drive and Pottery Place/Windflower Gate is under all-way stop control. The intersection of Fieldstone Drive and Weston Road is controlled by traffic signals and is under the jurisdiction of the Region of York. A total of 14 residential homes front on to the north side of Fieldstone Drive between Weston Road and Pottery Place. The south side of the street is bounded by commercial-retail development. There are presently no parking prohibitions in this immediate area. The area is shown on Attachment No. 1.

The community meeting was held on Wednesday, October 5, 2005. There were five residents in

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attendance at the meeting along with the Ward Councillor, and Supervisor Traffic Engineering and the Director of Engineering Services. There were three options presented to the residents to assist them with access to their properties and to provide a safer living environment on their street.

The three options were:

- Option 1 – To construct a lay-by lane with a dividing mountable raised median along the north side of Fieldstone Drive. The construction of this option would result in the loss of boulevard, trees and sidewalk in front of the resident's homes. The estimated cost for this work is \$140,000. This option was opposed to by the residents.
- Option 2 - To construct painted road narrowing (edge line marking) along the north side of Fieldstone Drive from the Fire Hall driveway to Pottery Place, along with a painted common centre left-turn lane.
- Option 3 - To construct a continuous eastbound travel lane from Windflower Gate to Weston Road, provide a painted common center left turn lane and painted road narrowing on the north side of Fieldstone Drive in front of the residential properties. The construction of this option would eliminate the south side sidewalk between Windflower Gate and Weston Road.

The residents also expressed a concern regarding the non-compliance of the westbound stop sign and that motorists tend to turn into the oncoming travel lane on Windflower Gate. Engineering staff suggested it is possible to construct a center island on the east approach of the Fieldstone Drive and Windflower Gate/Pottery Place intersection. The estimated cost for all of this work is \$200,000. The residents did agree in principle to this option.

Although the residents supported Option 3, an interim solution was suggested to go forward at this time with the pavement markings on Fieldstone Drive, a possible speed hump mid-block, the center island at the intersection of Fieldstone Drive and Windflower Gate/Pottery Place, and related signage. Also, it was agreed to monitor the effectiveness of these measures for a one-year period and provide a report on the findings of the traffic studies and the need for any future additional works.

Staff collected speed and volume data from Automatic Traffic Recorders over a 24-hour period. The recorders were installed on Fieldstone Drive east of Windflower Gate on Wednesday, May 11, 2005. The following table summarizes the results of this data.

Location	Direction	24-hour volume	Average Speed
East of Windflower Gate	Eastbound	5731	43 km/h
	Westbound	5450	42 km/h

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 - speed humps shall be considered only when the following three warrants are met; the street is not a primary emergency response route, the speed limit is 50 km/h or less, and the average speed is measured to be 10 km/h greater than the speed limit.

The collected speeds do not exceed the posted speed limit by 10 km/h. In addition, the Vaughan Fire and Rescue Service are strongly opposed to the installation of speed humps on Fieldstone

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Drive. Station 7-5 is located at #2 Fieldstone Drive and uses Fieldstone Drive for all emergency responses. In addition, Fieldstone Drive is the primary response route for the station fire apparatus to proceed to residences directly west of the fire station.

Based on the above warrant, the installation of a speed hump on Fieldstone Drive is not met.

Engineering staff will also arrange to have 50 km/hr speed limit signs installed on Fieldstone Drive to advise motorists of the speed limit on the roadway. In addition to the installation of the 50 km/hr speed signs, Engineering staff will place the Radar Speed Message Boards on Fieldstone Drive for a one-week period, timing to be determined, to increase motorist awareness.

Environmental Assessment Act Requirements

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should Council approve traffic calming measures (eg. the speed hump) for installation on Fieldstone Drive then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

Prior to construction, the City's normal practice is to mail letters to the residents of Fieldstone Drive should traffic calming measures (speed hump) be approved informing them of their installation.

Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on staff's review, it is recommended that painted road narrowings and common center left turn lane be implemented on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate; that a raised center island be installed on the east approach of the Fieldstone Drive and Pottery Place/Windflower Gate intersection and related signage; and that Engineering staff monitor the effectiveness of these measures for a one year period and report back on the findings

Attachments

1. Location Map

Report prepared by

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

MD:mc

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

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Item 11, Report No. 57, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 31, 2005, as follows:

By approving that the following Members of Council be appointed to the Greening Vaughan Advisory Committee:

***Councillor Carella
Regional Councillor Ferri
Regional Councillor Frustaglio
Councillor Shefman***

By receiving the report of the Commissioner of Engineering and Public Works, dated October 24, 2005.

11 COUNCIL REPRESENTATION ON THE GREENING VAUGHAN ADVISORY COMMITTEE

The Committee of the Whole recommends that this matter be referred to the Council meeting of October 31, 2005.

Recommendation

The Commissioner of Engineering and Public Works recommends that:

Three Members of Council be appointed to sit on the Greening Vaughan Advisory Committee, with the Mayor being ex-officio.

Economic Impact

There is no financial impact on the 2005 Operating Budget with respect to the establishment of the Greening Vaughan Committee, as the necessary resources have been allocated and approved.

Purpose

The purpose is to identify the three Members of Council, who along with the Mayor, will sit on the Greening Vaughan Advisory Committee.

Background - Analysis and Options

Council, at its May 9, 2005, meeting approved the amended Greening Vaughan Advisory Committee Terms of Reference (Refer to Attachment No. 1). The Greening Vaughan Advisory Committee will be an informal working group of members of the Public, Council and City Staff. It is to be comprised of 9 members, including 3 Members of Council, 3 City staff and 3 members of the public, with the Mayor as ex-officio.

As stated in this earlier report, the purpose of the Greening Vaughan Advisory Committee is to foster a two way communication process between the members of the public and local government officials, specifically as it relates to the Greening Vaughan initiative.

The Greening Vaughan Advisory Committee is intended to remain active approximately one year after the implementation of Phase 3 of Greening Vaughan in September of 2007.

With Phase 1 of Greening Vaughan well underway, it is paramount that the City capitalize on waste diversion ideas and strategies that can be borne out of this Committee.

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Once Council representation has been addressed, City staff will immediately seek public representation. City staff will present a short list of candidates (public member category) to Council for consideration in accordance with the pre-approved Terms of Reference. Once public representation has been finalized, the Greening Vaughan Advisory Committee will commence its inaugural meeting in late 2005.

Relationship to Vaughan Vision 2007

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

Conclusion

Given that Phase 1 of Greening Vaughan is now underway, it is important that the Greening Vaughan Advisory Committee be set up to ensure that Phases 2 and 3 are successfully implemented.

Attachments

1. Greening Vaughan Advisory Committee Terms of Reference (as amended).

Report prepared by:

Caroline Kirkpatrick, C.E.T., M.C.I.P.
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.)

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Item 12, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

**12 ARCHITECTURAL DESIGN (CONTROL) GUIDELINES
AND APPROVAL OF CONTROL ARCHITECT
DRAFT PLAN OF SUBDIVISION FILE 19T-02V08
DREAM WORKS PROPERTY INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated October 24, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT the Architectural Design Guidelines for the Dream Works Property Inc. subdivision, prepared by Michael Spaziani Architect Inc., BE APPROVED; and,
2. THAT Michael Spaziani Architect Inc., BE APPROVED as the Control Architect for the Dream Works Property Inc. subdivision, 19T-02V08.

Economic Impact

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

Purpose

To obtain Council approval on the Architectural Design Guidelines and Control Architect for the Dream Works Property Inc. plan of subdivision.

Background – Analysis and Options

The Dream Works Property Inc. subdivision is located south of Kirby Road, and is bounded by Keele Street to the west, the proposed future Maple Valley Plan to the south, open space to the east and the Trans Canada Pipeline corridor to the north, in Part of Lots 28 and 29, Concession 3, City of Vaughan, as shown on Attachment #1.

The Dream Works Property Inc. draft plan of subdivision as shown on Attachment #2, was approved by The Ontario Municipal Board on June 2, 2005, and provides for a neighbourhood with a mix of low and medium density residential lots. The Plan is pedestrian-friendly and capitalizes on its close proximity to the proposed future Maple Valley Plan, Trans Canada Pipeline Greenway Corridor and the natural open space features integrated into the plan such as the open space trail system, woodlot and existing wetland.

a) **Council Resolution**

On August 25, 1997, Council adopted the following motion (in part):

“The draft plans of subdivision be subject to conditions of approval to implement the architectural review process;”

The Dream Works Property Inc. Architectural Design Guidelines have been submitted in response to the above-noted resolution of Council.

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b) Context for Application of Design Guidelines

One of the goals of the City of Vaughan Design Standards is to “provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas”. One factor that contributes to the liveability of a community is the quality of the urban design and built form. In giving physical representation to the community, urban design and architecture constitute a critical element in the process of community building.

Obtaining quality urban design is a high priority to the City. The public has come to perceive the urban design approaches to suburban development as problematic, especially in respect to the creation of monotonous streetscapes. Treatments that emphasize attractive streetscapes, a high quality pedestrian environment and the minimization of the visual impact of the automobile, are now being emphasized in the marketplace. To provide guidance in this area, Council adopted, on June 11, 2001, a set of design standards for the new community areas that enunciate a series of design principles that are considered to be common to all areas.

In order that each development makes a positive contribution to the developing community, the implementation of architectural design guidelines through each subdivision agreement is necessary. The guidelines will assist in ensuring that each dwelling or building plays a positive role in creating attractive pedestrian-oriented streetscapes.

Dream Works Property Inc. Architectural Design Guidelines

Architectural Design Guidelines have been prepared for the Dream Works Property Inc. subdivision to establish an architectural vision for the neighbourhood and to provide guidance in the design and siting of residential single detached and townhouse buildings and their collective impact on the streetscape. Furthermore, the objective of these guidelines is to assure compatibility in materials, massing, and architectural detailing; in addition to ensuring the community's safety and aesthetic quality.

The architectural design control process approved by the City is to be privately administered and will be the responsibility of the developer's control architect to ensure compliance with the approved Architectural Guidelines. The control architect will be responsible for reviewing the final site plans that form part of the plans for building permit. Michael Spaziani Architect Inc. has been selected as the control architect by Dream Works Property Inc. The appointment of Michael Spaziani Architect Inc. as the Control Architect must be approved by the City.

Implementation

The subdivision agreement will provide for the control architect to approve architectural elevations for buildings prior to submission to the City for building permit. The control architect must stamp the plans certifying that the plans are in conformity with the Architectural Guidelines as approved by Council.

Michael Spaziani Architect Inc. is the firm that prepared the Guidelines and has significant experience in this area. It is intended that Michael Spaziani Architect Inc. provide the services of the Control Architect (whose cost will be paid by Dream Works Property Inc.). City staff will monitor the process on a semi-annual basis to ensure the architectural control program is achieving its objectives.

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Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A5', "Plan and Manage Growth".

Conclusion

The Development Planning Department has reviewed the Architectural Design Guidelines prepared by Michael Spaziani Architect Inc. for the Dream Works Property Inc. subdivision, and can support its approval, subject to confirmation of Michael Spaziani Architect Inc. as the control architect for the Dream Works Property Inc. subdivision.

Attachments

1. Location Map
2. Draft Approved Plan of Subdivision 19T-02V08
3. Draft Architectural Design Guidelines (Dream Works Property Inc.)– COUNCILLORS ONLY

Report prepared by:

Rob Bayley, Senior Urban Designer, ext. 8254
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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Item 13, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

13

SITE DEVELOPMENT FILE DA.02.080
KHMER BUDDHIST TEMPLE OF ONTARIO

The Committee of the Whole recommends:

- 1) That this matter be referred to a future Committee of the Whole meeting to provide an opportunity for the applicant to meet with the local ratepayers' association to address concerns raised;**
- 2) That the following deputations be received:**
 - a) Mr. Alan Kay, Secretary, Maple Village Ratepayers' Association, 604 Barrhill Road, Maple, L6A 1N6;**
 - b) Mr. Ed Grisolia, 231 Butterfield Crescent, Maple, L6A 1L1; and**
 - c) Mr. Robert Segarra, on behalf of the applicant; and**
- 3) That the coloured elevation drawing, submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.02.080 (Khmer Buddhist Temple of Ontario) BE APPROVED, subject to the following conditions:

1. That prior to the execution of the site plan agreement:
 - a) the final site plan, building elevations, and landscape plan shall be approved by the Development Planning Department;
 - b) the final site servicing, grading and stormwater management plans shall be approved by the Engineering Department;
 - c) the final landscape plan shall address the requirements of the Village of Maple Streetscape Master Landscape Plan and Design Study to the satisfaction of the Development Planning Department;
 - d) the Owner shall satisfy all hydro requirements of PowerStream Inc.;
 - e) the Owner shall satisfy all requirements of the Region of York Transportation and Works Department; and
 - f) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority.
2. That the site plan agreement contain the following provision:
 - a) The Owner shall pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the

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issuance of a Building Permit, in accordance with Section 42 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

There are no requirements for a 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 permit the construction of a 542.5m² building addition to an existing place of worship served by 65 parking spaces as shown on Attachment #2. Upon completion of the addition, the existing dwelling on the site will be used as the living quarters for the monks serving at the place of worship.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the east side of Keele Street, north of Rutherford Road, between Fieldgate Drive and Barrhill Road (9575 Keele Street), in Lot 18, Concession 3, City of Vaughan. The site has an area of approximately 0.52 ha, with 37.16m of frontage on Keele Street and a depth of 129.6 m. The site is currently developed with a two-storey building and an attached 3-car garage, which is being used as a place of worship.

The lands are subject to an Ontario Municipal Board (OMB) Decision (Order No. 0588) issued on March 23, 1999, which dismissed an appeal by the residents on Kelly Place, with respect to a decision of the Committee of Adjustment, which granted approval of a minor variance to the existing interior side yard of 4.38m, whereas 6.0m is required for a place of worship.

The lands are designated "Low Density Residential" by OPA #350 (Maple Community Plan), and zoned R3 Residential Zone by By-law 1-88, as amended by Exception 9(495). The surrounding land uses are:

- North - existing residential (R1 Residential Zone and A Agricultural Zone)
- East - open space valley (OS1 Open Space Conservation Zone)
- South - existing residential (R3 Residential Zone)
- West - Keele Street; existing residential (R1 Residential Zone)

On December 17, 2002, a notice of receipt of the application was circulated to the Maple Village Ratepayers Association. The Association forwarded a letter to the Planning Department advising that they have serious concerns with this application. It states that the applicant has made no attempt to meet with the community and therefore, the application should be deferred until the community has had a chance to meet with the applicant. Staff has forwarded a copy of the Association's letter to the applicant. A notice of this meeting was forwarded to those individuals requesting notification on October 14, 2005.

Official Plan

The subject property is designated "Low Density Residential" by the Maple Community Plan (OPA #350), which permits a place of worship on the subject lands. The proposed development conforms to the Official Plan.

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Zoning

The subject property is zoned R3 Residential Zone by By-law 1-88, subject to Exception 9(495). The proposed place of worship use is permitted on the subject lands. Also, the proposed site plan layout and building use addition complies with the requirements of By-law 1-88.

Site Design

The proposed site plan shown on Attachment #2 consists of the existing building that is centrally located on the property with a 542.5m² addition proposed between the existing building and Keele Street, and represents an expansion of the existing place of worship. The proposed addition is linked to the existing building via an enclosed building connection. A walkway is proposed around the perimeter of the addition and extends along the north limit of the parking lot.

A parking area with 62 parking spaces is proposed in the rear yard, which is accessed by a vehicular driveway located along the north property line. An additional three parking spaces are provided in the garage attached to the existing building.

Building Elevations

The proposed building elevations are shown on Attachments #2, #3 and #4. The proposed elevations utilize a traditional Buddhist temple architecture incorporating many building and ornamental features. The building includes red entry doors into the building on the west, north and south elevations. A covered open area is located around the perimeter of the building with columns and a heavy handrail. Windows are located around the addition utilizing a decorative ornamental feature over each. The main floor of the building is finished using tan coloured durock stucco. The roof of the structure has several elevations and includes a spire reaching a maximum height of 22.04. The roof is constructed with brownish coloured clay shingles and includes a traditional Buddhist decoration around its perimeter. The west elevation includes a ramp for use by the physically challenged.

Parking

The existing dwelling is currently used as a place of worship. Upon completion of the development, the proposed addition will be used as the place of worship and the existing dwelling will be used as a residence for the monks serving at the facility. Accordingly, By-law 1-88 requires that parking for the proposed development be calculated as follows:

New Temple – 542.5 m ² @ 11 spaces/100m ²	= 60 parking spaces
Existing Residence -	= <u>3 parking spaces</u>
TOTAL	63 parking spaces

The site plan indicates that 65 parking spaces will be provided, which complies with the Zoning By-law, with a surplus of 2 spaces.

Land Use

The Official Plan and By-law 1-88 permit the proposed place of worship use on the subject lands. Section 5.3 of OPA #350, *Churches and Religious Institutions*, further permits existing and new places of worship on arterial roads in residential areas without a specific designation or amendment to the Plan, throughout the community.

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In addition, there are many examples of places of worship and other institutional uses such as schools located on arterial roads or within the community that share a similar built form and spatial relationship to adjacent residential uses as that proposed by the subject site plan application. The proposed land use conforms to the Official Plan and Zoning By-law and is therefore considered to be appropriate from the perspective of compatibility with the existing uses in the area of the subject property.

Building Form & Elevations

The vision for the Maple community from a physical built form perspective along this portion of Keele Street is implemented through the Official Plan and the Maple Streetscape and Urban Design Guidelines (MSUDGs). The compatibility between existing and proposed development is important and required by the Official Plan, however, it does not necessarily mean that new development must be identical to existing development. The MSUDGs set out several guidelines respecting development within its boundary including site plan design and parking guidelines. The MSUDGs encourage buildings to be located close to the street in order to create an interactive relationship between the pedestrians and building forms. The proposed building is setback approximately 12m from Keele Street and is substantially closer to the street than the existing building.

The MSUDGs require that all reasonable efforts should be made to locate parking at the rear of the building. All of the proposed parking for the proposed place of worship is located in the rear yard of the property.

The materials, colours, texture and the architectural design of the building are specifically chosen because of their religious symbolism. The MSUDGs do not include guidelines that contemplate a unique building use and design such as that proposed by the application.

Maple Streetscape Advisory Committee

The subject lands are located within the boundary of the Maple Streetscape and Urban Design Guidelines (MSUDGs). All applications subject to the MSUDGs must be reviewed by the Maple Streetscape Advisory Committee (MSAC). The MSAC on January 29, 2003 received a presentation respecting this development application and recommended:

“That as the style of the structure does not conform to the Maple Streetscape and Urban Design Guidelines, the Committee does not support the application.”

The Owner will be required to furnish the required streetscaping in accordance with the details of the Maple Streetscape Urban Design Guidelines and Master Plan.

Cultural Services Department

The Cultural Services Department has advised that this property is located outside the Maple Historic Core District. Accordingly, Heritage Vaughan and Cultural Services Staff will not be reviewing the streetscape impact of the proposal, and no comments have been provided.

Landscaping

The Owner is proposing enhanced landscaping within the buffer area around the perimeter of the site. The additional landscaping includes a mix of deciduous and coniferous plant material including spruce trees, willows, cedars and dwarf burning bush. Additional landscaping opportunities will be reviewed with the applicant to ensure that the final landscape plan incorporates sufficient screening to the satisfaction of the Development Planning Department.

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The parking spaces located adjacent to the east property limit are constructed with turf stone unilock pavers to permit water infiltration into the ground.

The TRCA has identified that additional planting should be provided to buffer the site from the valley. In addition, the Owner must satisfy the requirements of the Maple Village Streetscape Master Landscape Plan and Design Study with respect to hard and soft landscaping along the Keele Street frontage.

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

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposed site plan and advised that they have no concerns with respect to the building setbacks and location, however the following items must be addressed prior to final site plan approval:

- additional buffer plantings are required adjacent to the northern, northeastern and eastern limits of the property;
- the stormceptor should be placed downstream of the proposed control manhole;
- additional details regarding the storm sewer outfall are required;
- changes to the proposed swale should be reviewed in order to enhance the water quality control and an overall net environmental benefit; and,
- a permit pursuant to Ontario Regulation 158 is required for the proposed development.

The Owner will be required to satisfy all requirements of the TRCA.

Region of York

The Region of York Transportation and Works Department has reviewed the proposed site plan and has provided red-lined comments respecting the driveway access design, to the applicant, and the final site plan must be to their satisfaction.

Servicing

The site has access to hydro, water, and storm and sanitary sewer services. The final site servicing, grading and stormwater management plans must be approved to the satisfaction of the Engineering Department. The Owner will also be required to satisfy all hydro requirements of PowerStream Inc. The plans do not indicate where the garbage storage area is located. This facility should be indoors and will be confirmed on the final site plan.

Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A5', "Plan and Manage Growth".

Conclusion

The site development application to expand the existing place of worship has been reviewed in

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the context of the Official Plan, By-law 1-88, and the Maple Streetscape and Urban Design Guidelines (MSUDGs). The application conforms to the Official Plan and complies with the requirements of By-law 1-88. The compatibility between existing and proposed development is important and required by the Official Plan, however, it does not necessarily mean that new development must be identical to existing development. The application conforms to certain aspects of the MSUDGs including creating a relationship between the building and the street and locating the parking area at the rear of the building. Accordingly, the Development Planning Department can support the proposed site development application, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Site Plan
3. Elevation - West (Keele Street)
4. Elevation-South
5. Elevation-North

Report prepared by:

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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Item 14, Report No. 57, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 31, 2005, as follows:

By deleting Clause 2 of the Committee of the Whole recommendation; and

By receiving the written submission from Mr. Mark Yarranton, KLM Planning Partners Inc., 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, dated October 31, 2005.

14

**STREET NAME APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-04V11
PIAZZA CAPRI INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated October 24, 2005, be approved;
- 2) That part of the lands designated "Block 7 Buffer" in attachment 2, be reserved for a walkway to permit pedestrian access to the rear of the existing commercial lands to the north; and
- 3) That the deputation of Mr. Mark Yarranton, KLM Planning Partners Inc., on behalf of the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

- 1. THAT the following street name for Draft Plan of Subdivision File 19T-04V11 (Piazza Capri Inc.) as shown on attachment #2 BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street '1'	Anacapri Court

- 2. THAT Council direct the City Clerk to initiate the street name change process to change the name of the existing easterly arm of Sydel Crescent on Plan M-2014, directly south of Draft Plan of Subdivision File 19T-04V11 as shown on Attachment #1, to "Anacapri Court".

Economic Impact

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

Background

The subject lands shown on Attachment #1 are located south of Regional Road 7, west of Pine Valley Drive and directly north of the easterly arm of Sydel Crescent, in Lot 5, Concession 7, City of Vaughan.

The subject Draft Plan of Subdivision 19T-04V11 was approved by Council on March 21, 2005. The applicant has submitted a street name for approval. The Planning Department for the Region of York does not have any objections to the proposed name.

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The approved Draft Plan provided on Attachment #2 shows a proposed cul-de-sac at the north end of the existing easterly arm of Sydel Crescent, resulting in two Sydel Crescents, which are no longer to connect to each other.

Condition #6 of Draft Plan approval stated:

“Should any portion of Sydel Crescent be required to be renamed, the Owner shall agree to pay for all costs required to change the street name, to the satisfaction of the City.”

The Development Planning Department and the Fire Department both recommend that one of the arms of Sydel Crescent be subject to a street name change. This would eliminate any confusion in an emergency situation. The easterly arm of Sydel Crescent is developed with six residences, and the westerly arm with 15 residences. There would be less of an impact of a street name change on the segment with fewer residences, that being the easterly Sydel Crescent located directly below the subject plan of subdivision.

It will be necessary for the City Clerk to initiate the street name change process to change the existing easterly arm of Sydel Crescent to “Anacapri Court”, consistent with the proposed street name for the cul-de-sac bulb respecting the subject Plan of Subdivision.

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 no objection with the proposed street name of “Anacapri Court” for approved Draft Plan of Subdivision 19T-04V11. It is also recommended that the City Clerk initiate the street name change process to change the existing easterly arm of Sydel crescent to “Anacapri Court”, as identified in the staff report.

Attachments

1. Location Map
2. Draft Plan of Subdivision

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 15, Report No. 57, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 31, 2005, as follows:

By approving that "grocery store use" contained in Clause 2 of the Committee of the Whole recommendation be replaced with "retail use"; and

By receiving the written submission from Ms. Vania Ottoborgo, History Hill Group, 8700 Dufferin Street, Vaughan, L4K 4S6, dated October 31, 2005.

15 **ZONING BY-LAW AMENDMENT FILE Z.04.070
SITE DEVELOPMENT FILE DA.05.006
VALLEY MILL DEVELOPMENTS INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated October 24, 2005, be approved subject to replacing Clause 2. a) i) with the following:

"the final site plan, elevations, landscape plan, and landscape cost estimate, as per the submitted drawings of today, shall be approved by the Development Planning Department, in consultation with the Local Councillor, with final approval by Council";
- 2) That "supermarket use" be omitted from the list of permitted uses on the subject land and replaced with "grocery store use"; and
- 3) That the coloured elevation drawing, submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.04.070 (Valley Mill Developments Ltd.) BE APPROVED, to rezone the subject lands (Phase 2) shown on Attachment #2 from A Agricultural Zone to C4 Neighbourhood Commercial Zone consistent with the Phase 1 commercial lands to the north, with the following exceptions:
 - permit a maximum building height for Building "C" (Office Portion) of 13.5m whereas 11m is permitted;
 - permit a drive-through accessory to a bank;
 - exempt Building "B" from the loading space requirement; and
 - permit a minimum of 355 parking spaces on the site whereas 390 are required.
2. THAT Site Development File DA.05.006 (Valley Mill Developments Ltd.) BE APPROVED to permit the development of a Neighbourhood Commercial Centre for the subject lands (Phase 2) 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, elevations, landscape plan, and landscape cost estimate shall be approved by the Development Planning Department;
 - ii) the final elevations for Building "B" shall be approved by the Development Planning Department;

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- iii) the final site servicing and grading plans, stormwater management report, and on-site vehicular circulation shall be approved by the Engineering Department;
 - iv) all required road widenings and access onto Regional Roads shall be approved to the satisfaction of the Region of York Transportation and Works Department;
 - v) the Owner shall satisfy all hydro requirements of PowerStream Inc.;
 - vi) the implementing zoning by-law be enacted by Council and be in full force and effect; and
 - vii) the final plan shall be approved by the Toronto and Region Conservation Authority and that a permit in accordance with Ontario Regulation 158 be obtained.
3. THAT the site development agreement contain the following provisions:
- i) garbage shall be stored indoors until ready to be picked-up;
 - ii) the Owner shall agree to obtain and provide any necessary easements (vehicular, pedestrian, maintenance, etc) as may be required for the adjacent lands to the satisfaction of the City;
 - iii) the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-Lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to issuance of a Building permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in- lieu payment; and
 - iv) all Canada Post requirements and warning clauses, if required, shall be incorporated in the site plan agreement.

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 the following applications:

1. A Zoning By-law Amendment Application to rezone the subject lands shown on Attachment #1 from A Agricultural Zone to C4 Neighbourhood Commercial Zone and permit the following zoning exceptions:
 - permit a maximum building height for Building "C" (Office Portion) of 13.5m whereas 11m is permitted;
 - permit a drive-through accessory to a bank;
 - exempt Building "B" from the loading space requirement; and
 - permit a minimum of 355 parking spaces on the site whereas 390 are required.

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2. A Site Development Application to facilitate the completion of a Neighbourhood Commercial Centre comprised of two free-standing commercial buildings and one multi-unit commercial building with a second storey office portion as shown on Attachment #2.

Pertinent Site Statistics are as follows:

Site Area (Phase 1 and 2) =	2.62 ha
Site Area (Phase 2) =	1.77 ha
Total Gross Floor Area (Phase 1) =	672 sq.m
Total Gross Floor Area Proposed (Phase 2) =	5,812 sq.m
Parking Required (Entire Site) =	390 parking spaces
Parking Provided (Entire Site) =	355 parking spaces

Background – Analysis and Options

The subject lands (Phase 2) shown on Attachment #1 are located on the east side of Weston Road, south of Rutherford Road, in Lot 15, Concession 5, City of Vaughan. The site is relatively flat and is currently being used as a garden centre with temporary trailers and weigh scales.

The subject lands are designated “Neighbourhood Commercial Centre” by OPA #240 (Woodbridge Community Plan) as amended by OPA #345 (Woodbridge Commercial Structure Policy), which permits the proposed commercial plaza use. The lands are zoned A Agricultural Zone by By-law 1-88, which does not permit the proposed commercial and office uses. The surrounding land uses are:

- North - Swiss Chalet/Harvey’s building – (Phase 1 - C4 Neighbourhood Commercial Zone)
- South - vacant land/future employment area – approved Draft Plan of Subdivision 19T-87014 (A Agricultural Zone)
- East - vacant/future employment area (A Agricultural Zone)
- West - Weston Road; existing commercial plaza (C4 Neighbourhood Commercial Zone) and a residential subdivision (R1 Residential Zone)

History

On January 24, 2005 Council approved a Zoning Amendment Application (File Z.02.049) to rezone lands north of the subject lands (Phase 1) from A Agricultural Zone to C4 Neighbourhood Commercial Zone and to permit an eating establishment with a drive-through.

The rezoning facilitated Site Development Application DA.02.052 to permit Phase 1 of the lands to be developed with an eating establishment as shown on Attachment #2. The current Zoning Amendment Applications proposes to rezone the subject lands (Phase 2) from A Agricultural Zone to C4 Neighbourhood Commercial Zone to facilitate the completion of the neighbourhood commercial centre.

Public Hearing

On December 23, 2004, a Notice of Public Hearing was mailed to all property Owners within 120m of the subject lands, to the Weston Downs Ratepayers Association, the Vellore Woods and

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Vellore Village Ratepayers Associations and to several individuals requesting notification. To date, one comment from the Owners of 9200 Weston Road (Neighbourhood Plaza at the northwest corner) requested that a supermarket use be omitted from the list of permitted uses on the subject land. This matter is discussed later in this report.

Official Plan

The subject lands are designated “Neighbourhood Commercial Centre” by OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #345, and subject to Section 4.6f), which states the following:

“The lands are located at the southeast corner of Rutherford Road and Weston Road may be developed as a Neighbourhood Commercial centre. The maximum area of the centre shall be 4.0 ha. The maximum gross floor area shall be established in the implementing by-law. A 9m landscape strip shall be provided adjacent to arterial road. The site plan shall allow for the functional integration of individual properties within the designation”.

A “Neighbourhood Commercial Centre” designation permits supermarkets or major warehouse drug store, retail stores, pharmacies, banks and financial institutions, business and professional offices, personal services, and restaurants. The proposed development for Phase 2 conforms to the policies of the Official Plan and is designed in a manner which would eventually form an integrated commercial centre with the lands to the north. A 9m landscape strip is provided along Weston Road with buildings located close to the street edge consistent with Phase 1.

The site plan application does not indicate a supermarket use, and is not designed with a free-standing anchor building that typically accommodates a supermarket. The proposed rezoning to C4 Neighbourhood Commercial Zone is consistent with the Neighbourhood Commercial Centre designation of OPA #345, which permits a supermarket use. In consideration of the above, the supermarket use should remain as a permitted use.

The Zoning Amendment Application conforms to the Official Plan.

Zoning

The lands are currently zoned A Agricultural Zone by By-law 1-88 as shown on Attachment #1. To facilitate the proposed commercial development shown on Attachment #2, a zoning by-law amendment is required to rezone the subject lands (Phase 2) from A Agricultural Zone to C4 Neighbourhood Commercial Zone, which implements the Official Plan and is consistent with the zoning for the Phase 1 lands to the immediate north. Accordingly, the proposed rezoning can be supported.

The following zoning exceptions are required to facilitate the development of the proposed commercial plaza:

- permit a minimum of 355 parking spaces for the entire development (Phase 1 and 2), whereas the By-law requires 390 parking spaces;
- permit a drive-through accessory to a bank;
- permit a maximum building height of 13.5m for the second storey office portion of Building "C", whereas the by-law permits a maximum building height of 11m; and
- exempt Building "B" (Bank Building) from the loading space requirements of By-law 1-88.

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With respect to the proposed zoning exceptions, the parking reduction represents a parking shortfall of 8.5% which the Engineering Department has advised is acceptable. The proposed building height of 13.5m is for the office portion of Building "C", which abuts a future employment area and which would permit a 15m building height for the corresponding Employment Area Zones. A drive-through facility is commonly associated with a bank and has been designed so it is not between the bank building and Weston Road. In view of the above, the Development Planning Department can support the zoning exceptions required to implement the proposed site plan.

Site Design

The site plan for Phase 2 is comprised of three commercial buildings, including two free standing buildings and one multi-unit retail building with a second storey office component as shown on Attachment #2. A drive-through facility is planned and designed for Building "B", which is expected to house a financial institution. The two free-standing buildings are located close to Weston Road and the larger multi-unit building anchors the rear portion of the site.

One full movement and one right-in/right-out driveway from Weston Road and Rutherford (Phase 1) respectively are proposed for this development, and require Region of York approval. The site has been designed in a manner which easily integrates with the existing development on the lands to the north. A landscape strip along Weston Road and wrapping around Rutherford Road defines the site and helps conceal the parking for the development.

The necessary easements are required to ensure appropriate servicing, vehicular and pedestrian connectivity of the subject lands with the adjacent lands. The site development agreement will contain, if required, the appropriate clauses requiring the Owner to provide the necessary servicing easements and cross-easements to ensure connectivity with the adjacent lands.

Parking and Access

The proposed site plan includes 355 parking spaces for the entire commercial centre (Phase 1 and 2). Based on the commercial shopping centre parking standards in By-law 1-88, the required parking is calculated as follows:

Commercial Gross Floor Area (incl. office area) – 6,484 sq.m x 6 spaces/100 sq.m = 390 spaces

In consideration of the above, the site is deficient 35 parking spaces, which represents an 8.5% shortfall in the required parking. The Engineering Department has advised that the parking shortfall of 35 spaces is acceptable.

The subject lands (Phase 1 and 2) are currently accessed by two full movement driveways, one from Rutherford Road, and the other from Weston Road, which is functioning on a temporary basis and will be closed and shifted to the south as part of the Phase 2 development.

Upon development of Phase 2 the overall site will continue to provide two full movement access points, one each on Rutherford Road and Weston Road. The Rutherford Road access point is a shared driveway with the existing gas station to the east and has been approved by the Regional Municipality of York. The second access along Weston Road functions as the main driveway access to Phase 2, but also connects to the Phase 1 development and will require Region of York approval. The driveways have been designed to incorporate of the necessary fire routes.

The Weston Road access should also provide the opportunity to connect with the adjacent landholdings to the south. A condition should be included in the site plan agreement to provide, if

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required the necessary easement over the driveway for access purposes for the lands to the south. The industrial subdivision (19T-87014) to the south and east has been approved for future employment uses and with a road network system that includes an access point from Weston Road. The Region of York must approve the final location and design of the access points onto Weston Road.

Elevations

The proposed building elevations are shown on Attachments #4, #5 and #6. The three buildings proposed for the site are finished using the same materials and similar architectural details. The proposed colour scheme is comprised of light browns (brick) and beige tone/stucco with darker accents used for bordering and detailing.

Building "A"

Building "A" is a free-standing building and been designed with four main elevations allowing the possibility of multiple tenants as shown on Attachment #4. Although the main entrance is indicated as being on the east elevation facing the parking lot, each elevations has been treated in an identical manner as far as construction, colour scheme and design. The elevations are relatively flat with the exception of the centre element, which extends beyond the main roofline and façade providing a portico, which highlights the main entrance(s) to the building. A decorative display wall book-ended by brick/stucco pillars extends beyond the roofline and is apportioned into equally sized squares adding a decorative element to the facades while reinforcing the main double door entries. The use of large lower level glazing surrounds the main entrance(s) and is complimented above by smaller windows crowned with banding providing interest to the facades. A large entablature capped by a dark brown metal flashing trim caps the perimeter of the building.

The proposed elevations are generally acceptable however, additional architectural elements such as carrying the banding design around the entire perimeter of the building will add to the overall character of the building.

Buildings "B" and "C"

The proposed elevations for Buildings "B" and "C" are shown on Attachments #5 and #6. These building are constructed in a similar manner with a combination of clay brick and stucco as the predominant wall cladding material and elements of masonry and metal detailing. The roofline is relatively flat with a variation of design elements in the form of peaks, towers and arched parapet walls each lending to the character of the buildings. The parapets play a dual role, both as a design element and as concealment to the roof top mechanical units.

Building "B", is free-standing building expected to house a Royal Bank Financial Institution. The north and south elevations are treated with additional architectural elements in the form of glazing and feature display walls displaying the company logo and brand name. A tower like feature extending beyond the roofline provides some interest to the building. The roofline is relative level with the exception of the tower and two large wall displays. The west elevation facing Weston Road is comprised of a brick and stucco combination finish and is book-ended by the tower feature that incorporates the bank logo. The east elevation is simple in appearance and could be improved with the addition of architectural detailing such a banding and colour tone. The drive-through facility is located along this elevation.

Glazing along the west and north elevations for Building "C" interrupts the façade and provides

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additional architectural elements and adds to the overall detailing of the building. However the south and east elevations are simple in appearance, with brick as the main construction material and minimal architectural detail. Additional treatments to these elevation will assist in the enhancement of these elevations.

All buildings are capped with a matching dual brown asphalt shingle and with a roof parapet running the perimeter of the buildings concealing the roof top mechanical units.

It is noted that the applicant has on October 5, 2005 submitted revised elevations for Building "B" (Royal Bank) to reflect the bank's new corporate image. The plans were a last minute alteration and submission to the site plan and Development Planning Staff have not had the opportunity to review the plans. However, a specific condition of site plan approval has been included requiring the Development Planning Department to approve the final plans for Building "B".

The final elevations for Buildings "A" and "C" shall be approved by the Development Planning Department.

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 Weston Road within the 9m landscape strip comprises the majority of the landscaping treatment and provides the dual role of enhancing the streetscape and concealing the parking area.

Small landscape islands are provided throughout the site in a random manner in order to provide a break and greening to the paved asphalt parking area. 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 first site plan submission and have indicated that the stormwater management report, and site servicing and grading plans must be revised to their satisfaction. Comments and red-lined plans have been forwarded to the applicant. The final stormwater management report and grading plans must be approved to the satisfaction of the Vaughan Engineering Department.

Transportation

Vaughan Engineering Department Transportation Section has reviewed the plans and has indicated that further design work to the drive through facility is required. Additional red-lined comments have been provided on the plan and forwarded to the applicant. The Transportation Division shall approve the final site design for circulation purposes.

Utilities

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

Parkland

The parkland dedication requirement under the Planning Act will be satisfied through cash-in-lieu to be paid though the registration of the site development agreement.

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Region of York

The Owner is required to satisfy all requirements of the Region of York Transportation and Works Department, including access and road widenings on Weston Road, prior to the execution of the site development agreement.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has no objection to the rezoning of the subject lands to C4 Neighbourhood Commercial Zone to permit the commercial development, provided the comprehensive stormwater management report for the Weston/400 Industrial Park be approved to the satisfaction of Authority Staff, and that a TRCA building permit be obtained.

Canada Post

Canada Post Staff has reviewed the proposed development and have provided comments and requirements dealing with warning clauses and mail box design and location, which must be incorporated in the site development agreement.

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 Zoning Amendment and Site Development Applications in accordance with the policies of the Official Plan (OPA #345), which permits the proposed commercial development. The proposal to rezone the subject lands from A Agricultural Zone to C4 Neighbourhood Zone, is consistent with the policies of the Official Plan and the C4 Neighbourhood Commercial Zone on the adjoining lands to the north (Phase 1). The proposed zoning exceptions are also considered appropriate for the development of the subject lands. The proposed building elevations and site plan layout are generally satisfactory, subject to the comments in this report. For these reasons, the Development Planning Department can support the approval of the site plan application, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations "Building A "
5. Elevations "Building B"
6. Elevations "Building C"

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 16, Report No. 57, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on October 31, 2005, was dealt with by approving:

That this matter be deferred for further consultation with Canadian Pacific Railway.

16

**ROAD CLOSURE – HUNTINGTON ROAD
BETWEEN MCGILLIVRAY ROAD AND MAJOR
MACKENZIE DRIVE**

(Referred from the Council meeting of October 17, 2005)

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the City Clerk, dated October 17, 2005, be approved; and**
- 2) **That the memorandum from the Commissioner of Engineering and Public Works, dated October 21, 2005, be received.**

Council, at its meeting of October 17, 2005, adopted the following:

That this matter be referred to the Committee of the Whole meeting of October 24, 2005, for further information.

Report of the City Clerk, dated October 17, 2005

Recommendation

The City Clerk recommends:

- 1) That any deputations on the matter be received; and
- 2) That a By-law be enacted to stop up and close the portion of Huntington Road between McGillivray Road and Major Mackenzie Drive.

Purpose

To enact a by-law to stop up and close a portion of Huntington Road between McGillivray Road and Major Mackenzie Drive.

Background – Analysis and Options

At its meeting of September 12th, 2005, Council directed staff to commence procedures as required by the Municipal Act to advertise and schedule a Public Hearing to stop up and close a portion of Huntington Road between McGillivray Road and Major Mackenzie Drive (Attachment 1).

The notice (Attachment 2) was advertised for two (2) consecutive weeks in the City Page of the Vaughan Citizen and the Liberal (Thursday edition only). The appropriate agencies have been notified of the proposed by-law. Objections have been received by the affected landowner, and Vaughan Fire and Rescue services (Attachment 3).

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Conclusion

In order to complete the road closure process, Council's approval of this recommendation is required. It should be noted that a reference plan has to be completed prior to the by-law being forwarded to a future Council meeting for enactment.

Attachments

1. Extract
2. Notice
3. Objections

Report Prepared by:

Brenda Macdonald
Administrative Co-ordinator

(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 OCTOBER 31, 2005

Item 17, Report No. 57, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 31, 2005, as follows:

By approving that a further Clause 9 be added to the recommendation of Councillors Carella and Shefman, as follows:

- “9. While the Ward Councillors will provide the formal nominations, it is expected that citizens suggested for nomination would be brought forward by all Members of Council as well as the general public.”***

17

VAUGHAN COUNCIL’S CIVIC HERO AWARDS

(Added per Council direction of October 17, 2005)

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella and Councillor Shefman, dated October 24, 2005:

Recommendation

Further to the discussion of related matters which took place at the meeting of the Committee of the Whole (Closed Session) of October 11, 2005, Councillor Carella and Councillor Shefman recommend adoption of the following resolution:

WHEREAS the Council of the City of Vaughan has adopted a *Declaration of Citizens’ Rights and Responsibilities*; and

WHEREAS the intent of such adoption is, *inter alia*, the promotion of responsible citizenship; and

WHEREAS the promotion of such citizenship is accomplished in part by the honouring of individual citizens who, by virtue of their action or actions, provide an example to others;

NOW THEREFORE BE IT RESOLVED, that the Council of the City of Vaughan hereby establishes an awards program to honour those citizens of Vaughan, who, in the opinion of the Council, have set an outstanding example of responsible citizenship worthy of the special recognition. This recognition will take the form of the City of Vaughan’s Civic Hero–Awards, the rules of which shall be as follows:

1. The award shall be a certificate to read as follows:

Council of the City of Vaughan
takes pride in naming
[individual’s name]
Civic Hero
for his [or her] exemplary action
reflecting the responsibility of citizens to
“[appropriate quotation of one or more of the responsibilities cited
in the City of Vaughan’s
Declaration of Citizens’ Rights and Responsibilities]”

2. The award will be granted to individuals as individuals, and not as a member of an organization whose *raison d’etre* is the carrying out of the action(s) for which the individual might be honoured, nor to any individual whose action(s) are other than voluntary.

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3. The award may honour individuals for a one-time act, or for an on-going course of action(s), but no honouree shall receive this award more than once in his/her lifetime.
4. No more than five such awards will be made in any calendar year, and each shall be approved by Council.
5. The right to nominate potential recipients shall be vested in the ward councilors, with no councilor permitted to nominate more than one individual in a calendar year unless and until a prior nominee of that councilor is not approved by Council in the same calendar year.
6. In the event that the number of wards increases at some future date, the corresponding number of potential awardees shall increase by the same number.
7. Nominations may only be effected by a written recommendation to a meeting of the Committee of the Whole (Closed Session), which recommendation must contain a detailed justification for the nomination as well as a draft press release reflecting that justification as it will be provided to the public, along with the name of the member of council who nominated the honouree.
8. No councilor shall transfer his or her right to nominate a potential awardee to another councilor.

Economic Impact

Minimal: limited to the cost to produce and appropriately frame the certificate.

Purpose

To promote the goal of responsible citizenship as described in the City of Vaughan's *Declaration of Citizens' Rights and Responsibilities*.

Background – Analysis and Options:

Council lacks a mechanism for honouring those individuals who, by virtue of their generally unheralded actions, set the sort of example of responsible citizenship which Council has chosen to publish by its adoption of the City of Vaughan's *Declaration of Citizens' Rights and Responsibilities*. These actions might run the gamut from cleaning up litter on a local street to rescuing a child who has fallen into a swollen creek.

The Civic Hero Award is meant to honour and recognize the citizens of our city who show their care for their community and their fellow-citizens through their actions. As is clear from the details provided above, this program is extremely limited in terms of the number that might be honoured in any one year, which is entirely appropriate as the number of those who can genuinely be designated "hero" in a single year is very few. Given the limited maximum number of annual awardees (5), it is appropriate that the power to nominate be vested in a limited number of individuals --- the ward councilors.

Relationship to Vaughan Vision 2007

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

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Conclusion

It is appropriate that Council take steps to honour those who, by their actions as individual citizens unconnected to any organized activity, set an example of responsible citizenship as described in the City of Vaughan's *Declaration of Citizens' Rights and Responsibilities*.

Attachments

Declaration of Citizens' Rights and Responsibilities
Extract - Item 2, Report No. 55 of the Committee of the Whole (Closed Session)

Report prepared by:

Councillor Tony Carella
Councillor Alan Shefman

(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.)

Please also refer to Item 2, Committee of the Whole (Closed Session) Report No. 55.

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EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 18, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

18

**INFORMATION REQUEST
ULTIMATE SPORTS CENTRE**

(Added per Council direction of October 17, 2005)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated October 24, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT the following information respecting the Ultimate Sports Centre BE RECEIVED.

Economic Impact

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

Purpose

On October 11, 2005 the President of the Ultimate Sports Centre (USC) made a deputation before the Committee of the Whole requesting that Vaughan Council support the relocation of the USC from its current location at 7345 Highway 50 to a property on the east side of Highway 50, north of Major Mackenzie Drive (10223 Highway #50) as shown on Attachment #1.

The Committee of the Whole directed that the Development Planning Department review this matter and report back to the October 24, 2005 Committee of the Whole meeting.

Background - Analysis and Options

The Ultimate Sports Centre (USC) is an existing private recreation facility that features outdoor and indoor golf driving ranges, an indoor soccer field and a ball hockey area housed within a domed facility. The facility is currently located at 7345 Highway 50 and must be relocated within the next 12-24 months due to impending development on the subject lands. Accordingly, the USC is seeking alternate locations for the facility and appears to have found a suitable site located on the east side of Highway #50, north of Major Mackenzie Drive in Lot 22, Concession 10, City of Vaughan. The USC advises that it is the intent to also install an outdoor driving range, mini putt, three full sized soccer fields, a cricket pitch and one baseball diamond at this location on a temporary basis.

On October 11, 2005, the President of the USC appeared before the Committee of the Whole to inform Council of this plan, and to seek comments of support for the proposal.

The USC is aware that there are issues related to the proposed relocation including the existing zoning and definition of "Recreational Uses". Following the deputation, the Committee of the Whole, and subsequently Council directed that the Development Planning Department prepare a report respecting the proposal.

The uses surrounding the proposed location are as follows:

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- North - vacant land (A Agricultural Zone)
- South - vacant land (A Agricultural Zone)
- East - vacant land (A Agricultural Zone)
- West - Highway 50 & City of Brampton

Official Plan

The lands upon which the USC intends to relocate its facility are located within the “West Vaughan Secondary Plan Study Area”. Until such time as the detailed secondary plans are prepared for the new employment area, the lands will continue to be subject to the “Agricultural Area” policies of OPA #600. The primary use for lands designated Agriculture Area will be for farming and accessory uses. Since the Agriculture Area designation does not permit recreational uses, an official plan amendment would be required in order to permit the proposed facility at this location.

Zoning

The subject lands are currently zoned A Agricultural Zone by By-law 1-88. The recreational uses specifically permitted by Zoning By-law 1-88 include the following:

- Bowling Green
- Curling Rink
- Private or Municipal Swimming or Wading Pool
- Skating Rink
- Tennis Court

The recreational uses being proposed by the USC are not permitted by Zoning By-law 1-88, therefore a zoning amendment would be required to permit the proposed development. In addition, a Site Development Application would also be required in order to facilitate the development.

Relationship to Vaughan Vision 2007

This 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 request to relocate the Ultimate Sports Centre and has ascertained that applications to amend the official plan, zoning by-law and for site development approval would be required. This information is provided for Council’s consideration.

Attachments

1. Location Map
2. Ultimate Sport Centre Deputation Letter October 11, 2005

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 18, CW Report No. 57– Page 3

Report prepared by:

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.)

Please also refer to Item 38, Committee of the Whole Report No. 54.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 19, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

**19 PETITION TO ERECT AN OPEN-AIR SHELTER ON THE GROUNDS OF
FATHER ERMANNO BULFON COMMUNITY CENTRE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Councillor Carella, dated October 24, 2005:

Recommendation

Councillor Carella recommends that the attached petition be received and first referred to appropriate staff to document the estimated cost of the proposed shelter, and thence to the Budget Committee, for its consideration for inclusion in the City's 2006 Capital Budget.

Economic Impact

To be determined by staff prior to review by the Budget Committee.

Purpose

To facilitate a response to a petition signed by over 200 residents of West Woodbridge, requesting that an open-air shelter be erected on the grounds of Father Ermanno Bulfon Community Centre as protection against the elements during open-air functions (picnics, etc.)

Background – Analysis and Options

Residents of West Woodbridge, predominantly seniors who are members of the local seniors' club, have submitted a petition to have an open-air shelter erected on the grounds of Father Ermanno Bulfon Community Centre. As this is a capital budget item, a full costing of the proposed shelter is required before it can be considered by the Budget Committee for possible inclusion in the 2006 capital budget.

Relationship to Vaughan Vision 2007

This report is consistent with priorities previously set by Council and the necessary resources have been allocated and approved for those tasks recommended herein.

Conclusion

It is appropriate that Council facilitate this petition by its referral to staff and the Budget Committee.

Attachments

Petition signed by members of the West Woodbridge Seniors Club, *et alia*

Report prepared by

Councillor Tony Carella

(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 OCTOBER 31, 2005

Item 20, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

20

REQUEST FOR STAFF ATTENDANCE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated October 24, 2005:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That appropriate staff be directed to attend the following community meeting with the local Councillor
 - a. November 1st 2005, at 7:00pm, (location to be determine) to discuss the development plan Zoning By-Law Amendment File Z.04.048 Baif Developments Limited.

Economic Impact

To be determined.

Purpose

To obtain resident input on the matter noted above.

Background - Analysis and Options

The above noted community meeting will afford residents the opportunity to speak directly with the local Councillor and City of Vaughan Staff members so as to address any concerns they may have regarding the proposed development at New Westminster Drive, west of Bathurst Avenue.

Relationship to Vaughan Vision 2007

6.2 Develop innovative external communication initiatives.

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

Conclusion

That appropriate staff be directed to attend the above noted community meeting in attendance with the Local Councillor so as to appropriate address resident concerns.

Attachments

N/A

Report prepared by:

Tanya Dubar, Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 21, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

21

VICEROY ROAD –DUAL LEFT TURN LANE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated October 24, 2005:

Recommendation

In response to resident concerns, Councillor Sandra Yeung Racco recommends:

1. That staff be directed to investigate the feasibility of making the right hand turning lane on Viceroy Road a dual purpose lane so as allow both left and right - hand turns northbound and southbound onto Dufferin Street during the evening rush hour of 4:00pm to 7:00pm.

Economic Impact

To be determined upon analysis.

Purpose

To alleviate traffic congestion issues on Viceroy Road.

Background - Analysis and Options

Viceroy Road is dual lane road which extends from Alness Street to Dufferin Street. During the evening rush hour time of 4:00pm to 7:00pm, many vehicles use Viceroy Road as a cut through from Steeles Avenue to Dufferin Street north, so as to avoid the Dufferin/Steeles intersection.

In light of this ongoing situation, it would be appropriate for staff to investigate the feasibility of making the right-hand turning lane on Viceroy Road a dual purpose lane allowing both left and right turns northbound and southbound onto Dufferin Street during the evening rush hour.

Relationship to Vaughan Vision 2007

1.1.3 Identify and implement innovative traffic management alternatives to improve general traffic safety.

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

Conclusion

The creation of a secondary left-hand turn lane east bound on Viceroy Road to northbound on Dufferin Street will help to alleviate the traffic congestion which results from vehicles using Viceroy Road a cut through to avoid the Dufferin/Steeles intersection.

Attachments

N/A

Report prepared by:

Tanya Dubar, Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 22, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

22

REVISED PARKING PROHIBITION – RIVERMEDE ROAD

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated October 24, 2005:

Recommendation

In response to resident concerns, Councillor Sandra Yeung Racco recommends:

1. That staff be directed to review By-Law 1-96, the Consolidated Parking By-law, as it pertains to the effectiveness of the current parking prohibitions on Rivermede Avenue between Keele Street and Bowes Road.

Economic Impact

To be determined upon analysis.

Purpose

To review the effectiveness of current parking prohibitions as well as the necessity and feasibility of adding parking prohibitions to the above noted location.

Background - Analysis and Options

My office has been in receipt of numerous complaints regarding the problem of tractor trailers both stopping and parking on the side of both Rivermede Road to unload items. Rivermede Road is an industrial road extending from Keele Street east to Highway #7. The section of Rivermede Road between Keele Street and Bowes Road becomes extremely narrow when tractor trailers stop and park along both sides of Rivermede, thereby making it difficult for drivers to see oncoming traffic along Rivermede.

In light of this situation, it would be appropriate to have staff investigate the effectiveness current parking prohibitions along Rivermede Road in order to determine if it is necessary to revise them so as to prevent tractor trailers from stopping and parking along Rivermede Road.

Relationship to Vaughan Vision 2007

1.1.3 Identify and implement innovative traffic management alternatives to improve general traffic safety.

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

Conclusion

In light of the ongoing safety concerns on Rivermede Road, it would be appropriate to have staff investigate the effectiveness as well as the necessity and feasibility of current parking prohibitions along Rivermede Road.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 22, CW Report No. 57– Page 2

Attachments

N/A

Report prepared by:

Tanya Dubar, Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 23, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

23

REVISED PARKING PROHIBITIONS – CREDITSTONE ROAD

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated October 24, 2005:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff be directed to review By-Law 1-96, the Consolidated Parking By-Law, as it pertains to the effectiveness of the current parking prohibitions as well as the necessity and feasibility of installing additional parking prohibitions along Creditstone Road extending from Highway #7 to MacIntosh Boulevard.

Economic Impact

To be determined upon analysis.

Purpose

To review the effectiveness of current parking prohibitions as well as the necessity and feasibility of adding parking prohibitions to the above noted location.

Background - Analysis and Options

My office has been in receipt of numerous complaints regarding the problem of tractor trailers both stopping and parking on the both sides of Creditstone Road to unload items. According to information received, Creditstone is a single lane road and trucks are unloading continuously throughout the day. Our By-Law department has advised that two files are continuing and ongoing since the summer of 2004. At the beginning of October 2005, by-law staff attended to this location three times and trucks were observed unloading and staff dealt with scenarios that were interfering with traffic. By-Law noted that it appears to be used regularly for unloading. In addition to unloading, residents have complained that trucks are parking left backwards on Creditstone.

Relationship to Vaughan Vision 2007

1.1.6 Review the level of enforcement, compliance and monitoring of regulations related to public safety

3.3 Implement effective traffic management measures

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

Conclusion

In light of ongoing safety concerns on Creditstone Road, it would be appropriate to have staff investigate the effectiveness of current parking prohibitions as well as investigate the necessity and feasibility of additional parking prohibitions along Creditstone.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 23, CW Report No. 57– Page 2

Attachments

N/A

Report prepared by:

Tanya Dubar, Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 24, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

24 HYDRO VAUGHAN DISTRIBUTION INC. TAX REPORTING ISSUE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services, dated October 24, 2005:

Recommendation

The Commissioner of Legal and Administrative Services recommends:

- 1) That the request from Vaughan Holdings Inc. at its cost to establish a subsidiary for the sole purpose of finalizing a Vaughan Hydro/PowerStream tax reporting matter be approved;
- 2) That the subsidiary be dissolved once the matter is finalized; and
- 3) That the Mayor and City Clerk be authorized to execute Vaughan Holdings Inc. Resolutions of the Shareholder accordingly.

Economic Impact

Not applicable.

Purpose

The purpose of this report is to obtain the necessary shareholder approval.

Background - Analysis and Options

The establishment of a subsidiary is to assist in the resolution of a Vaughan Hydro/PowerStream reporting matter. Vaughan Holdings Inc. is facilitating the resolution of the issue by creating this sole purpose subsidiary. PowerStream was successful in resolving the matter with Revenue Canada and will be covering the associated costs.

While the solution to the tax reporting matter was agreed to relatively quickly, determining a method of implementing the solution has been problematic. Hydro Vaughan Distribution Inc. is no longer in existence and its successor, PowerStream Inc. is a tax exempt corporation under the Income Tax Act and cannot be issued tax assessments. Consequently, staff have negotiated an arrangement with Revenue Canada to create a single purpose taxable corporation for the sole purpose of receiving the tax assessment and resolving the issue. Once resolved the single purpose entity would then be wound up after the Certificate of Waiver is received from Revenue Canada.

Vaughan Holdings Inc. is also a tax exempt corporation under the Income Tax Act. PowerStream has requested that this single purpose entity be established as a subsidiary of Vaughan Holdings Inc. To establish the same subsidiary under PowerStream Inc. would require the approval of both shareholders and potentially delay resolution of the issue. PowerStream advised that at the time of closing the merger transaction, adequate provision was made to address this issue.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 24, CW Report No. 57– Page 2

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

Staff recommend shareholder approval.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 25, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

25 GLEN SHIELDS AVENUE – NO PARKING & NO STOPPING SIGNS

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated October 24, 2005:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff be requested to investigate the need for and the feasibility of installing a No Parking restriction from 8:30am to 9:30am and 3:30pm to 4:30pm Monday to Fridays on the east and west side of Glen Shields Avenue in front of Glen Shields Public School and Our Lady of the Rosary Catholic Elementary School
2. That staff be requested to investigate the need for a No Stopping restriction from 8:30am to 9:30am and 3:30pm to 4:30 Monday to Fridays on the east and west side of Glen Shields Avenue in front of Glen Shields Public School and Our Lady of the Rosary Catholic Elementary School.

Economic Impact

To be determined upon analysis

Purpose

To control traffic issues on Glen Shields Avenue especially during the morning drop off and evening pick up times at both schools.

Background - Analysis and Options

Since the start of the school year, my office has received numerous complaints with regards to problems with vehicles stopping and parking along Glen Shields Avenue between the 8:30-9:30am drop-off time and the 3:30-4:30pm pick-up time in front of both Our Lady of the Rosary Catholic School and Glen Shields Public School. Currently, there is no signage in front of the schools to prevent vehicles from double and triple parking and stopping along Glen Shields Avenue. The problem that has been created by these illegally parked and stopped vehicles is not only causing traffic-gridlock, but moreover, compromising the safety of our residents. There has been a number of mishaps already and certainly we do not want to be confronted with a major accident before some action is taken.

Relationship to Vaughan Vision 2007

1.1.3 Identify and implement innovative traffic management alternatives to improve general traffic safety.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 25, CW Report No. 57– Page 2

Conclusion

In response to concerns outlined by area residents, as well as the principals of both schools, and in order to maintain community safety, it is recommended that staff review the need for the above noted traffic calming measures at the specified locations.

Attachments

None

Report prepared by:

Tanya Dubar, Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 26, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

26

KING HIGH DRIVE CLOSURE

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 24, 2005, be approved; and**
- 2) That staff be directed to initiate the process of advertising Council's intent to close the road and to hold a public hearing on this matter.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information.

Economic Impact

Should Council wish to close King High Drive at Dufferin Street, a public notification and hearing process is required. The cost of advertising is a nominal expense. Shall the closure proceed, a design for the work would be required and a cost estimate prepared.

Purpose

To advise Committee of the Region of York's response to the City of Vaughan's request that the Region review the feasibility of the closure of King High Drive at Dufferin Street or the implementation of a left turn prohibition at Dufferin Street and King High Drive.

Background - Analysis and Options

At its meeting of June 27, 2005 Council adopted Item 17, Report 42 of the Committee of the Whole. That report, among other things recommended that a traffic calming plan for the King High Drive area be approved and "That the Region of York be requested to review the feasibility of the closure of King High Drive at Dufferin Street or the implementation of a southbound left turn prohibition at the intersection of Dufferin Street and King High Drive between the hours 7:00am to 9:00am, Monday to Friday." The extract from the Council meeting is Attachment No. 1 to this report.

Regional Council, at its meeting of September 22, 2005 adopted a recommendation that "The proposal by the City of Vaughan to close King High Drive at Dufferin Street (Y.R. 53) in the City of Vaughan, be supported by Regional Council. The extract from the Regional Council meeting is Attachment No. 2 to this report.

Should Council wish to proceed with the closure of King High Drive, it would be necessary that the City Clerk be instructed to initiate the process to advertise Council's intent to close the road and to hold a public hearing on the matter.

Currently the City does not have funds identified to construct a permanent road closure at this location. If a closure was ultimately approved by Council, the road could be effectively closed through the installation of concrete barriers and appropriate signage. A plan to construct and fund a permanent closure would need to be developed.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 26, CW Report No. 57– Page 2

Closure of King High Drive at Dufferin Street would have an impact on the proposed King High Drive Area Traffic Calming plan in that some of the measures proposed may no longer be required or desired by area residents.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 A-1 Pursue Excellence in the Delivery of Core Services and A-2 Promote Community Safety Health and Wellness.

Conclusion

The Region has advised that they would support a proposal to close King High Drive at Dufferin Street. Should Council wish to proceed, the City Clerk should be instructed to initiate the procedure under the Municipal Act to stop up and close the road. Should a closure be implemented, the area traffic calming plan should be reviewed and amended as necessary.

Attachments

1. Item 17, Report 42
2. Clause 15, Report 7 of Transportation and Works Committee as amended and adopted by Regional Council on September 22, 2005

Report prepared by:

Bill Robinson, Commissioner of Engineering and Public Works (ext 8247)

(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 OCTOBER 31, 2005

Item 27, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

27

**DEPUTATION – MR. RICK LEVINE
WITH RESPECT TO AN ARTS COUNCIL IN VAUGHAN**

The Committee of the Whole recommends that the deputations of Mr. Rick Levine, President, Custom Graphics Inc., 135 Franklin Avenue, Thornhill, L4J 4X6, Ms. Susan MacDonald and Mr. Owen Johnson, on behalf of Mr. Michael Orlando, and the written submissions dated October 5, 2005 and October 24, 2005, be received and referred to the Committee of the Whole (Working Session) meeting of October 25, 2005.

Please also refer to Item 4, Committee of the Whole (Working Session) Report No. 60.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 28, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

28

**DEPUTATION – MS. SIMONETTA DE ROSA
WITH RESPECT TO THE DRIVEWAY AT 125 BLUE WILLOW DRIVE**

The Committee of the Whole recommends

- 1) That the deputation of Ms. Simonetta DeRosa, 125 Blue Willow Drive, Woodbridge, L4L 9E9, and written submission dated October 14, 2005, be received and referred to staff for a report; and**
- 2) That the confidential memorandum from the Senior Manager, Enforcement Services, dated October 19, 2005, and photograph, be received.**

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 31, 2005

Item 29, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 31, 2005.

29

**DEPUTATION – MR. GAETANO IUORIO
WITH RESPECT TO COMMUNITIES IN BLOOM**

The Committee of the Whole recommends that the deputation of Mr. Gaetano Iuorio, 22 Curtis Court, Maple, ON, L6A 1Y4, be received.