

**CITY OF VAUGHAN
COMMITTEE OF THE WHOLE (WORKING SESSION)
AGENDA**

This is an Electronic Meeting. The Council Chamber will not be open to the public. Public comments can be submitted by email to clerks@vaughan.ca. If you wish to speak to an item listed on the Agenda, please pre-register by contacting Access Vaughan at 905-832-2281 or clerks@vaughan.ca by noon on the last business day before the meeting.

Wednesday, June 2, 2021

9:30 a.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

Pages

1. CONFIRMATION OF AGENDA
2. DISCLOSURE OF INTEREST
3. COMMUNICATIONS
4. PRESENTATIONS
5. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION
INCLUDING MEMBERS RESOLUTION(S)

Public Works

1. ESTABLISHING SPEED LIMITS ON CITY ROADWAYS
Report of the Deputy City Manager, Public Works with respect to the
above.

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Infrastructure Development

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| 7. | CONSIDERATION OF ITEMS REQUIRING SEPARATE DISCUSSION | |
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| 9. | STAFF COMMUNICATIONS | |
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AND VIDEO BROADCAST

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Committee of the Whole (Working Session) Report

DATE: Wednesday, June 02, 2021

WARD(S): ALL

TITLE: ESTABLISHING SPEED LIMITS ON CITY ROADWAYS

FROM:

Zoran Postic, Deputy City Manager, Public Works

ACTION: DECISION

Purpose

To seek Council approval on a speed limit policy that addresses the safety of all road users by establishing a framework for the determination of speed limits on the City's road network.

Report Highlights

- At the November 3, 2015 Committee of the Whole meeting, Council directed staff to establish a speed limit policy for the City of Vaughan.
- Vaughan citizens have identified motorist speeds as one of the City's key traffic issues.
- The *Safer School Zones Act* (Bill 65), provides more tools for municipalities to set speed limits lower than 50km/h for bounded neighbourhood areas.
- The proposed policy is comprised of primary zones for rural roads, built up/urban areas inclusive of school zones, public laneways and neighbourhood areas.

Recommendations

1. That Council approve the proposed policy for establishing speed limits in the City of Vaughan as shown in Attachment 1;
2. That Council approve the speed limit changes listed for the 40 km/h speed limit for school zones in Attachment 2;

3. That Council approve the speed limit changes listed for the 30km/h speed limit for public laneways in Attachment 3;
4. That By-laws be enacted to amend By-law 284-94, the Consolidated Traffic By-law, authorizing the speed limit changes listed for 40km/h speed limits for school zones and for 30km/h speed limits for public laneways;
5. That Council approve the implementation of 40km/h Neighbourhood Areas;
6. That By-laws be enacted to amend By-law 284-94, the Consolidated Traffic By-law, authorizing to set the maximum rate of speed at 40km/h for Neighbourhood Areas;
7. That staff be authorized to administer the proposed policy for establishing speed limits as outlined in Attachment 1; and
8. That the City Clerk forward a copy of this report to the Regional Municipality of York, York Regional Police, York Region Public District School Board and York Region Catholic District School Board.

Background

Vaughan citizens continue to express interest in both safer roadways with appropriate speed limits as well as the ability to be able to travel efficiently to get to their destinations within the City.

With the continued growth and urbanization of the City the characteristics of our roadways continue to change and there is an increasing need to balance the requirements of all road users including pedestrians, cyclists, motorists and transit users.

Vaughan's practices regarding speed limits is based on the Highway Traffic Act (HTA) statutory speed limits and the Transportation Association of Canada (TAC) guidelines.

The Traffic By-law (Bylaw 284-94) Section 9, Subsection (1) indicates that speed limits on roads shall be 50 km/h in built-up areas and 80 km/h in rural areas as per the HTA, unless otherwise posted. A 40 km/h speed limit has been used on roadways where a school abuts the roadway as specified in the HTA.

The HTA does not consider the particular roadway environment and this can lead to inconsistent speed limits.

The practice of setting speed limits based on the HTA does not explicitly consider roadway geometry, development activity, pedestrians, cyclists or transit corridors which can lead to inconsistent speed limits. In performing speed limit review requests on City roadways, staff have been using the Transportation Association of Canada (TAC)

Guidelines for establishing speed limits. For example, road reconstruction or development activities can result in significant changes to the roadside environment and consequently speed limits that are no longer appropriate; in these instances, speed limits are reviewed and revised according to the TAC guidelines. The TAC guidelines take several characteristics into account, including: roadway geometry, pavement width, roadside hazards, pedestrian and cyclist exposure, number of intersections and on-street parking.

Council provided direction for staff to develop a comprehensive Speed Limit Policy to address the safety of all road users, specifically pedestrians and cyclists.

At the Committee of the Whole meeting of November 3, 2015, Council directed staff to initiate the development of a comprehensive speed limit policy addressing the safety of all road users that accounts for the increase in the number of pedestrians and cyclists, and ensures speed limits are consistent with future growth (as outlined in Item 15, Report No. 40, of the Committee of the Whole November 17, 2015).

In accordance with the HTA, a City by-law, in addition to posting of appropriate speed limit signs, are required before revised speed limits can be enforced.

Previous Reports/Authority

Traffic By-law 284-94:

[Consolidated Traffic By-Law 284-94](#)

Committee of the Whole (Working Session) Report March 3, 2021 – MoveSmart Mobility management Strategy:

<https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=62111>

Item 15, Report No. 40, of the Committee of the Whole November 17, 2015 - Council direction to develop Speed limit policy:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1103_15_15.pdf

Committee of the Whole Report May 16, 2005 – Statutory speed limit in Vaughan is 50km/h (urban area) and 80 km/h (rural area):

http://meetingarchives.vaughan.ca/committee_2005/pdf/CWA0516_14.pdf

Committee of the Whole Report October 1, 2001- Designation of a 40km/h School Speed Zone:

http://meetingarchives.vaughan.ca/committee_2001/pdf/CWA20011001_37.pdf

Analysis and Options

The proposed Speed Limit Policy was completed through a comprehensive review of peer municipalities, statutory requirements and guidelines, stakeholder consultation, and with considerations for vulnerable road users.

A comprehensive review of peer municipalities was conducted. Staff consulted with 15 municipalities on speed limit policies/guidelines including City of Markham, Town of Newmarket, Town of Richmond Hill, City of Kingston, Town of Milton, Town of Halton Hills, City of Brantford, Town of East Gwillimbury, City of Toronto, City of Hamilton, Town of Caledon, City of Brampton, City of Mississauga, Peel Region, and York Region.

Similar to neighbouring municipalities, the proposed Speed Limit Policy will be based on HTA regulations and TAC Guidelines.

Most of these municipalities have established a customized speed limit policy/guideline using the regulations outlined in the HTA and the TAC Guidelines for establishing speed limits with a focus on reducing speed limits within school zones. The 40km/h speed limit is used in school zones, local and minor residential collectors and/or where traffic calming measures have been utilized.

To be proactive and responsive to our citizens it is beneficial to establish a method to set speed limits that considers the growth, urbanization, and specific roadway environment and characteristics. The proposed policy will address the needs of our most vulnerable road users, such as pedestrians and cyclists, particularly in areas where pedestrian sensitivity is at its highest. Proximity to schools, parkland areas adjacent to schools, roadways without sidewalks, local residential roads, minor collectors, and narrow roads/laneways where two-way traffic flow is constricted by parked vehicles were other important considerations in the development of this policy.

The principles of the proposed policy are centered around safety, mobility and sustainability.

The three main principles of the speed limit policy are to ensure safety, mobility, and sustainability. The policy needs to address the road safety of all road users, including pedestrians and cyclists. The proposed policy aims to establish appropriate speed limits based on roadway characteristics, roadway geometry, and the pedestrian environment. Appropriate speed limits will provide an environment where road users

feel secure and safe. The policy also accounts for multi-modes of transportation and ensures speed limit consistency.

The relationship between speed and injury severity is particularly critical for vulnerable road users. Published studies have shown that incidents involving the most vulnerable road users (pedestrians and cyclists) with vehicles travelling at a higher rate of speed increase the potential for a fatality.

The York Region Associate Medical Officer of Health was consulted regarding speed limits and advised, “the evidence is convincing that lowering speed limits – especially in residential areas can be very effective in reducing the risk of severe injury or death.” Additionally, according to the World Health Organization, an increase of 1 km/h in vehicle speed results in an increase of 3% in the incidence of crashes resulting in injury and an increase of 4-5% in the incidence of fatal crashes.

The policy framework categorizes four zones within the road network – rural, urban, laneways, and neighbourhood areas.

Four primary zones have been established for the proposed speed limit policy framework:

1. Rural roadways
2. Built-Up/Urban Areas, inclusive of school zones
3. Public Laneways
4. Neighbourhood Areas with speed limits of 40km/h

The Safer School Zone Act (Bill 65) enables municipalities to designate areas where by-lawed speed limits can be imposed lower than 50km/h. Therefore, municipalities have the authority to establish a speed limit lower than 50 km/h within neighbourhoods using specialized speed limit signage (Attachment 6).

The speed limit on Rural Roadways will be evaluated based on the TAC Guidelines.

For rural roads, the 80 km/h statutory speed limit is prescribed by the *HTA unless otherwise posted*. The Speed limits on rural roads can be assessed using the TAC guidelines upon request from the public or as part of a review associated with new development or in conjunction with major road rehabilitation work. The TAC Guideline parameters - Canadian Guide for Establishing Posted Speed Limits (2009) - are summarized below and outlined in Attachment 4.

The TAC Guideline considers the following roadway elements:

- | | |
|-----------------------|---------------------------|
| - Road Classification | - Roadside Hazards |
| - Divided/Undivided | - Pedestrian Exposure |
| - Urban/Rural | - Cyclist Exposure |
| - Number of Lanes | - Pavement Surface |
| - Length of Corridor | - Number of Intersections |
| - Design Speed | - Number of driveways |
| - Horizontal Geometry | - Interchanges |
| - Vertical Geometry | - On-Street parking |
| - Lane Width | |

Speed limits on rural roadways are to be undertaken in conjunction with new/future Block Development, or on a case-by-case basis, as required.

The speed limit in Built-up/Urban Areas of 40 km/h on roadways will be evaluated according to elements in the TAC guideline including roadway width, operating speeds, on-street parking and pedestrian and cycling infrastructure elements.

For built-up/urban roads, the 50 km/h statutory speed limit is prescribed by the HTA, unless otherwise posted. This policy provides the ability to assess all urban roads for reduced posted speed limits of 40 km/h when certain criteria are met.

Based on the TAC Guidelines, the proposed policy identifies the following key elements in determining appropriate roadway speed limits:

- Roadway widths
- Operating speeds
- On-street parking
- Pedestrian Environment
- Cycling Environment

The policy proposes a reduced speed limit of 40 km/h, generally associated with school zones, local streets and minor collectors.

Communities in other municipalities, included in the City's jurisdictional scan, restricted the use of the 40 km/h speed limits to school zones, local and minor residential collectors and/or where traffic calming measures have been utilized. It was determined that to promote compliance and improve driver awareness of their surroundings, the

speed limit chosen should be representative of the pedestrian environment, roadway width, and operating speeds. A 40 km/h limit in these areas was determined to be appropriate based on the above.

Speed limits in Built-up/Urban areas will be reviewed on a case-by-case basis as required and subject to this Policy/criteria. A speed limit should be set that promotes compliance and driver awareness.

The speed limit in School Zones will be set at 40 km/h.

Schools and adjacent parks continue to be areas with increasing pedestrian, cycling and vehicular traffic even during evenings and weekends. The presence of vulnerable road users in school areas need to be considered in the implementation of the City's Speed Limit policy.

The proposed policy addresses school areas as follows:

- School zone areas will be set at a maximum of 40 km/h for the section of road contiguous to the school and for no less than 150 metres along the road on either side of the school property.
- Consistent with the Region's speed policy, a school is typically required to have a minimum of 200 registered students to be eligible for a 40 km/h school zone speed limit. The intent is to minimize the creation of school zones for locations that have small geographic footprints.
- Where there is a park contiguous to the school boundary limits, the parkland will be considered as part of the school zone and the 40 km/h maximum speed control zone shall extend no less than 150 metres beyond the parkland.
- At locations where there is a roadway that is not directly adjacent to the school but provides direct access to a school via a walkway, a 40 km/h maximum speed control zone will be applied and must extend no less than 150 metres beyond the limits of the walkway.

All school zones within the City of Vaughan, will be signed in accordance with the *HTA* and the Ontario Traffic Control Manual. The speed limit changes listed for the 40 km/h speed limit for school zones is contained in Attachment 2.

The speed limit for Public Laneways will be set at 30 km/h.

Public laneways within the City typically have a right-of-way width of 8.0 metres and a pavement width of 6.0 metres. Laneways do not typically contain pedestrian

infrastructure. Laneways often have a high volume of turning movements and reduced sightlines. As a result of these design characteristics, the safe vehicle operation in laneways necessitates the ability to stop quickly, which in turn equates to the need for lower operating speeds.

Given the narrow width (typically with a right-of-way width of 8.0 metres and a pavement width of 6.0 metres), lack of sidewalks and numerous tightly spaced access points, it is recommended public laneways be posted at a 30 km/h maximum speed limit.

All public laneways shall be signed in accordance with the *HTA* and Ontario Traffic Control Manual. The speed limit changes listed for the 30km/h speed limit for public laneways is contained in Attachment 3.

The speed limit in Neighbourhood Areas of 40km/h will be set using specialized signage.

The Province passed the *Safer School Zones Act* (Bill 65) in 2017 which resulted in amendments to the *HTA* in 2018. The amendments allow municipalities to designate areas with speed limits lower than 50km/h. Municipalities may designate areas within a bounded neighbourhood area using specialized speed limit signage. Specialized area speed limit signs (attachment 5) are to be used in accordance with the Provincial Guidelines (Ontario Traffic Manual Book 5), with signs required at all entry and exit points of a neighbourhood area.

A benefit of the amendments in the *HTA* is that speed signage no longer needs to be installed on a street by street basis within an identified neighbourhood where speeds are being lowered below 50 km/h. To increase driver awareness when entering these zones, entry points to each of these communities will be signed and accompanied with roadway stenciled pavement markings illustrating the regulatory speed limit.

Staff will be assessing the application of this regulation in existing neighbourhoods by piloting one “40 km/h Neighbourhood area Speed Zone” per ward. Attachment 6 illustrates an example of a 40 km/h Neighbourhood Speed Zone.

Based on the current block/community layouts, there are approximately 90 Neighbourhood areas that can be considered for implementation. Each area will typically have four or more entry points to the community. Eligible roadways will generally include local roads and minor collector roads posted at 40 km/h. Neighbourhood area speed limits are not suitable for major collector roadways and speed limits on these roads will continue to be reviewed on a case-by-case basis.

Staff will consult with local Councillors to define and prioritize potential neighbourhoods for a neighbourhood area 40 km/h speed limit and determine a communication/public consultation plan. The public consultation with Councillors is imperative to ensure community needs are met and that there is a clear understanding of the program. Based on the program monitoring results, additional measures and resources for traffic calming to address speeding in neighbourhoods with 40 km/h posted speed limits may be required.

Stakeholders support the proposed Speed Limit Policy as a balanced approach with consideration of all road users.

Staff met with York Regional Police, York Region Transportation and Public Health, York Region Public District School Board and York Regional Catholic District School Board to present an outline of the proposed speed limit policy. A joint presentation on the proposed speed limit policy was made to the York Region Traffic Technical Advisory Committee with York Region Public Health staff in August 2020. Staff has consulted with various City departments, including: Development Engineering, Vaughan Metropolitan Centre Program, Legal Services, Infrastructure Planning and Corporate Asset Management (Transportation Planning), and Bylaws & Compliance Licensing and Permit Services. Staff have received support for the proposed Speed Limit Policy.

Key stakeholders (York Regional Police, Fire Services, Emergency Services, York Region Transit, and School Boards) will be informed of the speed limit changes. Staff will work with the Corporate and Strategic Communications team to develop a public communication plan to raise public awareness of the speed limit changes. Staff will develop a work plan to implement the required signage. New signage in the School Zone areas will be prioritized and installation is planned to be undertaken in 2021. Signage for Public Laneways and Neighbourhood Areas is planned to follow in the Spring and Fall of 2022, respectively.

Financial Impact

The estimated costs associated with the approval of this report and implementation of the policy are as follows:

1. The installation of 40 km/h signage at each school zone area is approximately \$2,100. With approximately 84 school zone areas throughout the City, the total estimated cost is \$176,400.

2. The installation of 30 km/h signage at each public laneway is approximately \$520. With approximately 70 public laneways throughout the City, the total estimated cost is \$36,400.
3. The installation of the 40 km/h Neighbourhood areas speed limit signage will be subject to the number of entry points to each community. Each entry/exit point will consist of 2 signs and 1 stencil pavement marking at an estimated cost of \$1,100. Five 40km/h Neighbourhood areas are anticipated be part of the pilot project.
4. The installation of new signs for streets with a speed reduction to 40 km/h is \$1,100 per street, based on a minimum of four (4) signs per street.

Staff will develop a work plan to implement the required signage for the school zones, public laneways, and the pilot projects for the 40km/h Neighbourhood Areas. Funding for the work plan is included in the approved 2021 capital budget.

In the future, new subdivisions will require an evaluation based on the proposed Speed policy and signage installation will be required as part of the construction of each new subdivision.

The proposed policy meets all the components of the council resolution requesting the development of a comprehensive speed limit policy to determine speed limits that address the safety of all road users and accounts for the increase in the number of pedestrians and cyclists while ensuring speed limits are consistent with the future growth of the City. The proposed policy has been endorsed by key stakeholders and staff will continue working closely with key partners during the implementation phases.

Broader Regional Impacts/Considerations

Staff have consulted with York Regional Police, York Region Public Health, York Region Transportation staff, York Region Public District School Board, and York Regional Catholic District School Board on the outline of the proposed Speed Policy. These stakeholders are supportive of the proposal.

York Regional Police will be responsible for enforcing speed limit compliance. Staff will continue working closely with York Regional Police to develop both public education and enforcement strategies as both are essential components to achieve compliance.

Conclusion

Council directed staff in November 2015 to develop a speed limit policy. An assessment of the City's road network, an environmental scan of peer municipalities, and research into applicable regulations and technical guidelines has been performed to ensure the development of a policy that accounts for and accommodates multi-modes of transportation, considers vulnerable road users, and addresses growing urbanization. It is recommended that this report, and the proposed Speed Limit Policy be approved.

For more information, please contact Peter Pilateris, P.Eng., Director, Transportation and Fleet Management Services, ext. 6141.

Attachments

1. Proposed Speed Limit Policy
2. By-law listing – 40 km/h Speed Limit (School Zones)
3. By-law listing – 30 km/h Speed Limit (Public laneways)
4. TAC Guidelines for Establishing Posted Speed Limits – Data Sheet
5. New Speed Limit Area Signs
6. Example of Neighbourhood Area 40 km/h

Prepared by

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Approved by



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Deputy City Manager, Public Works

Reviewed by



Jim Harnum, City Manager

CORPORATE POLICY

POLICY TITLE: ESTABLISHING SPEED LIMITS ON CITY ROADWAYS

POLICY NO.: XX.X.XX

Section:	Roads, Traffic & Operations		
Effective Date:	July 1, 2021	Date of Last Review:	Click or tap to enter a date.
Approval Authority: Council	Policy Owner: DCM, Public Works		

POLICY STATEMENT

A policy to establish speed limits ranging from 30km/h to 80 km/h on all City of Vaughan roads. This policy sets out criteria for four primary zones:

- Rural Roads;
- Built up/Urban areas, inclusive of School Zones;
- Public Laneways; and
- Neighbourhood Areas of 40km/h speed limit.

PURPOSE

This policy provides a consistent process, for establishing speed limits on all City of Vaughan roadways, above and beyond the statutory speed limits (80km/h and 50 km/h) as set out in section 128 of the *Highway Traffic Act (HTA)*.

SCOPE

This policy will be applicable to all internal City departments and external agencies required by the City to establish speed limits for roadways within the City of Vaughan.

In accordance with the *HTA*, a municipal by-law is required, in addition to the posting of appropriate speed limit signs, before these revised speed limits can be enforced.

LEGISLATIVE REQUIREMENTS

Section 128(1) of the *HTA* regulates the rate of speed on all roadways within the Province of Ontario. For roadways under the authority of a municipality, the upper threshold is 80km/h. All rural roadways will have an unsigned speed limit of 80 km/h. The *HTA* also sets a default municipal speed limit of 50km/h on roadways within

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cities, towns or built-up areas. Section 128(2) enables the Council of a municipality to establish a posted speed limit different than prescribed in s. 128(1).

The *HTA* was amended by the *Safer School Zones Act, 2017*. The *HTA* now allows municipalities to designate areas by by-law where speed limits are lower than 50 km/h. Section 5.1.1 (1) of Regulation 615 (Signs) under the *HTA* permits the installation of speed control signage designating the commencement of an area with a set speed for the area that has been prescribed.

In accordance with the *HTA*, a municipal by-law is required, in addition to the posting of appropriate speed limit signs, before a posted speed limit can be enforced.

DEFINITIONS

- 1. Roadway Width:** The width of road measured from curb face to curb face.
- 2. Rural Roads:** All roadways within the City of Vaughan that do not conform to the definition of a built-up area/urban street.
- 3. Built-up Area/Urban Areas:** As defined within section 1(1) of the *HTA*, where the roadways frontage is 50% occupied by buildings and/or as identified within the City of Vaughan Official Plan Section 2.2.1.3 and Schedule 1 and 1a.
- 4. Public Laneway:** A public vehicular-access route exclusively at the side and/or rear of one or more properties, whether such access route is privately or municipally owned; however, this does not include private property not intended for such public access.
- 5. Minor Collector Roads:** As defined within the City's Official Plan Amendment 600 (OPA 600) as having a minimum right-of-way width of 23 metres with two lanes of traffic and are intended to provide the communities with the main connecting points to the arterial system.
- 6. Major Collector Roads:** As defined within the City's Official Plan Amendment 600 (OPA 600) as having a minimum right-of-way width of 26 metres with four lanes of traffic and are intended to provide the communities with the main connecting points to the arterial system.
- 7. Local Roads:** As defined within the City's Official Plan Amendment 600 (OPA 600) as a roadway having a right-of-way width of 17.5 metres and are intended to accommodate two traffic lanes, one parking lane and driveway access to the residential properties.
- 8. School Zone:** The section of roadway that is contiguous to a school either public or private typically with a minimum of 200 registered students.

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9. Operating Speed/85th Percentile Speed: the speed at or below which 85 percent of vehicles travel under free-flowing conditions.

10. Neighbourhood Area: A designated area where by-lawed speed limits can be imposed lower than 50km/h within a bounded area using specialized speed limit signage in accordance with the *HTA* and Ontario Traffic Manual.

POLICY

1. Rural Road application:

1.1. The statutory speed limit of 80 km/h on rural roads as prescribed within the *HTA* remains unchanged until such time that there has been significant redevelopment of the adjacent land use.

1.2. All rural roads to be assessed in accordance with the Transportation Association of Canada (TAC) - Canadian Guide for Establishing Posted Speed Limits (2009).

1.3. Speed limits on rural roadways are to be undertaken in conjunction with new/future Block Development, or on a case-by-case basis as required.

2. Built-up area/Urban area application:

2.1. The statutory speed limit of 50km/h on all urban roads as prescribed by the *HTA*. The application of this policy will provide the ability to assess all urban roads for a reduced posted speed of 40 km/h.

2.2. A 40 km/h maximum speed limit will be implemented on any built-up/urban road where Criteria "A" and "B", set out below, are met. In the case of Criteria A, the block length or speed control area being considered must be greater than 150 metres in length or part of a neighbourhood review or based on engineering considerations.

2.3. Speed limits in Built-up/Urban area are reviewed on a case-by-case basis as required and subject to this Policy/criteria.

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CRITERIA "A" – ROADWAY ENVIRONMENT	
Is the roadway or section thereof, being considered greater than 150 metres in length?	Yes / No
AND	
If the pavement width is <u>greater than or equal to</u> 10.5 metres, the operating speed (85 th percentile) must be equal to or less than 50 km/h.	Yes / No
OR	
If the pavement width is <u>greater than or equal to</u> 10.5 metres and <u>edge lines or bicycle lanes</u> exist reducing the vehicle travel lanes to <u>less than or equal to</u> 8.0 metres the operating speed is not applicable.	Yes / No
OR	
If the pavement width is <u>less than</u> 10.5 metres the operating speed is not applicable.	Yes / No
AND	
CRITERIA "B" – PEDESTRIAN / CYCLING ENVIRONMENT	
Is on-street parking permitted on both sides of the roadway, restricting on-street cycling? (painted shoulder lane/bicycle lane)	Yes / No
OR	
Is the roadway less than or equal to 8.0 metres in width and on-street parking is restricting the flow of traffic?	Yes / No
OR	
Are there <u>no</u> sidewalks on either side of the roadway	Yes / No
OR	
Is the roadway unimproved (no curb/sidewalk) and the traveled portion is less than 7.0 metres (excluding shoulder)?	Yes / No
OVERALL CRITERIA RESULTS	
Criteria "A" and "B" must be satisfied	Yes /No

3. School Zone application:

3.1. A 40 km/h maximum speed limit shall be implemented in school areas in accordance with the following:

3.1.1. Where there is a public/private school, typically with a minimum of 200 students registered, a 40 km/h maximum speed limit zone will be implemented and must extend no less than 150 metres beyond the boundary of school property.

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- 3.1.2. Where there is a park contiguous to the school boundary limits, the parkland will be considered as part of the 40 km/h maximum speed control zone and shall extend no less than 150 metres beyond the parkland.
- 3.1.3. Where there is a roadway that is not directly adjacent to the school but provides direct access to a school via a walkway the 40 km/h maximum speed control zone will be considered, and must extend no less than 150 metres beyond the limits of the walkway.
- 3.1.4. All school zones within the City of Vaughan, will be signed in accordance with the *HTA* and the Ontario Traffic Control Manual.

4. Public Laneways application:

- 4.1 A 30 km/h maximum speed limit shall be implemented on all public laneways.
- 4.2 All public laneways shall be signed in accordance with the *HTA* and Ontario Traffic Control Manual.

5. Neighbourhood Areas of 40km/h speed limit application:

The use of the “Neighbourhood Areas of 40km/h speed limit” will be subject to the following criteria:

- 5.1. A Neighbourhood Area will be considered for a 40km/h speed limit where at least 50% of roads meet the criteria of built-up/urban areas (section 2) or school zones (section 3).
- 5.2. Roadways that will be considered:
 - 5.2.1 All local roads in urban areas as defined.
 - 5.2.2 Collector roads in urban areas as defined subject to the following:
 - a) Collector roads, if currently posted at 40 km/h; and
 - b) Collector roads, if currently not posted 40km/h will be assessed based on the operating speed (85th percentile) along the road which shall not be greater than 10 km/h over the recommended 40km/h speed limit.

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5.3 Signage/ markings for “Neighbourhood Areas of 40km/h speed limit” will not be applicable on arterial roads or Major Collector Roads unless currently posted at 40 km/h.

5.4 “Signage/ markings for “Neighbourhood Areas of 40km/h speed limit” will not be applicable on any road with a single point of entry from or exit to any another road. The road must provide access to another local road.

5.5 Speed limits for “Neighbourhood Areas of 40km/h speed limit” will be reviewed in future subdivisions/block development or on a case-by-case basis, as required.

6. Increasing the Posted Speed Limit:

6.1. All requests for an increase of the existing posted speed limit will be assessed based on the following:

- 6.1.1. The contents of this policy and criteria;
- 6.1.2. The TAC -Canadian Guidelines for Establishing Posted Speed Limits;
- 6.1.3. The City of Vaughan's Development Engineering Design Standards and Guidelines and/or engineering consideration.

ADMINISTRATION

Administered by the Office of the City Clerk.

Review Schedule:	5 Years If other, specify here	Next Review Date:	July 1, 2026
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Related Policy(ies):	XX.X.XX
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Related By-Law(s):	By-law 284-94 as amended, Schedule E
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Procedural Document:	
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Revision History

Date:	Description:
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Click or tap to enter a date.	
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ATTACHMENT NO.2
40 Km/h School Zone Areas Listing

SPEED LIMIT	STREET	DESCRIPTION
40 km/h	Hilda Avenue	North limit of York Hill Boulevard to the south limit of Clark Avenue
40 km/h	Highcliffe Drive	North limit of Atkinson Avenue to the south limit of Flamingo Road
40 km/h	Clark Avenue	East limit of Dufferin Street to the west limit of Joseph Aaron Boulevard/Brownridge Drive
40 km/h	Clark Avenue	150 metres west of New Westminster Drive to the west limit of South Promenade
40 km/h	Coulter's Mill Gate	West limit of New Westminster Drive to the east limit of Mill Arbour Lane
40 km/h	New Westminster Drive	150 metres north of Joseph Aaron Boulevard/Mullen Drive to the north limit of Steeles Avenue West
40 km/h	New Westminster Drive	150 metres south of Clark Avenue to south limit of Centre Street
40 km/h	New Westminster Drive	West limit of Bathurst Street to north limit of Beverly Glen Boulevard
40 km/h	Apple Blossom Drive	West limit of Thornhill Woods Drive to east limit of Pleasant Ridge Avenue
40 km/h	Mistysugar Trail	East limit of Pleasant Ridge to the west limit of Thornhill Woods Drive
40 km/h	Thomas Cook Avenue	North limit of Randolph Drive/Wallenberg Drive to north limit Golden Trail (north leg)
40 km/h	Farrell Road	West limit of Sir Stevens Road to west limit of Via Romano Boulevard
40 km/h	Via Romano Boulevard	North limit of Straw Cutter Gate to south limit of Dimarino Drive
40 km/h	Forest Run Boulevard	South limit of Belvia Drive to the north limit of Derrywood Crescent
40 km/h	Grand Trunk Avenue	North limit of Pullman Road to south limit of Riverhill Drive / Muret Crescent
40 km/h	Sir Sandford Fleming Way	East limit of Grand Trunk Avenue to 100 metres east of Coupler Drive
40 km/h	Peter Rupert Avenue	South limit of Major Mackenzie

		Drive to 25 metres south of Jazz Drive / Ascalon Drive
40 km/h	Jack Pine Road	North limit of Ascalon Drive to south limit of Petticoat Road
40 km/h	Petticoat Road	West limit of Peter Rupert Avenue to east limit of Craigvale Street
40 km/h	Peter Rupert Avenue	South limit of Lauderdale Drive to north limit of Maverick Crescent (North leg)
40 km/h	Ravineview Drive	40 metres north of Bottero Drive to north limit of Bestview Crescent (west leg)
40 km/h	Country Drive Lane	South limit of Ravineview Drive to north limit of Lodgeway Drive
40 km/h	Village Vista Way	East limit of Ravineview Drive to south limit of Country Drive Lane
40 km/h	Peak Point Boulevard	North limit of Meadow Ridge Court to south limit of Ravineview Drive
40 km/h	Naylon Street	East limit of Netherford Road to a point 57 metres east of Netherford Road
40 km/h	Springside Road	East limit of Jane Street to west limit of Whitefaulds Road / Tracie Court
40 km/h	Cranston Park Avenue	North limit of Cunningham Drive to south limit of Ridgeway Court / Princeton Gate
40 km/h	St. Joan of Arc Avenue	North limit of Drummond Drive to south limit of Teston Drive
40 km/h	St. Joan of Arc Avenue	North limit of McNaughton Road to south limit of Shetland Crescent (north leg)
40 km/h	Drummond Drive	East limit of Cranston Park Avenue to 110 metres east of Cranston Park Avenue
40 km/h	Melville Avenue	West limit of Cranston Park Avenue to 65 metres north of Brandon Gate
40 km/h	Comdel Boulevard	East limit of Weston Road to west limit of Vellore Woods Boulevard
40 km/h	Fox Hound Crescent	East limit of Starling Boulevard to 133 metres north of Ashberry Boulevard
40 km/h	Julliard Drive	South limit of Sweetriver Boulevard to North limit of Rutherford Road
40 km/h	Starling Boulevard	South limit of Teal Crescent / Oxbow Court to 150 metres south of

		Fox Hound Crescent
40 km/h	Discovery Trail	South limit of America Drive to north limit of Adventure Crescent / Domingo Street
40 km/h	Santa Maria Trail	West limit of Discovery Trail to Windy Way
40 km/h	Mast Road	North limit of Del Francesco Way to south limit of Tierra Avenue
40 km/h	Domingo Street	East limit of Mast Road to west limit of Discovery Trail
40 km/h	Murray Farm Lane	East limit of John Deisman Boulevard to north limit of Portsmouth Road
40 km/h	Vellore Park Avenue	North limit of Aidan Drive to north limit of Shelbourne Drive
40 km/h	Highmark Drive	East limit of Vellore Park Avenue to east limit of Highmark Drive
40 km/h	Stark Crescent	West limit of Vellore Park Avenue (north leg) to 150 metres west of Vellore Park Avenue
40 km/h	Keystar Court	North limit of Highmark Avenue to 150 metres north of Highmark Drive
40 km/h	Venice Gate Drive	East limit of Vellore Park Avenue to west limit of Summit Drive
40 km/h	Via Campanile	North limit of Davos Road to south limit of Ferrazzano Lane / Noce Way
40 km/h	Via Campanile	South limit of Grand Vellore Crescent (south leg) to north limit of Pieta Place
40 km/h	Corso Garibaldi Road	West limit of Via Campanile to north limit of Davos Road
40 km/h	Cartwright Avenue	East limit of Bayside Court/Malden Street to west limit of Woolacott Road
40 km/h	Bayside Court	South limit of Cartwright Avenue to south limit of Bayside Court
40 km/h	Firenza Road	West limit of Fossil Hill Road to east limit of Kingsview Drive
40 km/h	Maria Antonia Road	West limit of George Gale Road to west limit of Mazzone Drive
40 km/h	Chatfield Drive	East limit of Antorisa Avenue to 150 metres east of Lawford Road
40 km/h	Lawford Road	North limit of Major Mackenzie Drive

		to south limit of Stanton Road
40 km/h	Templewood Crescent	North limit of Stanton Road (west leg) to north limit of Stanton Road (east leg)
40 km/h	Stanton Road	West limit of Drake Street to west limit of Silver Sterling Crescent (east leg)
40 km/h	Terra Road	South limit of Pine York Avenue to north limit of Guery Crescent (north leg)
40 km/h	Guery Crescent	West limit of Terra Road (north leg) to west limit of Terra Road (south leg)
40 km/h	Fredrick Street	North limit of Wigwoss Drive to east limit of Riverview Avenue
40 km/h	Gamble Street	West limit of Islington Avenue to west limit of Gamble Street
40 km/h	Burwick Avenue	East limit of Kipling Avenue to east limit of Burwick Avenue
40 km/h	Lansdowne Avenue	North limit of Highway 7 to south limit of Burwick Avenue
40 km/h	Crofters Road	North limit of Paddington Place to south limit of Alpha Court
40 km/h	Martin Grove Road	200 metres south of south limit of Royson Road to 230 metres north of Royson Road
40 km/h	Martin Grove Road	115 metres east of Castlepoint Drive / Dolores Crescent to west limit of Highway 27
40 km/h	Andrew Park	80 metres west of North Humber Drive to north limit of Button Road
40 km/h	Dunstan Crescent	East limit of Forest Drive (north leg) to 100 metres east
40 km/h	Barons Street	South limit of East's Corners Boulevard to north limit of Mactier Drive
40 km/h	Richler Avenue	West limit of Pelee Avenue to east limit of Killington Avenue
40 km/h	Killington Avenue	South limit of East's Corners Boulevard to north limit of Moody Drive (south intersection)
40 km/h	Secord Avenue	East limit of Moody Drive to west limit of Barons Street

40 km/h	Danby Street	East limit of Barons Street to 150 metres east.
40 km/h	Maple Sugar Lane	East limit of Pleasant Ridge Avenue to west limit of Thornhill Woods Drive
40 km/h	Bentwood Crescent	West limit of Thornhill Woods Drive (north Leg) to west limit of Thornhill Woods Drive (south leg)
40 km/h	Butterfield Crescent	West limit of Barrhill Road to west limit of Fifefield Drive
40 km/h	Fieldcroft Court	North limit of Butterfield Crescent to the north limit of Fieldcroft Court
40 km/h	Gram Street	North limit of Goodman Crescent to south limit of Church Street
40 Km/h	Deepsprings Crescent	West limit of Komura Road to the west limit of Sweetriver Boulevard
40 km/h	Kingsview Drive	South limit of Maria Antonia Road to the north limit of Firenze Road
40 km/h	Hawstone Road	East limit of Starling Boulevard to the west limit of Tern Drive
40 km/h	Balsamwood Road	East limit of Pleasant Ridge Avenue to the west limit of Clovis Street
40 km/h	Zahavy Drive	South limit of Brownridge Drive to the north limit of Chelwood Drive
40 km/h	Chelwood Drive	East limit of Brownridge Drive to the west limit of Zahavy Drive
40 km/h	Gilmore Crescent	West limit of Mullen Drive (north leg) to the west limit of Mullen Drive (south leg)
40 km/h	Flourish Street	East limit of Poetry Drive (north leg) to the east limit of Poetry Drive (south leg)
40 km/h	Treasure Road	North limit of Grand Valley Boulevard to the south limit of Santa Maria Trail
40 km/h	Andy Crescent	North limit of Martin Grove Road to the north limit of Iona Crescent
40 km/h	Silverado Trail	West limit of Forest Fountain Drive to the east limit of Arrowood Crescent
40 km/h	Lio Avenue	North limit of Fontesalva Avenue to the west limit of Monte Carlo Avenuekillington
40 km/h	Ironside Drive	North limit of Chatfield Drive to the south limit of Stanton Avenue

40 km/h	Needle Point Road	South limit of Clover Leaf Street (north leg) to the north limit of Clover Leaf Street (south leg)
40 km/h	Trudeau Drive	South limit of Venice Gate Drive to the north limit of Lormel Gate
40 km/h	Golden Forest Road	From west limit of Peter Rupert Avenue to east limit of Margarita Road
40 km/h	Lisa Crescent	North limit of York Hill Boulevard to the east limit of Lisa Crescent
40 km/h	Quaker Ridge Road	East limit of Glen Shields Avenue to the north limit of Quaker Ridge Road
40km/h	Michael Court	North limit of York Hill Boulevard to the north limit of Michael Court
40km/h	Matthew Drive	North limit of Blue Willow Drive to the west limit of Matthew Drive
40 km/h	Lavender Place	South limit of Matthew Drive to the north limit of Matthew Drive
40 km/h	Michelle Drive	North limit of Blue Willow Drive (west leg) to the north limit of Blue Willow Drive (east leg)
40km/h	Princeton Gate	East limit of Cranston Park to south limit of Isaac Murray Ave
40 km	Monteith Crescent	North limit of Drummond Drive to entire Crescent
40km/h	Sylwood Cres	West limit of Hawker Road (north leg) to west limit of Hawker Road (south leg)
40km/h	Broomlands Drive	North limit of Springside Road to west limit of Whitefaulds Road
40km/h	Falkirk Crescent	North limit of Roseheath Drive to west limit of Glenkindie Avenue
40km/h	Glenkindie Avenue	North limit of Oban Avenue to south limit of Cunningham Drive
40 km/h	Fossil Hill Road	North limit of Amparo Drive to the south limit of Mediterra Drive
40 km/h	Jade Crescent	West limit of Coronation Street (north leg) to the west limit of Coronation Street (south leg)
40 km/h	Castillian Drive	South limit of Sonoma Boulevard to the north limit of Royal Pine Avenue
40 km/h	Martin Grove Road	North limit of Triton Avenue to the south limit of Forest Drive

40 km/h	Oliver Lane	East limit of Oliver Lane to the west limit of Brice Street
40 km/h	Beatrice Way	East limit of Beatrice Way to north limit of Vera Street
40 km/h	Belair Way	North limit of Trevor Street to south limit of Marieta Street
40 km/h	Trevor Street	South limit of Belair Way to the west limit of Belview Avenue
40 km/h	Villa Royale Avenue	East limit of Fossil Hill Road to the west limit of Weston Road
40 km/h	Solway Avenue	South limit of Kildrummy Gate (west leg) to the south limit of Kildrummy Gate (east leg)
40 km/h	Carmen Crescent	South limit of Belview Avenue to the west limit of Fiori Drive
40 km/h	Judith Avenue	North limit of Clark Avenue to the south limit of Bayhampton Crescent
40 km/h	Brooke Street	South limit of Arnold Avenue to its south limit
40 km/h	Ventura Way	North limit of Beverley Glen Boulevard (east leg) to the north limit of Beverley Glen Boulevard (west leg)
40 km/h	Mulholland Drive	North limit of Beverley Glen Boulevard to the west limit of Mountbatten Road
40 km/h	Hetherington Crescent	North limit of Mullen Drive (east leg) to the north limit of Mullen Drive (west leg)
40 km/h	Colvin Crescent	North limit of Mullen Drive to the west limit of Colvin Crescent
40 km/h	Ramblewood Lane	East limit of Tansley Road (north leg) to the east limit of Tansley Road (south leg)
40 km/h	Coldwater Court	East limit of Beverley Glen Boulevard to the east limit of Coldwater Court
40 km/h	Valley Vista Drive	East limit of Chaya Sara Gardens to the west limit of Bathurst Street
40 km/h	Monte Carlo Drive	South limit of Napa Valley Avenue to the north limit of Adriana Louise Drive
40 km/h	Montcalm Boulevard	East limit of Fossil Hill Road to the west limit of Lucerne Drive

40 km/h	Cherry Hills Road	North limit of Glen Shields Avenue (west leg) to the north limit of Glen Shields Avenue (east leg)
40 km/h	Rota Crescent	East limit of Mira Vista Place to the south limit of Napa Valley Avenue
40 km/h	McCabe Crescent	South limit of Conley Street to the east limit of McCabe Crescent
40 km/h	Dundurn Crescent	South limit of Atkinson Avenue (west leg) to the south limit of Atkinson Avenue (east leg)
40 km/h	Maxwell Court	East limit of Rosedale Heights Drive to the east limit of Maxwell Court
40 km/h	Roseborough Crescent	North limit of Rosedale Height Drive to the north limit of Roseborough Crescent
40 km/h	Badessa Circle	West limit of Charlton Avenue (north leg) to the west limit of Charlton Avenue (south leg)
40 km/h	Bentoak Crescent	East limit of Pleasant Ridge Avenue (north leg) to the east limit of Pleasant Ridge Avenue (south leg)
40 km/h	Parkfield Court	North limit of Highway 7 to the north limit of Parkfield Court
40 km/h	Carrier Crescent	East limit of Peter Rupert Avenue to the west limit of Oberfrick Avenue
40 km/h	Zucchet Court	South limit of Chancellor Drive to the west limit of Zucchet Court
40 km/h	Glenvilla Road	South limit of Chancellor Drive to the east limit of Glenvilla Road
40 km/h	Father Ermanno Crescent	East limit of Fiori Drive (north leg) to the east limit of Fiori Drive (south leg)
40 km/h	Antonella Crescent	North limit of Chancellor Drive (west leg) to the north limit of Chancellor Drive (east leg)
40 km/h	Kayla Crescent	South limit of Eddington Place (west leg) to the south limit of Eddington Place (east leg)
40 km/h	Pentland Crescent	East limit of Greenock Drive to the south limit of Cromwell Road
40 km/h	Castlehill Road	East limit of Greenock Drive to the north limit of Castlehill Road
40 km/h	Hatton Garden Drive	South limit of Flourish Street (west leg) to the south limit of Flourish Street (east leg)

40 km/h

Marieta Street

West limit of Belview Avenue to the
north limit of Belair Way

ATTACHMENT NO. 3
30 Km/h Laneway Listing

<u>SPEED LIMIT</u>	<u>STREET</u>	<u>DESCRIPTION</u>
30 km/h	Laneway V1	South limit of Maple Sugar Lane to east limit of Lander Crescent
30 km/h	Laneway V10	East limit of Genoa Road to west limit of Pinta Way
30 km/h	Laneway V11	West limit of Genoa Road to east limit of Discovery Trail
30 km/h	Laneways V12	West limit of Discovery Trail to east limit of Gully Lane
30 km/h	Laneway V13	West limit of Gulley Lane to east limit of Ocean Avenue
30 km/h	Laneway V14	West limit of Ocean Avenue to east limit of Treasure Road
30 km/h	Laneway V15	West limit of Laneway V16 to east limit of Fiorentina Avenue
30 km/h	Laneway V16	South limit of Davos Road to southerly limit of Laneway V16
30 km/h	Laneway V17	North limit of La Rocca Avenue to south limit of Laurelhurst Crescent
30 km/h	Laneway V18	South limit of La Rocca Avenue to north limit of Legnano Crescent
30 km/h	Laneway V19	West limit of Dybal Street to east limit of Fossil Hill Road
30 km/h	Laneway V2	South limit of Elderbrook Crescent to east limit of Benjamin Hood Crescent
30 km/h	Laneway V20	South limit of La Rocca Avenue to north limit of Battleford Avenue
30 km/h	Laneway V21	North limit of La Rocca Avenue to south limit of Dinsdale Drive
30 km/h	Laneway V22	North limit of La Rocca Avenue to south limit of Dinsdale Drive
30 km/h	Laneway V23	West limit of Saint Clare Boulevard to east limit of Nicholas Crescent
30 km/h	Laneway V24	West limit of St Stephen Crescent to east limit of Saint Clare Boulevard
30 km/h	Laneway V25	West limit of Dybal Street east limit of Fossil Hill Road
30 km/h	Laneway V26	West limit of Fossil Hill Road to east limit of Toulon Crescent

30 km/h	Laneway V27	West limit of Arundel Drive to east limit of Vellore Avenue
30 km/h	Laneway V28	West limit of Vellore Avenue to east limit of Credo Drive
30 km/h	Laneway V29	West limit of Josephine Road to east limit of Via Campanile
30 km/h	Laneway V3	North limit of Dufferin Hill Drive to south limit of Benjamin Hood Crescent
30 km/h	Laneway V30	West limit of Fossil Hill Road to east limit of Lourdes Avenue
30 km/h	Laneway V31	West limit of Casa Nova Drive to east limit Vellore Avenue
30 km/h	Laneway V32	North limit of La Rocca Avenue to south limit of Trinita Avenue
30 km/h	Laneway V33	West limit of Clarence Street to east limit of Castillian Drive
30 km/h	Laneway V34	North limit of Sonoma Boulevard to south limit of Colle Melito Way
30 km/h	Laneway V35	East limit of Laneway V34 to easterly limit of Laneway V35
30 km/h	Laneway V36	North limit of Colle Melito Way to west limit of Via Canala Way
30 km/h	Laneway V37	North limit of Sonoma Boulevard to south limit of Laura Sabrina Drive
30 km/h	Laneway V38	South limit of Napa Valley Avenue to east limit of Monte Carlo Drive
30 km/h	Laneway V39	West limit of Amarone Avenue to east limit of Sunset Ridge
30 km/h	Laneway V4	North limit of Dufferin Hill Drive to south limit of Toscana Boulevard
30 km/h	Laneway V40	North limit of Sonoma Boulevard to south limit of Fonteselva Avenue
30 km/h	Laneway V41	West limit of Vellore Avenue to east limit of Intermezzo Drive
30 km/h	Laneway V42	West limit of Grand Trunk Avenue to south limit of Maple Valley Road
30 km/h	Laneway V43	South limit of District Avenue to north limit of Maple Valley Road
30 km/h	Laneway V45	North limit of Lacrosse Trail to south limit of Faust Ridge

30 km/h	Laneway V46	North limit of Salterton Circle to south limit of Gold Rush Gate
30 km/h	Laneway V47	North limit of Gold Rush Gate to northerly limit of Laneway V47
30 km/h	Laneway V48	North limit of Melville Avenue to south limit of Maple Meadows Lane
30 km/h	Laneway V5	North limit of Novella Road to east limit of Bellagio Crescent
30 km/h	Laneway V50	West limit pf Pelham Drive to east limit of Killington Avenue
30 km/h	Laneway V51	North limit of Secord Avenue to south limit of East's Corners Boulevard
30 km/h	Laneway V52	North limit of Danby Street to south limit of East's Corners Boulevard
30 km/h	Laneway V53	West limit of Danby Street to east limit of Pelee Avenue
30 km/h	Laneway V54	North limit of Richler Avenue to south limit of Danby Street
30 km/h	Laneway V55	North limit of Mactier Drive to south limit of Richler Avenue
30 km/h	Laneway V56	North limit of Hopewell Street to south limit of Mactier Drive
30 km/h	Laneway V57	North limit of Mactier Drive to south limit of Richler Avenue
30 km/h	Laneway V58	West limit of Dunedin Drive to south limit of Avening Drive
30 km/h	Laneway V59	North limit of Moody Drive to south limit of Zita Drive
30 km/h	Laneway V6	North limit of Novella Road to west limit of Bellagio Crescent
30 km/h	Laneway V60	North limit of Zita Drive to south limit of Secord Avenue
30 km/h	Laneway V61	North limit of Secord Avenue to south limit of Moody Drive
30 km/h	Laneway V62	West limit of Bright Land Drive to south limit of Kincardine Street
30 km/h	Laneway V63	West limit of Aster Drive to east limit of Bright Land Drive
30 km/h	Laneway V64	North limit of East's Corners Boulevard to south limit of Red Tree Drive

30 km/h	Laneway V65	West limit of Andreeta Drive to east limit of Desideriu Drive
30 km/h	Laneway V7	South limit of Grand Valley Boulevard to east limit of Melia Lane
30 km/h	Laneway V70	West limit of Laneway V71 to east limit of Carville Woods Circle
30 km/h	Laneway V71	North limit of Carville Woods Circle to south limit of Carville Woods Circle
30 km/h	Laneway V72	West limit of Crimson Forest Drive to east limit of Aylin Crescent
30 km/h	Laneway V8	South limit of Gianmarco Way to east limit of Gianmarco Way
30 km/h	Laneway V9	North limit of Equator Crescent to east limit of Pinta Way

ATTACHMENT No. 4

Canadian Guideline - Establishing Posted Speed Limit (TAC)



Canadian Guidelines for Establishing Posted Speed Limits

Clear Sheet

Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Name of Corridor:			
Segment Evaluated:		to	
Geographic Region:			
Road Agency:			
Road Classification:		Length of Corridor:	m
Urban / Rural:		Design Speed: (Required for Freeway, Expressway, Highway)	km/h
Divided / Undivided:		Current Posted Speed: (For information only)	km/h
Major / Minor:		Prevailing Speed: (85th Percentile - For information only)	km/h
# Through Lanes		Policy: (Maximum Posted Speed)	
Per Direction:			

	RISK	Score
More...	A1 GEOMETRY (Horizontal)	
More...	A2 GEOMETRY (Vertical)	
More...	A3 AVERAGE LANE WIDTH	
More...	B ROADSIDE HAZARDS	
More...	C1 PEDESTRIAN EXPOSURE	
More...	C2 CYCLIST EXPOSURE	
More...	D PAVEMENT SURFACE	
More...	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	<i>Number of Occurrences</i>
	STOP controlled intersection	
	Signalized intersection	
	Roundabout or traffic circle	
	Crosswalk	
More...	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	<i>Number of Occurrences</i>
	Left turn movements permitted	
	Right-in / Right-out only	
More...	E3 NUMBER OF INTERCHANGES	<i>Number of Occurrences</i>
More...	F ON-STREET PARKING	

Calculate Total Risk Score

Total Risk Score:

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

As determined by policy

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:

**FIGURE 6.1 – FORM A: DATA ENTRY AND
AUTOMATED CALCULATION OF RECOMMENDED POSTED SPEED LIMIT**

ATTACHMENT No. 5

40km/h Neighbourhood Area- New Speed Limit Area



$\nabla_N \mathcal{A}$ 

Committee of the Whole (Working Session) Report

DATE: Wednesday, June 2, 2021

WARD(S): ALL

TITLE: ASSET MANAGEMENT PLAN – CORE ASSETS

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

Seek Council endorsement of the Asset Management Plans for Core Assets (Water, Wastewater, Stormwater, Roads and Bridges).

Report Highlights

- O. Reg. 588/17 requires the City prepare Asset Management Plans for Core Assets and post them to its website, so they are available to the public.
- Development of the Asset Management Plans for Core Assets is in alignment with the Term of Council Strategic Priority of Good Governance under the Objective of Financial Stewardship and Sustainability.
- Over 90% of all Water, Wastewater, Stormwater, Road and Bridge assets are either in good or very good condition.
- The City's capital reinvestment into its Core Assets is currently sufficient exceeding forecasted capital needs by an estimated 15% across Core Assets.

Recommendations

1. That Council endorse the Asset Management Plans for Core Assets and approve making them accessible to the public on the City's website (as specified by O. Reg. 588/17) from the Infrastructure Planning and Corporate Asset Management webpage.

Background

Infrastructure assets are built, owned, operated and maintained by the City

Assets are essential to provide the necessary services that contribute to the high quality of life enjoyed by City of Vaughan residents. It is imperative to ensure services are delivered in a safe, reliable and efficient manner, while sustaining a growing community.

The City is committed to sustainable asset management practices

Overall responsibility of asset management is shared across City departments to effectively and continuously assess, evaluate and improve asset management programs to deliver services balanced against considerations of costs and risks.

The City has continued to grow its asset base and advance asset management programs to manage its assets. Examples of initiatives implemented through proactive asset management include assessing the condition of buildings like community centers, modeling the deterioration of buried pipes in the water distribution system, and evaluating the remaining life on playground equipment to better inform decisions about maintenance, rehabilitation, replacement and disposal.

Asset Management Planning for Municipal Infrastructure Regulation came into effect in January 2018

In May 2017, the Province issued the “Proposed Municipal Asset Management Planning Regulation” to implement best practices throughout the municipal sector. The Regulation is intended to provide certainty around future provincial asset management planning requirements and support resiliency and sustainability as key aspects of municipal asset management planning. Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure came into effect in January 2018.

O. Reg. 588/17 is targeted at Ontario municipalities to ensure existing infrastructure assets do not degrade faster than they are repaired or replaced, thereby not putting infrastructure services at risk

O. Reg. 588/17 stipulates that certain Asset Management elements be in place within Ontario municipalities by specific key dates.

O. Reg 588/17 Requirement	O. Reg 588/17 Requirement Date	City Status for Requirement
Asset Management Policy approved by Council and available on the City's website.	July 1, 2019	Complete
Asset Management Plans for "Core Assets" approved by Council and available on the City's website.	July 1, 2022	In Progress
Asset Management Plans for other assets approved by Council and available on the City's website.	July 1, 2024	In Progress

The City's first Asset Management Policy was approved by Council in March 2019

The City's first Asset Management Policy was presented at Finance, Administration and Audit Committee on March 4, 2019. The Policy provides a framework to ensure long-term asset sustainability and demonstrates fiscal stewardship for the City's growing and aging asset base. The policy also outlines roles and responsibilities across the corporation, which are critical to successful implementation of the City's asset management programs.

To empower focused conversations around local and legislated requirements, the policy was divided into six components with the following content:

1. Administrative Requirements
 - strategic alignment
 - guiding principles
 - governance and continuous improvement
 - coordination at boundaries and public input
2. Critical Assets and Business Risks
 - potential risks and vulnerabilities
 - climate change
3. Land-use Planning
 - community planning
4. Infrastructure Financial Management
 - budgeting and financial planning
 - capitalization thresholds

5. Levels of Service

- customer expectations
- regulatory requirements
- organizational objectives
- performance measurement

6. Implementation and Communication Procedures

- asset management planning inputs
- asset management planning outputs

Building on the Asset Management Policy, City Staff have proceeded with the preparation of Asset Management Plans for Core Assets (Water, Wastewater, Stormwater, Roads, Bridges) ahead of the July 1, 2022 requirement date in O. Reg. 588/17.

Development of the Asset Management Plans for Core Assets (Water, Wastewater, Stormwater, Roads, Bridges) is in alignment with the Term of Council Strategic Priority of Good Governance under the Objective of Financial Stewardship and Sustainability

The City retained the consulting services of AECOM Canada to complete the review and development of the Asset Management Plans for Core Assets. The purpose of Asset Management Plans (AMP) is to capture new core infrastructure assets and any updates in the City's asset data, so as to provide the City with a comprehensive asset overview. The objective is to deliver a financial and technical roadmap for the management of the City's core infrastructure assets, and to provide the means for the City to maximize value from its assets, at the lowest overall expense while, at the same time, providing enhanced service levels for its residents and promoting green initiatives. Core Assets are defined as:

- Water distribution assets
- Wastewater collection assets
- Stormwater management assets
- Road pavement assets
- Bridge and major culvert assets

Organizations that implement good asset management practices will benefit from improved business and financial performance, effective investment decisions, and better risk management. Stakeholders can expect lower total asset life cycle costs, higher asset performance, and confidence in sustained future performance.

Essential elements of an Asset Management Plan includes:

1. Current state of assets
 - a. Inventory assets
 - b. Asset condition
 - c. Asset residual life
2. Level of service
3. Criticality of assets
4. Risk of asset failure
5. Operation, maintenance, and capital improvement strategies
 - a. Optimized investment decision making process
 - b. Optimized operations and maintenance program
 - c. Optimized capital investment strategy
6. Life cycle costs

Previous investments in an Asset Management Planning tool have allowed the City to optimize capital investments across the core assets. The Asset Management Plans have been developed utilizing this decision support software, which formalizes a comprehensive approach to a risk-based optimization of capital funding allocations across Road, Water, Wastewater and Stormwater asset classes. Furthermore, the decision support software leverages geo-coordination across these asset classes to yield up to 20% in cost savings in addition to the environmental and social benefits of reducing the impacts of capital project construction activities in the community.

Previous Reports/Authority

For reference, the Report of the Finance, Administration and Audit Committee presented to Council on March 19, 2019 pertaining to the approval of Asset Management Policy may be found at the following address.

<https://pub-vaughan.escribemeetings.com/FileStream.ashx?DocumentId=12601>

The Council approved Asset Management Policy may be found at the following address.

<https://www.vaughan.ca/cityhall/departments/IPCAM/policies/Pages/default.aspx>

Analysis and Options

The replacement value of the City's assets in Water, Wastewater, Stormwater, Roads and Bridges is sizable at a collective \$6.3 billion

Asset Class	Replacement Valuation	Share of Core Assets Valuation
Water Distribution	\$1.51 B	23.9%
Wastewater Collection	\$1.03 B	16.3%
Stormwater Management	\$2.04 B	32.2%
Road Pavement	\$1.53 B	24.2%
Bridges and Major Culverts	\$214 M	3.4%
Total	\$6.32 B	100%

Fiscally sustainable asset management over the long-term is imperative considering the sizeable valuation of the City's infrastructure and the multiple decades over which the lifecycle of these assets will span.

Over 90% of all Water, Wastewater, Stormwater, Road and Bridge assets are either in good or very good condition

Asset Class	Asset Condition			
	Very Good	Good	Fair	Poor
Water Distribution	91%	3%	2%	4%
Wastewater Collection	99.6%	0.3%	0.1%	0%
Stormwater Management	99.9%	0.1%	0.0%	0%
Road Pavement	93.8%	6.0%	0.1%	0.1%
Bridges and Major Culverts	12.8%	83.6%	3.3%	0.3%

The City is in the advantageous position of having the vast majority of its infrastructure being relatively young, which is reflected in the fact that over 90% of all Water, Wastewater, Stormwater, Road and Bridge assets are either in good or very good condition.

However, management of asset lifecycles with suitable operational and capital activities in addition to ongoing long-term planning with appropriate funding of infrastructure reserves are paramount to ensuring asset service levels are maintained over the approaching decades on a fiscally responsible and sustainable foundation.

The City's capital reinvestment into its Core Assets is currently sufficient exceeding forecasted capital needs by an estimated 15% across Core Assets

The Asset Management Plans have produced 20-year forecasts of capital needs for Water, Wastewater, Stormwater, Road and Bridge assets. The City's capital reinvestment into its Core Assets is currently sufficient (the 5-year approved Budget Book average exceeds the forecasted capital needs by an estimated 15% across Core Assets).

Financial Impact

There is no direct financial impact as a result of this report, however, the Asset Management (AM) Plans will be an input into the City's future annual budget processes and long-term financial strategy and plan. The AM Plans will facilitate and inform evidence-based decision-making on how the City's assets are operated, maintained, renewed and replaced thereby optimizing costs and mitigating risk over their asset lifecycles while overseeing the levels of service they provide to residents.

The Asset Management Plans will also serve as a formal input into the capital project management process within Infrastructure Development.

Broader Regional Impacts/Considerations

There are no Regional impacts anticipated as a result of the report recommendations.

Conclusion

Council endorsement of the Asset Management Plans for Core Assets and approval to make them accessible to the public on the City's website from the Infrastructure Planning and Corporate Asset Management webpage are required to ensure compliance with O. Reg. 588/17.

The Asset Management Plans for Core Assets (Water, Wastewater, Stormwater, Roads and Bridges) will be used to inform future operations and capital expenditure decision-making towards fiscally responsible and sustainable asset lifecycle management.

For more information, please contact:

Vince Musacchio, Director, Infrastructure Planning & Corporate Asset Management,
Ext. 8311

Attachments

1. Asset Management Plans for Core Assets, AECOM (consultant), April 2021
(to be provided prior to the meeting)

Prepared by

Justin Wong, Project Manager, Corporate Asset Management, Ext. 8725

Consulted with

Michael Frieri, Manager, Corporate Asset Management, Ext. 8729

Approved by



Nick Spensieri, DCM
Infrastructure Development

Reviewed by



Jim Harnum, City Manager

Committee of the Whole (Working Session) Report

DATE: Wednesday, June 02, 2021

WARD(S): ALL

TITLE: LOCAL OFF LEASH DOG AREA STRATEGY

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development
Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer

ACTION: DECISION

Purpose

To present the Local Off-Leash Dog Area Strategy report for Council's decision and approval of establishing seven (7) local off-leash dog areas, which will inform the off-leash dog implementation program over the next several years. The Local Off-Leash Dog Area Strategy prepared by consultant Wood Environment & Infrastructure Solutions provides a summary of the internal and external stakeholder consultation and community engagement activities undertaken and used by staff to identify and recommend implementation of local off-leash dog areas in all Wards.

Report Highlights

- Stakeholder and community engagement included two in-person workshops, four on-line surveys (1716 respondents, including 222 respondents interested in becoming off-leash stewards), 10 pop-up events, and interviews with 7 ratepayer groups.
- A two-tier criteria assessment was developed to begin the process in selecting recommended sites, with a total of 35 sites to be reviewed.
- Following the completion of Tier 1 criteria, a total of 8 proposed pilot sites were short listed and presented to the community for input through an Online Self-Directed Workshop.
- Participation in an Off-Leash Dog Area Stewardship Program was identified through public engagement, with 91 citizens indicating a commitment to participate as off-leash dog stewards.
- Following the completion of the Tier 2 criteria, a total of 7 recommended locations have been identified for local off-leash dog sites.
- Local off-leash dog areas are proposed to be fenced with separate enclosures for large and a small dogs ranging between 2500 to 3500 square metres in area.
- A Stewardship Program and Management Plan will be developed by staff to guide the planning, implementation and operations of off-leash dog areas.

Recommendations

1. That staff develop and report back to council at a future date on a Local Off-Leash Dog Area Stewardship Program and Management Plan, including associated policies, with specific roles and responsibilities between Stewards and the City;
2. That implementation of seven (7) local off-leash dog areas be approved at Chancellor District Park, Jean Augustine District Park, Mackenzie Glen District Park, Matthew District Park, Legion Park, Sugar Bush Heritage Park, and Vaughan Sports Village;
3. That the approved local off-leash dog sites be reviewed by staff over a two year period and evaluated for effectiveness and opportunities for improvements and that staff report back annually on all approved sites;
4. That two new capital projects be created for Park Construction and Animal Services Vehicles, with budgets of \$440,000 and \$256,000 respectively from within the approved 2021 capital budget, and that the CFO be authorized to make the necessary administrative adjustments;
5. That staff make the necessary changes to the existing Parks By-law 134-95 authorizing the establishment of the Dog Area sites within Chancellor District Park, Jean Augustine District Park, Mackenzie Glen District Park, Matthew District Park, Legion Park, Sugar Bush Heritage Park, and Vaughan Sports Village to allow for dogs to run off-leash within designated Off-Leash Dog Areas and to allow for enforcement of the Rules and Regulations; and
6. That the amendments to By-Law 134-95 be brought back to Council for approval to give effect to the recommendation.

Background

In 2016, consultant Amec Foster Wheeler was retained by the City to undertake a site selection process to address the need for a primary off-leash dog park west of Highway 400. This resulted in identifying four (4) possible sites for a primary off-leash dog park approximately 1 hectare in size. The study findings also recommended that the City consider undertaking local off-leash projects that engage dog owners and non-dog owners, select local parks to situate a fenced off-leash dog area, consider the existing criteria developed as part of the study for the local scale and conduct a two-year evaluation period to determine effectiveness and opportunities for improvement to local off-leash areas.

Following Council's adoptions of Item 2, Report 43 of Committee of the Whole on December 13, 2016 for a primary off-leash dog park site west of Hwy 400, staff received approximately 210 citizen inquiries over a two year period requesting local off-leash dog

areas within existing neighbourhood parks. Staff documented all inquiries and maintained a distribution list that would be used for future public and stakeholder engagement.

During the review and update of the 2018 Active Together Master Plan (ATMP), which includes recommendations related to the provision of off-leash dog parks, recommendation No. 50 identified the develop of a strategy for the establishment of smaller local dog-friendly spaces to serve areas of intensification and localized gap areas. The ATMP contemplated that these smaller local dog spaces would be in addition to the larger primary off-leash parks recommended for each quadrant of the City. In addition, survey results from the ATMP identify that many dog owners seek local recreation opportunities and additional dedicated off-leash dog areas in existing neighbourhoods throughout the City.

Following council's approval in principle of the ATMP, funding for a Local Off-Leash Dog Area Strategy was identified in the 2019 Capital Budget Plan for Council review and consideration. On January 29, 2019 capital budget PK-6639-19 was approved by Council as part of the 2019 Budget process.

In September 2019, consultant Wood Environment & Infrastructure Solutions (Wood) was retained by the City to undertake a study to inform development of an implementation plan for local off-leash dog areas. Understanding the City's goal to identify local off-leash dog areas across the City, Wood developed and undertook a study process that:

1. Considers available information from the City;
2. Conducts a review of municipal best practices;
3. Undertakes community and stakeholder consultation including workshops, surveys and an online self-directed workshop (in place of a public open house);
4. Provides recommendations on site selection criteria, evaluation conditions and assessment scoring;
5. Identifies priority areas and list of potential sites;
6. Identifies a short-list of recommended potential sites across the City, a minimum of one per ward; and
7. Develops level of service standards and implementation plan.

Previous Reports/Authority

Second Off-Leash Dog Park in Vaughan

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0902_14_50.pdf

Off-Leash Dog Park Site Selection West of HWY 400 Ward 1, 2, and 3.

https://www.vaughan.ca/council/minutes_agendas/Extracts/43cw1206_16ex_2.pdf

2018 Active Together Master Plan Review and Update

https://www.vaughan.ca/projects/community/active_together/Pages/default.aspx

Analysis and Options

A variety of site selection criteria and evaluation factors were used to help determine a list of suitable sites for local off-leash dog areas

Building upon existing site assessment criteria for primary off-leash dog parks, information collected from off-leash dog areas in Southern Ontario, stakeholder feedback and community consultation process, the study team considered the following site selection criteria to identify potential sites:

Tier 1 Criteria

Governance

- Established by-laws, policies and regulations, which aid in establishing enforceable parameters
- Need for education and outreach
- Potential for stewardship
- Safety and security
- Results of community input

Accessibility:

- Parking at the location
- Service area catchment
- Proximity to sidewalks and trails

Location:

- Availability and ownership of properties
- Proximity to residential areas
- Proximity to areas where children play
- Proximity to outdoor sports fields or courts
- Proximity to areas that are environmentally sensitive or designated

Design

- Available area ranging between 0.25 to 0.5 ha (0.6 to 1.2 acres)
- Site characteristics (such as drainage, grading, vegetation, microclimate)

Tier 2 Criteria

- Results of the Online Self-Directed Workshop;
- Availability of a minimum of three identified Off-Leash Dog Area Stewards;
- Stakeholder and community input;
- Layout and availability of amenities including fencing;
- Cost (acquisition, construction, operation and maintenance, enforcement, governance);
- Potential for external funding;

The evaluation process is divided into a two-tier process. Through the first tier process sites are evaluated to determine if the site meet the minimum needs for consideration as a local off-leash dog area.

Step 1: Site Selection Criteria – Tier 1: general criteria that must be met for a site to be considered as a potential off-leash dog area to move on to tier 2 process. Potential locations must score a minimum of 75%. To ensure equitable distribution of locations across the City all identified locations were grouped by Community area.

Step 2: Site Selection Criteria - Tier 2: criteria to evaluate the relative quality of suitable sites and provide ranking. Develop preliminary layout plans and cost estimates for the recommended local off-leash dog areas. Step 2 includes public engagement from community areas and matching a minimum of three stewards with recommended local off-leash areas.

Eight (8) proposed sites were reviewed and considered for local off-leash dog areas.

A total of 76 locations were identified by residents through public consultation (survey, workshops, City events) for further assessment and consideration for future local off-leash dog areas.

Using the available information, including existing park and open space asset management data, City staff and the Consultant determined that 35 sites could be reviewed through the Tier 1 criteria.

Following the Tier 1 criteria screening, eight (8) sites achieved a score of 75% or greater. These eight (8) sites moved forward as proposed local off-leash dog areas for consideration and review by the community through an Online Self-Directed Workshop.

Location	Ward	Community	Tier 1 Score
Vaughan Sports Village District Park	Ward 1	Maple Community	98%
Mackenzie Glen District Park	Ward 1	Maple Community	90%
Matthew District Park	Ward 3	Woodbridge Community	88%
Nort Johnston District Park	Ward 2	Woodbridge Community	77%
Chancellor District Park	Ward 3	Woodbridge Community	77%
Clearview Park	Ward 4	Carrville Community	77%
Jean Augustine District Park	Ward 5	Thornhill Community	77%
Sugar Bush Heritage Park	Ward 4	Carrville Community	76%

Eight (8) shortlisted sites were presented to the public for feedback

Due to the COVID-19 pandemic regulation (including social distancing measures, closure of non-essential services, restricted gatherings, restricted access to City Hall and other municipal venues), the community open house planned for March 24, 2020 was rescheduled and developed as an Online Self-Directed Workshop. The Online Self-Directed Workshop included an introductory video presentation, survey and supporting background documentation which offered citizens an opportunity to provide their input on the eight (8) shortlisted local off-leash dog areas.

The workshop materials were posted to the City's website from July 23, 2020 to August 31, 2020. The City advertised the online workshop through City social media channels, social media advertisement (August 14 to 28), local newspapers (Vaughan Citizen and Thornhill Liberal) during the week of August 10, 2020, digital signboards, Councilor e-letter and email distribution. In addition, for all identified sites, over 5,000 mailouts were sent to addresses within approximately 250 meters of proposed locations, including all registered ratepayer associations. The mailouts included an invitation to participate in the Online Self-Directed Workshop. A total of 20 public notification signs were also installed during the month of August at the eight (8) proposed sites to inform and direct local residents to the Online Self-Directed Workshop. A notice was posted for public viewing at the Vaughan Animal Shelter and the existing primary off-leash dog area located at Concord Thornhill Regional Park.

The Online Self-Directed Workshop received positive responses, with 699 citizens participating in the survey component of the workshop, recording an 87% completion rate. In addition, each month the City received a breakdown of the most visited pages on the Vaughan.ca website. For the month of August, the Off-Leash Dog Area project webpage was the 20th most visited page on the site. The high number of visits to an individual project page is uncommon and speaks to the amount of public interest in the Study, including the quality of the workshop materials. Over the course of the survey staff received over 100 phone calls and emails from Citizens providing additional feedback and seeking clarification on this study.

Following the closure of the Online Self-Directed Workshop and based on the feedback received, one of the questions of the survey requested citizens to provide their contact information should they have an interest in becoming an off-leash dog area steward. A total of 222 citizens indicated an interest in becoming off-leash dog stewards. A follow up survey questionnaire was later sent to the 222 citizens interested in becoming off-leash stewards on October 5, 2020, with a deadline by October 19, 2020 to reconfirm their interest, offer additional information on their possible community partnership, and request confirmation on their preferred location to volunteer their time as an off-leash dog stewards.

Location	Ward	Community	Number of Confirmed stewards
Vaughan Sports Village District Park	Ward 1	Maple Community	13
Mackenzie Glen District Park	Ward 1	Maple Community	16
Nort Johnston District Park	Ward 2	Woodbridge Community	15
Chancellor District Park	Ward 3	Woodbridge Community	8
Matthew District Park	Ward 3	Woodbridge Community	13
Sugar Bush Heritage Park	Ward 4	Carrville Community	13
Clearview Park	Ward 4	Carrville Community	2
Jean Augustine District Park	Ward 5	Thornhill Community	11
Total			91

In order to receive additional feedback, staff also met virtually with seven (7) ratepayer associations and approximately 19 representatives during the month of September and October that have a proposed local off-leash dog area identified within the association's geographic boundaries.

During these discussions with the ratepayer representatives, alternative sites had been suggested to replace the North Johnston District Park site, with one possibility being Legion Park, located south of Hwy 7 and west of Islington Ave.

Seven (7) Recommended Local Off-Leash Locations

Following the review and input received through public consultation, the proposed eight (8) sites were further shortlisted to seven (7) sites. The locations recommended for local off-leash dog areas include (refer to Attachment No. 2 for location plan and notes below).

Location	Ward	Community
Vaughan Sports Village District Park	Ward 1	Maple Community
Mackenzie Glen District Park	Ward 1	Maple Community
Legion Park (see note 2)	Ward 2	Woodbridge Community
Chancellor District Park	Ward 3	Woodbridge Community
Matthew District Park	Ward 3	Woodbridge Community
Sugar Bush Heritage Park	Ward 4	Carrville Community
Jean Augustine District Park	Ward 5	Thornhill Community

Notes:

- 1- Clearview Park in Ward 4 at the Carrville Community was dropped from the list due to the low interest from local residents and lack of stewards.
- 2- The Nort Johnston District Park option was substituted with Legion Park following additional consultation and validation with the community.
- 3- At the time of evaluating suitable sites, locations identified at Kleinburg/Nashville did not meet the Tier 1 criteria, however it should be noted that locations at planned parks in the Kleinburg/Nashville area may be considered in the future.

Local Off-Leash Dog Stewardship Program and Management Plan

Interested residents will be invited to collaborate with the City to develop a comprehensive Local Off-Leash Dog Area Stewardship Program. Through the Stewardship Program, the intent is for stewards to work with the City to:

- foster a positive social environment for dogs and people
- educate others on local off-leash dog area regulations and etiquette
- communicate any safety concerns to the City
- share feedback about operations and maintenance
- collaborate with the City on studies and sharing input (the good, the not so good and opportunities for improvement and enhancement)

For a location to be developed a minimum of three (3) local off-leash dog area stewards per location shall be registered with the City through the Stewardship Program. The Stewardship Program and an associated Management Plan will be developed by staff, finalized in collaboration with the stewards and brought back to a future council meeting. The Stewardship Program will build on the processes developed to administer the Adult Volunteer Program in place by Vaughan Animal Services to assist at the animal shelter.

The Off-leash area Management Plan will be the City's administrative document, outlining principles and procedures for the planning, management and operation of off-leash dog areas. The intent is that this document will enable the City to effectively manage these facilities while taking into consideration the interest of a variety of park users. The Off-leash Dog Management Plan will guide the City to provide consistency in the service level / management of sites, facility enhancements, education/ enforcement, community participation and future communication.

Once an off-leash dog area is identified in a neighbourhood or district park, fencing, access gates, signage and trash receptacles will be installed and to make the off-leash dog area safe for dog owners and their pets.

The degree of use and success of the site will be monitored over a 2 year period. Staff will report back to council and proceed to finalize standards for the local off-leash dog area within those communities throughout the City.

Recommendation for Concord Thornhill Regional Park (CTRP) Primary Off leash Area

Through the public engagement process and based on comments received from user groups and a general review of the CTRP primary off leash dog area, the following improvements are recommended and will be considered in the capital budget. Capital improvements to occur in the short term include the supply and installation of a shade structure, pedestrian access, lighting and other associated site works.

Primary Off-Leash Dog Area West of Hwy 400

Through the public engagement process many user groups inquired about the status of the new primary off-leash dog area West of Hwy 400. Staff are reviewing the available options to advance one of the four short listed primary off-leash dog areas identified through the 2016 study. Currently staff are considering an option to advance a site located at the southeast corner of Major Mackenzie Drive and Highway 27. This site is currently being used as a temporary works yard by York Region and will be made available to the City by the end of the year. Further discussions are required with York Region staff regarding driveway access and TRCA staff regarding development in a regulated and flood plain area.

Operations, Maintenance and Enforcement

The success of the program will be based on suitable maintenance of the off-leash areas and enforcement of the Parks and Animal Control By-law. These sites are expected to be used throughout the year and require on-going maintenance such as garbage removal, gate repairs, fencing repairs, mowing, etc.

Enforcement of the seven (7) local off-leash sites will be required to continue as per existing standards. By law officers will respond to urgent and/or recurrent issues. In addition, a part-time Animal Services Clerk will be required to manage the Off-leash Stewardship Program.

Financial Impact

The capital cost to implement two (2) sites and add the identified improvements to the primary off-leash dog area located in Concord Thornhill Regional Park is estimated to be \$440,000 in 2021. The capital cost to purchase two (2) Animal Services vehicles in 2021 to support sites being implemented in 2021 and 2022 is \$256,000. The funding for these capital costs in 2021 will be supported from within the existing approved 2021 capital budget.

The operating costs to support parks opening in 2021, prorated to approximately 4 months (based on estimated September 2021 openings), is estimated to be \$7,000 for park maintenance and \$73,000 for animal services enforcement and stewardship program administration. This includes one full-time Animal Services Officer and one part-time Animal Services Clerk. Operating costs for 2021 will be temporarily supported within existing approved department budgets and labour gapping until additional funding, if required, is requested through the annual budget process.

The advancement of five (5) additional local off-leash dog areas and one primary off-leash dog area west of Hwy 400 will be considered during the 2022 and 2023 annual budget processes.

Between 2021 and 2023, total capital costs for the implementation of this initiative are estimated to be \$1.7 million. By 2023, annual operating costs are estimated to be \$0.5 million, including 2 full-time and 3 part-time positions in Animal Services.

Capital costs for the implementation of this strategy will be funded from the Community Services Development Charges Reserve while operating costs will be funded by Taxation.

For further cost details, please see the Financial Table below.

Financial Table

Year	#	Location	Ward	Estimated Capital Cost		Estimated Operating Cost (annualized)	
				Park Construction ¹	Animal Services Vehicles ²	Park Maintenance ³	Animal Services Enforcement ⁴
2021	1	Mackenzie Glen District Park	1	\$55,000	\$128,000	\$12,000	\$175,000 1 F/T ASO 1 P/T ASC
	2	Matthew District Park	3	\$55,000		\$7,000	
	3	Concord/Thornhill Regional Park	5	\$330,000		\$0	
2022	4	Primary Off-Leash Dog Park West of Hwy 400	2	\$580,000	\$128,000	\$23,000	\$185,000 1 F/T ASO 1 P/T ASO
	5	Sugar Bush Heritage Park	4	\$55,000		\$7,000	
	6	Jean Augustine District Park	5	\$55,000		\$7,000	
2023	7	Vaughan Sports Village District	1	\$55,000	\$128,000	\$7,000	\$65,000 1 P/T ASO
	8	Legion's Park	2	\$55,000		\$7,000	
	9	Chancellor District Park	3	\$55,000		\$7,000	
TOTAL COST⁶				\$1,295,000	\$384,000	\$77,000	\$425,000
				\$1,679,000		\$502,000	
2021 Budget Required				2021	2021 & 2022	4 months in 2021	
				\$440,000	\$256,000	\$7,000	\$73,000
				\$696,000		\$80,000	

Notes

1) Park Construction

- a. Park Construction of \$55,000 includes fencing, double gate entrances, signage, pathways, garbage receptacles, pathways and seating
- b. Concord/Thornhill Regional Park construction of \$330,000 includes universal and accessible pedestrian access, site furnishing, shade structure, lighting and associated landscape works
- c. Primary Off-Leash Dog Park West of 400 construction of \$580,000 includes site grading, servicing, parking lot, fencing, double gate entrances, signage, pathways, garbage receptacles, seating

2) Animal Services Vehicles

- a. Includes 3 purpose-built vehicles, \$128,000 each
- b. Due to lead times required, 2 vehicles would be purchased in 2021 to support parks opening in 2021 and 2022, and the third vehicle would be purchased in 2022 to support parks opening in 2023

3) Park Maintenance

- a. Park Maintenance of \$7,000 includes casual labour, service contracts, and materials & supplies
- b. Mackenzie Glen District Park maintenance of \$12,000 includes an additional \$5,000 for the parking lot winter maintenance contract
- c. Concord/Thornhill Regional Park maintenance requires \$0 additional budget as the existing budget provides sufficient year-round service

4) Animal Services Enforcement

- a. Enforcement costs include labour, benefits, and related continuous and one-time costs
- b. ASO: Animal Services Officer, full-time and part-time
ASC: Animal Service Clerk, part-time to manage the Stewardship Program

Broader Regional Impacts/Considerations

Not Applicable

Conclusion.

A thorough public consultation process was undertaken to assess potential locations for Local Off-Leash Dog Areas within neighbourhoods across the City. Through the evaluation and public engagement process, the Tier 1 and Tier 2 criteria identified seven (7) suitable sites that are recommended to move forward to implementation following the establishment of Off-Leash Dog Stewards through a Stewardship Program and Management Plan to assist the city in monitoring of the local off-leash dog sites.

For more information, please contact: Jamie Bronsema, Director, Parks Infrastructure Planning and Development, ext. 8858 or Gus Michaels, Director, By law and Compliance Licensing and Permit Services, ext. 8735

Attachments

1. Off-Leash Dog Area Location Plan

Prepared by

Martin Tavares, Manager, Parks and Open Space Planning, ext. 8882
Michael Habib, Senior Planner, Parks and Open Space Planning, ext. 8092
Susan Kelly, Manager, Animal Services, ext. 8952
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Varant Khatchadourian, Manager of Financial Planning and Analysis, ext. 8338
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In consultation with:

Gus Michaels, Director, By law and Compliance Licensing and Permit Services, ext. 8735
Nadia Paladino, Director, Parks, Forestry and Horticulture Operations, ext. 6146
Michael Marchetti, Director, Financial Planning & Development Finance/Deputy City Treasurer, ext. 8271
Stefan Tzianetas, Director, Project Management Office, ext. 8196

Approved by



Nick Spensieri, Deputy City Manager,
Infrastructure Development



Michael Coroneos, Deputy City
Manager, Corporate Services, City
Treasurer and Chief Financial Officer

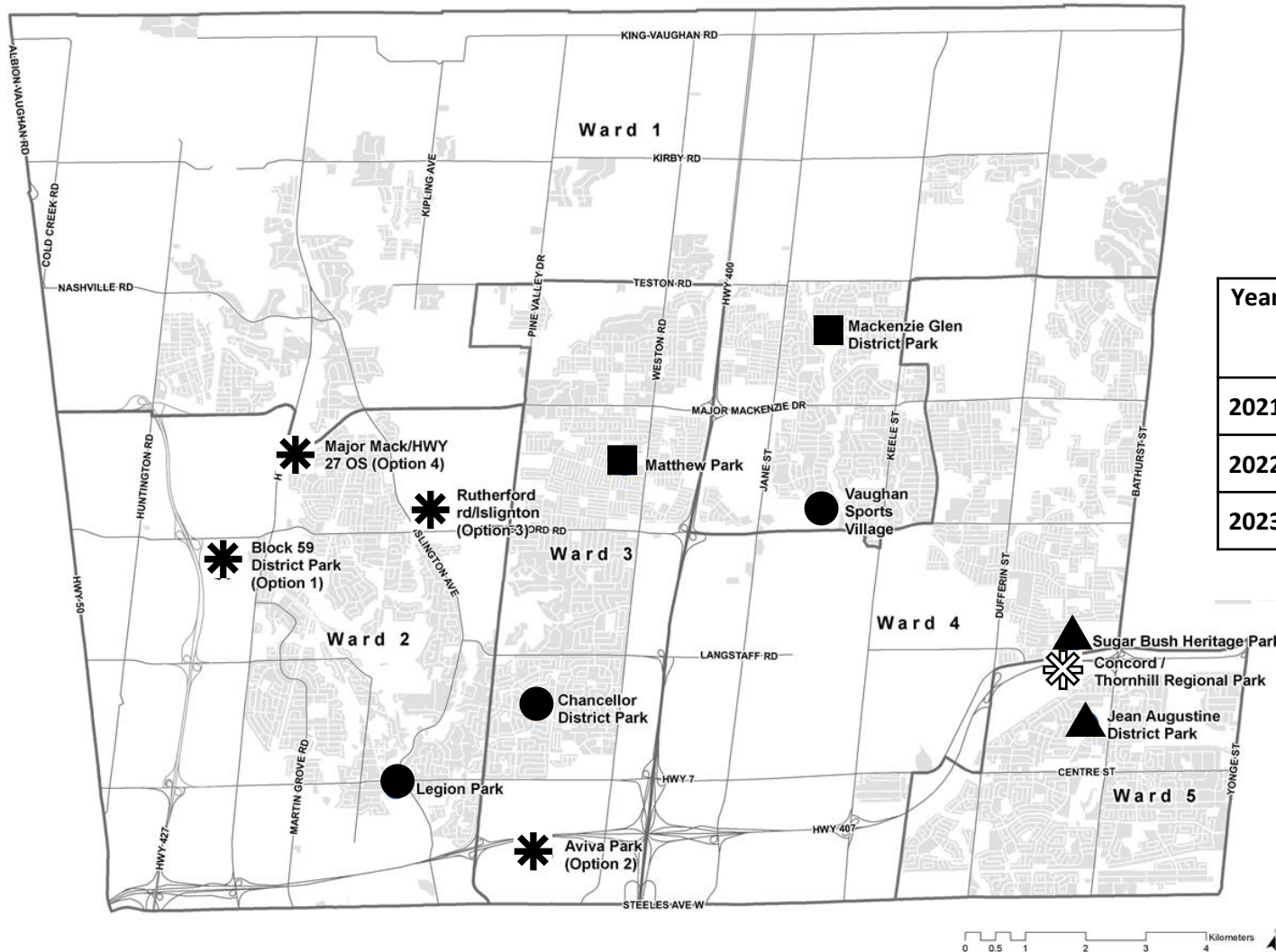
Reviewed by



Jim Harnum, City Manager

Off-Leash Dog Area Location Plan

ATTACHMENT #1



Date: 5/7/2021