

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 1, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

1

VILLAGE GREEN SPEEDING

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated December 11, 2006:

Recommendation

Councillor Bernie Di Vona recommends:

1. That Engineering staff be requested to conduct the necessary traffic studies on Village Green Avenue and Orr Avenue and report on those findings.
2. That Staff proceed to establish a traffic calming committee for Village Green and to proceed as per policy and procedure.

Economic Impact

Nil

Purpose

That the City of Vaughan Engineering Department conduct a review of traffic control and provide the residents of Village Green with their comprehensive study and statistics.

Background - Analysis and Options

My office has received further complaints regarding the traffic volume, vehicles speeding, stop sign compliance and infiltration problems on these roadways, the last traffic study occurred in 2005 and it may be beneficial to conduct another review to determine if changes have occurred.

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.

Conclusion

Residents of Village Green hope that the necessary traffic measures are taken.

Attachments

Nil

Report prepared by:

Councillor Bernie Di Vona

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 2, CW Report No. 46 – Page 2

As a result of a complaint from an area business, the 3 hour maximum limit was reinstated by Council in October 2005 and reaffirmed by Council in May, 2006. Since the 3 hour maximum limit was reinstated on Cidermill Avenue, employees have been parking in fire routes and in spaces intended for visitors to businesses.

A meeting of local businesses was held during October 2006 to try to reach a solution to the ongoing concerns expressed both by persons wishing to have all day parking on the street and those opposed. Those opposed expressed concern that there had been double parking on the street while employees transferred equipment from their work vehicle to their personal vehicles and that cars had been parked too close to intersections and driveways.

At the meeting it was agreed if the safety hazards could be eliminated by ensuring no double parking and no blocking of driveway accesses, parking in excess of 3 hours would be acceptable on the south side of Cidermill. So that cars would not have to park close to driveways, the area where parking over 3 hour limit would be allowed could be extended east thereby providing more on street parking spaces.

At the meeting, the concern was also raised by those opposed that it was not the City's responsibility to provide parking for businesses. Therefore, the opportunity of a pay and display parking pilot project came up for the employment areas, with Cidermill Avenue being the test pilot for this project. As it was clear at the meeting that there are two groups divided on the issue of all day parking on Cidermill Avenue, it was thought that Pay and Display parking offered a fair and structured method for allowing parking on Cidermill Avenue.

Since October 2006, parking has been taking place on the south side of Cidermill Avenue on a trial basis for more then the 3 hour limit. Observations has shown that cars are being parked away from driveway entrances and in front of the buildings at # 115, 141 and 161 Cidermill and # 467 Edgeley. Double parking has not been reported. The parking activity has been conducted so as not to cause blocking of driveways or a hazard to vehicular traffic.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, "A", Serve our Citizens.

Conclusion

From the meeting with area businesses, it is concluded that allowing temporary parking on the south side of Cidermill Avenue for periods in excess of 3 hours, 6:00 a.m. to 6:00 p.m., Monday to Friday will serve area businesses by ensuring that sufficient parking is available for employees and visitors and that fire routes around buildings will be kept free from parked vehicles. It is also concluded that the City would look at Pay and Display parking as a long-term solution for the parking issues on Cidermill Avenue.

Attachments

1. Location Map

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 3, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

3

LEASH FREE AREA

The Committee of the Whole recommends:

- 1) That Clauses 1 and 2 of the recommendation contained in the following report of the Commissioner of Community Services, dated December 11, 2006, be approved;**
- 2) That Clause 3 be deferred pending a public meeting prior to this matter being brought forward to the Committee of the Whole meeting of January 22, 2007; and**
- 3) That the following deputations be received:**
 - a) Ms. Mirella Chiappetta, 67 Agincourt Road, Woodbridge, L4L 2Z8, on behalf of the West Woodbridge Homeowners' Association; and**
 - b) Ms. Deborah Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8.**

Recommendation

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

1. That this report be received for information purposes; and,
2. That the Budget Committee considers a request for funding in the 2007 budget for \$83,000.00; and,
3. That pending Council approval of the Capital budget request, staff be authorized to enter into a lease agreement with Hydro One regarding developing a leash-free area within the Hydro corridor in the vicinity of Highway #7 & 27, in Ward 2 of the City of Vaughan.

Economic Impact

There will be an impact of approximately \$83,000.00 on the capital budget (taxation) should Council approve the capital funding request as part of the 2007 budget. If approved during the 2007 capital budget, an annual operating cost of \$5,000.00 will be required in the operating budget.

Purpose

The purpose of this report is to provide Council with information regarding the implementation of a leash free dog area as a pilot project within the City of Vaughan, Ward 2; and to seek approval to enter into a lease agreement with Hydro One to develop a leash-free area. (Refer to Attachment 'A')

Background - Analysis and Options

Most other municipalities including Toronto, Mississauga, Brampton and Markham have leash free areas. Staff have obtained information from these municipalities, from internet sources on the subject, and on successful "dog parks" in the United States. The provision of leash free areas can reduce the number of dogs off leash in parks, while providing a safe area for owners to exercise their dogs. The leash free areas have rules and regulations which are enforced, mainly by the users themselves, such as cleaning up dog excrement, prohibiting aggressive dogs, prohibiting dogs in heat, and not allowing young children into the leash free area.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 3, CW Report No. 46 – Page 2

Several residents have expressed the need for leash-free dog areas in the City of Vaughan. In addition, two residents came to Committee of the Whole on deputation to outline the need for such areas and the benefits to the community. Staff were directed to review the logistics of providing a leash free area in Vaughan and report back to Council.

At its May 23, 2006 meeting Council approved a recommendation by the Councillor of Ward 2, to direct staff to investigate all issues relating to the development of an off-leash venue in Ward 2 as a pilot project.

At its meeting of June 26, 2006, Council adopted a recommendation that staff be authorized to enter into discussions with Hydro regarding the development of a leash-free area in the hydro corridor in the vicinity of Highway #7 in Ward 2 of the City of Vaughan.

As directed, staff entered into discussions with Hydro One to determine the feasibility of a leash-free area within the Hydro corridor in the vicinity of Highway #7 and 27, in the City of Vaughan. A drawing was submitted to Hydro One for review and comment (Refer to attachment 'B'). Hydro One has provided preliminary approval (Refer to Attachment 'C') of a site on the North side of Highway #7, east of Highway #27 subject to the following terms and conditions including:

1. Relocation of the existing gate on site beyond the off-leash parking area; and
2. Installation of site access protection including bollards and gates;
3. Licensing of the facility using the Ontario Realty Corporation's standard Recreational Licence.

Relationship to Vaughan Vision 2007

The provision of an off-leash dog park is consistent with Vaughan Vision as it acts to serve our citizens through the promotion of community safety, health, and wellness.

Conclusion

That Council receive this report for information, that a capital funding request of \$83,000.00 be considered in the 2007 capital budget, and that pending Council approval of the Capital funds, staff be authorized to enter into a lease agreement with Hydro One for implementation and operation of a leash-free park in Ward 2.

Attachments

- A. Hydro Approved Site – Leash Free Dog Park, Ward 2
- B. Drawing L-1 – Proposed Site Plan
- C. Hydro One correspondence

Report prepared by:

Stephanie Snow, Landscape Architect, Parks Development – Ext. 3210
Paul Gardner, Director, Parks Development – Ext. 3209

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 4, CW Report No. 46 – Page 2

Capital Project 5945-5-04 Playground Retrofit – the playground at Hayhoe Park was scheduled to be replaced under the Playground Retrofit capital project. Both the Pine Grove Public School Council and the York Region District School Board participated in funding of this replacement. The Pine Grove Public School Council and the York Region District School Board contributed a total of \$52,000 for the installation of rubber safety surfacing. Certified cheques have been received from both parties and the work has been completed.

Capital Project 5945-5-04 Playground Retrofit - a generous donation of \$40,000 was made by the Locilento family in memory of their late son, Anthony. The donation is intended to be used to upgrade the playground facilities and signage at the recently renamed Anthony Locilento Park (previously Blue Coin Park). The design for the upgrade to the playground will be finalized in consultation with the Locilento family and work will commence in the Spring of 2007.

Capital Project 5945-5-04 Playground Retrofit – a cash-out in the amount of \$35,000 was received from Islington Woods Development Ltd. in lieu of a sidewalk in the Arista Gate development. The developer agreed to allow the Islington Woods Ratepayer Association decide how to allocate the cash-out as they did not want the sidewalk constructed. At the Islington Woods Ratepayer Association's AGM held in May 2006 the group decided that \$17,000 would be used to implement a swing set at Michael Fitzgerald Parkette. This work was completed in the Fall of 2006 as part of the Playground Retrofit capital project. The balance of the funds were directed to enhance plantings and floodlights on either side of the entrance at Arista Gate which will be done through the operating fund.

Relationship to Vaughan Vision 2007

This additional funding provides the opportunity to provide additional 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

It is appropriate to increase Capital Project 6066-0-06 Admadiyya Park (UV1-N7) in the amount of \$20,000 and Capital Project 5945-5-04 Playground Retrofit in the amount of \$109,000 to include the funds received from third parties for these projects.

Should Council concur with this request this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act 2001 Sec 291 (1) before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. Where a capital project has been subject to a public meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public Committee or Council agenda is deemed to be sufficient notice pursuant to Section 2(1) (c) of Bylaw 394-2002.

Attachments

None

Report Prepared By

Marjorie Johnson, CGA, Manager of Capital, ext. 8984
Paul Gardner, Director, Parks Development, ext. 3209

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 5, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

**5 ASSUMPTION – VELLORE WOODS COMMUNITY - WATERTOWER SUBDIVISION, PHASE 1
19T-97V28 / 65M-3357**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

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-3357 and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 1.2 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 105 lot development is a residential subdivision. The development is located east of Weston Road and south of Major Mackenzie Drive as shown on Attachment 1.

The Subdivision Agreement was signed on August 25, 1999. The municipal services in Plan 65M-3357 were installed in June 1999 and the top course asphalt was placed in September 2003.

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 5, CW Report No. 46 – Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-3357 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
Engineering

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 DECEMBER 18, 2006

Item 6, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

6

**ASSUMPTION – ARTIBUS – PHASE 1
19T-97V15 / 65M- 3646**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

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-3646 and that the municipal services letter of credit be reduced to \$122,750.

Economic Impact

Upon assumption of this development, approximately 1.4 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, parks, etc.

Purpose

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

Background - Analysis and Options

The 142 lot development is a residential subdivision. The development is located west of Weston Road and south of Major Mackenzie Road as shown on Attachment 1.

The Subdivision Agreement was signed on December 6, 2002. The municipal services in Plan 65M-3646 were installed in July 2002 and the top course asphalt was placed in September 2004.

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 Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Engineering Services Department is requesting that \$10,000 be held back in securities for two undeveloped lots. The Parks and Forestry Department is requesting that \$20,000 be held back in securities for the guarantee of trees planted. The Development/Transportation Engineering Department is requesting that \$92,750 be held back in securities to facilitate the potential need for temporary in-house booster pumps, should they be required, prior to the construction of the City's Major Mackenzie Pressure District No. 6 Watermain. This watermain is anticipated to be constructed in the near future through the development of the north portion of Block 39. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 6, CW Report No. 46 – Page 2

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.

Conclusion

It is therefore appropriate that the municipal services in 65M-3646 be assumed and the municipal services letter of credit be reduced to \$122,750. The letter of credit will be released once the works and future infrastructure are completed to the satisfaction of the City.

Attachments

1. Location Map

Report prepared by:

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

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 DECEMBER 18, 2006

Item 7, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

7

**ASSUMPTION – H & R MAPLE PROJECT
19T-90074 / 65M-3094, 65M-3095**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

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-3094 and 65M-3095 and that the municipal services letter of credit be reduced to \$72,500.

Economic Impact

Upon assumption of this development, approximately 3.6 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 345 lot development is a residential subdivision. The development is located east of Jane Street and south of Teston Road as shown on Attachment 1.

The Subdivision Agreement was signed on February 26, 1996. The municipal services in Plan 65M-3094 and 65M-3095 were installed in July 1995 and the top course asphalt was placed in July 2000.

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 and Clerks. Development Planning is requesting that \$47,500 be held back to rectify outstanding landscaping deficiencies in the Spring of 2007. The Development/Transportation Engineering Department is requesting that \$25,000 be held back in securities to facilitate the potential need for re-aligning and reconstructing a section of roadway on Pine Hollow Crescent when a five lot severance development application located on the north side of Pine Hollow Crescent is ready to proceed. An application has currently been submitted to the City for its review. 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 7, CW Report No. 46 – Page 2

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

Conclusion

It is therefore appropriate that the municipal services in 65M-3094, 65M-3095 be assumed and the municipal services letter of credit be reduced to \$72,500. The letter of credit will be released once the road works along Pine Hollow Crescent and the landscaping deficiencies are completed to the satisfaction of the City.

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 DECEMBER 18, 2006

Item 8, CW Report No. 46 – Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-3415 be assumed and the municipal services letter of credit be reduced to \$7,500. The letter of credit will be released once the landscaping deficiencies are rectified to the satisfaction of the City.

Attachments

1. Location Map

Report prepared by:

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

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 DECEMBER 18, 2006

Item 9, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

9

**EDGELEY BOULEVARD BETWEEN
PENNSYLVANIA AVENUE AND PORTAGE PARKWAY
NO PARKING PROHIBITIONS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That “No Parking” prohibitions not be installed on Edgeley Boulevard between Pennsylvania Avenue and Portage Parkway.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of installing “No Parking” prohibitions on both sides of Edgeley Boulevard between Pennsylvania Avenue and Portage Parkway, as directed by Council.

Background - Analysis and Options

At its September 11, 2006 meeting, Council directed:

- “1. That staff investigate the need for a No Parking prohibition on the east side of Edgeley Boulevard (northbound) between Portage Parkway and Pennsylvania Avenue, Monday through Friday;**
- 2. That staff investigate the need for a No Parking prohibition on the west side of Edgeley Boulevard (southbound) between Portage Parkway and Pennsylvania Avenue, Monday through Friday;**
- 3. That staff report back to a future Committee of the Whole in December 2006.”**

Edgeley Boulevard is a four lane, collector roadway with a 26 metre right-of-way and an existing speed limit of 50 km/h. There are existing “No Parking” prohibitions on the east and west sides of Edgeley Boulevard from Pennsylvania Avenue to a point approximately 30 metres south of the intersection. There are also existing “No Parking” prohibitions on the east and west sides of Edgeley Boulevard from Portage Parkway to a point approximately 30 metres north of this intersection.

Staff conducted a parking study on Tuesday, October 24, 2006 to review the on-street parking activity along Edgeley Boulevard between Pennsylvania Avenue and Portage Parkway. The study was conducted during the peak hour periods of 8:00 am to 9:00 am, 12:00 pm to 1:30 pm, and 4:00 pm to 5:00 pm. The results have been summarized below:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 9, CW Report No. 46 – Page 2

Peak Period	Number of Vehicles	Number of Trucks
8:00 am to 9:00 am	0	0
12:00 pm to 1:30 pm	0	0
4:00 pm to 5:00 pm	0	1

The truck recorded during the 4:00 pm. to 5:00 pm. interval parked in front of #259 Edgeley Boulevard and remained for the entire hour of the pm. portion of the parking study. On the day of the parking study, the parking lot at # 259 was being reconstructed and the dump truck that was parked on Edgeley Boulevard was required to transport the construction equipment to and from the site.

A review of the collision history indicates there has been one collision on Edgeley Boulevard between Pennsylvania Avenue and Portage Parkway within the past three years. In this collision, a southbound vehicle made a left turn into the path of a northbound vehicle. There is no reference to any vehicles parked on-street in the police report.

Engineering staff corresponded with the By-Law Department and verified that their offices have received several complaints from 2005 – 2006 with regards to Edgeley Boulevard. In total, three tickets were issued to vehicles parked on Edgeley Boulevard after 5:00 pm.

Based on this review, staff does not recommend installing “No Parking” prohibitions on Edgeley Boulevard between Pennsylvania Avenue and Portage Parkway as no vehicles were observed parking on this section of Edgeley Boulevard for the purposes of accessing, loading or unloading materials to the adjacent businesses.

Relationship to Vaughan Vision 2007

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

Conclusion

Based on this review, it is recommended that “No Parking” prohibitions not be installed on Edgeley Boulevard between Pennsylvania Avenue and Portage Parkway.

Attachments

1. Location Map

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

TA:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 10, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

**10 VAUGHAN VALLEY BOULEVARD AND ZENWAY BOULEVARD
PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Vaughan Valley Boulevard and Zenway Boulevard.

Economic Impact

The cost to install the stop signs and pavement markings would be an initial impact to the 2007 Operating Budget, and the cost to maintain the signs and markings would have an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Vaughan Valley Boulevard and Zenway Boulevard, in response to requests from area business employees.

Background - Analysis and Options

Staff received requests from business employees in the area of Vaughan Valley Boulevard and Zenway Boulevard to review the need for an all-way stop control due to heavy traffic volumes.

Vaughan Valley Boulevard is a major collector roadway with a 26.0 metre right-of-way and a pavement width of 14.0 metres. Zenway Boulevard is a major collector roadway with a 26.0 metre right-of-way and a pavement width of 14.0 metres. The existing speed limit on Vaughan Valley Boulevard and on Zenway Boulevard is a statutory 50 km/h. The existing stop controls are located on Zenway Boulevard. The area is shown on Attachment No. 1.

Staff conducted a turning movement count on Tuesday October 3, 2006 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. On the day of the traffic study the weather was rainy. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- | | |
|---|----------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 131% |
| • 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 counts meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at the intersection. The collected traffic volumes satisfy Warrant 1. There was one reported vehicle collision in the past year at this intersection.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 10, CW Report No. 46 – Page 2

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

Conclusion

Based on staff's review, it is recommended that an all-way stop control be installed at the intersection of Vaughan Valley Boulevard and Zenway Boulevard.

Attachments

1. Location Map

Report prepared by:

Leslie Winfrow, Traffic Analyst. Ext. 3131
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

LW:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 11, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

11

**STARLING BOULEVARD AND HAWSTONE ROAD
PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Starling Boulevard and Hawstone Road.

Economic Impact

The cost to install the stop signs and pavement markings would be an initial impact on the 2007 Operating Budget, and the costs to maintain the signs and markings would have an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Starling Boulevard and Hawstone Road, in response to several requests from local residents.

Background - Analysis and Options

Several requests have been received to review the traffic activity at the intersection of Starling Boulevard and Hawstone Road. Starling Boulevard is a feeder roadway with a 23.0 meter right-of-way. Hawstone Road is a feeder roadway with a 23.0 metre right of way. The speed limit is 50 km/h on Starling Boulevard and on Hawstone Road. The existing stop controls are located on Hawstone Road. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Tuesday, September 26, 2006 at the intersection of Starling Boulevard and Hawstone Road during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm. The weather on this day was sunny and clear. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted	95%
Warrant 2 – Accident Hazard	Warranted	0%
Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions at this intersection susceptible to prevention by implementing all-way stop control over the last twelve-month period, and there are no site restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the warrant.

Staff however believe it would be beneficial to install an all-way stop control at the intersection of Starling Boulevard and Hawstone Road. The warrant requires 350 vehicles to enter the intersection of Starling Boulevard and Hawstone Road from all approaches. Staff recorded 333

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 11, CW Report No. 46 – Page 2

vehicles entering the intersection from all approaches, only 17 vehicles below the threshold criteria in the All-Way Stop Warrant. Since additional vehicles required to meet the warrant could occur at anytime it would be beneficial to install the all-way stop control at this time.

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 all-way stop control be installed at the intersection of Starling Boulevard and Hawstone Road.

Attachments

1. Location Map

Report prepared by:

Leslie Winfrow, Traffic Analyst, Ext. 3131
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

LW:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 12, CW Report No. 46 – Page 2

2. By approving that parking prohibition signs be installed within 10 metres of the intersections at Saint Francis Avenue and St. Clare Boulevard.”

Additionally, at its meeting on June 26, 2006 Council directed:

“That the City of Vaughan Engineering Department prepare a report to consider stop controls, traffic calming measures on Saint Francis Avenue and parking restrictions to address the deficiency of parking.”

Saint Francis Avenue is a local roadway with a 20.0 metre right-of-way and a statutory 50 km/h speed limit. The street runs east-west from Fossil Hill Road to Via Campanile. Saint Clare Boulevard has a 26.0 metre right-of way, with northbound and southbound lanes of 6.0 metres width each and a raised centre median feature of 3.5 metres width. The raised centre median extends from Rutherford Road to Saint Francis Avenue. The speed limit on Saint Clare Boulevard is a statutory 50 km/h. St. Clare of Assisi Parish is located on the north side of Saint Francis Avenue with access onto the roadway directly opposite Saint Clare Boulevard. The area is shown on Attachment No. 1.

Previously, staff have collected speed and volume data on two sections of Saint Francis Avenue and determined the average speeds range from 36 km/h to 45 km/h, which are comparable to similar feeder type roadways. The collected volumes were also within roadway capacities which should not exceed 8,000 vehicles per day (as per Urban Supplement to the Geometric Design Guide for Canadian Roads).

In accordance with the Council’s approved Neighbourhood Traffic Committee Policy and Procedure, the warrant for speed humps was not met. Possible alternative traffic calming measures for this roadway would include the installation of chicanes, mountable centre medians, painted road narrowings, or a combination of these alternatives.

Additionally, staff previously conducted a review of on-street parking on Saint Francis Avenue. There were a minimal number of parked vehicles on Saint Francis Avenue during all time periods observed. Two-way vehicular traffic was not impeded, and at no time were any driveway accesses blocked. New parking prohibitions have been requested as per Council direction of September 25, 2006, and will be installed soon.

The review for an all-way stop control was scheduled for Fall 2006 as turning movement counts are not typically scheduled over the summer months. Staff conducted a turning movement count on Tuesday, November 7, 2006 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. The existing stop control is located on Sainte Clare Boulevard. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- | | |
|---|----------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 105% |
| • 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 counts meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at the intersection.

There are no sight distance restrictions noted at this intersection. There were zero reported vehicle collisions in the past year at this intersection.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 12, CW Report No. 46 – Page 3

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 a new all-way stop control be installed at the intersection of Saint Francis Avenue and Saint Clare Boulevard.

Attachments

1. Location Map

Report prepared by

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

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 13, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

13

**ISLINGTON AVENUE AND STEGMAN'S MILL ROAD
REQUEST FOR ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Islington Avenue and Stegman's Mill Road.

Economic Impact

The cost to install stop signs and pavement markings will be an initial impact on the 2007 Operating Budget. The on-going costs to maintain the signs and markings would have an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Islington Avenue and Stegman's Mill Road, in response to concerns raised by a resident.

Background - Analysis and Options

A request has been received from a resident requesting a review of the traffic activity at the intersection of Islington Avenue and Stegman's Mill Road; the existing stop control is located on Stegman's Mill Road. A turning movement count was conducted on Thursday, September 21, 2006, at the intersection of Islington Avenue and Stegman's Mill Road during the peak time periods of 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm. The weather on this day was sunny and clear. The data collected was compared to the Provincial Warrant for an All-way Stop Control with the following results:

• Warrant 1 – Minimum Vehicular Volumes	Warranted	175%
• Warrant 2 – Accident Hazard	Warranted	0%
• Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill 100% of the requirements for Warrant 1. There have been no reported collisions at this intersection susceptible to prevention by an all-way stop control over the last twelve-month period. There are no sight distance restrictions at this intersection. Based on this review, an all-way stop control is recommended for the intersection of Islington Avenue and Stegman's Mill Road.

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 safety (1.1.3).

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 13, CW Report No. 46 – Page 2

Conclusion

Based on this review, it is recommended that an all-way stop control be installed at the intersection of Islington Avenue and Stegman's Mill Road.

Attachments

1. Location Map.

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120

Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

TA:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 14, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

14 **KIPLING AVENUE SOUTH OF HIGHWAY 7**
VARIOUS TRAFFIC CONCERNS

The Committee of the Whole recommends:

- 1) That the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006, be approved; and
- 2) That the Region of York be requested to review the timing of the pedestrian signal at Highway 7.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information.

Economic Impact

Not Applicable.

Purpose

To report further to Council direction on various traffic issues as per Council Meeting of June 26, 2006.

Background - Analysis and Options

At its meeting on June 26, 2006, Council directed:

- “(1) By approving that appropriate staff review with York Region the optimum periods for extending the timing of the north/south green lights at the intersection of Kipling Avenue and Hwy. 7, namely on weekend evenings (Saturday and Sunday), May 15 to September 30, and between 9:00 p.m. and midnight, to facilitate the outflow of traffic onto Hwy. 7 with the closure of functions/events at the three community facilities at the south end of Kipling Avenue;
- (2) That the residents on both sides of Kipling Avenue between Highway 7 and the southerly leg of Veneto Drive, be polled to determine if they are in support of a pilot project to run in 2006 only, entailing the prohibition of all parking on the east side of Kipling Avenue only between 6:00 p.m. and 11:59 p.m. on Saturdays and Sundays from June 1st to September 30th, and that if 66.6% of respondents are in agreement with this proposal, this pilot project will be implemented with all deliberate speed.”

Kipling Avenue is a feeder road with 2 lanes south of Coles Road and 3 lanes north of Coles Road, with pavement widths ranging from 8.5 metres to approximately 11.5 metres between Highway 7 and the southerly limit. The intersection of Kipling Avenue and Highway 7 is signalized and under the jurisdiction of the Region of York. The existing posted speed limit is 40 km/h on Kipling Avenue. The area is shown on Attachment No. 1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 14, CW Report No. 46 – Page 2

Staff contacted the Region of York, Transportation and Works Department further to direction that during weekend evenings from May 15th to September 30th between 9:00 pm and 12:00 midnight, adjustment to the traffic signal timings at Highway 7 and Kipling Avenue is required as the community facility activities end and traffic exits northbound. Region of York staff have reviewed this concern and in response have adjusted the timing plan for northbound traffic at Highway 7 and Kipling Avenue for Saturdays and Sundays between the hours of 9:00 pm to 12:00 midnight, to facilitate the expected additional traffic.

Staff sent a survey to directly affected residents on Kipling Avenue between Highway 7 and the southerly leg of Veneto Drive on August 2, 2006, requesting their opinion on the proposed parking prohibition for the east side of Kipling Avenue, Saturdays and Sundays, 6:00 pm to 11:59 pm, as a pilot project.

The survey closed on August 18, 2006. A total of 6 surveys were received from the 23 delivered. 2 surveys agreed to the proposed parking prohibitions, and 4 surveys disagreed with the proposed parking prohibitions. As the results of the survey indicated that the 66.6% agreement threshold was not met, the parking prohibitions were not installed.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

Conclusion

Staff recommends that this report be received for information.

Attachments

1. Location Map

Report prepared by:

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

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 15, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

15

**FLETCHER DRIVE
TRAFFIC CONCERNS**

The Committee of the Whole recommends:

- 1) That Clauses 2 to 5 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006, be approved;
- 2) That an all-way stop be installed at the intersection of Fletcher Drive and Kilbride Gate; and
- 3) That York Regional Police be requested to enforce the speed limit on Fletcher Drive.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Fletcher Drive and Kilbride Gate;
2. That an all-way stop control not be installed at the intersection of Fletcher Drive and Wildhaven Crescent (east intersection);
3. That a speed hump not be installed on Fletcher Drive;
4. That "School Area" signage not be installed on Fletcher Drive; and
5. That the petition from the area residents be received.

Economic Impact

Not Applicable.

Purpose

To address traffic concerns on Fletcher Drive, in response to the petition received.

Background - Analysis and Options

Engineering staff received a petition (see Attachment No. 2) from residents of Fletcher Drive that requested:

- An all-way stop control at the intersection of Fletcher Drive and Kilbride Gate;
- An all-way stop control be installed at the intersection of Fletcher Drive and Wildhaven Crescent (east intersection);
- A speed hump on Fletcher Drive; and
- "School Area" signage indicating Fletcher Drive as a school zone.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 15, CW Report No. 46 – Page 2

Fletcher Drive and Kilbride Gate

Staff conducted field studies on Thursday, October 12, 2006 to determine the feasibility of implementing an all-way stop control at the intersection of Fletcher Drive and Kilbride Gate. Traffic volumes were collected during the peak time periods of 7:00 a.m. to 9:00 a.m., and 3:00 p.m. to 6:00 p.m. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 21%
- Warrant 2 – Collision Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

All-way stop controls are recommended when one of the above warrants are satisfied 100% or more. Existing traffic volumes fulfill 21% of the requirements. There have been no vehicle collisions at this intersection susceptible to prevention by an all-way stop control over the last twelve-month period. There are no sight distance restrictions at this intersection. Based on this review, staff does not recommend the installation of an all-way stop control for the intersection of Fletcher Drive and Kilbride Gate.

Fletcher Drive and Wildhaven Crescent (east intersection)

Staff conducted field studies on October 12, 2006 to determine the feasibility of implementing an all-way stop control at the intersection of Fletcher Drive and Kilbride Gate. Traffic volumes were collected during the peak time periods of 7:00 a.m. to 9:00 a.m., and 3:00 p.m. to 6:00 p.m. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 22%
- Warrant 2 – Collision Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

All-way stop controls are recommended when one of the above warrants are satisfied 100% or more. Existing traffic volumes fulfill 22% of the requirements. There have been no vehicle collisions at this intersection susceptible to prevention by an all-way stop control over the last twelve-month period. There are no sight distance restrictions at this intersection. Based on this review, staff does not recommend the installation of an all-way stop control for the intersection of Fletcher Drive and Wildhaven Crescent (east intersection).

The Ontario Traffic Manual states that stop signs are not intended to be used as a speed control device. Their usage should be limited to the control of right-of-way conflicts at an intersection.

Speed Humps

Fletcher Drive is a two-lane, local roadway with a 20.0-metre right of way and a speed limit of 50km/h. Staff conducted speed and volume studies on Fletcher Drive, west of Wildhaven Crescent (east intersection), from Monday, October 2, 2006 to Friday, October 6, 2006. The results have been summarized below:

Direction	Average Speed	85th Percentile Speed	Average Daily Traffic
Eastbound	42 km/h	53 km/h	370 vehicles
Westbound	41 km/h	51 km/h	380 vehicles

The recorded average speeds on Fletcher Drive range between 41 km/h and 42 km/h. The 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below) range

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 15, CW Report No. 46 – Page 3

between 51 km/h to 53 km/h. The results of this study suggest a good level of motorist compliance with the 50 km/h speed limit. In accordance with Council's approved Neighbourhood Traffic Committee Policy and Procedure, speed humps are 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.
- The average speed is measured to be 10 km/h greater than the speed limit.

Fletcher Drive is not a primary emergency response route and the speed limit is 50 km/h, however the recorded average speeds do not exceed the speed limit by 10 km/h and therefore do not warrant the installation of speed humps. Furthermore, a review of the collision history indicates there have been no reported collisions on Fletcher Drive within the past three years.

School Area Signage

In the petition, the residents had also requested signage to indicate that Fletcher Drive is a school zone. The Ontario Traffic Manual states "School Area" warning signs should only be installed on roadways where an existing school is present. As there is no school on Fletcher Drive, staff does not recommend the installation of "School Area" warning signs as over usage may reduce their effectiveness in other areas.

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 safety (1.1.3).

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

Conclusion

Based on this review, it is recommended:

1. That an all-way stop control not be installed at the intersection of Fletcher Drive and Kilbride Gate;
2. That an all-way stop control not be installed at the intersection of Fletcher Drive and Wildhaven Crescent (east intersection);
3. That a speed hump not be installed on Fletcher Drive; and
4. That "School Area" signage not be installed on Fletcher Drive.

Attachments

1. Location Map.
2. Letter/Petition Dated September 7, 2006 to the Mayor and Members of Council only.

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

TA:mc

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 15, CW Report No. 46 – Page 4

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 16, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

16

**SUMMERIDGE DRIVE – TRAFFIC CALMING
INITIAL TRAFFIC COMMITTEE MEETING**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information.

Economic Impact

Not Applicable.

Purpose

To report on the Initial Public Meeting for the Summeridge Drive Traffic Committee.

Background - Analysis and Options

At its meeting on September 25, 2006, under Item 91, Report No. 43 Council directed:

- “1. That staff be directed to review the need for and feasibility of traffic calming measures for Summeridge Drive;
2. That staff and the Local Councillor meet with the community to discuss a traffic calming plan and to form a traffic calming committee; and
3. That staff report to a future Committee of the Whole in December 2006.”

The Summeridge Drive traffic committee area is comprised of the entire length of Summeridge Drive from Dufferin Street to Bathurst Street. Summeridge Drive is a Collector Roadway with a 23.0 metre right-of-way and 11.5 metre pavement width. The existing posted speed limit is 40 km/h on Summeridge Drive. There are four existing all-way stop controlled intersections on Summeridge Drive. Refer to Attachment No. 1 for location.

The initial public meeting of the Summeridge Drive Neighbourhood Traffic Committee was held on Wednesday, November 1, 2006 and attended by 12 residents. Engineering Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

A Traffic Committee was successfully formed at the conclusion of the meeting, and will follow the Council approved Traffic Calming Policy and Procedure to develop a traffic calming plan. Staff subsequently met with Committee members on Thursday, November 16, 2006, to provide direction for Committee members in developing a traffic calming plan. Timing of the plan approval will be in the 2007 year depending on the participation and outcome of the Traffic Committee.

The initial public meeting was advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers, as well as posted on the City of Vaughan website. The Notice of the meetings were also mailed out to all residents of Summeridge Drive.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 16, CW Report No. 46 – Page 2

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).

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

Conclusion

Staff recommends that this report be received for information.

Attachments

1. Location Map

Report prepared by

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

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 17, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

**17 TRAFFIC CONTROL SIGNAL REVIEW AT ABERDEEN AVENUE
AND TORII STREET/NIMBUS PLACE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a traffic control signal not be installed at the intersection of Aberdeen Avenue and Torii Street/Nimbus Place.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of implementing a traffic control signal at the intersection of Aberdeen Avenue and Torii Street/Nimbus Place, in response to direction from Council.

Background - Analysis and Options

At its meeting on September 11, 2006 Council directed:

- “1. That the City of Vaughan Engineering Department be requested to conduct a review of the need and possible installation of a traffic signal at the intersection of Aberdeen Avenue and Torii Street consistent with the City of Vaughan standards and policies; and**
- 2. That the review and recommendations be brought forward to a future Committee of the Whole in time for consideration for the 2007 Capital Budget.”**

Aberdeen Avenue is a collector roadway with an existing posted speed limit of 40 km/h. Torii Street and Nimbus Place are local roadways. Torii Street has an existing posted speed limit of 40 km/h and Nimbus Place is a statutory 50 km/h. This intersection has an existing all-way stop control. The area is shown on Attachment No. 1.

A turning movement count was conducted on Wednesday, November 15, 2006 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00 am to 9:00 am, 11:00 am to 2:00 pm and 3:00 pm to 6:00 pm. On the day of the traffic study the weather was clear and the roads were dry. The collected traffic volumes compared to the Provincial Warrant for Traffic Signal Installation are as shown below.

Aberdeen Avenue and Torii Street/Nimbus Place

- | | |
|---|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 52% |
| • Warrant 2 – Delay to Cross Traffic | Warranted 40% |
| • Warrant 3 – Accident Experience | Warranted 6% |

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 17, CW Report No. 46 – Page 2

For a traffic signal control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts do not meet the requirements of the Provincial Warrant for Traffic Signal Installation. The above results reflect the highest eight peak traffic hours at the intersection.

There is also Warrant 4 – Combination Warrant which may be used if no individual warrants are satisfied 100%, in which two warrants satisfying 80% or more could warrant the installation of a traffic signal. Based on the study results, Warrant 4 does not meet requirements.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

Conclusion

Based on staff's review, it is recommended that a traffic control signal not be installed at the intersection of Aberdeen Avenue and Torii Street/Nimbus Place.

Attachments

1. Location Map

Report prepared by:

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

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 18, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

18

SIGNALIZED INTERSECTIONS – CREDITSTONE ROAD

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of January 22, 2007.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That traffic control signals not be installed at the four subject intersections on Creditstone Road at:

1. MacIntosh Boulevard
2. Pippin Road
3. Edilcan Drive
4. Locke Street

Economic Impact

Not Applicable.

Purpose

To review the feasibility of implementing traffic control signals at four intersections on Creditstone Road, in response to direction from Council.

Background - Analysis and Options

At its meeting on September 25, 2006 Council directed:

- “1. That staff investigate the need for and feasibility of a signalized intersection at Creditstone Road and MacIntosh Boulevard;
2. That staff investigate the need for and feasibility of a signalized intersection at Creditstone Road and Pippin Road;
3. That staff investigate the need for and feasibility of a signalized intersection at Creditstone Road and Edilcan Drive;
4. That staff investigate the need for and feasibility of a signalized intersection at Creditstone Road and Locke Street; and
5. That staff report to a future Committee of the Whole meeting in December 2006 with their findings.”

Creditstone Road is an urbanized industrial roadway with pavement widths ranging from 11.5 to 14.0 metres between Highway 7 and Locke. The speed limit on Creditstone Road is a statutory 50 km/h. The other intersecting roadways are all designed to our industrial roadway standard with a statutory speed limit of 50 km/h. The area is shown on Attachment No. 1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 18, CW Report No. 46 – Page 2

Turning movement counts were conducted on Tuesday, November 14, 2006 at the four subject intersections during peak travel periods. The traffic counts were conducted from 7:00 am to 9:00 am, 11:00 am to 2:00 pm and 3:00 pm to 6:00 pm. On the day of the traffic studies the weather was clear and the roads were dry. The collected traffic volumes compared to the Provincial Warrant for Traffic Signal Installation are as shown below.

Creditstone Road and MacIntosh Boulevard

- Warrant 1 – Minimum Vehicular Volumes Warranted 25%
- Warrant 2 – Delay to Cross Traffic Warranted 25%
- Warrant 3 – Accident Experience Warranted 0%

Creditstone Road and Pippin Road

- Warrant 1 – Minimum Vehicular Volumes Warranted 54%
- Warrant 2 – Delay to Cross Traffic Warranted 62%
- Warrant 3 – Accident Experience Warranted 6%

Creditstone Road and Edilcan Drive

- Warrant 1 – Minimum Vehicular Volumes Warranted 44%
- Warrant 2 – Delay to Cross Traffic Warranted 55%
- Warrant 3 – Accident Experience Warranted 0%

Creditstone Road and Locke Street

- Warrant 1 – Minimum Vehicular Volumes Warranted 40%
- Warrant 2 – Delay to Cross Traffic Warranted 56%
- Warrant 3 – Accident Experience Warranted 0%

For a traffic signal control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts do not meet the requirements of the Provincial Warrant for Traffic Signal Installation. The above results reflect the highest eight peak traffic hours at the intersections.

There is also Warrant 4 – Combination Warrant which may be used if no individual warrants are satisfied 100%, in which two warrants satisfying 80% or more could warrant the installation of a traffic signal. At all four intersections, Warrant 4 does not meet requirements.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

Conclusion

Based on staff's review, it is recommended that traffic signals controls not be installed at any of the four subject intersections on Creditstone Road.

Attachments

1. Location Map

Report prepared by:

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 18, CW Report No. 46 – Page 3

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 19, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

19

**WOODBRIIDGE AVENUE AND FOREST DRIVE/LEWIS DRIVE
TRAFFIC SIGNAL TIMING AND TRAFFIC INFILTRATION – UPDATE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information.

Economic Impact

Not Applicable.

Purpose

To investigate the feasibility of adjusting the existing traffic signal timing at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive, and determine the effectiveness of the new southbound left turn prohibition at the intersection of Forest Drive and North Ridge Road, in response to direction from Council.

Background - Analysis and Options

At its meeting on September 25, 2006 Council directed:

“That staff monitor the subject intersections and report back in December 2006 if there are any significant changes with respect to turning prohibitions or signal timings.”

Woodbridge Avenue is a primary feeder road with a 23.0m right-of-way, and Forest Drive is a local road with a 20.0m right-of-way. The intersection of Woodbridge Avenue and Forest Drive is under existing traffic signal control. There is an existing southbound left turn prohibition at the Forest Drive and North Ridge Road intersection. (The area is shown on Attachment No. 1).

Staff conducted a follow-up signal timing review and observations at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive on Wednesday, November 8, 2006, during the morning and afternoon peak time periods from 8:00 - 9:00 am and from 4:00 - 5:00 pm. During both observation periods all southbound left turning vehicles were able to complete their turn during the same signal cycle they arrived at the intersection. There were no delays to the southbound left turn movement as the opposing northbound traffic from Lewis Drive is low. No vehicles were required to wait an additional signal cycle. These results are similar to staff's review conducted in August 2006.

Changes to the existing traffic signal timing, specifically to add more green time to the north/south direction would result in possible delays to east/west traffic, and is not required based on review. Staff does not recommend any signal timing changes at this intersection.

Staff also conducted a follow-up review of the existing southbound left turn prohibition at the intersection of Forest Drive and North Ridge Road on Wednesday, November 15, 2006, during the peak time periods of 8:00 - 9:00 am, 12:00 - 1:00 pm, and 4:00 - 5:00 pm to determine the

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 19, CW Report No. 46 – Page 2

effectiveness of the prohibition. The prohibition was installed on Wednesday, August 2, 2006. During observations, only two vehicles made the southbound left turn movement at this intersection during the noon observation period, which indicates a very good compliance rate to the new prohibition. These results are identical to staff's review conducted in August 2006 during the same time periods when a total of two vehicles made the southbound left turn movement at the intersection.

Based on the results of both reviews, staff does not recommend any traffic signal timing changes at the intersection of Woodbridge Avenue and Forest Drive, and to maintain the existing southbound left turn prohibition at the intersection of Forest Drive and North Ridge Road.

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 this report be received for information.

Attachments

2. Location Map

Report prepared by

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

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 20, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

20

**JUDITH AVENUE
PROPOSED RAISED CROSSWALK**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006, be approved; and
- 2) That the written submission of Ms. Cindy Furfaro, dated December 5, 2006, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of installing a raised crosswalk on Judith Avenue either between # 71 and # 73 or between # 77 and # 81 Judith Avenue, as directed by Council.

Background - Analysis and Options

At its meeting on September 25, 2006 the Committee of the Whole recommended:

- “1. That staff investigate the feasibility of installing a raised crosswalk on Judith Avenue, either between # 71 & # 73, or between # 77 & # 81;
2. That staff follow through with the proper reviews and Ministry of Environment requirements in investigating the feasibility of the raised crosswalk; and
3. That staff report to a future Committee of the Whole meeting with respect to their findings as soon as possible.”

Judith Avenue is a two lane, residential roadway with a 20.0 metre right-of-way and an existing speed limit of 50 km/h. There is an existing speed hump located on Judith Avenue south of Briarcliff Court. Judith Avenue also has painted road narrowings installed on the north/west sides of the roadway.

Staff proceeded with the Ministry of Environment Class Environmental Act requirements and conducted an initial public meeting on Wednesday, November 15, 2006 at the Dufferin-Clark Community Centre. This meeting was held to determine if the community would support the installation of a new raised crosswalk on Judith Avenue between Chelwood Drive and Bayhampton Crescent (south). Wade Gate Park is located on the west side of Judith Avenue. The area is shown in Attachment No. 1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 20, CW Report No. 46 – Page 2

The Ward Councillor, Traffic staff and three local residents of Judith Avenue were in attendance. Traffic staff conducted a site review to determine the most appropriate location for a raised crosswalk. The two possible locations are:

- Between # 71 and # 73 Judith Avenue; or
- Between # 77 and # 81 Judith Avenue.

The resident at # 77 Judith Avenue stated that they would not support the installation of a raised crosswalk as this location is directly in front of their property.

A letter will be issued to the stakeholders of Judith Avenue between Chelwood Drive and Bayhampton Crescent (south). This letter will ask if the residents would support the installation of a raised crosswalk between # 71 and # 73 Judith Avenue due to the fact that they did not attend the public meeting on Wednesday November 15, 2006.

Traffic staff will follow up with a supplemental report in early 2007 with the response from the residents living on Judith Avenue near the proposed raised crosswalk at # 71 and # 73.

Relationship to Vaughan Vision 2007

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

Conclusion

That this report be received for information.

Attachments

1. Location Map

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

TA:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 21, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

21

**WADE GATE
REQUEST FOR SPEED HUMP**

The Committee of the Whole recommends:

- 1) That staff investigate the feasibility of installing speed humps on Wade Gate at the two locations identified, between the north intersection of Brownridge Drive and the southern intersection of Brownridge Drive;
- 2) That a public meeting be held as soon as possible; and
- 3) That the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a speed hump not be installed on Wade Gate.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of installing a speed hump on Wade Gate, as directed by Council.

Background - Analysis and Options

At its September 25, 2006 meeting the Committee of the Whole recommended:

- “1. That staff be directed to investigate the necessity and feasibility of installing speed humps along Wade Gate between the northern intersection of Brownridge Drive and the southern intersection of Brownridge Drive; and
- 2. That staff report their findings to a future Committee of the Whole meeting in December 2006.”

Wade Gate is a two lane, local roadway with a 20.0 metre right-of-way and an existing posted speed limit of 40 km/h. Wade Gate Park is located on the south side of Wade Gate. The area is shown in Attachment No. 1.

Staff conducted speed and volume studies on Wade Gate from Tuesday, November 14, 2006, to Friday, November 17, 2006. The results have been summarized below:

Wade Gate – Approximately 80 metres south of Brownridge Drive

Direction	Average Speed	85th Percentile Speed	Average Daily Traffic
Northbound	39 km/h	48 km/h	470 vehicles
Southbound	38 km/h	47 km/h	560 vehicles

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 21, CW Report No. 46 – Page 2

The recorded average speeds on Wade Gate, south of Brownridge Drive, range between 38 km/h and 39 km/h. The 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below) range between 47 km/h to 48 km/h. The results of this study suggest an acceptable level of motorist compliance with the 40 km/h speed limit.

Wade Gate – Approximately 50 metres east of Keffer Court

Direction	Average Speed	85th Percentile Speed	Average Daily Traffic
Eastbound	35 km/h	46 km/h	390 vehicles
Westbound	38 km/h	47 km/h	490 vehicles

The recorded average speeds on Wade Gate, east of Keffer Court, range between 35 km/h and 38 km/h. The 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below) range between 46 km/h to 47 km/h. The results of this study suggest an acceptable level of motorist compliance with the 40 km/h speed limit

In accordance with the Council approved Neighbourhood Traffic Committee Policy and Procedure, speed humps are 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.
- The average speed is measured to be 10 km/h greater than the speed limit.

Wade Gate is not a primary emergency response route and the speed limit is 40 km/h. However the recorded average speeds do not exceed the speed limit by 10 km/h and therefore do not warrant the installation of speed humps. Based on this review, it is recommended that speed humps not be installed on Wade Gate.

Staff has determined that there are two locations on Wade Gate, between the northern intersection of Brownridge Drive and the southern intersection of Brownridge Drive, where a speed hump could be accommodated should Council wish to proceed with their installation:

- The south approach to the intersection of Wade Gate and Checker Court.
(This will be designed as a raised crosswalk)
- Between # 152 Wade Gate and the horizontal curve on Wade Gate.

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 wish to approve the installation of traffic-calming measures for Wade Gate, 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 Wade Gate should speed humps be approved informing residents of the installation.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 21, CW Report No. 46 – Page 3

Relationship to Vaughan Vision 2007

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

Conclusion

Based on this review, installing a speed hump on Wade Gate is not recommended.

Attachments

1. Location Map

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120

Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

TA:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 22, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

22

**MEDALLION BOULEVARD AND MORNING STAR DRIVE
WITH RESPECT TO DEPUTATION FROM
THE WEST WOODBRIDGE HOMEOWNERS ASSOCIATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information.

Economic Impact

Not Applicable.

Purpose

To review the effectiveness of the additional stop signs on Medallion Boulevard at Morning Star Drive.

Background - Analysis and Options

At its meeting on April 24, 2006, under Item 12, Report No. 21 Council adopted the following recommendation:

“That staff monitor the effectiveness of the additional stop signs and report on the findings after a six month period.”

Medallion Boulevard is a feeder road with a 23.0 metre right-of-way width. The existing speed limit on Medallion Boulevard is a statutory 50 km/h. This intersection is under existing all-way stop control. The area is shown on Attachment No. 1.

Concerns had been received from the President of the West Woodbridge Homeowners Association relating to non-compliance of the existing stop controls on Medallion Boulevard.

Additional stop control signs on Medallion Boulevard at Morning Star Drive were installed in May 2006 on the 'left-hand' side of the street in both directions for greater emphasis for drivers to complete a full stop at the intersection. Staff also sent correspondence to the York Regional Police to request increased enforcement of the stopping compliance at the intersection.

Staff previously conducted a stopping compliance study on Wednesday, March 8, 2006, at the subject intersection during peak travel periods. The study was conducted from 8:00 am to 9:00 am and 4:00 pm to 5:00 pm. On Wednesday, November 15, 2006, staff conducted a follow-up stopping compliance study during the same peak travel periods to compare the results and determine if the additional stop signs are improving the stopping compliance. The collected stopping observations are summarized below:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 22, CW Report No. 46 – Page 2

Time	Type of Entry	March 8, 2006 study		November 15, 2006 study	
		Number of vehicles	Percentage of vehicles	Number of vehicles	Percentage of vehicles
8:00-9:00am	Did Not Stop	10	2%	10	2%
	Rolling Stop	228	46%	163	36%
	Complete Stop	255	52%	276	62%
	Total # of Vehicles	493	100%	449	100%
4:00-5:00pm	Did Not Stop	25	7%	10	3%
	Rolling Stop	148	42%	120	33%
	Complete Stop	182	51%	229	64%
	Total # of Vehicles	355	100%	359	100%

A comparison of the two studies shows an approximate 10% increase in stopping compliance (complete stop) during both the am and pm peak traffic periods. The additional left-hand side stop signs on Medallion Boulevard would appear to have some positive improvement of the stopping compliance rate.

The 'Did Not Stop' category is a complete disregard of the stop control signs while the 'Rolling Stop' category is a vehicle that slows down at the stop control but the vehicle at no time comes to a complete stop. The above results reflect the highest peak traffic hours at the intersection. There are existing painted stop bars at the intersection.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

Conclusion

Staff recommends that this report be received for information.

Attachments

1. Location Map

Report prepared by:

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 23, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

23

**SITE DEVELOPMENT APPLICATION DA.06.075
GALCAT INVESTMENTS INC.
ALLOCATION OF SEWAGE AND WATER SERVICING CAPACITY**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council pass the following resolution with respect to the allocation of sewage and water servicing capacity for the approved site development application noted below:

“IT IS HEREBY RESOLVED THAT the approved development application DA.06.075 is allocated sewage capacity from the York/Durham Servicing Scheme, and water supply capacity from the York Water Supply System for a total of 12.42 hectares of employment lands.”

Economic Impact

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

Purpose

The purpose of this report is to obtain Council approval for the allocation of sewage and water servicing capacity to the subject development application.

Background - Analysis and Options

The subject lands as identified on Attachment No. 1, are located on the east side of Pine Valley Drive and south of Highway 407. The lands are designated as “Prestige Area” by Official Plan Amendment 450 and zoned EM1 for prestige employment area use. The owner has submitted a site development application for the lands to facilitate the development of two warehouse buildings on a 12.42 hectare site. The site plan development application was approved by Council on September 25, 2006. It is anticipated that the site plan agreement will be executed in the near future.

Current Regional policy regarding servicing allocation capacity assignments for land uses other than residential, states that servicing capacity for industrial/employment, commercial and institutional land uses is factored into the residential assignment to individual municipalities.

Accordingly, the City’s practice is for Council to formally allocate servicing capacity to individual industrial/employment development applications thereby allowing additional control to ensure sufficient infrastructure is in step with the provisions for proper conveyance for potential high demand industrial/employment land uses.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to planning and managing growth as established by Vaughan Vision 2007, the recommendations of this report will assist in staging growth to coordinate with available infrastructure and community facilities.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 23, CW Report No. 46 – Page 2

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

Conclusion

Site development application DA.06.075 was approved by Council on September 25, 2006. Based on current Regional and City policy respecting allocation of servicing capacity to industrial/employment development applications, it is recommended that sewage and water servicing capacity be allocated to the subject development.

Attachments

1. Location Map

Report prepared by:

Tony Artuso, Senior Engineering Assistant, Engineering Planning & Studies, Ext. 8396
Michael Frieri, Development Supervisor, Engineering Planning & Studies, Ext. 8729

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 24, CW Report No. 46 – Page 2

provides for products and techniques to be appropriately evaluated and endorsed for their intended use, for their durability and maintenance characteristics. Based on recent investigation by staff, Enviro-Fence is not currently accepted by the Ontario Provincial Standards Products Management Committee for use by municipalities nor has the product been registered with “The Road Authority”.

Manufacturers and products are required to be registered with “The Road Authority” via the internet at www.roadauthority.com and must obtain an “Accepted” classification from the Product Management Committee of the Ontario Provincial Standards for Roads and Public Works organization.

Upon registration and acceptance with “The Road Authority”, staff will work with Enviro-Fence and the development industry to determine a potential new development site where this product can be used in a pilot project.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to service delivery excellence as established by Vaughan Vision 2007, this report will assist in establishing and communicating service level standards that are affordable and sustainable.

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

Conclusion

As the City is not in a position to specifically endorse any particular service or product, Enviro-Fence paneled acoustic fencing may only be considered by the City of Vaughan as an accepted product for use within the City in conjunction with new residential subdivision projects. Upon registration with “The Road Authority” and upon receipt of an “Accepted” classification by the Product Management Committee of the Ontario Provincial Standards for Roads and Public Works organization, the City of Vaughan may accept its use in future subdivision developments.

Given that Enviro-Fence is a relatively new noise attenuation fencing product on the market, the cost-effectiveness and benefit of allowing Enviro-Fence to be used in future subdivisions may only be accurately determined over time. The development industry, as it is typically responsible for all municipal infrastructure construction costs including noise attenuation fencing, would also need to evaluate the merits of this product for its use in lieu of traditional cedar acoustic fencing.

Attachments

1. Enviro-Fence Panelled Acoustic Fencing Brochure

Report prepared by:

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 25, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

25

**PLEASANT RIDGE AVENUE
TRAFFIC CALMING MEASURES**

The Committee of the Whole recommends:

- 1) That staff conduct a further traffic study in early spring 2007 and provide a report on the feasibility of installing traffic calming measures on Pleasant Ridge Avenue; and
- 2) That the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That traffic calming measures not be installed on Pleasant Ridge Avenue.

Economic Impact

Not Applicable.

Purpose

To investigate the feasibility of installing traffic calming measures on Pleasant Ridge Avenue, in response to Council direction.

Background - Analysis and Options

At its meeting on September 25, 2006 Council directed:

- “1. That staff be directed to investigate the need for and feasibility of installing traffic calming measures along Pleasant Ridge Drive; and
2. That staff report their findings to a future Committee of the Whole meeting in December 2006.”

Pleasant Ridge Avenue is a feeder road with a 23.0 metre right-of-way and 11.5 metre pavement width. The existing speed limit on Pleasant Ridge Avenue is a statutory 50 km/h.

Staff collected speed and volume data from Automatic Traffic Recorders installed on Pleasant Ridge Avenue south of Autumn Hill Boulevard from Monday, November 6, 2006 to Friday, November 10, 2006. The collected speeds and volumes are summarized below:

DIRECTION	AVERAGE SPEED	85 th PERCENTILE SPEED	AVERAGE 24-HOUR VOLUME
Southbound	54 km/h	68 Km/h	964 vehicles
Northbound	53 km/h	64 Km/h	1111 vehicles

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 25, CW Report No. 46 – Page 2

The average speeds on Pleasant Ridge Avenue south of Autumn Hill Boulevard were found to be 54 km/h southbound and 53 km/h northbound and are comparable to other similar thoroughfares in the City. The 85th Percentile Speed is the speed at which 85% of vehicles are driving or less, and is used to determine the average maximum speed that vehicles tend to travel. The total traffic volumes collected over a 24-hour period are acceptable for the roadway capacity designed for Pleasant Ridge Avenue. The daily traffic on a feeder roadway should not exceed 8000 vehicles/day.

In accordance with Council's approved Neighbourhood Traffic Committee Policy and Procedure, 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
- The average speed is measured to be 10 km/h greater than the speed limit

Pleasant Ridge Avenue is a primary emergency response route, and the average speed is not 10 km/h higher than the speed limit. Based on the above criteria, the warrant for the installation of speed humps on Pleasant Ridge Avenue is not met.

Fire and Rescue Services do not support the installation of speed humps due to the increase in delay to emergency response times and since they cause mechanical problems with their apparatus braking system.

Possible alternatives for this roadway would be the installation of chicanes, mountable centre medians, painted road narrowings, or a combination of these alternatives.

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 a traffic calming measure for installation on Pleasant Ridge Avenue, 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 Pleasant Ridge Avenue 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.

Conclusion

Based on staff's review, it is recommended that traffic calming measures not be installed on Pleasant Ridge Avenue.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 25, CW Report No. 46 – Page 3

Attachments

1. Location Map

Report prepared by:

Leslie Winfrow, Traffic Analyst, ext. 3131

Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

LW:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 26, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

**26 MORNING STAR DRIVE AND CORONATION STREET/HOLLYBURN COURT
ALL-WAY STOP CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Morning Star Drive and Coronation Street/Hollyburn Court.

Economic Impact

The cost to install the all-way stop control signs and pavement markings will be an initial impact on the 2007 Operating Budget. The on-going costs to maintain the signs and pavement markings would have an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Morning Star Drive and Coronation Street/Hollyburn Court.

Background - Analysis and Options

A request was received to review the traffic activity at the intersection of Morning Star Drive and Coronation Street/Hollyburn Court. Morning Star Drive is a feeder roadway with a 23 metre right-of-way. Coronation Street is a local roadway with a 20 metre right-of-way. Hollyburn Court is a local, residential court with a 20 metre right-of-way. The existing stop controls are located on Coronation Street and Hollyburn Court. There is an existing school crossing guard on the west leg of the intersection of Morning Star Drive and Coronation Street/Hollyburn Court. San Marco Catholic School is located south of this intersection on the west side of Coronation Street. The area is shown in Attachment No.1.

A turning movement count was conducted on Wednesday, November 8, 2006 at the intersection of Morning Star Drive and Coronation Street/Hollyburn Court during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 3:00 pm to 6:00 pm. The weather on this day was cloudy with rain in the a.m. period. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

- | | | |
|---|-----------|-----|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted | 91% |
| • Warrant 2 – Accident Hazard | Warranted | 0% |
| • Warrant 3 – Sight Restriction | Warranted | 0% |

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions at this intersection susceptible to prevention by implementing an all-way stop control over the last twelve-month period. There are no sight distance restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the Provincial Warrant.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 26, CW Report No. 46 – Page 2

Staff however believes it would be beneficial to install an all-way stop control at the intersection of Morning Star Drive and Coronation Street/Hollyburn Court. The warrant requires a combined total of 120 vehicles and pedestrians to cross the major roadway of Morning Star Drive from the minor roadway of Coronation Street/Hollyburn Court. Staff recorded a total of 109 vehicles and pedestrians crossing Morning Star Drive from Coronation Street/Hollyburn Court, 11 vehicles/pedestrians below the criteria in the All-Way Stop Warrant.

Since the additional 11 vehicles/pedestrians required to fulfill the warrant could be met at anytime staff is recommending the installation an all-way stop control to improve traffic operations at this intersection.

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 this review, it is recommended that an all-way stop control be installed at the intersection of Morning Star Drive and Coronation Street/Hollyburn Court.

Attachments

1. Location Map

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

TA:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 27, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

**27 HIGHWAY 27 AND KIRBY ROAD
TRAFFIC CONTROL SIGNALS**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006, be approved; and
- 2) That the Region of York be requested to conduct a full comprehensive speed and traffic study for the corridor from the northerly limits of Kirby Road to the southerly limits of Forest Heights Boulevard between Highway No. 27 and Islington Avenue.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the Regional Municipality of York report dated September 21, 2006, which recommended that traffic signals not be installed at the intersection of Highway No. 27 and Kirby Road, be received.

Economic Impact

Not applicable.

Purpose

To review the feasibility of installing traffic control signals at the intersection of Highway No. 27 and Kirby Road, as directed by Council. (See Attachment No. 1).

Background - Analysis and Options

At its May 23, 2006 meeting, the Committee of the Whole recommended:

“That the Region of York be requested to review the need for traffic signals at the intersection of Highway 27 and Kirby Road, to address the safety concerns expressed to the City and that installation be scheduled through the appropriate process.”

York Region conducted a traffic study on March 29, 2006 and determined the intersection of Highway No. 27 and Kirby Road does not meet the requirements of the Traffic Control Signal Warrant. The results of their traffic study have been summarized below:

Warrant Component	Highway No. 27 and Kirby Road
1. Minimum Vehicular Delay	58%
2. Delay to Cross Traffic	72%
3. Collision Hazard	0%

In their report, Regional staff has stated that due to the geometric alignment of Kirby Road the roadway must be realigned prior to signalization. The estimated time of completion is one-to-two

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 27, CW Report No. 46 – Page 2

years with an estimated cost of approximately \$3,000,000. The City would be required to pay for the (traffic signals) reconstruction (intersection realignment/signalization) should Council wish to proceed with the work when the municipal 70% of the warrant is met.

York Region's report was adopted, without amendment, by the Council of the Regional Municipality of York at it's meeting on September 21, 2006. (Attachment No. 2).

Relationship to Vaughan Vision 2007

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

Conclusion

Based on York Region's review, a traffic control signal is not recommended for the intersection of Highway No. 27 and Kirby Road.

Attachments

1. Location Map
2. York Regional Report - Clause No. 21, Report No. 8.

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

TA:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 28, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

28

**HOLY JUBILEE CATHOLIC ELEMENTARY SCHOOL
PARKING CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That By-law 1-96, the Consolidated Parking By-law, be amended to delete the existing 'No Parking' prohibition on the north side of Isaac Murray Avenue from the west limit of St. Joan of Arc Avenue to the east limit of Royal Ridge Crescent (east intersection); and
2. That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Parking' prohibition to the north side of Isaac Murray Avenue from the west limit of St. Joan of Arc Avenue to the east limit of Royal Ridge Crescent (east intersection) from 8:00 am to 9:00 am and 3:00 pm to 4:00 pm, Monday to Friday, September 1 to June 30.

Economic Impact

The cost to install the 'No Parking' signs will be an initial impact on the 2007 Operating Budget. The on-going costs to maintain the signs would be an impact to future Operating Budgets.

Purpose

To review the feasibility of replacing the existing 'No Parking' prohibition signs on Isaac Murray Avenue, to include school time periods only, in front of Holy Jubilee Catholic Elementary School.

Background - Analysis and Options

At its meeting on September 25, 2006, Council directed:

“Councillor Peter Meffe requests that staff review the feasibility of replacing the existing No Parking signs in this area to No Parking between 8:00 a.m. to 4:00 p.m. – Monday thru Friday and that they report back at the next Committee meeting with their findings”.

Holy Jubilee Catholic School is located on the southwest corner of Isaac Murray Avenue and St. Joan of Arc Avenue. Isaac Murray Avenue is a local roadway with a 20.0 metre right-of-way with a paved traveled surface of 9.0 metres. The area is shown on Attachment No. 1.

Upon a site review, staff have determined that the existing 'No Parking' signs in this location are prohibited 'anytime'. The majority of schools throughout the City, there is 'No Parking' only during school hours, specifically 8:00 am to 9:00 am and 3:00 pm to 4:00 pm, Monday to Friday, September 1 to June 30. It would be beneficial for the residents in the vicinity of Holy Jubilee Catholic School to have on street parking for guests outside school arrival and departure times. This time period prohibition will be consistent with other school locations in the City.

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).

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 28, CW Report No. 46 – Page 2

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

Conclusion

Based on staff's review, it is recommended that the existing parking prohibition be replaced with a parking prohibition during school arrival and departure hours only.

Attachments

1. Location Map

Report prepared by:

Leslie Winfrow, Traffic Analyst, ext. 3131
Mike Dokman, Supervisor Traffic Engineering, ext. 3118

LW:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 29, Report No. 46, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 18, 2006, as follows:

By approving that staff conduct a further study and provide a report to a future Committee of the Whole meeting; and

By receiving the written submission from Mr. Joseph Scianitti, representing the Parent Council of St. Elizabeth Catholic High School, dated December 17, 2006.

29

**WARD 4 SCHOOLS
GLEN SHIELDS AVENUE PEDESTRIAN SIGNALS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 11, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information.

Economic Impact

There would be no impact to the 2007 School Crossing Guard Budget as the intent is to relocate two of the existing guards on Glen Shields Avenue. The estimated \$104,000 cost to install two Pedestrian Signals, pavement markings and signage has been referred to the Draft 2007 Capital Budget. The on-going costs to maintain the signals, pavement markings, signs, and School Crossing Guard would have an impact to future Operating Budgets.

Purpose

To review the feasibility of installing a Pedestrian Signal on Glen Shields Avenue in the vicinity of Glen Shields Elementary School and Our Lady of the Rosary Catholic School and on New Westminster Drive in the vicinity of St. Elizabeth High School.

Background - Analysis and Options

At its meeting on September 25, 2006 Council directed:

- “1. That staff investigate the need for and feasibility of a pedestrian signal along Glen Shields Avenue in the vicinity of Glen Shields Public School and Our Lady of the Rosary Catholic Elementary School;
2. That staff investigate the need for and feasibility of a pedestrian signal or crosswalk along New Westminster Drive in the vicinity of St. Elizabeth Catholic High School; and
3. That staff report to a future Committee of the Whole meeting in December 2006 with their findings.”

Glen Shields Avenue

Glen Shields Avenue is a two lane, feeder roadway with a 24.0 metre right-of-way and an existing posted speed limit of 40 km/h. Our Lady of the Rosary Catholic School is located on Glen Shields Avenue in the vicinity of Bay Hill Drive. Glen Shields Public School is also located

.../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 29, CW Report No. 46 – Page 2

Glen Shields Avenue in the vicinity of Spyglass Hill Road. The two schools are separated by approximately 170 metres of residential frontage. There are existing all-way stop controls located within the school areas as follows:

- Glen Shields Avenue and Bayhill Drive.
- Glen Shields Avenue and Spyglass Hill Road (south intersection).
- Glen Shields Avenue and Cog Hill Drive.

There are also existing school crossing guards at each of the above-mentioned all-way stop controls. The area is shown in Attachment No.1.

Engineering staff conducted a pedestrian study on Glen Shields Avenue on Tuesday, November 14, 2006, from 8:30 am. to 9:20 a.m., and from 2:50 p.m. to 4:00 p.m. to review the feasibility of installing a Pedestrian Signal on Glen Shields Avenue. The times selected correspond with the start and dismissal times of both schools. The weather on this day was cloudy with no rain. The study area was separated into two zones.

- Zone 1 – Glen Shields Avenue between Laurel Valley Court and Prairie Dunes Place.
- Zone 2 – Glen Shields Avenue between Prairie Dunes Place and Bob O’Link Avenue.

Please note that the existing school crosswalk at the intersection of Glen Shields Avenue and Cog Hill Drive was not included in this study. The results have been summarized below:

Time Period	Pedestrians Crossing Zone 1	Pedestrians Crossing Zone 2	Total Pedestrians Crossing Glen Shields Avenue
8:30 - 9:20 am	114 Children 71 Adults	80 Children 80 Adults	194 Children 151 Adults
2:50 - 4:00 pm	177 Children 113 Adults	78 Children 107 Adults	255 Children 220 Adults

In total, there were 475 and 345 pedestrians crossing Glen Shields Avenue during the p.m. and a.m. study times, respectively. (The adult classification included parents and high school students).

The majority of the children did cross Glen Shields Avenue at the school crossing guard locations. There were a small number of pedestrians crossing Glen Shields Avenue between Bay Hill Drive and Spyglass Hill Road in front of the residential homes between the two schools.

There are a significant number of pedestrians crossing Glen Shields Avenue within the two school areas, unfortunately one Pedestrian Signal would not be sufficient due to the distance between the two schools (approximately 170 metres), the areas where pedestrians choose to cross Glen Shields Avenue, and the roadway geometrics (curve). Therefore, two Pedestrian Signals are being proposed.

The intersection of Glen Shields Avenue and Bay Hill Drive would be the most appropriate location for a Pedestrian Signal as it would be located in front of Our Lady of the Rosary Catholic School. Also, there is an existing school crossing guard at this location, it is utilized by pedestrians and there is a walkway connecting to the playground of Glen Shields Public School. However, staff cannot install a traffic control device at the same location with an existing all-way stop control. In order to construct a Pedestrian Signal at this location the removal of the existing all-way stop control would be required.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 29, CW Report No. 46 – Page 3

Therefore, it is recommended that the Pedestrian Signal be proposed on the south approach of the intersection of Glen Shields Avenue and Quaker Ridge Drive. The existing school crossing guard at the intersection of Glen Shields Avenue and Bay Hill Drive be relocated to the proposed Pedestrian Signal. This location is approximately 120 metres north from Bay Hill Drive and still in the vicinity of Our Lady of the Rosary Catholic School.

It is also recommended that a Pedestrian Signal be proposed on the east approach to the intersection of Glen Shields Avenue and Bob O’Link Avenue. The existing school crossing guard at the intersection of Glen Shields Avenue and Spyglass Hill Road be relocated to the proposed Pedestrian Signal.

The relocation of the two school crossing guards from their present locations to the Pedestrian Signals will provide a safer and more organized crossing for the children, and would be outside of the heavily congested areas in front of the schools.

Two Pedestrian Signals will provide drivers greater identification and warning of pedestrians crossing Glen Shields Avenue during the arrival/dismissal, morning and afternoon periods on a daily basis at each school. Each Pedestrian Signal has a construction cost of approximately \$52,000. Also, due to the distance between the two schools and the curvature in the roadway, two Pedestrian Signals are recommended.

New Westminster Drive

New Westminster Drive is a four lane, collector roadway with a 31.0 metre right-of-way and an existing posted speed limit of 40 km/h.

Engineering staff conducted a pedestrian study on Thursday, May 25, 2006, to determine the number of students crossing New Westminster Drive at St. Elizabeth High School. The time periods conducted were 7:45 a.m. to 8:45 a.m., and from 2:15 pm to 3:15 pm and the results are summarized below. Also summarized below are results from a previous study conducted for student crossing activity on September 23, 2004.

Time Period	May 25, 2006	September 23, 2004
7:45 am to 8:45 am	25	18
2:15 pm to 3:15 pm	47	51
Total Crossing Activity	74	69

Our recent study conducted in May 2006 shows a similar number of students crossing New Westminster Drive as in the previous 2004 study. The installation of a Pedestrian Traffic Signal is not recommended based on the recorded number of pedestrians and close proximity to an available signalized intersection at Clark Avenue and New Westminster Drive. Based on this review, a Pedestrian Signal is not recommended on New Westminster Drive.

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).

Conclusion

Based on this review, it is concluded that pedestrian signals would be beneficial at the intersection of Glen Shields Avenue with Quaker Ridge Road (south approach) and at the .../4

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 29, CW Report No. 46 – Page 4

intersection of Glen Shields Avenue and Bob O'Link Avenue (east approach). Funding in the amount of \$104,000 for pedestrian signals at both locations has been included in the Draft 2007 Capital Budget, for consideration by Budget Committee. A pedestrian signal should not be installed on New Westminster Drive in the vicinity of St. Elizabeth High School.

Should Council ultimately approve the installation of the aforementioned two pedestrian signals, the existing school crossing guards at the intersection of Glen Shields Avenue and Bay Hill Drive and at Glen Shields Avenue and Spyglass Road should be relocated to each of the new pedestrian signals.

Attachments

2. Location Map.

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120

Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

TA:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 30, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

30 DEVELOPMENT CHARGES – SEMI-ANNUAL ADJUSTMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance & Corporate Services and the Director of Reserves & Investments, dated December 11, 2006:

Recommendation

The Commissioner of Finance & Corporate Services and the Director of Reserves & Investments recommends:

- 1) That in accordance with the appropriate semi-annual adjustments sections of each respective development charge by-law, the City Wide Development Charge rates and Special Service Area Development Charge rates be increased 4.02% effective January 1, 2007; and
- 2) That the following revised Development Charge Rates (Attachment 1) be approved.

Economic Impact

The semi-annual adjustment will provide a 4.02% increase in City-Wide Development Charges and Special Area Development Charges.

Purpose

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

Background - Analysis and Options

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

In order to protect the municipality from escalating construction costs and based on a review of the Statistics Quarterly Construction Price Statistics (catalogue No. 62-007), the City Wide Development Charges and Special Service Area Development Charge Rates should be increased by 4.02% which reflects the six (6) month increase in the index for the period April 1, 2006 to September 30, 2006.

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 30, CW Report No. 46 – Page 2

Conclusion

Staff recommend that the City of Vaughan Development Charges be increased by 4.02%. The City Wide Development Charge and the Special Service Area Development Charges may be indexed without amending the existing by-law. The revised schedules reflecting the new rates are attached.

Attachments

Attachment 1 – Revised Development Charge Rates

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 31, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

31 APPOINTMENTS OF COUNCIL MEMBERS TO SPECIAL PURPOSE COMMITTEES

The Committee of the Whole recommends:

- 1) That the following Council members be appointed to the Audit Committee for the term 2006-2010:

Mayor Jackson (ex-officio)
Councillor Carella
Councillor Di Vona
Councillor Meffe
Councillor Shefman
Councillor Yeung Racco;

- 2) That the following Council members be appointed to the Strategic Planning Committee for the term 2006-2010:

Mayor Jackson (ex-officio)
Regional Councillor Frustaglio
Regional Councillor Ferri
Regional Councillor Rosati
Councillor Carella
Councillor Shefman; and

- 3) That the following report of the City Clerk, dated December 11, 2006, be received.

Recommendation

The City Clerk recommends:

- 1) That Council members be appointed to the following Special Purpose Committees for the 2006-2010 term:
- i) Audit Committee; and
 - ii) Strategic Planning Committee; and
- 2) That Council confirm the Mayor's appointment to each of the Committees as an ex-officio member.

Economic Impact

There is no economic impact.

Purpose

For Council to appoint members to the Audit and Strategic Planning Committees for the 2006-2010 term.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 31, CW Report No. 46 – Page 2

Background - Analysis and Options

The following Council members were appointed to the Audit Committee for the 2003-2006 term:

Councillor Di Vona, Chair
Mayor Di Biase (ex-officio)
Councillor Carella
Councillor Meffe
Councillor Shefman

Procedure By-law Number 400-2002, as amended, provides for “an Audit Committee comprised of Members of Council as determined by Council from time to time, for the purpose of reviewing audited financial statements, recommending their receipt to Council, reviewing significant management letter comments and related recommendations and to recommend to Council the appointment of auditors.”

The following Council members were appointed to the Strategic Planning Committee for the 2003-2006 term:

Councillor Ferri, Chair
Mayor Di Biase
Regional Councillor Frustaglio
Regional Councillor Jackson
Councillor Carella
Councillor Yeung Racco

Procedure By-law Number 400-2002, as amended, provides for “a Strategic Planning Committee comprised of such Members of Council as determined by council from time to time, for the purpose of reviewing and assessing the implementation of the corporate Strategic Plan.”

The Budget Committee is also a Special Purpose Committee. However, in accordance with Procedure By-Law Number 400-2002, as amended, the Budget Committee is “comprised of Local Ward Councillors and the Mayor, Ex-Officio.”

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

Council appointments to the Audit Committee and Strategic Planning Committee for the 2006-2010 term of Council are recommended at this time.

Attachments

None

Report prepared by:

Sybil Fernandes, Deputy City Clerk, Ext. 8628

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 32, Report No. 46, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 18, 2006, as follows:

By deleting "Regional Councillor Ferri" from Clause 2 of the Committee of the Whole recommendation; and

By receiving the written submission from Mr. Denis Kelly, Regional Clerk, Regional Municipality of York, 17250 Yonge Street, Newmarket, L3Y 6Z1, dated December 14, 2006.

32

**PROPOSED ANNEXATION OF LANDS
CITY OF VAUGHAN FROM CITY OF BRAMPTON**

The Committee of the Whole recommends:

- 1) That Clause 1 of the recommendation contained in the following report of the Director of Legal Services, dated December 11, 2006, be approved; and
- 2) That the following Council members be appointed to sit on the ad hoc committee:

**Regional Councillor Ferri
Regional Councillor Rosati
Councillor Carella.**

Recommendation

The Director of Legal Services recommends:

1. That for the purpose of the joint public meeting which is scheduled to be held in Brampton, the ad hoc Committee established by Vaughan Council at its June 26th, 2006 meeting be reconstituted by the new Council;
2. That three members be appointed by the present Vaughan Council to sit on the Committee.

Economic Impact

There is no economic impact as a result of this report.

Purpose

The purpose of the report is to request the newly constituted Council to reconstitute an ad hoc Committee established by the previous Council at its June 26, 2006 meeting, that it re-appoint the same or other members to the Committee to attend the joint public meeting to be held in January, 2007 and that the Committee report back to Council following the public meeting.

Background - Analysis and Options

The background information regarding the proposed annexation of lands located at the north/east intersection of Regional Road 50 and Highway 407, is contained in the Report of the Director of Legal Services dated June 19, 2006 (see Attachment No. 1).

Proposed Committee

At the end of each term of Council, pursuant to the Procedural By-law, the new Council is required to re-establish any ongoing ad hoc Committees. The Committee was established by the

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 32, CW Report No. 46 – Page 2

previous Council at its June 26, 2006 meeting to attend any public meetings on the minor restructuring proposal and to report back to Council. Council appointed three members to the Committee, including Regional Councillors Mario Ferri and Joyce Frustaglio, together with the Ward Councillor Tony Carella. It is necessary for the new Council to re-establish the Committee and re-appoint three Committee members. York Council similarly must appoint members to attend the public meeting, which will likely include one or more of the Regional Councillors for Vaughan and possibly the Mayor of Vaughan.

Proposed Joint Public Meeting

Brampton has proposed that the joint public meeting be held in Brampton, where the lands are located, on Thursday, January 18th, 2007 at 7:30 p.m., at Ebenezer Hall, 4494 The Gore Road, Brampton (one block north of Highway 7 on The Gore Road). This is the first available date where there are no other meetings or holiday periods for Brampton, Vaughan, Peel and York.

The City must comply with the mandatory 21-day notice period for a public meeting to consider a restructuring proposal. This notice requirement is contained in subsection 4(6) of the City's Notice By-law (By-law Number 394-2002).

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set by Council.

Conclusion

It would be appropriate for Council to re-establish the ad hoc Committee established by the previous Council to attend the public meeting and review the minor restructuring proposal and any reports. The ad hoc Committee would report back to Council for final approval of the restructuring proposal to be forwarded by Vaughan, York, Brampton and Peel to the Minister of Municipal Affairs and Housing, with a request that the Minister of Municipal Affairs and Housing issue an order approving the annexation.

Attachments

1. Report of the Director of Legal Services dated June 19, 2006, titled "Proposed Annexation of Lands by City of Vaughan from City of Brampton."

Report prepared by:

Carolyn P. Stobo
Solicitor/Special Services

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 33, Report No. 46, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 18, 2006, as follows:

By approving the recommendation of the Sign Variance Committee, dated December 11, 2006; and

By receiving the memorandum from the Chair, Sign Variance Committee, dated December 14, 2006.

33

**SIGN VARIANCE APPLICATION
FILE NO: SV.06-021
OWNER: GLEN CORPORATION
LOCATION: 200 WHITMORE ROAD, UNITS 19 – 22
LOT 1, REGISTERED PLAN NUMBER 65M-2309**

The Committee of the Whole recommends that this matter be referred to the Council meeting of December 18, 2006, for additional information with respect to sign dimensions and variance required.

Recommendation

That Sign Variance Application SV.06-021, Glen Corporation, be APPROVED, subject to the logo portion of the sign being reduced to line up with the text portion of the sign.

Economic Impact

None.

Purpose

Request to install an additional wall sign on the north elevation of the subject building as shown on the attached drawings.

Background - Analysis and Options

By-Law Requirements (203-92, as amended)

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

Relationship to Vaughan Vision 2007

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

Conclusion

The applicant is proposing to install an additional wall sign on the north elevation of the existing building as shown on the attached drawings.

Committee members generally had no objections to the application as submitted, provided that the logo portion of the sign is reduced to line up with the text portion of the sign.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 33, CW Report No. 46 – Page 2

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 34, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

34

**SIGN VARIANCE APPLICATION
FILE NO: SV.06-022
OWNER: RIO CAN REAL ESTATE DEV. CO. INC.
LOCATION:355 HIGHWAY 7, LOT 5, CONCESSION 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 11, 2006:

Recommendation

That Sign Variance Application SV.06-022, Rio Can Real Estate Dev. Co. Inc., be APPROVED.

Economic Impact

None.

Purpose

Request to install 6 movie poster banners located on the subject building as shown on the attached drawings.

Background - Analysis and Options

By-Law Requirements (203-92, as amended)

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

Relationship to Vaughan Vision 2007

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

Conclusion

The applicant is proposing to install 6 movie poster banners on the elevations of the existing building as shown on the attached drawings.

Members of the Sign Variance Committee generally had no objections to the application as submitted. Members are of the opinion that due to the unique circumstances of the project, (Large Movie Theatre) the intent and purpose of the Sign By-Law is being maintained.

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

Attachments

1. Site Plan
2. Sketch of Sign

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 34, CW Report No. 46 – Page 2

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 35, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

35

**SIGN VARIANCE APPLICATION
FILE NO: SV.06-025
OWNER: RIO CAN PROPERTIES INC.
LOCATION: 30 FAMOUS AVENUE, UNIT #141B
PART OF LOT 5, CONCESSION 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 11, 2006:

Recommendation

That Sign Variance Application SV.06-025, Rio Can Properties Inc., be APPROVED.

Economic Impact

None.

Purpose

Request to install an additional wall sign on the north elevation of the subject building as shown on the attached drawings.

Background - Analysis and Options

By-Law Requirements (203-92, as amended)

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

Relationship to Vaughan Vision 2007

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

Conclusion

The applicant is proposing to install an additional wall sign on the north elevation of the existing building as shown on the attached drawings.

Members of the Sign Variance Committee have no objections to the application as submitted and are of the opinion that the intent and purpose of the Sign By-law is being maintained. Sign Variance members also note that there have been other sign variance applications approved within the subject development.

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

Attachments

1. Site Plan
2. Sketch of Sign

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 35, CW Report No. 46 – Page 2

Report prepared by:

John Studdy Manager of Customer & Administrative Services Ext 8232

/pa

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 36, Report No. 46, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 18, 2006, as follows:

By approving the recommendation of the Sign Variance Committee, dated December 11, 2006; and

By receiving the memorandum from the Chair, Sign Variance Committee, dated December 14, 2006.

36

**SIGN VARIANCE APPLICATION
FILE NO: SV.06-024
OWNER: MPI TORGAN PROPERTIES
LOCATION: 7000 BATHURST STREET, UNIT #C-01
BLOCK 334, REGISTERED PLAN 65M-2240**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of December 18, 2006; and
- 2) That the deputation of Mr. David Brown, Pizza Pizza, 580 Jarvis Street, Toronto, M4Y 2H9, be received.

Recommendation

That Sign Variance Application SV.06-024, MPI Torgan Properties, be REFUSED.

Economic Impact

None.

Purpose

Request to install an additional wall sign within the tower portion of the subject building as shown on the attached drawings.

Background - Analysis and Options

By-Law Requirements (203-92, as amended)

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

Relationship to Vaughan Vision 2007

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

Conclusion

The applicant is proposing to install an additional wall sign on the tower portion of the existing building as shown on the attached drawings.

Members of the Sign Variance Committee do not support the application as submitted. Committee members are of the opinion that advertising signs should not be erected on the tower portion of the building. The building's tower is an attractive architectural element and any sign erected thereon would have a negative impact on the overall look of the building.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 36, CW Report No. 46 – Page 2

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

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 37, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

37

**SIGN VARIANCE APPLICATION
FILE NO: SV.06-026
OWNER: N.H.D. DEVELOPMENTS LTD.
LOCATION: 3310 LANGSTAFF ROAD, UNIT A
BLOCK 11, REGISTERED PLAN 65M-2745**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 11, 2006:

Recommendation

That Sign Variance Application SV.06-026, N.H.D. Developments Ltd., be REFUSED.

Economic Impact

None.

Purpose

Request to install a pylon sign having an Electronic Message Display of 42% or a maximum 3.7 sqm located along the south side of the property as shown on the attached drawings.

Background - Analysis and Options

By-Law Requirements (203-92, as amended)

8.1 (b) " A Ground Sign may contain an Electronic Message Display as defined in Section 2 provided;

- i) The area of the Electronic Message Display is limited to a maximum of 25% of the sign area."

Relationship to Vaughan Vision 2007

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

Conclusion

The applicant is proposing having an area not to exceed 42% of the area of the proposed pylon sign (Approx. 3.7 sqm.) whereas the Sign By-law permits up to a maximum of 25%.

Members of the Sign Variance Committee do not support the application as submitted.

Committee members are of the opinion that due to the nature of the electronic signs with their constantly changing messages, the maximum 25% limitation placed on the Electronic Message Display portion of the ground sign should be maintained.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 37, CW Report No. 46 – Page 2

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 38, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

38

**SIGN VARIANCE APPLICATION
FILE NO: SV.06-027
OWNER: BABYLAND
LOCATION: 3175 RUTHERFORD ROAD, BUILDING 'B'
BLOCK 1, REGISTERED PLAN 65M-3696**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 11, 2006:

Recommendation

That Sign Variance Application SV.06-027, Babyland, be APPROVED, subject to the following recommendations:

- i) That the sign for the east elevation be reduced to fit with the architectural element;
- ii) That all individual lettering be removed from the north and south elevations of the building ; and
- iii) That the proposed signs for the north and south elevations be located in such a fashion as to be located within the existing architectural elements of the building.

Economic Impact

None.

Purpose

Request to install additional wall signs located at the north, south and east elevations of the subject building as shown on the attached drawings.

Background - Analysis and Options

By-Law Requirements (203-92, as amended)

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

Relationship to Vaughan Vision 2007

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

Conclusion

The applicant is proposing to install additional wall signs on the north, south and east elevations of the existing building as shown on the attached drawings.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 38, CW Report No. 46 – Page 2

Members of the Sign Variance Committee generally had no objections to the application as submitted provided that the proposed sign areas were reduced in order that they may fit within the existing architectural elements located on the building and that all the individual lettering proposed for the north and south elevations of the building be removed. Committee members are of the opinion that the proposed individual letters for the north and south elevations would create a very cluttered effect for the building.

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

Attachment

1. Sketch of Sign (North, South, East Elevations)

Report prepared by:

John Studdy
Manager of Customer & Administrative Services Ext 8232

/pa

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 39, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

39

APPOINTMENT OF BUILDING OFFICIALS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning and the Director of Building Standards, dated December 11, 2006:

Recommendation

The Commissioner of Planning, and the Director of Building Standards recommend:

That a By-law 295-2005 be further amended by deleting Schedule "A" and "B" and replacing it with a new Schedule "A" and Schedule "B" attached hereto.

Economic Impact

None.

Purpose

The purpose of amending By-law is to recognize recent employee changes.

Background - Analysis and Options

By-law 295-2005 is a By-law, which provides for the appointment of building officials for enforcing the Ontario Building Code Act. Schedules "A" and "B" to the By-law, contains the names of the employees authorized to enforce the Ontario Building Code Act, and needs to be revised periodically to recognize employee changes.

Relationship to Vaughan Vision 2007

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

Conclusion

The current by-law must be revised periodically to recognize employee changes.

Attachments

Attachment 1 – Schedule "A" & "B"

Report prepared by:

John Studdy, Manager of Customer and Administrative Services Ext. 8232

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 40, CW Report No. 46 – Page 2

Site Development

The 4.02ha corner lot has frontage of 186m along Jane Street and an average lot depth of 188m, as shown on Attachment #3. Four access points are proposed on the site, consisting of one on each side of the property, including on Rutherford Road and Jane Street. The west driveway will align directly opposite the driveway for the commercial lands to the west ("Outparcel B").

The Draft Plan of Condominium consists of nine multi-unit commercial/retail buildings and one single-tenant free-standing building being all one-storey in height, and a three-storey office building (Building "A") with a one level of underground parking. The site is currently under construction and is being built in accordance with the approved Site Plan (File DA.05.055). The site is designed with the buildings located along the perimeter of the lot and parking in the interior. All garbage areas will be enclosed within the buildings. The parking area consists of 637 spaces. Minor Variance application (A053/06) received approval from Vaughan's Committee of Adjustment in March 2006 for relief from the By-law respecting loading space requirements for Building "A" and for a reduction of a portion of the landscape strip from 6.0m to 3.5m abutting Jane Street and Rutherford Road. Landscaped areas are provided along the perimeter of the site and within the parking lot.

Application Review

The draft plan of condominium is in accordance with the approved Site Plan File DA.05.055. As a condition of approval, the Owner will be required to submit an "as-built" survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

Relationship to Vaughan Vision 2007

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

Conclusion

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

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Standard Condominium 19CDM-06V10

Report prepared by:

Stephen Lue, Planner, ext 8210
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 41, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

41

**ZONING BY-LAW AMENDMENT FILE Z.06.014
MARIA SCARPONE
REPORT #P.2006.26**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 11, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.014 (Maria Scarpone) BE APPROVED, specifically to amend By-law 1-88, to facilitate the severance of the subject lands shown on Attachment #3, with the inclusion of the following exceptions to the existing RR Rural Residential Zone:
 - a) Retained Lot

require a minimum lot area and minimum lot frontage of 9,886m² and 61.68m, whereas the By-law currently requires a minimum of 18,114m² and 106.68m, respectively; and,
 - b) Severed Lot

require a minimum lot area and minimum lot frontage of 8,228m² and 45m, whereas the By-law currently requires a minimum of 18,114m² and 106.68m, respectively.

Economic Impact

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

Purpose

The Owner has submitted an application on the subject lands shown on Attachments #1 and #2 to amend the Zoning By-law, specifically the existing RR Rural Residential Zone in By-law 1-88, subject to Exception 9(237), to facilitate the future severance of the subject lands in the manner shown on Attachment #3, with the inclusion of the following zoning exceptions:

- require a minimum lot area of 9,886m² and a minimum lot frontage of 61.68m for the proposed retained lot; and,
- require a minimum lot area of 8,228m² and a minimum lot frontage of 45m for the proposed severed lot.

Background - Analysis and Options

The subject lands shown on Attachments #1 and #2 are located north of King-Vaughan Road and west of 10th Line, being Lot 9 on Plan M-89 (207 Ranch Trail Road), in Part of Lot 1, Concession 10, City of Vaughan and are designated "Estate Residential" by OPA #600 and "Natural Heritage System within the Protected Countryside" and "Natural Heritage System" by the Greenbelt Plan.

.../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 41, CW Report No. 46 – Page 2

The subject lands are zoned RR Rural Residential Zone by By-law 1-88, subject to Exception 9(237), which permits detached estate dwelling units. The subject lands have an area of 1.8ha and contain an existing detached dwelling unit, a well, a septic field and a man-made pond. The surrounding land uses are:

- North - Ranch Trail Road; residential (RR Rural Residential Zone)
- South - valley lands (OS1 Open Space Conservation Zone)
- East - residential (RR Rural Residential Zone)
- West - residential (RR Rural Residential Zone)

On March 24, 2006, a Notice of Public Hearing was mailed to all property owners within 120 metres of the subject lands, and to the Kleinburg and Area Ratepayers' Association. As of November 23, 2006, no written comments have been received on this application.

The recommendation of the Committee of the Whole to receive the Public Hearing report on April 18, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on April 24, 2006.

Official Plan

i) Land Use Designation

The subject lands as shown on Attachment #2 are designated "Estate Residential" by OPA #600. The Official Plan permits detached estate residential dwellings on large lot sizes that are related to the site's topography, vegetation and servicing constraints, and which retain the rural residential character. The proposed severance of the subject lands into two lots as shown on Attachment #3, will continue to provide for large lots with areas and configurations that are in keeping with the surrounding lots as shown on Attachment #1, and which are in accordance with the provisions of the Official Plan.

ii) Servicing

The Official Plan requires lands designated "Estate Residential" to be of a lot area of sufficient size to accommodate a private well for water supply and a private septic system (tile beds) for sewage disposal. The Official Plan requires estate lots to be a minimum area of 6000m², with the average lot size being a minimum of 8000m². The proposed lot to be retained will have a lot area of 9,886m² and the proposed lot to be severed will have a lot area of 8,228m². The proposed lots meet the servicing and lot area requirements of the Official Plan.

iii) Greenbelt Plan

The subject lands as shown on Attachment #1 are designated "Natural Heritage System within the Protected Countryside" and "Natural Heritage System" by the Greenbelt Plan. In accordance with Section 5.2.1 of the Greenbelt Plan, applications to further amend site-specific Official Plan or Zoning By-law permissions in place prior to December 16, 2004, for uses that are similar to the use(s) permitted or use(s) that are more in conformity with the Greenbelt Plan, are permitted.

The Owner is proposing to amend the Zoning By-law to the facilitate the severance of the subject lands to create a lot for a detached estate residential dwelling in conformity with the Official Plan, and in keeping with the surrounding area. The Toronto and Region Conservation Authority (TRCA) conducted a site visit in the Spring of 2005 and determined that the rear lot line of the subject lands coincides with the top-of-bank of the adjacent Humber River valley lands, and therefore the proposal does not result in increased fragmentation of the valley lands. In addition, natural significant features have not been identified on the subject lands. Accordingly, the application satisfies the requirements of the Greenbelt Plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 41, CW Report No. 46 – Page 3

Zoning

The subject lands shown on Attachment #1 are zoned RR Rural Residential Zone by By-law 1-88, subject to Exception 9(237). The site-specific exception indicates that the actual lot frontage and lot area of the subject Lot 9 shall be the actual frontage and area for the lot. To facilitate the proposed severance, as shown on Attachment #3, a zoning by-law amendment is required to permit exceptions to the RR Rural Residential Zone, specifically respecting lot frontage and lot area, as follows:

a) Retained Lot

		<u>Proposed</u>	<u>Required</u>
i)	Minimum Lot Area	9,886m ² (0.98 ha)	18,049m ² (1.8 ha)
ii)	Minimum Lot Frontage	61.68m	106.68m

b) Severed Lot

		<u>Proposed</u>	<u>Required</u>
i)	Minimum Lot Area	8,228m ² (0.82 ha)	18,049m ² (1.8 ha)
ii)	Minimum Lot Frontage	45.0m	106.68m

The following other zone standards for the RR Rural Residential Zone in Exception 9(237) will remain applicable to the subject lands (Lot 9):

•	Minimum Front Yard Setback	15.24m
•	Minimum Rear Yard Setback	15.24m
•	Minimum Side Yard Setback	4.2m
•	Maximum Lot Coverage	10%
•	Maximum Building Height	10.668m
•	Minimum Floor Area	167.22m ²

With respect to compatibility with other lots in the same subdivision, Council has granted exceptions to the Zoning By-law, specifically respecting minimum lot frontage and minimum lot area, which has allowed for the severance of the following lots in Plan M-89, as shown on Attachment #1, between the years 1979 to 2003:

<u>Severed Lot</u>	<u>Lot Area</u>	<u>Lot Frontage</u>
2A	1.05ha	66.14m
2B	1.01ha	62.13m
8A	0.86ha	54.36m
8B	0.81ha	60.70m
10A	1.17 ha	64.50m
10B	0.98ha	54.00m
10C	1.06ha	65.00m
11A	1.50ha	73.67m
11B	1.95ha	97.00m
12A	1.20ha	93.50m
12B	1.37ha	85.68m

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 41, CW Report No. 46 – Page 4

The proposal to sever the subject lands into two lots, where the retained lot will have a lot area of 0.98ha (9,886m²) and a frontage of 61.68m, and the severed lot will have a lot area of 0.82ha (8,228m²) and a frontage of 45m, as shown on Attachment #3, is in keeping with previous approved exceptions for severances in the surrounding area. Furthermore, the minimum lot frontage and lot area requirements in the General Provisions of By-law 1-88 for the RR Rural Residential Zone are a minimum of 45m and a minimum of 4,000m², respectively, and the subject proposal if reviewed under these requirements would be larger than typical RR zoned lots within the municipality.

The lot areas and frontages for the proposed retained and proposed severed lots are in accordance with the Official Plan policies with respect to providing large lots with a minimum lot area of 6,000m² and in keeping with the surrounding area context. The application also conforms with the requirements of the Greenbelt Plan. Accordingly, the Development Planning Department can support the application to provide the proposed exceptions to the RR Rural Residential Zone.

Severance

Should Council approve the subject Zoning By-law Amendment application, the Owner will be required to submit a Consent Application to the Committee of Adjustment to sever of the subject lands in order to create the retained and severed lots proposed on Attachment #3, which will be in accordance with the proposed zoning exceptions as provided in the recommendation of this report.

Vaughan Engineering Department

The Vaughan Engineering Department has reviewed the subject application and has no objections to the proposal. The Engineering Department has reviewed the servicing report, "Proposed Severance - Scarpone", dated August 2, 2006, by Keewatin-Aski Ltd., which the Owner submitted, to demonstrate that the severed lot can be adequately serviced by a private well for the water supply and by septic system for the sewage disposal system. The retained lot is developed with an existing detached dwelling and is serviced by private well for the water supply and by septic system for the sewage disposal system. Stormwater management will be addressed using the existing slope of the land, with the north portion of the subject lands draining into the road ditch on Ranch Trail Road and the remainder of the property draining into the southerly valley.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority has reviewed the proposal and has no objections. The TRCA has further advised that a Permit, in accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation), is required for any development (e.g., construction) on the proposed retained and/or severed lands, as a portion of the subject lands is within the Regulated Area of the Humber River Watershed.

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 application to amend the Zoning By-law in accordance with the applicable policies of the Official Plan and the area context. The proposal to sever the subject lands in the manner shown on Attachment #3, to create a retained lot with

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 41, CW Report No. 46 – Page 5

exceptions to the RR Rural Residential zoning to permit a minimum lot area of 9,886m² and a minimum lot frontage of 61.68m, and a severed lot with exceptions to the existing zoning to permit a minimum lot area of 8,228m² and a minimum lot frontage of 45m, is considered to be acceptable by the Development Planning Department.

The severance proposal, as shown on Attachment #3, is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed severance plan is consistent with the overall pattern of development in the surrounding community, with respect to lot frontage and area. The Applicant will be required to go through the Consent Application process for approval by the Committee of Adjustment in order to sever the subject lands as proposed, which will be serviced by private well for water and by private septic system for sewage disposal. The subject application conforms with the Greenbelt Plan, and the TRCA and Vaughan Engineering Department have no objections to the proposal.

Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

Attachments

1. Location/Zoning Map
2. OPA #600 Schedule F (Rural Area General)
3. Severance Proposal

Report prepared by:

Judy Jeffers, Planner, ext. 8645
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, Report No. 46, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on December 18, 2006, was dealt with by approving:

That this matter be referred to the Committee of the Whole meeting of January 22, 2007; and

That the written submission from Ms. Vania Ottoborgo, History Hill Group, 8700 Dufferin Street, Vaughan, L4K 4S6, dated December 13, 2006, be received.

**42 DESIGNATION OF THE VILLAGE OF MAPLE AS A HERITAGE CONSERVATION DISTRICT
PURSUANT TO PART V OF THE ONTARIO HERITAGE ACT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 11, 2006:

Recommendation

The Commissioner of Planning, in consultation with the Commissioner of Community Services and the Directors of Policy Planning Department and Recreation & Culture Department recommend approval of the following:

- 1) A by-law be enacted to designate the area shown on Attachment No. 2 as the Village of Maple Heritage Conservation District pursuant to subsection 41(1) of the Ontario Heritage Act;
- 2) A by-law be enacted to adopt the Village of Maple Heritage Conservation District Plan – Volume 3 (Attachment 4) as guidelines for property owners, City staff, advisory committees and Council when making decisions on matters referred to in Sections 41.2 and 42 of the Ontario Heritage Act;
- 3) That following the adoption of the Heritage Conservation District Plan by Council, the Policy Planning Department, in consultation with the Development Planning Department and the Cultural Services Department, proceed with a review of OPA No. 350 – Maple Community Plan, By-law 1-88 and the City's Sign By-law and bring back a further report(s) on required amendments to reflect the approved Heritage Conservation District for Council's consideration;
- 4) That staff prepare a report early in 2007 for Council's review on any required amendments to the Site Plan Control By-law and associated OPA's to include all properties within the Village of Maple Heritage Conservation District or within the area identified during the review of OPA 200 (Site Plan Control) as amended, for Council's consideration; and
- 5) That funding to hire a part-time Heritage Coordinator be considered in the 2007 Operating Budget.

Economic Impact

In order to fully implement the intent of the Heritage District Plan, additional funds for consulting work may be required to review and revise, where necessary, OPA No. 350 (The Maple Community Plan) and the City's Comprehensive Zoning By-law 1-88 to ensure these documents reflect the policies contained within the Heritage Conservation District Plan. Additionally, to administer the Heritage Permit Process, a part-time Heritage Coordinator is required at a cost of \$35,000 annually. Other resources may be required from time to time to fully implement the programs recommended in the Plan, such as producing educational material and re-examining the City's grant and loan program. Funding to hire a part-time Heritage Coordinator be considered in the 2007 Operating Budget.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 2

Purpose

The purpose of this report is to outline of the actions taken during the preparation of the Village of Maple Heritage Conservation District Study - Volume 2 (Attachment 3) and subsequent development of the Village of Maple Heritage Conservation District Plan – Volume 3 (Attachment 4). This report provides an overview of the contents of each of the aforementioned documents and provides a recommendation to enact a by-law to designate a Heritage Conservation District comprising the lands of the Village of Maple (Attachment 2) and a by-law to adopt the Village of Maple Heritage Conservation District Plan. This report also identifies other actions that will be required to be undertaken by City staff in order to ensure the successful implementation of the Village of Maple Heritage Conservation District Plan.

Background, Analysis and Options

Ontario Heritage Act

The Ontario Heritage Act, R.S.O. 1990, c.O. 18, as amended, (the “Act”), Part V enables municipalities to establish or designate Heritage Conservation Districts. The Act governs the establishment of Heritage Conservation Districts and is concerned with the protection and enhancement of buildings, streets, and open spaces that collectively give an area a special character, identity or association. Heritage Conservation Districts can either comprise a few buildings, a large area or even an entire municipality. They may have cultural, architectural, historic, scenic or archaeological aspects worth conserving. The designation of a District under Part V of the Act can provide a means to protect and manage that character in the course of change over time.

A municipal council may control alterations, additions and proposed demolitions through the District similar to that for individually designated heritage properties under Part IV of the Act. The compatibility and design of new construction may also be reviewed and managed by Council more rigorously than is permitted under the Planning Act. It should be noted that the intent of a Heritage Conservation District is not to “freeze” a community in time, but to manage its special character through the preparation of a district plan that guides physical change and compatible development. The outcome is the conservation of complete environments as attractive, interesting and congenial places to live, work and visit.

Recent revisions to the Ontario Heritage Act change the relationship between Heritage Conservation District Plans and Official Plans and Zoning By-laws. Pursuant to Part V, Section 41(2) of the Ontario Heritage Act, the development policies and guidelines contained with the Heritage Conservation District Plan will supersede existing polices contained within OPA No. 350 (The Maple Community Plan) and the City’s Comprehensive Zoning By-law 1-88. As a result of this change to the Act, it will be necessary to review these documents to ensure they conform to the policies and guidelines contained within the Heritage Conservation District Plan.

OPA No. 350 – Maple Community Plan

Subsection 41(1) of the Ontario Heritage Act enables a municipal council to designate heritage conservation districts where an Official Plan (Amendment) contains policies relating to the establishment of such districts. Section 8.0 “Heritage Conservation” of OPA No. 350 fulfills this requirement by outlining Council’s intent to undertake a study to determine if a Heritage Conservation District is warranted for Maple. Specifically, subsection 8.0(c) states:

“In Consultation with Heritage Vaughan, Council may, by by-law:

- ii) define the municipality, or any area or areas within the municipality as an area to be examined for designation as a heritage conservation district;”

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 3

Should Council decide to designate the Heritage Conservation District and adopt the Heritage Conservation District Plan, this Section of OPA No. 350 will need to be revised to reflect the contents of the Heritage Conservation District Plan. These amendments will address items such as appropriate uses, built form and policies to preserve and enhance the heritage landscape of Maple.

Village of Maple Heritage Conservation District Study Area

At its meeting of October 25, 2004, Vaughan Council approved that:

- “1. A Heritage Conservation District Study be undertaken in order to secure the long-term protection of Maple’s historic fabric and to ensure that new development within the core is compatible with the architectural and contextual character of the Village;
2. Phillip H. Carter, Architect, be retained on a single-sourced basis in accordance with the City’s Purchasing Policies to undertake Phases I, II and III of the study, the funds to be paid out of the 2004 Planning Policy and Urban Design Operating Budget in the amount of \$15,000 in accordance with Schedule ‘B’;
3. This item be forwarded to the City’s Budget Committee for its consideration in allocating funds from the Planning Policy and Urban Design 2005 Operating Budget to complete Phase IV and V of the Study in the amount of \$21,000;
4. Council for the City of Vaughan enact a By-law to examine the area shown on Schedule ‘A’ as a potential Heritage Conservation District in accordance with Section 40, Part V of the Ontario Heritage Act, R.S.O. 1990, c.O.18, as amended;
5. Staff report back to Council on amendments to the Site Plan Control By-law to include all properties, generally within the Study area and/or to be specifically defined; and
6. All development applications received by the municipality that fall within the approved Study Area be reviewed for conformance with the direction of the Study as it proceeds.”

Based on this recommendation, and other items presented in the Staff Report, Council enacted By-law 366-2004, which defined an area to be examined for future designation of the whole or any part of the study area as a Heritage Conservation District pursuant to subsection 40(1) of the Ontario Heritage Act. The selected consultant reviewed and commented on development applications during the preparation of the Study and Plan. By-law 366-2004 allowed the City to undertake the following tasks:

1. To complete an inventory and evaluation of streetscapes, buildings, landmarks and open spaces within the Study Area as input into evaluating the heritage character of the area.
2. To establish the heritage character of the Study Area, and consider the need, suitability and justification for designating the whole or part of the Study Area as a Heritage Conservation District.
3. To make appropriate recommendations related to the specific determinants and rationale for the proposed boundaries of the Heritage Conservation District and the subsequent designation of the proposed Heritage Conservation District under Part V of the Ontario Heritage Act.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 4

4. To prepare a Heritage Conservation District Plan that includes goals and objectives, policies, design concepts and design guidelines aimed at preserving and enhancing the defined character of the District and provides the basis for considering future development proposals for any lands, buildings or structures within the District.
5. To review the results of the Maple Heritage Study and identify the need to incorporate any related policies into the Maple Community Plan by way of an amendment to OPA 350 or the need for any amendments to the Zoning By-law.
6. To encourage and ensure the participation and input of local residents and local interest groups in all phases of the Heritage Conservation District Study and any appropriate District Plan preparation process.

These items have been completed, except for Item 5 - the review of OPA 350 and associated planning tools. This review will be undertaken by Policy Planning staff in consultation with Development Planning and Cultural Services staff.

Heritage Consultant Retained to Undertake Heritage Study and District Plan

Phillip H. Carter, Architect was retained to undertake the study based on a submitted proposal and similar work he has completed for the City, including the Kleinburg-Nashville Heritage Conservation District Plan and Study and the Maple Streetscape and Urban Design Guidelines Study: Heritage Review.

Analysis and Options

The Boundary of the Proposed District

In defining the boundary of the Study it was the intention of the City to review the area adjacent to Keele Street and Major Mackenzie Drive (Attachment 1). The study area was large enough to allow the consultant to capture the development history of Maple and determine an appropriate boundary for a Heritage Conservation District. Based on the review of architectural styles and landscapes, which are presented in the Assessment and Study (Attachment 3), combined with public input, the boundary of the Village of Maple Heritage Conservation District presented on Attachment 2 has been determined. The proposed boundary encompasses 56 buildings that were previously identified by the City through its "Inventory of Buildings of Architectural Interest. Of these 56 buildings, 27 are on the City's Register or "Listing of Significant Heritage Structures" (approved by Council, October 2005) and 5 are designated pursuant to Part IV of the Ontario Heritage Act. The area that has been excluded from the proposed Heritage Conservation District contains buildings and landscapes that are more contemporary in terms of architectural styles and neighbourhood design.

Based on the findings contained within the Study, the proposed Heritage Conservation District boundary excludes neighbourhoods built at a later date. However, properties located just outside the study area on Keele Street have been included within the proposed District due to their location and potential to act as gateways to both the District and the "downtown" of the Village of Maple.

Historical Significance of the Proposed District

The core area of the Village of Maple is located at the intersection of Major Mackenzie Drive and Keele Street. Maple was settled in the early to mid 1800's by the Noble and Rupert families. During the 1800's and into the early 1900's Maple acted as a local service centre and contained businesses such as sawmills, a rope factory, a funeral home, a hotel and a harness repair shop. The evidence of some of these businesses and the community they serviced can still be seen today.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 5

In addition to buildings of architectural merit that are worthy of preservation Maple has been home to many important Canadians. Two of note include Lord Beaverbrook (Max Aitken), newspaper magnate, and Dr. Frederic William Routley, founder of the Blue Cross Medical Plan.

The Village of Maple has had many names, including Noble Corner and Rupertsville. Local folklore traces the current name to the large number of maple trees. These trees continue to form an integral part of the landscape. Due to their importance in defining the Village of Maple as a special place, special policies and guidelines to preserve and protect this integral landscape feature have been included in various sections of the Village of Maple Heritage Conservation District Plan.

Property and Assessment Research Undertaken for the Proposed District

In accordance with provincial guidelines and heritage criteria provided by the Ministry of Culture, a range of building types, open spaces, vistas, landscapes, and streetscapes that establish the historic, architectural, scenic and contextual character of the Village of Maple were identified. The assessment provides a comprehensive record of the area's heritage-character defining features and contextual aspects. Specifically, it includes photographs of many of the structures and identifies significant features with general guidance on restoration, maintenance and repair. The assessment consists of entries for the vast majority of buildings within the Study area and all buildings within the proposed Heritage Conservation District.

As a research document, the inventory provides the necessary information in developing the Heritage Character Statement and the District Plan. As a conservation and planning tool, the assessment will be of assistance for City Officials, property owners, and local businesses in the future when reviewing proposed building alterations and new development in the District. The Assessment will be made available through the Cultural Services Department and the Policy Planning Department.

Statement of Heritage Value

The District's structure and heritage attributes form the rationale for defining the Heritage District. The Statement of Heritage Value provides a general description of the District's significance, built-form characteristics, architectural styles, streetscape, natural setting, character of roads, open spaces and aspects of contemporary construction. The Statement of Heritage Value was developed based upon the aforementioned Property Assessment and a review of the landscape. A detailed examination and description of the landscape is included in the Section 4 of the Study (Attachment 3). Based on these items, it is proposed that the Statement of Heritage Value for the Village of Maple be as follows:

“The Village of Maple is one of four 19th century settlements in the City of Vaughan that could have been considered more than a hamlet. (Two of these, Thornhill and Kleinburg-Nashville, have been made Heritage Conservation Districts.) The Ontario Huron and Simcoe Railway, the first in Canada, provided the opportunity for its modest prosperity. The core of the village was always small, with some outlying houses and businesses spaced out along the main roads on the outskirts. Today, Maple has many newer buildings, which have filled in the spaces between earlier ones, and in some cases replaced them. Nonetheless, there is a wealth of 19th and early 20th- century buildings, and the character of a village remains evident. Newer development has tended to make design reference to heritage styles, with mixed success. To ensure that existing heritage resources are preserved, and that new development authentically enhances the village character, a Maple Village Heritage Conservation District is proposed. The proposed District consists of the historic block of Church and Jackson Streets, and properties along the two main roads, roughly to the extent of the old Police Village.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 6

The Maple Village Heritage Conservation District is a distinct area in the City of Vaughan, characterized by a wealth of heritage buildings, and with many newer buildings that respect the scale and site-plan characteristics of a historic village. The heritage character, shown in sections 4.1 through 4.8 of this Study, is worthy of preservation.”

Public Meetings and Consultation

In preparing the Village of Maple Heritage Conservation District Study and Plan the community was consulted throughout the process and this input was considered and is reflected in the contents of the Plan.

In preparing the Study portion of the project there were three community meetings. These meetings were held June 15, 2005, September 29, 2005 and March 30 2006 at the Maple Public Library. During the preparation of the Plan there was one community meeting held on June 12, 2006. The public was notified of these meetings through mailings to all property owners and advertisements in local newspapers.

Issues raised at the various “Community Meetings” included:

- a) Defining a suitable boundary for the Heritage Conservation District;
- b) Heritage Permits and what the design guidelines would cover and what impact they would have on people looking to renovate or rebuild existing buildings and on new construction;
- c) What programs, grants or incentives might be available to promote heritage conservation;
- d) Property owners not wanting their property included within the proposed Heritage Conservation District; and
- e) Property owners concerned with the Heritage Conservation District effecting property values.

Generally, the concerns raised by the public at the public consultation meetings can be addressed through information contained in the proposed Plan and consultation with City staff before they finalize proposals/construction plans.

The District boundary was based on the location and landscape related by the heritage assets along Keele Street and Major Mackenzie Drive. The boundary was presented at a meeting early in the consultation process and was generally supported by the members of the community in attendance.

Section 8.3.1 of the Plan (Attachment 4) outlines the type of work that is either exempt or requires a Heritage Permit pursuant to the Ontario Heritage Act. For the most part minor work, items considered temporary and work not visible from the public realm will not require a Heritage Permit. Work that will require a Heritage Permit will, depending on its scale, either be addressed by Cultural Services staff or Heritage Vaughan. In either case the issuance of a Heritage Permit will not significantly delay the issuance of a building permit if the work conforms to the guidelines contained within the Plan (Attachment 4). In all cases the best way for a property owner to minimize delay is to contact the City early in the development process to discuss the requirements within the Village of Maple.

With respect to concerns of costs associated with maintaining and renovating existing buildings and increasing the cost of new construction, the Design Guidelines do outline a distinct philosophy of what materials and construction types should be used for existing and new buildings. The costs associated with the use of higher quality materials and finishes, while marginally higher at the time of construction/renovation, should increase the value of buildings in the long term. Therefore, they should be seen as an investment in the building and the community.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 7

Based on the potential costs associated with maintaining heritage buildings, it is recognized that additional programs, grants and incentives may have to be developed for the City of Vaughan. Examples of these are presented in Sections 6.1.2 Education and 7.10 Grants and Loans of the Plan (Attachment 4).

With respect to property owners not wanting their properties included in the District, it is the intent of a Heritage Conservation District that the entire district is greater than the sum of its parts and that if you remove some of its parts you weaken the integrity of the district as a whole. The boundary, as proposed, was developed through public consultation, general community agreement and an analysis of the landscape that considered and described the relationship of buildings to the streets and to one another.

With respect to property values, the consultant advises that studies have shown that the designation of an area as a Heritage Conservation District does not have a negative impact on property values. Studies show that in many instances property values in Heritage Conservation Districts actually increase at a higher rate than other neighborhoods within a community.

The Ontario Heritage Act requires that where a municipality has a municipal heritage committee that they be consulted on the Study and Plan. On August 23, 2006 the District Study and Plan were presented to Heritage Vaughan Committee. The Maple Streetscape Committee was also invited and attended this meeting. Although a quorum was not attained, Heritage Vaughan members and Maple Streetscape Committee members were all distributed the Study and Plan for review and to provide comments to staff. In addition to the presentation to these two committees, Cultural Services staff was involved throughout the preparation and review of the Study and Plan and this report.

Items discussed at the joint meeting of Heritage Vaughan and the Maple Streetscape Committee included:

- a) How the boundary for the Heritage Conservation District was decided upon.
- b) How to integrate the Design Guidelines contained within the Heritage Conservation District Plan and the Maple Streetscape and Urban Design Guidelines.
- c) How will exemptions from Heritage Permit will be addressed.

As previously noted, the district boundary was determined through the public consultation process and in relation to the location of heritage resources within the Village of Maple.

With respect to how the Guidelines contained within Part D of the Plan will be integrated with those contained within the Maple Streetscape and Urban Design Guidelines, the consultant indicated that in preparing the Design Guidelines for the Plan the existing streetscape and urban design guidelines were considered and are reflected in the Plan. It should be noted that if Council adopts the Plan it will take precedence over the existing Maple Streetscape and Urban Design Guidelines.

The final item that was discussed in detail was how exemptions from requiring a Heritage Permit will be identified and implemented. It is staff's intention that the exemption process will be handled in a manner similar to that of Kleinburg where a property owner contacts Cultural Services staff and is issued a letter stating that no permit is required for the proposed work. The Heritage Vaughan Committee and the Maple Streetscape Committee are supportive of the Plan.

On September 5, 2006 the statutory "Public Meeting" required pursuant to the Ontario Heritage Act occurred. The purpose of this meeting was to allow property owners within the area under consideration for designation as a Heritage Conservation District the ability to express their

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 8

concerns formally to Council. Notices were mailed to all property owners within the Study area and advertisements were placed in the newspaper on August 9 and August 17 2006. The Ontario Heritage Act requires that the Plan be available for public review prior to this “Public Meeting”. The Plan was available by request from the Policy Planning Department. Copies of the Study and Plan were also available prior to and at the Public Meeting.

At the September 5, 2006 Public Meeting, there was one resident/owner who addressed Council regarding the proposal. The owner of 10122 Keele Street expressed concern of the proposed Heritage District restricting his ability to sever his lands in the future. Policy Planning Staff have since met with this property owner and advised that the potential to sever his land would only be minimally effected by a Heritage designation. A severance proposal would primarily be assessed against planning and planning-related regulations, such as the official plan and severance policies and the requirements of the zoning by-law.

The District Plan (Attachment 4)

The approach of the District Plan is to provide a tool for managing change consistent with recognized heritage conservation principles. The Plan encourages the continued maintenance of the built and natural environment and guides new construction within the Heritage District. The District Plan is not intended to prevent owners from making alterations or additions to their properties, but to provide guidance with respect to what is appropriate in terms of form, scale and massing.

The Plan consists of four sections. These sections include Part A - District Overview, Part B - District Policies, Part C - Implementing the District and Part D - Design Guidelines.

“Part A – District Overview” of the Plan provides a statement of intent for the Plan and establishes the context in which heritage conservation within the Village of Maple should be considered. This is accomplished through the “Statement of Heritage Value” and the identification of existing heritage resources within the community. For a detailed inventory of heritage resources and description of the built form and landscape within the study area see Volume 1 – The Inventory and Volume 2 the Study (Attachment 3). Part A also establishes the objectives of the Plan that will be addressed through the Policies contained within Part B of the Plan.

“Part B – District Policies” of the Plan establishes the framework in which the preservation of the heritage landscape, both built and natural, will be preserved. This includes a range of policies that includes topics such as the conservation of existing heritage buildings, land uses, infrastructure, vegetation and raising public awareness.

“Part C – Implementing the District” of the Plan provides a detailed review of how the objectives of the Plan will be accomplished and outlines the roles and responsibilities of various City Departments and Committees. The key implementation tool for ensuring the policies of the Heritage Conservation District Plan is the Heritage Permit. The Plan includes provisions for work that is exempt from requiring a permit and work that requires permits. In cases of large scale developments that require site plan approval there is a requirement for the development to be reviewed by a qualified heritage architect prior to application for a Heritage Permit. It should be noted that a Heritage Permit is required prior to the issuance of a building permit and does not replace a building permit.

Finally, “Part D – Design Guidelines” provides the standards for development within the Heritage Conservation District. Part D includes detailed pictures and descriptions of all typical building styles within the district and how each of these buildings should be maintained and what materials and processes are appropriate for use within the district. This section includes guidelines for all types of buildings and expected development within the proposed District.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 9

Implementation and Next Steps

There are various programs and actions described throughout the Plan that will be required in order to ensure the preservation of the built and natural environments in the proposed Village of Maple Heritage Conservation District. The underlying theme of all of the programs, policies and guidelines within the Plan is communication between the City and property owners within the proposed District. This required communication has been demonstrated by the City, through the consultation process and will continue should the proposed Village of Maple Heritage Conservation District Plan be designated and the Heritage Conservation District Plan be adopted.

Recent amendments to the Ontario Heritage Act strengthen the relationship between the Heritage Conservation District Plan, the Official Plan Amendment (OPA No. 350) and the Comprehensive Zoning By-law 1-88 by requiring that where a conflict between the documents exists, the Heritage Conservation District Plan takes precedence. Therefore, reviews of OPA No. 350 (The Maple Community Plan) and the City's Comprehensive Zoning By-law 1-88 and the Sign By-law to ensure that the policies and development standards contained within these documents match and implement the intent of the Village of Maple Heritage Conservation District Plan are required. Specific items to be considered during this review should include, scale, massing, permitted land uses, signage and site development standards including yard setbacks, parking and landscaping.

In addition to the development policies contained within OPA 350 and the City's Comprehensive Zoning By-law 1-88, there are other planning tools that can be used to protect the heritage character of the community. An important tool available is Site Plan Control Agreements. Therefore, it is recommended that OPA 200 (Site Plan Control), as amended, and the associated Site Plan Control By-law be reviewed and amended to include all properties within the Village of Maple Heritage Conservation District or an area otherwise identified.

During the preparation of the Study and Plan, residents provided comments and questions with respect to the cost of owning and maintaining a heritage building. Possible solutions to offsetting some of the costs associated with maintaining and improving these buildings are grants and low interest loans. As noted in the Plan (Attachment 4), due to currently low interest rates the City's current loan and grant programs are outdated and under funded. The Cultural Services Department will need to review the City's current loan and grant programs and investigate the potential for revised programs.

Subsection 41(10.1) and clause 41(5)(b) of the Ontario Heritage Act requires that "the clerk shall ensure that a copy of the by-law is registered against properties affected by the bylaw". This registration on title ensures that property owners and potential property owners are advised of the Heritage Conservation District. Within the proposed District there are approximately 200 properties. The Legal Services Department advises that the total cost to register the by-law on title for all of the properties within the District is \$70.70 plus staff time. This work will be done by Legal Services as a next step in the implementation process once the by-laws are adopted and in effect.

In addition to actions required by the Policy Planning Department to implement the Heritage Conservation District Plan there are recommendations included in the Study and Plan that require action by the Cultural Services Department. This includes reviewing the City's Inventory of Buildings of Architectural Interest and the Register or Listing of Significant Heritage Structures. All properties included within the boundary of the proposed Village of Maple Heritage Conservation District will automatically be designated under Part V of the Act with the passing of the designation by-law and some of the buildings will also be included in the City's Register or Listing of Significant Heritage Structures.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 10

The Department of Recreation and Culture has identified the need for an additional part-time Heritage Coordinator at a cost of \$35,000 annually in order to administer the Heritage Permit approval process related to the implementation of the Maple Heritage Conservation District in addition to existing Heritage Districts of Thornhill and Kleinburg-Nashville. The total number of properties now designated under Part V as a result of a third District will be approximately 467 properties. The requirements of a Part V or District Designation under the Ontario Heritage Act necessitates that all properties, heritage or contemporary, within a District require application and approval under the Heritage Permit process for any changes or additions to the exterior of these properties. Culture staff are required to undertake a review of all changes to properties to assess whether they conform to the Heritage District Design Guidelines and issue Heritage Permit approvals either via Heritage Vaughan, Council or at the staff level (for minor changes) to property owners.

Relationship to Vaughan Vision 2007

Section 4.6 of Vaughan Vision outlines the City's commitment to preserving "significant historical buildings and communities". The recommendation to designate the lands shown on Attachment 2 as a Heritage Conservation District pursuant to Part V of the Ontario Heritage Act is consistent with the polices contained within Vaughan Vision 2007.

Conclusion

The Village of Maple is a unique community in the City of Vaughan and is significant for its historical associations and its 19th and 20th century architecture. As demonstrated through the study, it is appropriate for Council to enact the necessary By-laws to designate the Village of Maple Heritage Conservation District pursuant to Part V of the Ontario Heritage Act and to adopt the Village of Maple Heritage Conservation District Plan.

By creating the Village of Maple Heritage Conservation District, pursuant to Part V of the Ontario Heritage Act, staff recognizes that additional work will be required to further reinforce and implement the polices and guidelines contained therein. Therefore, it is recommended that, in addition to bringing forward a by-law to designate a Heritage District and adopt its related Plan, Council direct staff to undertake additional actions, including:

- a) A review and update of OPA No. 350 – Maple Community Plan in order to reflect the Village of Maple Heritage Conservation District Plan and a review of the City of Vaughan Comprehensive Zoning By-law 1-88 and the Sign By-law with specific attention being paid to creating development standards that are consistent with the design guidelines and polices contained within the Village of Maple Heritage Conservation District Plan;
- b) A review of OPA No. 200, as amended, and the associated By-law, to define the types of development within the Village of Maple Heritage Conservation District that will be subject to Site Plan Control; and

The Department of Recreation and Culture requests funding to hire a part-time Heritage Coordinator in order to administer the Heritage Permit approval process related to the implementation of the Maple Heritage Conservation District in addition to the existing Heritage Districts of Thornhill and Kleinburg-Nashville.

Legal Services will pursue fulfilling the Ontario Heritage Act requirement of registering the by-law adopting the Village of Maple Heritage Conservation District on title for every property within the District advising of its Heritage District Designation.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 42, CW Report No. 46 – Page 11

Attachments

- 1) Village of Maple Heritage Conservation District Study Boundary
- 2) Village of Maple Heritage Conservation District Boundary
- 3) Village of Maple Heritage Conservation District Study – Volume 2 (Members of Council ONLY)
- 4) Village of Maple Heritage Conservation District Plan – Volume 3 (Members of Council ONLY)

Report prepared by:

Aaron Hershoff, Planner 1, ext 8320
Duncan MacAskill, Senior Planner, ext 8017
Wayne McEachern, Manager, ext 8026

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 43, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

43

**ZONING BY-LAW AMENDMENT FILE Z.06.011
BAYVIEW CONSTRUCTION
REPORT #P.2006.27**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 11, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT Zoning By-law Amendment File Z.06.011 (Bayview Construction) BE APPROVED, to amend By-law 1-88 to rezone Parcel "1" as shown on Attachment #2 from A Agricultural Zone to R3(H) Residential Zone with the addition of the Holding Symbol (H), to be lifted upon registration of an application in the Land Registry Office, to consolidate the lands described as Block 120, Plan 65M-2984 with the abutting lands to the east (Block 121, Plan 65M-2984) owned by the applicant.

Economic Impact

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

Purpose

The Owner has submitted a Zoning By-law Amendment Application to rezone a portion of the subject lands shown as Parcel 1 on Attachment #2 from A Agricultural Zone to R3 Residential Zone, to facilitate a severance of Parcel 1 into two residential lots, each with a lot frontage of 12.4m, and lot areas of 547m² and 647m². The proposed severance will create a remainder parcel of land (Parcel 2) with an area of 3,945m², which will remain zoned A Agricultural Zone.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on Genova Court, located east of Martin Grove Road and north of Langstaff Road, being Block 120 within Registered Plan 65M-2984, City of Vaughan.

The subject lands are designated "Low Density Residential" by OPA #240 (Woodbridge Community Plan), and zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(692). The surrounding land uses are as follows:

- North - existing residential (R3 Residential Zone)
- South - vacant lands (A Agricultural Zone and OS2 Open Space Park Zone)
- East - hydro corridor under the ownership of the applicant (A Agricultural Zone)
- West - existing residential (R3 Residential Zone)

Block 120 has remained undeveloped due to the potential for methane gas migration from construction waste dumped on the property many years ago. Site-specific Exception 9(692) does not permit development on Block 120 until the City and the Ministry of the Environment are satisfied that the monitoring of methane gas and the water table are no longer required. This is discussed in greater detail in the report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 43, CW Report No. 46 – Page 2

On March 24, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Woodbridge Meadows Ratepayers' Association. A Public Hearing was held on April 18, 2006, and as of November 23, 2006, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report and to forward a technical report to a future Committee meeting was ratified by Council on April 24, 2006.

Official Plan

The subject lands are designated "Low Density Residential" by OPA #240 (Woodbridge Community Plan), which permits detached dwellings on the subject lands. The proposed rezoning to facilitate a severance for two additional lots conforms to the City's Official Plan.

Environmental

The subject lands (Block 120 of Plan 65M-2984) were not developed at the same time as the subject lands in the subdivision due to environmental issues, specifically the potential for methane gas migration from construction waste dumped on the property many years ago, which required the Owner to undertake methane gas testing. Site-specific Exception 9(692) does not permit development on the subject lands until the City and the Ministry of the Environment are satisfied that the monitoring of methane gas and the water table are no longer required.

The subject lands are located within Registered Plan of Subdivision 65M-2984 (File 19T-88009), which was registered on September 2, 1994. Section 21.41(b) of the Subdivision Agreement, which was executed in July 1994, states that:

"Quarterly monitoring of methane gas within Block 120 should be continued for a period of at least three years following municipal assumption of the roads and services."

The referenced subdivision (File 19T-88009/Plan 65M-2984) was assumed on January 24, 2001. Methane gas monitoring was undertaken during a period between 1994 and 1996, however there is no record of any gas-monitoring program following the assumption of the subdivision. Accordingly, in February of 2005, the City's Engineering Department recommended certain actions be undertaken by the developer in order to satisfy that methane gas was no longer an issue, including a 6-month methane gas-monitoring program to be conducted every two months with the results to be reviewed and evaluated by the Engineering Department. The Owner undertook the necessary monitoring and in October of 2005, the Engineering Department advised that methane gas is no longer an issue on the subject lands.

The site-specific Zoning Exception 9(692) does not permit development on Block 120 until the City and the Ministry of the Environment are satisfied that the monitoring of methane gas and the water table are no longer required. Since the approval of this site-specific zoning exception, the Province of Ontario has downloaded the responsibility of ensuring the suitability of contaminated and potentially contaminated sites for development from the Ministry of the Environment to municipalities. On May 14, 2001, Vaughan Council approved a Policy and Procedures for Dealing with Contaminated or Potentially Contaminated Sites, which addresses these requirements. Again, the City of Vaughan Engineering Department is satisfied that methane gas is no longer an issue, and therefore it is considered that this requirement of the zoning by-law has been addressed.

Severance

The proposed partial rezoning of the subject lands from A Agricultural Zone to R3 Residential Zone as shown on Attachment #2, will facilitate a future severance of the subject lands into 2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 43, CW Report No. 46 – Page 3

parts and effectively complete Genova Court. The severance would result in a block identified as Parcel 2 on Attachment #2 that will not have frontage on a public road. The Owner has advised the Development Planning Department that a residential development is contemplated for this parcel which will be accessed from Sicilia Street, through the abutting hydro corridor (Block 121 within Plan 65M-2984), which is owned by the Applicant. Hydro One has indicated in writing (by letter dated April 4, 2006), that they are in principle supportive to allowing an access through the abutting hydro corridor (Block 121 within Plan 65M-2984), which would allow for the future development of the remaining lands. The Development Planning Department is recommending that Parcel 1 be rezoned with the addition of the Holding Symbol "H", to be lifted upon registration of an application in the Land Registry Office, to consolidate the lands described as Block 120, Plan 65M-2984 with the abutting lands to the east (Block 121, Plan 65M-2984) also owned by the applicant. Once the consolidation of the blocks occurs the severance of Parcel 1 can proceed and the remaining lands will have direct road frontage onto Sicilia Street. The development of the applicants remaining lands will require future development applications to be submitted, including a zoning by-law amendment, which will be subject to a public hearing and further consideration by the City and external public agencies.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(692). The Owner has requested that the lands shown as Parcel 1 on Attachment #2 be rezoned from A Agricultural Zone to R3 Residential Zone in order to facilitate the future severance of 2 lots to complete Genova Court. The 2 proposed lots comply with the minimum lot frontage and lot area requirements of the R3 Residential Zone, being 12m and 360m², respectively.

The severance of the subject lands will result in a parcel of land (Parcel 2 as shown on Attachment #2) that will remain zoned A Agricultural Zone.

Engineering Department

The Engineering Department has indicated no objection to the proposed rezoning and that water and sewage servicing capacity will be allocated for the two new residential lots at the consent approval stage.

Toronto and Region Conservation Authority (TRCA)

A vegetated watercourse feature traverses the southern limit of the subject lands and connects to Rainbow Creek to the south. The TRCA, Owner and the City visited the site on March 31 and July 20, 2006 to verify the extent and nature of the feature. The Owner and the TRCA agreed to protect the feature and the applicant revised the rear lot lines of the proposed lots to be outside the limit of the vegetated watercourse feature, which will remain as A Agricultural Zone within the southwest corner of Parcel 2. The vegetated feature will be revisited upon the submission of future development applications on Parcel 2. The TRCA has no objection to the subject application.

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 Zoning By-law Amendment Application to rezone a portion (Parcel 1) of the subject lands as shown on Attachment #2 to facilitate a future severance of the subject lands into two (2) lots that are consistent with the lots in the immediate

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 43, CW Report No. 46 – Page 4

area, and will result in a development that is compatible with the surrounding land use context. The original zoning by-law for the subject lands maintained the Agricultural Zone due to the potential for methane gas migration from construction waste dumped on the property many years ago. The Owner has satisfied the City that this issue is no longer a concern. It is recommended that the lands be zoned R3(H) Residential Zone with the Holding Symbol (H), to be lifted upon registration of an application in the Land Registry Office, to consolidate the lands described as Block 120 with the abutting lands to the east, Block 121, Plan 65M-2984, also owned by the applicant. The applicant intends to develop Parcel 2 in the future for residential, which will require the filing of development applications, and will be subject to further review at that time. Accordingly, the Development Planning Department can support the subject application to amend the Zoning By-law, subject to the recommendations in this report.

Attachments

1. Location Map
2. Proposed Zoning/Severance Plan

Report prepared by:

Clement Messere, Planner, ext. 8409
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 DECEMBER 18, 2006

Item 44, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

44

**OFFICIAL PLAN AMENDMENT FILE OP.06.011
ZONING BY-LAW AMENDMENT FILE Z.06.032
ISRAEL LANDA, TRUSTEE & BETH CHABAD ISRAELI COMMUNITY CENTRE
REPORT #P.2006.43**

(Referred from the Council meeting of September 25, 2006)

The Committee of the Whole recommends:

- 1) **That this matter be referred to the Committee of the Whole meeting of February 19, 2007; and**
- 2) **That the memorandum of the Commissioner of Planning, dated December 8, 2006, be received.**

Council, at its meeting of September 25, 2006, adopted the following:

That contingent upon receipt of the required studies in a timely manner, that the comprehensive technical report be brought forward to the Committee of the Whole meeting of December 11, 2006.

Report of the Commissioner of Planning dated September 18, 2006

Recommendation

The Commissioner of Planning recommends:

THAT the Staff report for Official Plan and Zoning By-law Amendment Files OP.06.011 and Z.06.032 (Israel Landa, Trustee and Beth Chabad Israeli Community Centre) BE RECEIVED as information; and that the issues identified be resolved and addressed prior to the Development Planning Department proceeding to a future Committee of the Whole meeting with a comprehensive technical report.

Economic Impact

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

Purpose

The Owner has submitted the following applications to amend the Official Plan and Zoning By-law on the subject lands shown on Attachment #1, specifically to:

1. Amend OPA No. 210 (Thornhill-Vaughan Community Plan) to:
 - i) redesignate the subject lands from "Town Centre Commercial" under OPA #210 (Thornhill Community Plan) to "Mixed Use 2" under OPA No. 671 (Centre Street Study), to permit a mixed use development having high density residential uses on Floors 2 – 19 of an apartment building comprised of 128 units, and ground floor commercial uses, to be developed in conjunction with a 3-storey place of worship (synagogue) and community centre, as shown on Attachment #2;
 - ii) permit a maximum net residential density of 247 units/ha and a Floor Space Index (FSI) of 2.85 on the 0.52 ha subject lands; and

.../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 44, CW Report No. 46 – Page 2

- iii) permit a maximum building height of 69m (including the mechanical and elevator room on the roof) and a maximum of 19 storeys.
2. Amend Zoning By-law 1-88 to rezone the subject lands from A Agricultural Zone to CMU2 Mixed Use 2 - Town Centre Zone (Centre Street Study Zoning), with the following exceptions:
- i) a minimum/maximum front yard setback (Bathurst Street) of 0.5m, whereas 1.0/3.0m is required;
 - ii) a minimum/maximum exterior side yard setback of 0.5m, (north) whereas 3m is required;
 - iii) a maximum building height for corner buildings of 19-storeys and 69m, whereas 8-storeys and 29m is permitted;
 - iv) a maximum residential density of 2.85 Floor Space Index (FSI), whereas 2.0 FSI is permitted; and
 - v) a minimum of 281 parking spaces, whereas 477 spaces are required (196 space or 41% deficiency).

The applicant has also submitted a related Site Development Application (File DA.06.071) in support of the redesignation and rezoning of the property, to permit the mixed use development shown on Attachment #2.

Background - Analysis and Options

The subject lands as shown on Attachment #1 are located on the west side of Bathurst Street, north of Centre Street (7770 Bathurst Street), in Part of Lot 6, Concession 2, in the City of Vaughan. The 0.52 ha vacant site represents the assembly of 3 parcels all having frontage onto Bathurst Street, including an approximately 3m (10ft) wide strip of land owned by the Metrontario Group located through the central portion of the property as shown on Attachment #1. The transfer of ownership will need to occur prior to any development proceeding on the subject lands.

The lands are presently vacant. The subject lands are designated "Town Centre Commercial" by OPA #210 (Thornhill-Vaughan Community Plan), which does not permit residential uses, and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - future eastward extension of North Park Drive and existing sales office (C2 General Commercial Zone)
- South - vacant/approved Wal-Mart application (Agau Developments, File DA.06.017 - CMU2-H Mixed Use 2- Town Centre Zone)
- East - Bathurst Street; residential (R5 Residential Zone)
- West - vacant/approved high rise condominium apartment (RA3 Apartment Residential Zone) and proposed Walmart application (CMU2-H Mixed Use 2- Town Centre Zone)

Public Hearing

On May 5, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Beverley Glen Ratepayers Association and the Brownridge Ratepayers Association. To date, no comments have been received. The recommendation of the Committee of the Whole on May 29, 2006 to receive the Public Hearing report, and to forward a comprehensive report to a future Committee of the Whole meeting in September 2006, was ratified by Council on June 12, 2006.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 44, CW Report No. 46 – Page 3

Outstanding Issues

To date, the review of the proposed development applications has not been completed. A number of issues remain outstanding and information is required to be submitted by the applicant and reviewed by both City Departments and external public agencies. The following issues are still outstanding and need to be addressed prior to the Development Planning Department proceeding with a technical report:

- A current (conducted within the past 2 years) Phase 1 Environmental Site Assessment is required. The Phase I Environmental Site Assessment Report prepared by Shaheen & Peaker Limited dated June 6, 2003 is outdated.
- The Applicant is also required to submit a Functional Servicing Report. The report is to address how the site will be serviced, as well as, indicate if capacity is available within the downstream sanitary sewers and/or recommend upgrades should any be required.
- Based on the proposed land uses, the subject lands require a total of 477 parking spaces, whereas 281 spaces are proposed, being a deficiency of 196 parking spaces (41%) which requires a parking study to justify the reduction. The Applicant has advised that a parking study is being conducted and will be submitted to the City in the near future.
- A Traffic Impact Study is required in support of the proposed development for approval by the City Engineering Department.
- Due to the nature of the development and the increase in density, the Region of York did not provide exemption for their approval of the Official Plan Amendment, if approved by City Council. Comments are still forthcoming respecting the development proposal.
- The City has not received any confirmation respecting the completion of the land transfer between the Applicant and the adjacent land owner to the south (Metrontario (group), for the 3m wide strip that bisects the property as shown on Attachment #1).
- The Applicant submitted a Shadow Impact Study on August 11, 2006, to address the impact of the high-rise portion of development, which is currently under review by the Development Planning Department.

The Applicant submitted a Site Plan Application on August 11, 2006, and comments on the proposal are required to properly analyze the development on a comprehensive basis, to ensure the Development can be appropriately integrated into the existing community.

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 available information for the proposed application to amend the Official Plan and Zoning and Zoning By-law from "Town Centre Commercial" to "Mixed Use 2" and to rezone the subject lands from A Agricultural Zone to CMU2 Mixed Use 2 – Town Centre Zone in order to permit a mixed use development having ground floor commercial uses with high density residential development on floors 2 to 19 inclusive, comprising 128 units, to be developed in conjunction with a 3-storey place of worship (synagogue) and community centre, as shown on Attachment #2. The applicant recently

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 44, CW Report No. 46 – Page 4

submitted a Site Development Application to support the Official Plan and Zoning Amendment applications. However, additional supporting documents are necessary to be submitted, and further review is required to ensure that the proposed development can be appropriately integrated into the existing community. As a result of the outstanding issues, the development Planning Department cannot proceed with a technical review of the proposed redesignation and rezoning of the subject lands at this time.

Attachments

1. Location Map
2. Site Plan

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Grant Uyeyama, Manager of Development Planning, ext. 8635

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 45, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

45

ANNUAL MENORAH LIGHTING CEREMONY

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated December 11, 2006:

Recommendation

Councillor Shefman recommends:

1. That the City of Vaughan holds it's Annual Menorah Lighting Ceremony in celebration of Hanukkah on December 19, 2006 in the Civic Centre Lobby;

That Ward 5 Councillor Alan Shefman and all interested members of Council act to sponsor this event;

That community clergy be invited to lead the candle lighting ceremony;

That Ward 5 Councillor Alan Shefman officiate the ceremony;

That appropriate notification to the public be facilitated by Corporate Communications;
and
2. That the Menorah Lighting Ceremony take place on an annual basis on the appropriate date at the Civic Centre.

Economic Impact

Minimal – Light refreshments for those in attendance

Background – Analysis and Options

1. The City of Vaughan is a multicultural community that celebrates its diversity. At this time of year Council embraces the variety of celebrations that occur amongst its residents.
2. Following the initiative of former Councillor Susan Kadis, since 2002 the City of Vaughan has held a menorah lighting ceremony at the Civic Centre. This event, in part, recognizes and celebrates an important date in the calendar for the Jewish community in the City – one of the largest such populations in any municipality in Canada.
3. On November 28, and without prior notice or reason, Mayor Jackson's Executive Assistant emailed the City's Corporate Communications staff, asking them to inform clergy that: "Mayor Elect Linda Jackson has decided that we will not be having a Menorah Lighting at the Civic Centre this year."
4. This recommendation restores this important annual event.

Purpose

To restore the annual Menorah Lighting Ceremony at the Civic Centre and to establish the Menorah Lighting Ceremony as an annual event of the City of Vaughan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 45, CW Report No. 46 – Page 2

Relationship to Vaughan Vision

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

Conclusion

N/A

Attachments

none

Report prepared by:

Debi Traub, Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 46, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

46 BUDGET REFERRAL: PETITION OF RESIDENTS OF FRAN DRIVE & HURRICANE AVENUE

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Carella, dated December 11, 2006, be approved; and
- 2) That the deputation of Ms. Mary Grace Tatangelo, 75 Fran Drive, Woodbridge, L4L 1P2, representing residents of Fran Drive and Hurricane Avenue, be received.

Recommendation

Councillor Carella recommends appropriate staff be directed to complete a *Project Detail Form* respecting all costs relating to the repaving of Fran Drive and Hurricane Avenue, in Woodbridge, in response to the petition of the residents of said streets, and that once completed this item be forwarded to the Budget Committee, as part of the 2007 budget process.

Economic Impact

Nil

Purpose

To receive the petition of the residents of Fran Drive and Hurricane Avenue.

Background - Analysis and Options

By way of petition the residents of Fran Drive and Hurricane Avenue ask that these two streets, located west of Kipling Avenue north of the CP railroad tracks, be repaved. They indicate that with the exception of minor repairs and patches, these street have received no attention since they were first constructed over fifty years ago. The petitioners are not requesting curbs, sidewalks, or storm sewers be constructed in this locale.

Relationship to Vaughan Vision 2007

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

Conclusion

The request of the petitioners will be forwarded to the Budget Committee for its consideration.

Attachments

Petition of residents of Fran Drive and Hurricane Avenue; photographs of the roadway

Report prepared by:

Councillor Tont 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 DECEMBER 18, 2006

Item 47, Report No. 46, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 18, 2006.

47

CROSS GUARD FOR ST. EMILY CATHOLIC SCHOOL

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Frustaglio, dated December 11, 2006:

Recommendation

Local and Regional Councillor Joyce Frustaglio recommends:

THAT staff prepare a report as to the feasibility of having a Crossing Guard for St. Emily Catholic School to be located on Vellore Woods Blvd. and the intersecting street as deemed appropriate by staff.

THAT this report be brought forth to the next Committee of the Whole Meeting in January 2007.

Economic Impact

Nil

Purpose

The purpose of this recommendation is to address the concerns of residents as it pertains to the safety of school children attending St. Emily Catholic School.

Background - Analysis and Options

St. Emily Catholic School is located on Vellore Woods Boulevard. Vellore Woods Boulevard has now been opened to Rutherford Road and is now experiencing an increase in traffic. With the high level of traffic and increase in speeding, the safety of the children attending St. Emily Catholic School wishing to cross Vellore Woods Boulevard is at risk. Therefore a Crossing Guard for Vellore Woods Blvd. is required to assist the children to safely cross this main street. At the present time there is a Crossing Guard located Comdel Blvd. and Plover Heights.

Relationship to Vaughan Vision 2007

This report is consistent with priorities previously set by Council - A-2 Promote Community Safety, Health & Wellness.

Conclusion

In response to concerns outlined by area residents regarding the safety of the school children of St. Emily Catholic School, it is recommended that staff review the feasibility of installing a Crossing Guard on Vellore Woods Blvd.

Attachment

Nil

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 48, Report No. 46, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 18, 2006, as follows:

By approving that Council members be appointed as follows:

- a) ***Regional Councillor Rosati to the Accessibility Advisory Committee;***
- b) ***Councillor Meffe to the City of Vaughan Non-Profit Housing;***
- c) ***Regional Councillor Rosati and Councillor Shefman to Heritage Vaughan;***
- d) ***Councillors Carella and Yeung Racco to the Arts Advisory Committee;***
- *e) ***Regional Councillor Rosati and Councillor Shefman to the Community Relations Committee;***
- f) ***Regional Councillor Frustaglio, Regional Councillor Ferri and Councillor Meffe to the Maple Streetscape Community Advisory Committee;***
- g) ***Councillors Di Vona and Yeung Racco to the Safe City Committee; and***
- h) ***Regional Councillor Ferri and Councillor Yeung Racco to the Vaughan Youth Cabinet;***

By approving that Mayor Jackson sit on the aforementioned committees as an ex-officio member;

By approving that the Council member(s) appointed review the applications submitted for appointment to the particular committee and that their recommendations be considered at the Committee of the Whole (Closed Session) meeting on January 22, 2007;

By approving that applications submitted for appointments to the Committee of Adjustment, Court of Revision and Property Standards Committee be considered at the Committee of the Whole (Closed Session) meeting on January 22, 2007;

By approving that the Greening Vaughan Advisory Committee, established in February 2006, continue with its present members and that the committee remain in place until September 2008;

By referring the appointment of the Arts Advisory Committee members to the Committee of the Whole meeting of January 22, 2007, for staff to canvas the members appointed in the previous term to determine if they wish to be reappointed to the Committee for the 2006 – 2010 term;

By approving that applications submitted for appointments to statutory and non-statutory committees be provided to all members of Council at the earliest opportunity;

By approving that every statutory and non-statutory committee appoint the Chair of the committee annually at the first meeting of the new year;

By receiving the report of the City Clerk, dated December 11, 2006;

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated December 11, 2006; and

By receiving the written submission from Mr. John Russo, dated December 5, 2006.

48

**COUNCIL APPOINTMENTS TO
STATUTORY AND NON-STATUTORY COMMITTEES/
SELECTION COMMITTEES**

The Committee of the Whole recommends that this matter be referred to the Council meeting of December 18, 2006.

.../2

*Refer to CW(CL) Report No. 2, Item 11, January 2007, for reconsideration of Regional Councillor Rosati's appointment to the Community Relations Committee

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 48, CW Report No. 46 – Page 2

Recommendation

The City Clerk recommends:

- 1) That Council Members be appointed to the following statutory and non-statutory Committees:

Accessibility Advisory Committee
City of Vaughan Non-Profit Housing
Heritage Vaughan
Arts Advisory Committee
Community Relations Committee
Maple Streetscape Community Advisory Committee
Safe City Committee
Vaughan Youth Cabinet

- 2) That a Selection Committee be struck for each of the above-noted committees, comprised of the Councillor(s) appointed and support staff for the purpose of reviewing applications received and conducting interviews, as necessary; and

That each Selection Committee submit the names of the applicants recommended for appointment, to the City Clerk, by January 31, 2007;

- 3) That a Selection Committee be struck for the following statutory committees comprised of Councillor(s) and support staff:

Committee of Adjustment
Court of Revision
Property Standards Committee, and

That Council appointments be made to each of the Selection Committees for the purpose of reviewing applications received, conducting interviews, as necessary, and forwarding recommendations for appointment to the City Clerk, by January 31, 2007.

Economic Impact

There is no economic impact.

Purpose

The purpose of this report is to consider Council appointments to Statutory and Non-statutory Committees/Selection Committees.

Background - Analysis and Options

Attached is the Council extract approving the Guidelines and Procedures for Statutory and Non-statutory Committees and Boards (Item 6, Report No. 45 of the Committee of the Whole, approved by Council June 27, 2005).

In accordance with Council direction, advertisements were placed in community newspapers and the City Page the weeks of November 6 and 13. Application packages were available in all community centres, libraries, and the Clerk's office as well as posted on the City's website. As well, application packages were sent to the incumbent members. The deadline for submission of applications was December 1, 2006.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 48, CW Report No. 46 – Page 3

The next step in the recruitment process is for Council to appoint members as recommended and for Selection Committees comprised of Councillor(s) and support staff to be struck for the purpose of reviewing the applications received, conducting interviews as necessary and forwarding recommendations for appointment to the City Clerk by January 31, 2007. The City Clerk will compile the Selection Committees recommendations and bring forward a report for Council's consideration in February 2007.

For reference purposes, attached is a listing of the 2003-2006 Statutory and Non-Statutory Committees showing the Members of Council appointed to each Committee along with the respective support staff.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council as it serves our citizens and promotes community safety, health, and wellness.

Conclusion

It is recommended that Council appointments to Statutory and Non-statutory Committees/Selection Committees be made in order for the recruitment process to proceed as approved by Council.

Attachments

1. Extract - Item 6, Report No. 45 of the Committee of the Whole, approved by Council June 27, 2005
2. 2003-2006 Statutory and Non-statutory Advisory Committees
Council Members and Support Staff

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 49, Report No. 46, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 18, 2006, as follows:

By receiving the written submission from Mr. Robert B. Bell, Borden Ladner Gervais, Scotia Plaza, 40 King Street West, Toronto, M5H 3Y4, dated December 12, 2006.

49

**DEPUTATION - MR. CARLO DEFRANCESCA
WITH RESPECT TO MUNICIPAL ELECTION REFORM**

The Committee of the Whole recommends that the deputation of Mr. Carlo Defrancesca, 18 Zucchet Court, Woodbridge, L4L 7M5, and information package dated December 11, 2006, be received.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 18, 2006

Item 50, Report No. 46, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 18, 2006, as follows:

By receiving the memorandum from the Senior Manager, Enforcement Services, dated December 15, 2006.

**50 NEW BUSINESS – RELIEF FROM NOISE CAUSED BY CONSTRUCTION
 EQUIPMENT ON RUTHERFORD ROAD EAST OF HIGHWAY #27**

The Committee of the Whole recommends that this matter be referred to the Council meeting of December 18, 2006, for staff to investigate options available to address the noise concerns expressed by area residents, in accordance with the written submission of Ms. Mary Paravani, dated December 8, 2006.

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