

COMMITTEE OF THE WHOLE JUNE 19, 2006

**OFFICIAL PLAN AMENDMENT FILE OP.05.024
ZONING BY-LAW AMENDMENT FILE Z.05.054
SITE DEVELOPMENT APPLICATION FILE DA.06.001
CITY OF VAUGHAN (DONGARA PELLET FACTORY)**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.024 (City of Vaughan - Dongara Pellet Factory) BE APPROVED, subject to the following:
 - a) That the implementing Official Plan Amendment shall:
 - i) redesignate the subject lands from "Public Open Space and Buffer Area" and "Road" within the "Public Use Area" under the Parkway Belt West Plan to "Prestige Area" with site-specific provisions under OPA #450 (Employment Area Plan) to implement the proposed development; and,
 - ii) include policies that notwithstanding the development policies of the "Prestige Area" designation, the subject lands may be developed with a waste recycling and processing facility that also manufactures fuel pellets, and that there shall be no outside storage on site.
 - b) That the subject lands shall have been deleted from the Parkway Belt West Plan by the Ministry of Municipal Affairs and Housing, prior to the Official Plan Amendment coming into effect.
2. THAT Zoning By-law Amendment File Z.05.054 (City of Vaughan - Dongara Pellet Factory) BE APPROVED, to rezone the subject lands from PB1S Parkway Belt Linear Facilities Zone to EM1 Prestige Employment Area Zone, to permit a waste recycling and processing facility that also manufactures fuel pellets, subject to the following:
 - a) That the implementing Zoning By-law shall include the following exceptions:
 - i) permit the subject lands to be developed with a waste recycling and processing facility which also produces fuel pellets in the EM1 Prestige Employment Area Zone, with no outside storage;
 - ii) permit a minimum lot frontage of 0.0m, whereas the required lot frontage is currently 36m;
 - iii) permit all lot lines on the subject property to be considered as interior lot lines;
 - iv) permit a minimum of 35 parking spaces to be provided on the subject lands in accordance with the approved parking study, whereas the required parking is currently 123 spaces;
 - v) permit the maximum driveway width to exceed the currently permitted 13.5m width at both the lot line and the driveway access located off-site on Regional Road 27;

- vi) permit a minimum 0.0 m landscape strip where the site abuts an Open Space Zone, which includes the adjacent PB1S Parkway Belt Linear Facilities Zone, whereas 7.5m is currently required;
- vii) require relief from Section 3.8 to facilitate the off-site access on lands owned by Hydro One;
- viii) permit a maximum building height of 24m for the storage dome, whereas 15m is currently permitted.

3. THAT Site Development File DA.06.001 (City of Vaughan – Dongara Pellet Factory) BE APPROVED, to permit the development of a waste recycling and processing facility and fuel pellet manufacturing factory, as shown on Attachment #2, subject to the following conditions:

a) That prior to the execution of the site development agreement:

- i. the final site plan, elevation plan, and landscaping plan, shall be approved by the Development Planning Department;
- ii. the final site servicing and grading plans, stormwater management report, access, on site vehicular circulation, and traffic and parking studies shall be approved by the Engineering Department;
- iii. all required off-site road widenings, access improvements and signalization for Regional Road #27 shall be approved to the satisfaction of the Region of York Transportation and Works Department;
- iv. all requirements of the Ministry of Transportation Ontario (MTO) including stormwater management, and site servicing and grading, shall be satisfied;
- v. all requirements of the Toronto and Region Conservation Authority (TRCA) shall be satisfied;
- vi. all hydro requirements of PowerStream Inc. shall be satisfied;
- vii. all requirements of Hydro One Networks Inc. shall be satisfied;
- viii. the Lessee (Dongara Pellet Factory) shall have obtained written permission from Hydro One for all required easements and legal access onto Regional Road 27 and a driveway connection across Hydro One lands to service the subject lands; and,
- ix. the Lessee (Dongara Pellet Factory) shall have obtained the required Certificate of Approval from the Ministry of the Environment.

b) That the site development agreement contain the following clause:

- i) If required, the Lessee (Dongara Pellet Factory) shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal

Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

Purpose

The following applications have been submitted on behalf of the City of Vaughan by Dongara Pellet Factory (future Lessee of the property as discussed in this report):

1. An Official Plan Amendment Application to redesignate the subject lands shown on Attachment #1 from "Public Open Space and Buffer Area" and "Road" under the "Public Use Area" designation of the Provincial Parkway Belt West Plan to "Prestige Area" under the City's OPA #450 (Employment Area Plan) to permit a waste recycling and processing facility that also manufactures fuel pellets as shown on Attachment #2, with site-specific policies to implement the proposed development.
2. A Zoning By-law Amendment Application to rezone the subject lands shown on Attachment #1 from PB1S Parkway Belt Linear Facilities Zone to EM1 Prestige Employment Area Zone with site-specific provisions to permit the development of a waste recycling and processing facility that also produces fuel pellets and extracts other recyclable material, as shown on Attachment #2.
3. A Site Development Application to facilitate the development of the subject lands shown on Attachment #1 with a single-storey (11.3 m high), 8,943m² waste recycling and processing facility with a 982m² storage dome. The proposed facility recycles municipal solid waste to create fuel pellets, as well as, extracts other dry recyclable materials from the waste stream, as shown on Attachment #2.

Background - Analysis and Options

The 2.38 ha vacant site, shown on Attachment #1, is located on the east side of Regional Road 27, immediately north of Highway #407, and is bounded on the north by the hydro transmission corridor, in Part of Lot 2, Concession 8, City of Vaughan. The subject lands will require an easement to cross over the adjacent Hydro One lands to gain access to Regional Road 27.

The subject lands are currently designated "Public Open Space and Buffer Area" and "Road" within the "Public Use Area" by the Provincial Parkway Belt West Plan, and zoned PB1S Parkway Belt Linear Facilities Zone by By-law 1-88. A waste recycling and processing facility use is not permitted by the Official Plan or Zoning By-law, and respective amendment applications to each have been applied for, which is the subject of this report. The surrounding land uses are:

- North - Hydro One Corridor and transformer facility (PB1S Parkway Belt Linear Facilities Zone)
- South - Highway No. 407 off-ramp (PB1S Parkway Belt Linear Facilities Zone)
- East - Industrial use (PB1S Parkway Belt Linear Facilities Zone and EM1 Prestige Employment Area Zone)
- West - Regional Road 27; proposed Office and Hotel Complex, Toronto RV Centre, Queen of Heaven Cemetery (PB2 Parkway Belt Complementary Use Zone)

On December 23, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the West Woodbridge Homeowner's Association. To date, the Development Planning Department has only received correspondence from the agent for the Catholic Cemeteries-Archdiocese of Toronto (Queen of Heaven Cemetery) located on the west

side of Regional Road 27 relating to stormwater management and sanitary sewer concerns and with respect to the Traffic Impact Study. The engineering services to facilitate the Dongara proposal will be extended across Regional Road 27 from the west side, and the Dongara driveway access will be located directly opposite Toronto RV Road at a planned signalized intersection, and therefore it will be necessary to ensure that the cemetery is not impacted by the proposed development. The issues raised by the Cemetery have been forwarded to Dongara's agent to be addressed by their engineering consultants. These issues will be resolved prior to finalizing the site plan agreement. At the Public Hearing on January 16, 2006, the recommendation of the Committee of the Whole to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on January 23, 2006.

Dongara Proposal

The subject lands are currently owned by the Ontario Realty Corporation (ORC) and will be purchased by the City of Vaughan, upon the lands being removed from the Provincial Parkway Belt West Plan. The City will then in turn be leasing these lands to Dongara Pellet Factory to undertake the proposed development.

The proposed Dongara facility will recycle municipal solid waste (MSW) to create fuel pellets, as well as, undertake the extraction of other dry recyclable materials that are extracted from the incoming waste stream for sale in the recyclable marketplace.

This facility is also intended to address the needs of York Region on managing approximately 70,000 to 100,000 tonnes per year of municipal solid waste, which will be diverted from shipment to Michigan licensed disposal sites. The project will be built to receive up to 200,000 tonnes per year of MSW, as Dongara will seek to receive a further 100,000 tonnes from other regions in the GTA to maximize throughput, above the 100,000 tonnes it will process for York Region. Approximately 190,000 tonnes of pellets are expected to be produced each year when the facility is operating at full capacity.

The process starts with the delivery of MSW to the plant by garbage pick-up trucks used by the Region of York to deliver waste to the facility. The MSW is then sorted into materials that are either to be used in the manufacture of pellets or alternatively sold as recyclable products. The remaining minor amount of materials that must be landfilled are then stored internal to the building until sufficient amounts accumulate to send via truck to selected landfill sites.

The positively selected materials are moved on for use in the manufacturing of the fuel pellets by being shredded and fiberized, and then stored in the silos. This stored material is then mixed with a high BTU material such as carpet waste, poly film or other acceptable materials, and then pelletized and stored in the storage dome, for sale or transportation to their final destination for use as an alternate fuel.

Official Plan

The subject lands are designated "Public Open Space and Buffer Area" and "Road" within the "Public Use Area" of the Provincial Parkway Belt West Plan. The "Public Use Area" comprises areas that are presently used or planned for public uses, including legally existing uses, linear facilities, public open space and buffers, and privately operated open space and recreation-oriented uses. Application has been made to remove these lands from the Parkway Belt West Plan (Ministry File 19-PBA-028-179). The current designations do not permit the lands to be used for the purposes of a waste recycling and processing facility.

The applicant proposes to redesignate the site from "Public Open Space and Buffer Area" and "Road" to "Prestige Area" with site-specific provisions under the City's OPA #450 (Employment Area Plan) to implement the proposed development. The "Prestige Area" designation is generally

located adjacent to arterial roads and highways, and accommodates uses that require high visual exposure, good accessibility and an attractive work environment. A range of industrial, office, business and civic uses are permitted, but with no outside storage.

Section 2.2.7.2 of OPA #450 contains policies with respect to the location and development of waste recycling establishments. Approval of a zoning amendment application shall be conditional on Council being satisfied that the proposal conforms to the Official Plan policies as they pertain to the location, design, and operation of the facility. The proposal does not meet the locational criteria set out in the Official Plan. Areas of prohibition include lots abutting an arterial road and an existing or planned provincial highway. Currently, waste recycling facilities are only permitted in the "Employment Area General" designation, which are located internal to an employment area, and which permits outside storage. However, the proposed designation is "Prestige Area", and the site abuts both Regional Road 27 and the off-ramp for Highway 407, and will require site-specific provisions to permit such a use in a "Prestige Area" designation, and with no outside storage.

The Official Plan contains site development policies respecting the operation of waste recycling establishments, some of which are outlined as follows:

- "a) Waste recycling establishments shall be operated in a manner that does not result in a nuisance or a hazard to the health and safety of the natural environment and persons.
- b) Waste recycling establishments shall be permitted to operate within a wholly enclosed building or structure that is free-standing.
- c) Management and Operational policies which relate to the following:
 - i) No waste materials shall be received at a waste recycling establishment that cannot be managed or is incompatible with the processing equipment and systems and storage capabilities.
 - ii) All waste residues generated from waste recycling establishments including waste materials that are presently not recyclable shall not be sent to an approved waste disposal site.
 - iii) Steps shall be taken to mitigate potential obnoxious qualities relating to noise, odour, air quality, ground and surface water quality, vectors (eg. birds and insects), vermin (eg. rats), and liquid discharges to sewers, which may seriously impact surrounding land uses.
 - iv) Best management practices and technologies shall be incorporated into the design and maintenance of waste recycling establishments with consideration given to in-draft ventilation systems with filtering of exhaust air, dust control systems equipped with particulate filters, regular equipment maintenance, and other similar matters to minimize potential site problems.
 - v) Sites shall be maintained free of litter and other undesirable materials. Owners shall perform daily site clean up and establish vector and vermin control programs, among other similar matters.
- d) Uses which because of the nature of the materials used are considered a noxious trade, business or manufacture under the Health Protection and Promotion Act or related regulations, shall not be permitted.
- e) The surface of all driveways, parking, loading, access and maneuvering areas shall be paved with hot mix asphalt or concrete.
- f) Distance Separation-Proximity to Sensitive Land Uses: the Official Plan also requires a substantial distance separation between waste recycling operations and existing and planned residential, institutional and parkland uses. The zoning by-law will establish the setbacks of the building to open space areas."

Prior to execution of the site plan agreement, Dongara will be required to obtain all necessary approvals from the Ministry of the Environment and Energy (MOEE) (ie. Certificate of Approval).

The Development Planning Department has reviewed the development proposal in light of the Official Plan policies and the surrounding land use context, and have determined that the proposed waste recycling and processing facility is supportable. The proposed industrial recycling use is located within an employment area that stretches between Steeles Avenue West and Langstaff Road, and will be contained within a wholly enclosed building with no outside storage, consistent with other prestige employment development that is sited adjacent to arterial roads and highways.

Region of York Official Plan

The Region of York Planning Department has no objections in principle to the proposed development, provided the lands are removed from the Parkway Belt West Plan. The Region will be the final approval authority of the implementing Official Plan Amendment, upon adoption by Vaughan Council.

Regional Staff have identified the following matters of Regional interest – largely technical in nature, that will be implemented in detail through the review and approval and finalization of details of the related site plan application:

- a) Traffic impacts (i.e. trucks) generated by the proposed development. A detailed Traffic Impact Study shall be prepared to the satisfaction of the Regional Transportation and Works Department;
- b) Regional Road #27 road and access improvements. The proposed driveway must be aligned with Toronto R.V. Road for signalization, and illumination shall be provided to the satisfaction of the Regional Transportation and Works Department and the Ministry of Transportation; and,
- c) Water and waste water servicing. Full municipal services are required for the proposed development.

Zoning

The subject lands are currently zoned PB1(S) Parkway Belt Linear Facilities Zone by By-law 1-88, which permits public uses only. The applicant is requesting that the subject lands be rezoned to EM1 Prestige Employment Area Zone with site-specific exceptions to permit the proposed waste recycling and processing use. By-law 1-88 does not permit any form of waste recycling facility as-of-right within the City. Accordingly, an amendment to the Zoning By-law is required to permit such a use, and with no outside storage of goods or materials. The following zoning exceptions will be required:

1. The required lot frontage is 36 metres, whereas the proposed development has 0.0 metres frontage.
2. Under Section 3.21 of By-law 1-88, a "lot" is required to have frontage on a public street, whereas the proposed lot does not have any frontage.
3. For the purposes of the zoning amendment, all lot lines will be considered to be interior lot lines.
4. Parking is to be provided at a ratio of 1.5 parking spaces for every 100m² floor area for employment use and 2 parking spaces for every 100m² floor area for office use. The required parking is 137 spaces, whereas 35 spaces are proposed and have been determined to be acceptable through the parking study that has been approved by the Engineering Department.
5. The maximum driveway width in By-law 1-88 is 13.5 metres, whereas the driveway width exceeds the maximum at both the northerly lot line and the driveway access located off-site on Regional Road 27.

6. A 7.5 metre wide landscape strip is to be provided where the site abuts an Open Space Zone, whereas 0.0m is proposed. The PB1(S) Parkway Belt Linear Facilities Zone that surrounds this site is a classification of the Open Space Zone.
7. Relief from Section 3.8 (parking requirements) is required to facilitate the off-site access on the lands owned by Hydro One to the north.
8. Permit a maximum building height of 24m for the storage dome, whereas 15m is currently permitted.

For these reasons, an application to amend the Zoning By-law is required. These exceptions will be necessary to facilitate the proposed site development, and are supported by the Development Planning Department.

Supporting Studies

In order to address the issues of impact and compatibility, and to satisfy policy requirements of the Official Plan, studies were undertaken and submitted by Dongara, including functional servicing, stormwater management, flood plain analysis, traffic and parking, and environmental site assessment (Phase I). The functional servicing, stormwater management and traffic studies have been reviewed by the Engineering Department, and revisions to the studies have been requested. The parking study has been approved as identified in the "parking" section of this report.

Dongara has also submitted a "Noise Impact Study (Revised)" dated March 23, 2006, and "Application for Certificate of Approval for a Waste Processing Facility (Air & Noise) submitted to Ministry of Environment, August 2, 2005". The Engineering Department has reviewed these documents and advises that Ministry of Environment approvals are required.

The proposed development will require a Certificate of Approval from the Ministry of the Environment. These approvals shall be in place prior to the execution of the implementing site plan agreement.

Department/Agency Comments

Ministry of Transportation Ontario (MTO)

The MTO has no objections to the Official Plan and Zoning By-law Amendment and Site Development applications, subject to Dongara obtaining all required MTO permits, and addressing all MTO requirements, including the following:

- a) Access shall be located outside Highway 407 land limits. Any proposed access to the subject property shall be made to match the proposed signalization to Toronto R.V. Road.
- b) The existing field entrance located approximately 50 metres north of the Highway 407 westbound off-ramp shall be removed.
- c) MTO requires information regarding the processing of the pellets, to assess whether the hazardous products used or waste created may potentially spill and enter the Highway 407 lands through the existing watercourse.

The MTO has reviewed the stormwater management report and site servicing and grading plan and has requested a number of revisions and updates which are technical in nature. Dongara will be required to satisfy the requirements of the MTO, prior to the execution of the site plan agreement, including all site plan; fencing; traffic; road widenings, turn lane and intersection design; geotechnical; and electrical matters, which are required to facilitate the development.

The site plan application is subject to Parkway Belt Application 19-PBA-028-179, and the MTO has advised that all of their comments are subject to the property being removed from the Parkway Belt.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the submitted flood plain analysis report and site plan and indicates that the proposed development is located adjacent to the Regional Storm Flood Plain of the Humber River. The current site plan illustrates the proposed pellet facility along with the associated access road/storage dome immediately adjacent to the flood plain. TRCA staff indicates that they recognize the importance of the proposed project in diverting waste from landfills through the recycling of waste into fuel pellets, as well as, the fact that natural features on the site are limited to the flood plain (no significant vegetation, no valley slope). As such, the TRCA would accept the proposed reduction in the development setbacks, as well as, the proposed culvert road crossing to the north, subject to further information being submitted for TRCA review. The reduced development setback, watercourse crossing, along with cutting/filling, is acceptable, provided that provisions are made to conduct restorative works downstream/off-site in order to minimize the proposed impacts to the aforementioned natural feature. The TRCA requests further discussions with the applicant to explore options and opportunities to enhance the nearby natural system.

Dongara will be required to satisfy all TRCA requirements as a condition of site plan approval.

Region of York Transportation and Works Department

The Region of York Transportation and Works Department has reviewed the applications and supports the Dongara proposal. Cole Engineering Group Ltd. and Dongara are to be the prime proponents of the Regional Road 27 road and access improvements together with the signalization necessary for the approval of the development application.

The additional pavement required at the Regional Road 27/Toronto RV Road intersection to provide for southbound left turn movements is to be constructed on the east side of the existing edge of the through lane. The northbound right-turn lane and taper to the site access are to be added beyond the widened through edge of pavement.

Prior to the submission of preliminary pavement design for the development, Regional approvals will require that the most up to date topography of Regional Road 27 be obtained. This information shall include the Regional Road 27 resurfacing completed in 2005 and the current pavement markings. The suggested plan limits should extend from the Highway 407 westbound exit ramp to the north limit of the Hydro line crossing Regional Road 27.

Dongara will be required to satisfy all requirements of the Region of York Transportation and Works Department, as a condition of site plan approval.

Vaughan Engineering Department

Dongara will be required to extend the water main and sanitary sewers to the property, from the west side of Regional Road 27.

Review of the subject applications from a servicing and stormwater management and grading perspective has been undertaken by Cole Engineering and appropriate stormwater management and site servicing and grading reports have been submitted for review and approval by the City's Engineering Department. The Engineering Department has reviewed the studies and has requested revisions and updates from the applicant. These revisions and updates shall be finalized prior to the execution of the site plan agreement, and the satisfactory to the Engineering Department.

The Engineering Department has also reviewed a Traffic Impact Study dated November 28, 2005, conducted by Cole Engineering Groups Ltd. in support of the proposed development, and a Peer Review Report dated March 29, 2006, prepared by Mark Engineering (Queen of Heaven Cemetery's Peer Review Consultant), and advises that they generally concur with the analysis provided in the Transportation Consultants' Peer Review Report and accept the comments/recommendations set out in the Cole Engineering report. Accordingly, the Engineering Department has requested that a revised Traffic Impact Study be submitted, addressing all of the comments set in the subject peer review report.

The applicant's Consultant (Cole Engineering) by letter dated May 12, 2006, has submitted a response in the form of additional information to Mark Engineering (Queen of Heaven Cemetery's Peer Review consultant) respecting the Dongara's Traffic Impact Study. These studies will also be forwarded to the Region of York Transportation and Works Department for their review and approval.

It is noted in the Traffic Study that there will be 3 shifts each day, between Monday to Saturday (7am to 7pm), with approximately 134 trucks per day accessing the Dongara facility.

Hydro One Networks Inc.

Hydro One has no objection in principle to the proposed development, subject to details respecting lot grading, drainage, fencing, and landscaping, being addressed by Dongara to the satisfaction of Hydro One, as a condition of final site plan approval. In addition, it will be necessary for Dongara to obtain permanent easements for storm sewer/drainage swale and access road purposes, from Hdyro One, in order to service the development.

Planning Analysis

Site Design

The subject lands are currently vacant and comprise 2.38 hectares of tableland with no frontage onto a public road (see Attachment #2). Dongara is currently in negotiations with Hydro One Networks Inc. to acquire a right-of-way easement in favour of Dongara to access the site. The placement of the building, storage dome and silos is oriented in a northwest direction relative to Regional Road #27. The proposal contemplates the following development:

Waste Recycling Facility/Pellet Plant Area	8,130m ² (including 200m ² office)
Storage Dome	982m ²

Parking

The proposed site plan includes 35 parking spaces. Based on the requirement of Zoning By-law 1-88, parking for this site is calculated as follows:

Waste Recycling Facility/Pellet Plant:	7,930m ² @ 1.5 space/100m ² GFA = 119 parking spaces
Office Space:	200 m ² @ 2.0 spaces/ 100m ² GFA = 4 parking spaces
TOTAL PARKING REQUIRED	123 parking spaces

The proposed development requires 123 parking spaces. The applicant has indicated that there will be no more than 15 employees per shift X 3 shifts per day within the building at any one time and has prepared a parking study to justify the reduction in the required number of parking

spaces to a minimum of 35 spaces. The Engineering Department has reviewed the report entitled "Dongara Solid Waste Pellet Processing Facility Parking Study, City of Vaughan", dated May 1, 2006, prepared by Cole Engineering and advises that they agree with the conclusions reached in the study and have no objection with the proposed parking supply of 35 spaces.

Accordingly, an exception to By-law 1-88 will be required for a reduced minimum parking requirement of 35 parking spaces.

Access

The proposed site plan shown on Attachment #2 contemplates access to Regional Road #27 by way of a right-of-way easement over the adjacent northerly lands owned by Hydro One Networks Inc. The proposed driveway over the right-of-way is 12m in width, and the access throat at the Regional Road #27 entrance point and at the lot line is greater than the City's maximum of 13.5m, being 20m and 22m, respectively, which will need to be confirmed by Dongara on the final site plan, for inclusion in the site-specific zoning by-law.

Parking areas are located at the front of the building (northwest) with the driveway extending around the building providing access to loading areas to the north and the storage dome and silos along the east side of the building.

Building Elevations

The proposed building elevations are shown on Attachment #4. The proposed building is a single storey rectangular industrial building with a height of approximately 11.3 metres. The entrance to the building is located on the west elevation and is comprised of a glazed curtain wall structure, with the remainder of the building consisting of white prefinished metal panels, that are periodically accented with glass panel inserts. Five prefabricated metal silos, white in colour, are proposed at the east end of the building which rise to a height of 23.73 metres. Further east is a prefabricated metal storage shed covered with brown asphalt shingles which rises to a height of approximately 23.96 metres.

Landscaping

Dongara has submitted a landscaping plan (Attachment #3) and proposes to plant a variety of deciduous and coniferous trees around the perimeter of the property. The Development Planning Department has reviewed the Landscape Plan and notes that a number of the species proposed are not to be used in an Asian Longhorn Beetle regulated area, and has requested Dongara to update the planting schedule.

Along the south edge of the property line, a dense mature tree planting scheme is required to increase the screening of the building from Highway #407. The planting should have an array of mature coniferous and deciduous trees. The City will be working with Dongara to acquire the provision of additional landscaping along the south elevation on MTO lands.

Compatibility

Applications to amend the Official Plan and Zoning By-law to permit the subject lands for the operation of a waste recycling facility and for the production of fuel pellets with no outside storage is supportable. The subject lands are surrounded by industrial uses to the east and the Highway #407 off-ramp to the south, and south of Highway #407 with industrial uses. To the north is a Hydro One transformer station and hydro corridor, and further north there are employment uses. The lands to the west across Regional Road 27 are to be developed with a 7 storey and 8 storey office buildings and a 9 storey hotel. Further west is the Queen of Heaven cemetery. Accordingly, the location of the facility is appropriate in the context of the surrounding land uses. The surrounding area is primarily devoted to employment uses.

The proposed facility is to be within a wholly enclosed building with no outside storage permitted, and does not directly abut Regional Road 27 or the Highway #407 off-ramp. The City of Vaughan's Employment Area Plan (OPA #450) is to be amended to redesignate the subject lands to "Prestige Area" designation with site specific policies to permit the proposed waste recycling and processing facility and pellet manufacturing plant. Although, the "Prestige Area" designation does not permit waste recycling facilities to be located within the Prestige Area designation, the Development Planning Department can support the redesignation given the location and surrounding context of the facility, and that the proposal is contained within a wholly enclosed building with no outside storage.

The proposed facility conforms with the Region of York Official Plan, which designates the site as an "Urban Area". There are no significant features, forest resources, or regional greenlands system on or within the vicinity of the site.

The proposed Official Plan Amendment will be site specific to permit the waste recycling and processing facility and the production of fuel pellets within a "Prestige Area" designation. The amendment will contain policies restricting the use within a wholly enclosed building, with no outside storage and will contain policies that all necessary approvals required from the Ministry of Environment and Energy (ie. Certificate of Approval) be obtained prior to the execution of a site plan agreement. Prior to Council adopting the implementing Official Plan and Zoning By-law Amendments, the site must be deleted from the Parkway Belt West Plan by the Ministry of Municipal Affairs and Housing.

The implementing zoning by-law will permit the uses on site on the basis of an approved site plan, with no outside storage, and will provide the necessary exceptions to facilitate the development proposal.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed application to amend the existing Official Plan designation from "Public Open Space and Buffer Area" and "Road" within the "Public Use Area" of the Parkway Belt West Plan to "Prestige Area" with site-specific provisions under OPA #450 (Employment Area Plan); and to rezone the property from PB1S Parkway Belt Linear Facilities Zone to EM1 Prestige Employment Area Zone under By-law 1-88, to permit a waste recycling and processing facility, which also produces fuel pellets, in light of Regional and City Official Plan policies, the requirements of By-law 1-88, and the area land uses context. The proposal to redesignate and rezone the subject lands, and for Site Development approval, to permit the waste recycling and processing facility, which also produces fuel pellets, and with no outside storage, is supportable.

The subject lands are currently owned by the Ontario Realty Corporation and will be purchased by the City, upon the lands being removed from the Provincial Parkway Belt West Plan. The City will then in turn be leasing these lands to Dongara Pellet Factory to undertake the proposed development. The Dongara facility will address the needs of York Region on managing approximately 70,000 to 100,000 tonnes per year of municipal solid waste, which will be diverted from shipment to Michigan licensed disposal sites. At the Dongara facility, municipal solid waste will be sorted to either be used in the manufacture of an alternative fuel pellet or sold as recyclable products, with the remaining minor amount of materials sent to landfill, which will benefit the environment.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations
5. Floor Plan

Report prepared by:

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Grant Uyeyama, Manager of Development Planning, ext. 8635

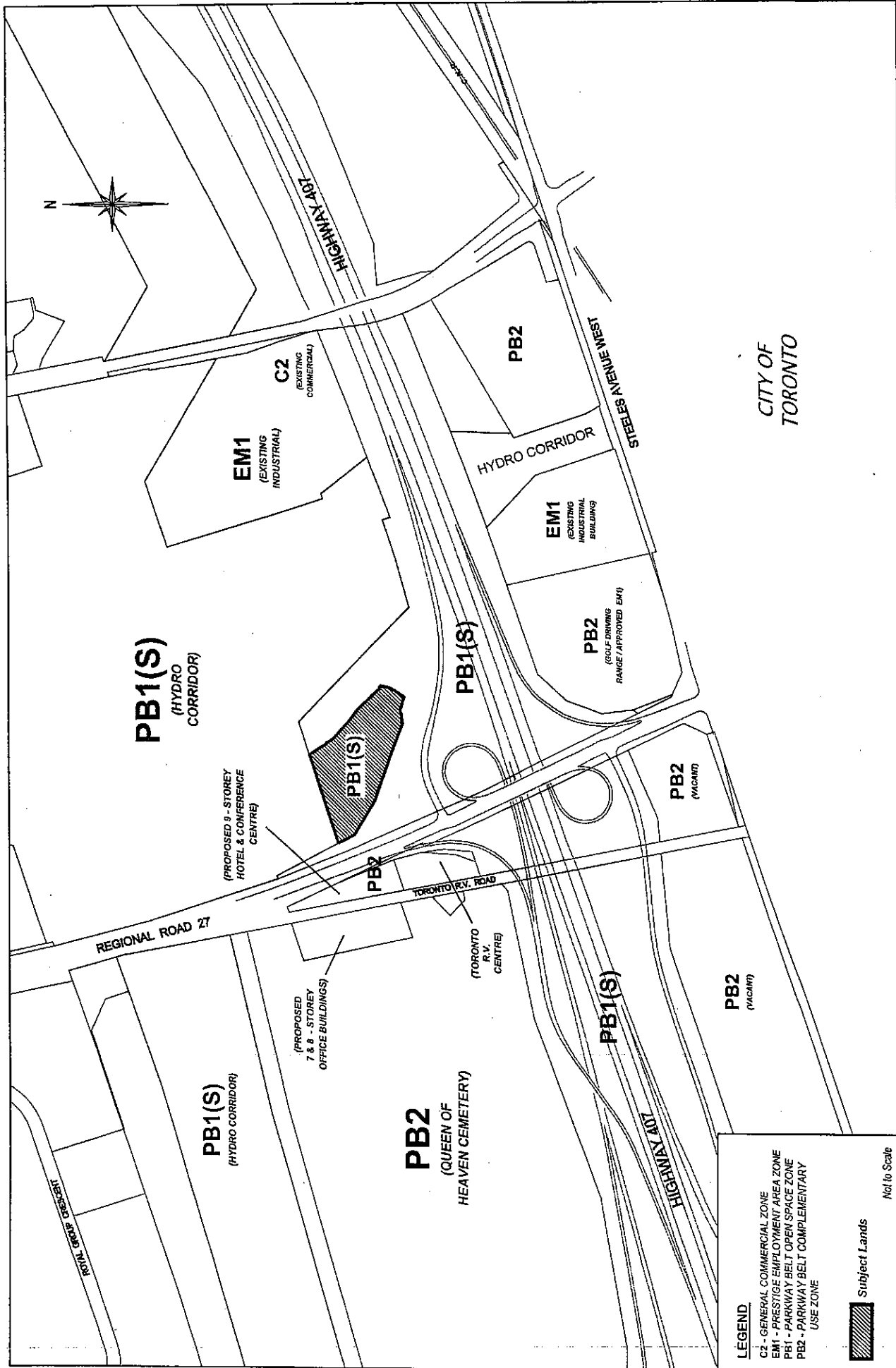
Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

MARCO RAMUNNO
Director of Development Planning


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LEGEND

- C2 - GENERAL COMMERCIAL ZONE
- EM1 - PRESTIGE EMPLOYMENT AREA ZONE
- PB1 - PARKWAY BELT OPEN SPACE ZONE
- PB2 - PARKWAY BELT COMPLEMENTARY USE ZONE

 Subject Lands

Not to Scale

Location Map

Part of Lot 2,
Concession 8
APPLICANT:
CITY OF VAUGHAN
(DONGARA PELLET FACTORY)

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City of Vaughan

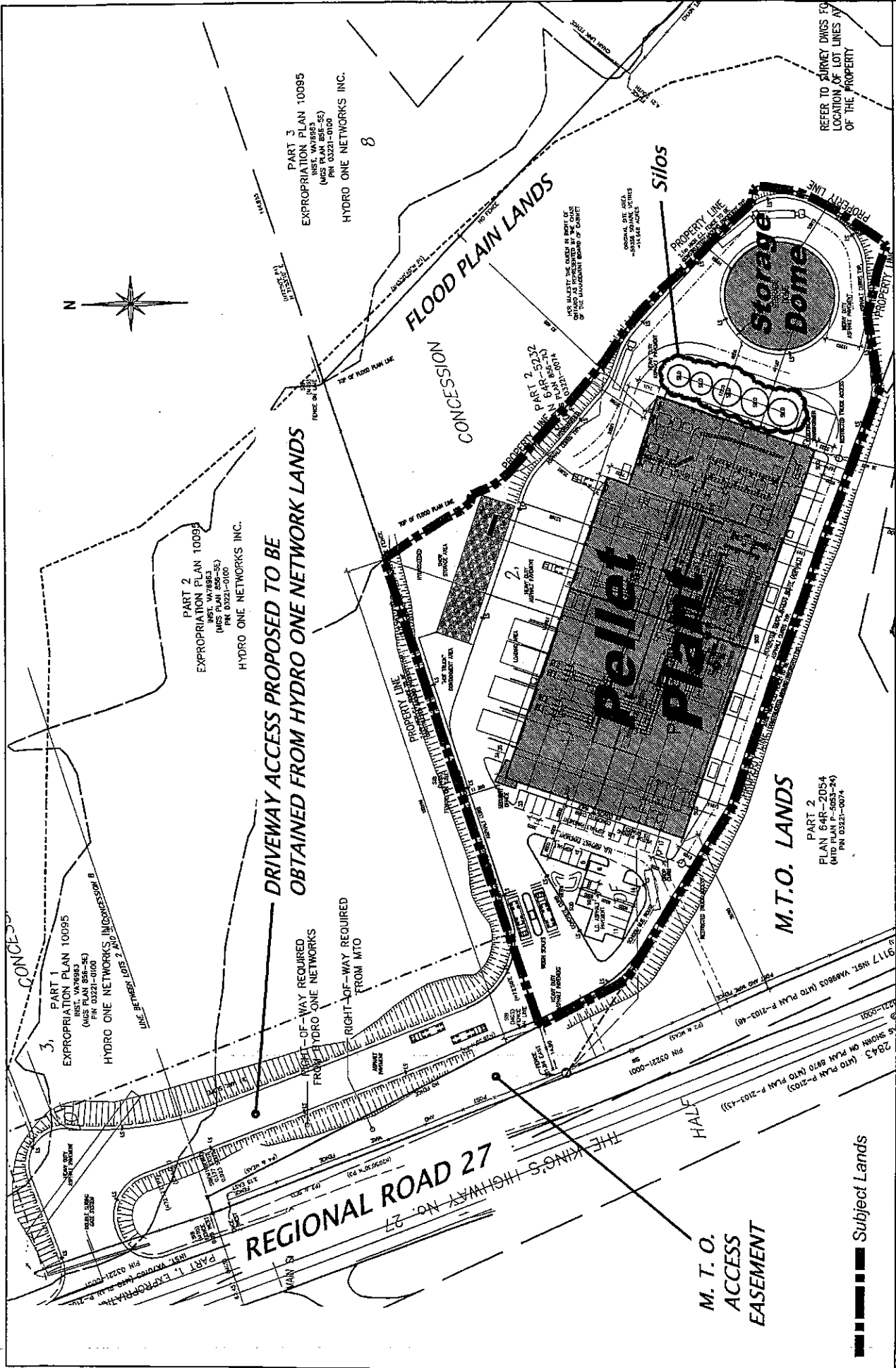
Development Planning Department

Attachment 1

FILE No.: DA.06.001
RELATED FILE(S):
Z.05.054 & OP.05.024

May 2, 2006

CITY OF TORONTO



REFER TO SURVEY DINGS TO
LOCATION OF LOT LINES AT
OF THE PROPERTY

Attachment 2

FILE No.: DA.06.001
RELATED FILE(S):
Z.05.054 & OP.05.024

May 2, 2006

City of Vaughan

Development Planning Department

Site Plan

Part of Lot 2,
Concession 8
APPLICANT:
CITY OF VAUGHAN
(DONGARA PELLET FACTORY)
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Subject Lands

M.T.O.
ACCESS
EASEMENT

REGIONAL ROAD 27
THE KING'S HIGHWAY No. 27

PART 1
EXPROPRIATION PLAN 10095
(INST. WA9803)
(MTO PLAN P-2103-40)
PN 03221-0100
HYDRO ONE NETWORKS INC./CONCESSION B
LINE BETWEEN LOTS 2 AND CONCESSION B

PART 2
EXPROPRIATION PLAN 10095
(INST. WA9803)
(MTO PLAN P-2103-40)
PN 03221-0100
HYDRO ONE NETWORKS INC.

DRIVEWAY ACCESS PROPOSED TO BE
OBTAINED FROM HYDRO ONE NETWORK LANDS

RIGHT-OF-WAY REQUIRED
FROM HYDRO ONE NETWORKS

RIGHT-OF-WAY REQUIRED
FROM MTO

FLOOD PLAIN LANDS

CONCESSION

Pellet
Plant

M.T.O. LANDS

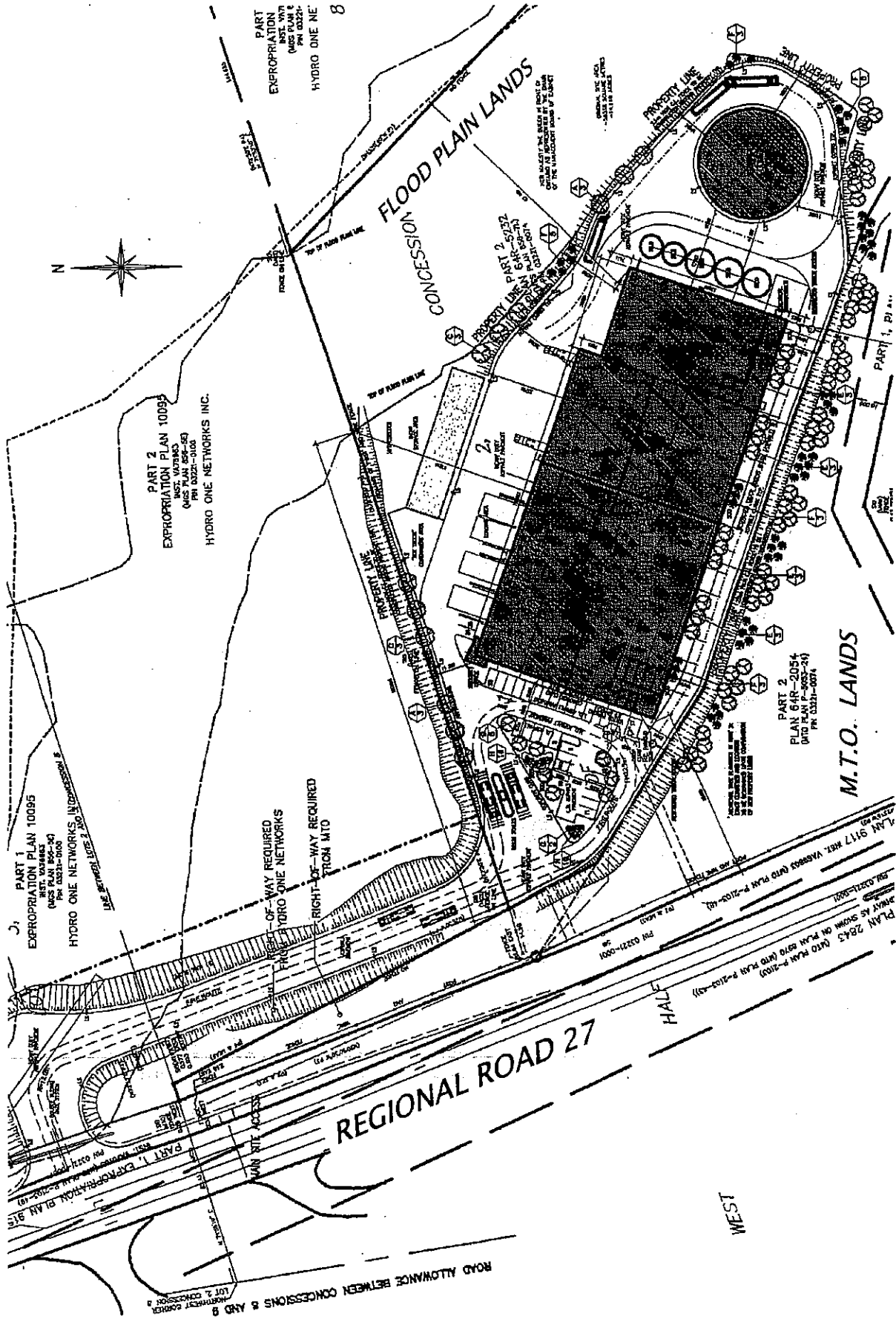
PART 2
PLAN 64R-2054
(MTO PLAN P-5053-24)
PN 03221-0014

Storage
Dome

Silos



REGIONAL ROAD 27
THE KING'S HIGHWAY No. 27



Landscape Plan

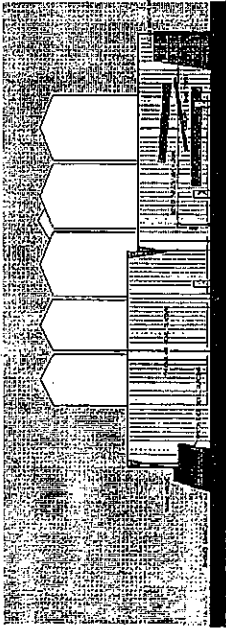
Part of Lot 2,
Concession 8
APPLICANT:
CITY OF VAUGHAN
(DONGARA PELLET FACTORY)
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City of Vaughan

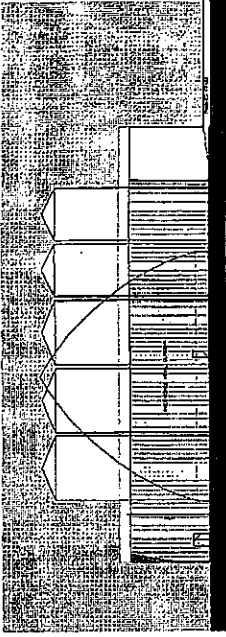
Development Planning Department

Attachment 3

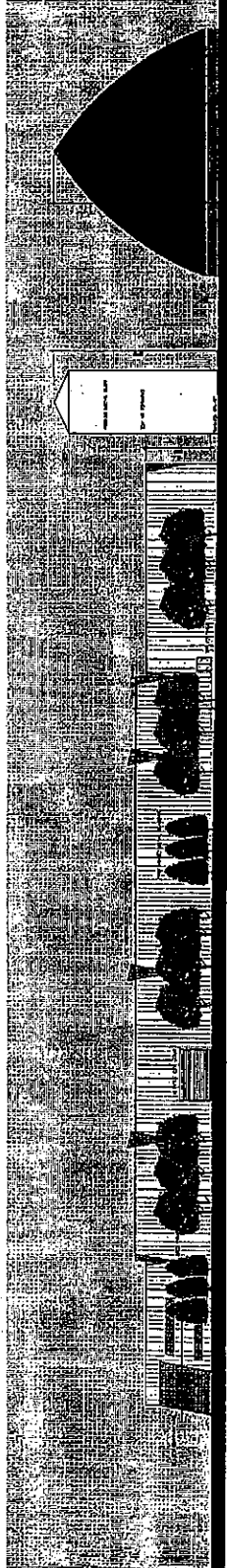
FILE No.: DA.06.001
RELATED FILE(S):
Z.05.054 & OP.05.024
April 28, 2006



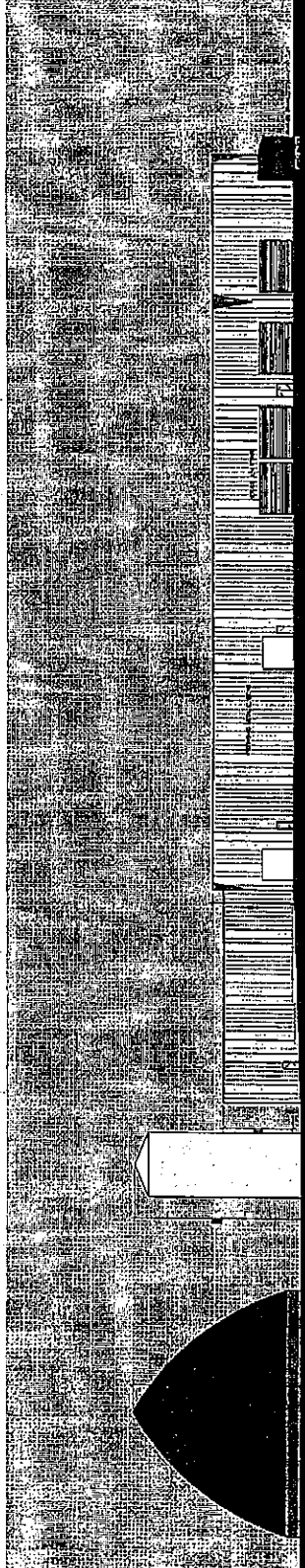
WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

REFER TO SITE PLAN FOR LANDSCAPE ITEMS
TREES SHOWN ON THESE ELEVATIONS ARE DIAGRAMMATIC
ACTUAL LOCATIONS MAY VARY

Not to Scale

Elevations

Part of Lot 2,
Concession 8
APPLICANT:
CITY OF VAUGHAN
(DONGARA PELLET FACTORY)
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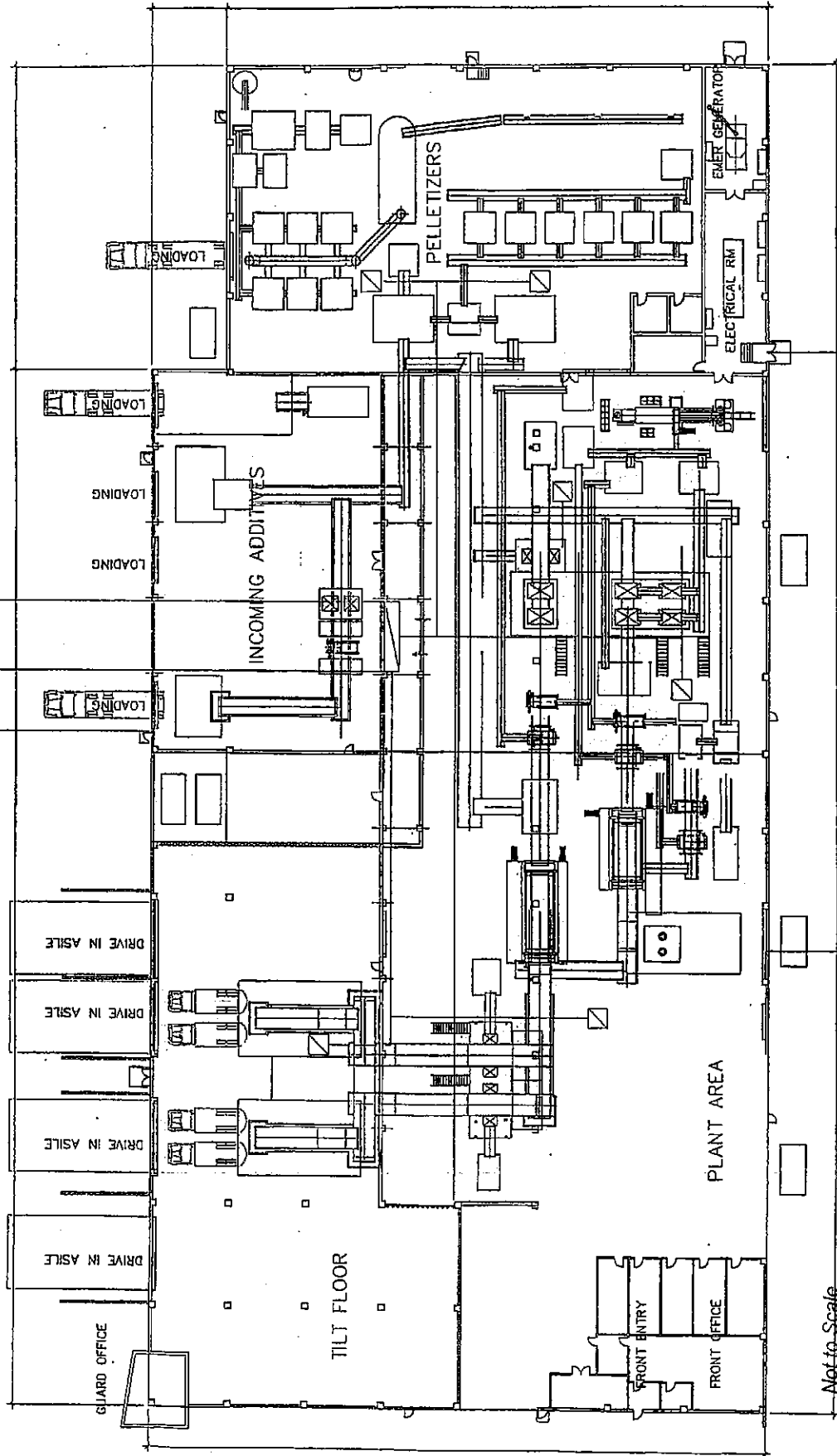
City of Vaughan

Development Planning Department

Attachment 4

FILE No.: DA.06.001
RELATED FILE(S):
Z.05.054 & OP.05.024

April 28, 2006



Not to Scale

Floor Plan

Part of Lot 2,
Concession 8

APPLICANT:
CITY OF VAUGHAN
(DONGARA PELLET FACTORY)
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City of
Vaughan

Development Planning Department

Attachment 5
FILE No.: DA.06.001
RELATED FILE(S):
Z.05.054 & OP.05.024
April 28, 2006