



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 1, CW Report No. 87 – Page 2

**Attachments**

None

**Report prepared by:**

Cindy Furfaro-Benning, Council Administrative Assistant

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 2, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

2

**REQUEST FOR STAFF TO REVIEW ALTERNATIVE  
OPTIONS AS IT RELATES TO DITCHES IN OLD MAPLE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated November 29, 2004:

**Recommendation**

Councillor Peter Meffe recommends:

That staff be directed to report on alternative options that would allow ditches in Old Maple to be removed in accordance to strict City of Vaughan standards.

**Purpose**

The purpose of this recommendation is to provide Council with information in order to further explore the possibility for the controlled removal of ditches in Old Maple.

**Background - Analysis and Options**

Due to resident request to remove the ditches and the following ditch related problems:

1. Costs associated to the maintenance of ditches for water flow;
2. Build up of leaves, silt and mulch which needs to be addressed continually;
3. Possible health risks such as West Nile Virus as these ditches are mosquito breeding grounds; and
4. Approximately 25 homeowners have already eliminated the ditches which potentially may not be to City of Vaughan standards.

Various options might be, but are not limited to the following:

1. City Works Project;
2. Home Owner Project to City Standards; and
3. Local Improvement Project.

Level ditches to be considered only, curbs and sidewalks shall not be included.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

That the City of Vaughan staff conduct their analysis and report back to Council with their recommendations and findings with respect to the elimination of the ditches in Old Maple.

**Attachments**

Letter from resident, Gerry Schiller (Confidential)

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**Report prepared by:**

Adele Panicali, Council Administrative Assistant

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 3, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**3                            GLEN SHIELDS AVENUE – TRAFFIC CALMING MEASURES**

**The Committee of the Whole recommends:**

- 1)        That the recommendation contained in the following report of Councillor Yeung Racco, dated November 29, 2004, be approved; and**
- 2)        That the report be provided to the Committee of the Whole meeting of January 17, 2005.**

**Recommendation**

In response to requests from local residents, Councillor Sandra Yeung Racco recommends:

1. That staff be directed, in coordination with the Local Ward Councillor's office, to meet with the community to determine the traffic calming measures to be installed on Glen Shields Avenue and report to a future Committee of the Whole; and
2. That staff meet with the Local Ward Councillor's office prior to the community meeting to develop a feasible traffic calming plan for Glen Shields Avenue.

**Purpose**

To control traffic issues along Glen Shields Avenue and to bring resolution to the Traffic Calming Committee's standstill regarding these issues.

**Background - Analysis and Options**

A Traffic Calming Committee was set up for this area several years ago; however no feasible traffic calming plan has ever been implemented. As a result, traffic calming for this area has been at a standstill for approximately four years. Both the residents and the Traffic Calming Committee are divided on what traffic calming measures they would like to see implemented in the area. Since we are not getting a consensus from the Traffic Calming Committee, the Local Ward Councillor would like to move forward and present a feasible traffic calming plan to the residents to try to work out the issues and reach a consensus.

**Relationship to Vaughan Vision 2007**

- 1.1.4 Identify and implement innovative traffic management alternatives to improve general traffic safety.
- 3.3.1 Implement effective traffic calming measures

This report is consistent with priorities previously set by Council.

**Conclusion**

In order to move forward with a traffic calming plan and to avoid further delays, it is recommended that staff and the Local Ward Councillor meet with the community on this issue.

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**Attachments**

None

**Report prepared by:**

Cindy Furfaro-Benning, Council Administrative Assistant

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 4, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**4 CITY OF VAUGHAN EMPLOYMENT & BUSINESS PROFILE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated November 29, 2004:

**Recommendation**

The Commissioner of Economic/Technology Development and Communications recommends that this report be received.

**Purpose**

To provide members of Council with an update regarding employment and business statistics across the City of Vaughan.

**Background - Analysis and Options**

Based upon data collected by York Region in 2003, along with labour force data collected from Census 2001, the Employment & Business Profile provides a concise collection of information relating to labour force and employment across the City of Vaughan.

**Some highlights of the report:**

- 1) VAUGHAN'S LABOUR FORCE
  - one of the youngest labour forces in the GTA with an average age of 38.4 years;
  - commuting distances for Vaughan's labour force remains amongst the lowest in the GTA at 10.3 km on average;
  - the highest ratio of local employment to resident labour force within the GTA at 1.28 people employed within Vaughan for each person in Vaughan's labour force.
  
- 2) EMPLOYMENT & BUSINESS ANALYSIS
  - 7,223 businesses employing 134,600 individuals;
  - Concord leads all communities representing 54% of Vaughan's employment base;
  - variety of business types:
    - Small Business (1-19 employees) – 21% of total employment;
    - Medium Business (20-99 employees) – 34%;
    - Large Business (100-499 employees) – 30%;
    - 500+ employees – 15%.
  
- 3) BUSINESS COMPOSITION
  - Vaughan businesses continue to be distributed mainly within Manufacturing, Retail Trade, Construction and Wholesale Trade;
  - Manufacturing alone represents greater than 1,300 businesses and 45,700 employees.
  
- 4) SECTOR ANALYSIS
  - Four important sectors within Vaughan's economy: Manufacturing, Construction, Transportation & Warehousing; and Wholesale Trade.

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5) EMPLOYMENT AREA ANALYSIS

- A look at Vaughan's employment area and major developments over 2003.

6) SMALL & MEDIUM BUSINESS

- An analysis of small and medium-sized businesses across Vaughan and their importance to the city's economy.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

The Employment & Business Profile represents the City of Vaughan's growing labour force and developing employment activity. The profile provides a starting point towards the study of significant economic development issues such as cluster and industry sector analysis. Users of this information include planning, real estate, site location and policy making consultants, whom are strategically planning to expand or locate in Vaughan. Last year the department published the Area Profiles for each community as well as being published on the City's website and through local media.

**Attachments**

Employment & Business Profile (Members of Council only)

**Report prepared by:**

Joe Esposito  
Community Business Development Coordinator

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



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Item 5, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

5 **SHERWOOD PARK DRIVE  
TURNING RESTRICTION**

The Committee of the Whole recommends:

- 1) That the Region of York be requested to implement the prohibitions; and
- 2) That a report be brought forward with respect to the feasibility and cost of installing an island on Sherwood Park Drive at Keele Street.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That turn prohibitions at the intersections of Sherwood Park Drive and Keele Street and at Sherwood Park Drive and Rutherford Road not be installed.

**Purpose**

To review the feasibility of implementing turn prohibitions at the intersections of Sherwood Park Drive and Keele Street and at Sherwood Park Drive and Rutherford Road, in response to direction from Council.

**Background**

At its meeting on June 28, 2004 Council directed:

1. ***“That staff be requested to investigate the need for and feasibility of installing a “No Left Turn” regulation between the hours of 7:00 am and 9:00 am for northbound traffic at the intersection of Keele Street and Sherwood Park Drive; and***
2. ***That staff be requested to investigate the need for and feasibility of installing a “No Left Turn” regulation between the hours of 4:00 pm and 6:00 pm for northbound traffic at the intersection of Keele Street and Sherwood Park Drive; and***
3. ***That staff be requested to investigate the need for and feasibility of installing a “No Right Turn” regulation between the hours of 7:00 am and 6:00 pm for eastbound traffic at the intersection of Rutherford Road and Sherwood Park Drive; and***
4. ***That staff be requested to investigate the need for and feasibility of installing “No Right Turn” regulation between the hours of 4:00 pm and 6:00 pm for eastbound traffic at the intersection of Rutherford Road and Sherwood Park Drive; and***
5. ***That staff report to a future Committee of the Whole meeting with respect to their findings as soon as possible.”***

Sherwood Park Drive is a local residential roadway. The posted speed limit on Sherwood Park Drive is 40 km/h. Rutherford Road and Keele Street are arterial roadways under the jurisdiction of the Region of York, and are statutory 50 km/h streets. The study area is shown on Attachment No. 1.

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Residents expressed concerns that drivers are using Sherwood Park Drive to bypass the Keele Street and Rutherford Road intersection. Staff conducted an infiltration study on November 9, 2004 during the time periods of 7:00am to 9:00am and 4:00pm to 6:00pm to determine the amount of 'cut-through traffic'.

The infiltration routes and results of the studies are summarized in the following table.

November 9, 2004 Study				
TIME	ENTERING AT	EXITING AT	TOTAL INBOUND VEHICLE	TOTAL INFILTRATION
7:00am to 9:00am	Rutherford Road and Sherwood Park Drive	Keele Street and Sherwood Park Drive or at Keele Street and Alberta Drive	30	17 or 56.7%
7:00am to 9:00am	Keele Street and Sherwood Park Drive	Rutherford Road and Sherwood Park Drive	11	2 or 18.2%
4:00pm to 6:00pm	Rutherford Road and Sherwood Park Drive	Keele Street and Sherwood Park Drive or at Keele Street and Alberta Drive	25	4 or 16.0%
4:00pm to 6:00pm	Keele Street and Sherwood Park Drive	Rutherford Road and Sherwood Park Drive	87	31 or 35.6%

The total inbound traffic volumes during all study times are low. The actual volumes of traffic infiltration during both study time periods are also low. Due to the low number of vehicles recorded during these study periods, staff does not recommend the installation of turn prohibitions at either intersection.

If Council should wish to proceed with turn prohibitions, it should be noted that both intersections are under Region of York jurisdiction. In this case, the Region of York would be requested to review the feasibility of implementing one or more turn prohibitions.

However, any intersection turn prohibition would apply to all motorists. Residents affected by the restrictions would need to accept the extra travel distance required to access their homes during the maximum 4-hour intersection turn prohibitions. Therefore, prior to the implementation of a prohibition City Engineering Staff in consultation with Region of York Transportation Staff would have to notify the residents. A survey would be mailed to each home requesting a vote of the proposed prohibition(s). If there were support of 66.6%, then the Region of York would report to Regional Council recommending approval of the prohibition(s).

The Region of York was requested to provide a collision history at Rutherford Road and Sherwood Park Drive. Region staff could not locate any collision reports at these intersections.

**Conclusion**

Based on staff's review, it is recommended that turn prohibitions at the intersections of Sherwood Park Drive and Keele Street and at Sherwood Park Drive and Rutherford Road not be installed.

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**Attachments**

1. Location Map

**Report prepared by**

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

:MR

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

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Item 6, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**6 PAVEMENT MANAGEMENT SOFTWARE SYSTEM**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 29, 2004:**

**Recommendation**

The Commissioner of Engineering and Public Works in consultation with the Director of Purchasing Services, the Director of Information Technology Services and the Director of Reserves and Investments recommends:

1. That the proposal received from Deighton Associates Ltd. in the amount of \$241,829.13 (applicable taxes included) be accepted, and;
2. That Council authorize the Clerk and Mayor to sign related documents.

**Purpose**

To seek approval of computer software for a Pavement Management System in order to assist City staff in the coordination, planning and implementation of its Capital Works Program for roadway maintenance and rehabilitation.

**Background - Analysis and Options**

The Infrastructure Management Systems section of the Engineering and Public Works Department is responsible for infrastructure records, data and data management and strategic analysis related to the City's civil infrastructure.

The purpose of a Pavement Management System is to assist City staff in the coordination, planning and implementation of its roadway maintenance and rehabilitation programs. The system will also assist Staff to identify the needs of our road network through:

- Complementing the technical expertise, knowledge and data within the City;
- Promote self sufficiency and reduced dependency on external professional services with the exception of arising special needs or studies;
- Ranking, Prioritization and Optimization Analysis of road sections based on user-definable parameters for funding, life-cycle costs, treatment strategies and pavement performance models for pavement maintenance and rehabilitation at various network levels such as all roads, maintenance districts, political regions, functional classes, etc.;
- Developing multi-year maintenance and rehabilitation programs that complement longer term, strategic philosophies and goals;
- Calculate and analyze overall network condition;
- Predict future overall network and road section specific condition and performance;
- Analyze economic benefit and re-investment required to sustain and/or improve a given network condition over a period of time;
- Calculate Life Cycle costing on road sections;
- Produce Graphs and Reports on the data and analysis results.

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We seek to obtain a completely generic and flexible asset management and strategic analysis software tool that can seamlessly combine data management and asset analysis components together. The system shall maximize use of the Ontario Road Inventory Management System (RIMS) data, historical information, knowledge and experience of City personnel and City policy for the implementation towards a new software platform to effectively and efficiently manage our road asset.

A Request for Proposal (RFP04-142) was issued on Wednesday July 28, 2004 and was advertised on the ETN (BidNavigator) and Daily Commercial News. A total of 18 RFP Documents were issued with 5 proposals received. Of the 5 proposals received, 2 were determined to be non-compliant with the RFP's terms and conditions.

An evaluation meeting was held with the review committee comprising of Denny Boskovski, Infrastructure Management Systems Supervisor, Tom Ungar, P. Eng., Design Engineer, Pat Marcantonio, Senior Engineering Assistant and Paul Cook, C.P.P., Supervisor of Supplies and Services attending as an advisor, to evaluate the 3 compliant proponents being Applied Geologics Inc., Deighton Associates Ltd. and Hansen Information Technologies Canada Inc.

Based on the proposals and information provided by Engineering Services, Information Technology Services provided a technical review and assessment to ensure that corporate technology policies and standards are met.

The proposal from Deighton Associates Ltd. has the highest evaluation. The evaluation scoring reflects the consultant's ability to address the requirements and objectives of the RFP's Terms and Conditions.

Deighton's dTIMS CT software is widely used in Ontario for Pavement Management by the following authorities:

Regional Municipality of York  
Regional Municipality of Peel  
Regional Municipality of Durham  
The Greater City of Sudbury  
Municipality of Clarington

City of Brampton  
City of Cornwall  
City of Oshawa  
City of St. Catharines  
Town of Whitby

dTIMS CT software is used world wide. New Zealand for instance, which is considered a leader and pioneer in Infrastructure Management and Strategic Assessment, have made dTIMS CT the standard Asset Management and Strategic Analysis Software Tool for all Provinces, Territories, Regional and Municipalities Authorities.

dTIMS CT fulfills the Engineering and Public Works Department's immediate and long term goals to have one generic tool to strategically assess all civil infrastructure. With a generic foundation in place, we will expand our use of this tool to strategically assess effective maintenance and rehabilitation needs for bridges, watermains, sewers, street lighting, traffic appurtenances, etc. The advantage to using a common platform is that we can further assess these various asset categories amongst each other. This permits the City to better identify not only common needs and trends but impacts to one asset class when another asset is provided with more resources over another. This type of information is key to planning more effective and efficient Capital Programs while understanding the ultimate effect decisions made today will have on our future.

dTIMS CT will assist the City to address regulatory requirements such as those under the Sustainable Water and Sewage Systems Act, 2002 by developing a management plan for infrastructure maintenance and replacement.

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The base data required for the Pavement Management System is generated as a regular function of the Infrastructure Management Systems Section and will be fully integrated with the Enterprise G.I.S. Database. On a general note, the application complies with the policies, standards and procedures as defined through the Corporate G.I.S. initiative.

The necessary financial provisions in the Engineering and Public Works Department's budget have been previously established and approved by Council. Those previously approved projects of similar scope have been consolidated into Capital Project Number 1536-0-04 Pavement Management Software System and there is sufficient funding available.

**Relationship to Vaughan Vision 2007**

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

*Service Delivery Excellence*

The Pavement Management Software System will assist Staff to develop service levels that are attainable and measurable and communicate the service levels to Council and the Community.

*Technology and Innovation*

The proposal meets the requirements for Technology and Innovation based on conformance with the policies, standards and procedures as defined through the Corporate G.I.S. Initiative.

**Conclusion**

Requests for Proposal (RFP04-142) for Pavement Management Software System and related services have been received and evaluated by City of Vaughan stakeholder departments in an effort to reach consensus in the selection process.

The proposal from Deighton Associates Ltd. in the amount of \$241,829.13 (applicable taxes included), received the highest evaluation scoring and is qualified and compliant. It is recommended by Staff that this proposal be accepted.

The necessary provisions in the Engineering and Public Works Department's budget have been made and approved by Council.

**Attachments**

None

**Report prepared by:**

Denny S. Boskovski, Infrastructure Management Systems Supervisor, ext. 3105

DSB/mc

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 7, Report No. 87, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 6, 2004, as follows:

***By receiving the written submission from Mr. Pasquale Moscardelli, 46 Raymond Road, Woodbridge, L4L 2L1, dated December 1, 2004.***

**7 RAYMOND ROAD TRAFFIC SIGNS – SECONDARY UPDATE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 29, 2004:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the existing westbound left turn prohibition at the intersection of Raymond Road and Woodbridge Avenue during the time period of 7:00am to 9:00am, Monday to Friday be rescinded;
2. That a westbound left turn prohibition (Anytime) be enacted at the intersection of Raymond Road and Woodbridge Avenue;
3. That the existing northbound right turn prohibition at the intersection of Martin Grove Road and Raymond Road during the time period of 3:00pm to 6:00pm, Monday to Friday be rescinded; and
4. That a northbound right turn prohibition (Anytime) be enacted at the intersection of Martin Grove Road and Raymond Road.

**Purpose**

To review the feasibility of implementing traffic control measures to address the speeding concerns on Raymond Road, in response to Council direction and a petition by local residents.

**Background - Analysis and Options**

At its meeting of October 25, 2004 Council adopted the following:

***“That this matter be deferred to allow staff to conduct traffic counts and analyze the information to determine traffic infiltrations in the area during the traffic prohibitions and non-traffic prohibitions times and report back on the results.”***

There is an existing westbound left turn prohibition at the intersection of Raymond Road and Woodbridge Avenue (7:00am to 9:00am, Monday to Friday) and an existing northbound right turn prohibition at the intersection of Martin Grove Road and Raymond Road (3:00pm to 6:00pm, Monday to Friday). At its meeting on June 28, 2004 Council approved modifying the previous turn prohibitions so that they would apply in peak time periods only. Prior to June 28, 2004 the turn prohibitions applied anytime.

Council approved the peak time periods at both intersections as residents had expressed a concern that the time period applied to them on an all day, anytime basis. The residents were forced to travel a circuitous route to access their homes. To alleviate those concerns, the more specific peak time periods were implemented.

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Subsequent to Council's June 28, 2004 decision, a petition, dated August 9, 2004 was received (signed by a majority of the Raymond Road residents) requesting that the "Anytime" prohibition be reinstated.

In order to respond to Committee's direction, Engineering Department staff sent a survey to the Raymond Road residents. The surveys were hand delivered by staff to all 38 homes on the street on Friday, October 8, 2004. Residents were asked to return the surveys by October 13. There were two options for the residents to choose from, which are:

Option 1 – return to the 'anytime' time period for the intersection turn prohibitions, or;

Option 2 – continue with the peak period time periods for the intersection turn prohibitions.

To date, staff has received 33 responses from the 38 households on Raymond Road. Of the 33 responses received, 25 households or 74% of respondents (representing 66% of the total residents on the street) indicated their support for Option 1 to return to the intersection turn prohibitions that would apply on an 'Anytime' time period. Typically, support of 66.6% of the community should be achieved prior to the implementing of any prohibition. The two-thirds support level is the threshold value used in assessing the viability of discretionary traffic regulation both in Vaughan and other jurisdictions.

Based on the survey results, the majority of Raymond Road residents support the 'Anytime' time period for the intersection turn prohibitions.

Staff collected volume data on Raymond Road south of Woodbridge Avenue and east of Martin Grove Road from October 25, 2004 to November 1, 2004. The collected volume data covered a weekday and weekend highest 24-hour time period and is summarized below.

TIME	LOCATION	DIRECTION	24 HOUR VOLUME	DAY
Weekday	South of Woodbridge Ave	Northbound	187	Friday
		Southbound	167	
Weekday	East of Martin Grove Rd	Eastbound	195	Thursday
		Westbound	149	
Weekend	South of Woodbridge Ave	Northbound	184	Sunday
		Southbound	145	
Weekend	East of Martin Grove Rd	Eastbound	218	Sunday
		Westbound	158	

Staff collected radar speed studies on Raymond Road south of Woodbridge Avenue on November 10, 2004 during the morning peak travel period of 7:30am to 9:00am. The average speeds on Raymond Road were 34 km/h in the northbound direction and 29 km/h in the southbound direction indicating a high level of compliance with the existing 40 km/h speed limit.

On October 28, 2004 staff conducted an infiltration study on Raymond Road between Woodbridge Avenue and Martin Grove Road during the AM and PM existing peak time periods in order to determine the amount of "cut through traffic". The following table summarizes the results of this investigation.



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Infiltration Pattern	AM Peak Period 7:00-9:00		PM Peak Period 3:00-6:00	
	Vehicles	% of Entering Traffic	Vehicles	% of Entering Traffic
Woodbridge Ave to Martin Grove Rd	7	3 or 43%	38	5 or 13%
Martin Grove Rd to Woodbridge Ave	7	1 or 14%	13	2 or 15%

For Saturday, October 30, 2004 staff hired an outside consultant to conduct an infiltration study on Raymond Road between Woodbridge Avenue and Martin Grove Road during the hours of 8:00am to 6:00pm in order to determine the amount of “cut through traffic”. The following table summarizes the results of this investigation.

10 Hour Time Period	Vehicles	% of Entering Traffic
Woodbridge Ave to Martin Grove Rd	31	22 or 71%
Martin Grove Rd to Woodbridge Ave	113	62 or 55%

Traffic infiltration is normally defined as “vehicular traffic passing through an area when the vehicle operator does not have a destination in the area”. Generally, the threshold value above which through traffic is defined as infiltration is 30%.

The traffic volumes on Raymond Road are low. The vehicle speeds are well within the existing speed limit of 40 km/h. During the weekday, the volume of illegal left and right onto Raymond Road are very low and the 10 hour volume of left and right turns onto Raymond Road are low. Based on the studies and the results of the survey, the amount of traffic that would be transferred to the surrounding road network would have a minimal operational impact. Therefore, Staff would not have a concern to either Option 1 or Option 2 above and would support the recommendation for the turn prohibitions as indicated by the residents.

**Relationship to Vaughan Vision 2007**

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

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

**Conclusion**

Based on staff's review, it is recommended that the above intersection turn prohibitions be implemented.

**Attachments**

1. Location Map

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Item 7, CW Report No. 87 – Page 4

**Report prepared by**

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

MG:mc

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

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Item 8, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**8 PRINCETON GATE PARK – BARRIER FENCING FOR STORMWATER POND**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 29, 2004, be approved;
- 2) That staff provide a list of all SWM Ponds; and
- 3) That a fence for the Rutherford Road and Weston Road SWM Pond be reviewed.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That this report BE RECEIVED for information purposes and that the proposed criteria be accepted as Corporate Policy regarding acceptable standards for Stormwater Management (SWM) Ponds.

**Purpose**

The purpose of this report is to provide Council with a Corporate Policy regarding acceptable standards for Storm Water Management (SWM) Facilities.

**Background - Analysis and Options**

Council, at its meeting of October 15, 2001, recommended:

“That staff be directed to develop a Corporate Policy regarding acceptable standards for stormwater ponds.”

Accordingly, the Engineering Department released the March 2004 Edition of the Design Criteria & Standard Drawings document on June 30, 2004 (a copy of the section entitled Stormwater Management System is attached for reference) which replaced the May 1993 Design Criteria and the December 2000 Standard Drawings. The document is intended to be the guideline for use in the approval processing, design and construction of all municipal servicing including SWM Facilities. With respect to the stormwater management pond fencing requirements, a 1.5 metre black vinyl chain link perimeter fence is required along the property lines of residential, commercial, industrial or institutional lands where they abut a SWM block. Where walkways, commercial and institutional blocks abut a SWM block, the City may require a 1.8 metre high privacy wood fence in lieu of the chain link fence. While it is the City’s objective to integrate SWM facilities as positive and safe amenities within the communities and open space systems, the current practice is not to locate them adjacent to elementary schools or neighbourhood parks.

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In addition, the City retained the joint engineering consulting team of Earth Tech Canada Inc. and Clarifica Inc. to complete a detailed inventory of all stormwater management facilities currently assumed by the City. It is the intent of this study to ultimately recommend appropriate assessment and maintenance procedures and protocols that may be implemented by the City. This study is timely, given the existing number of stormwater management ponds currently being assumed by the City and the large number of ponds currently proposed within all recently approved Block Plans. Upon completion of the study, it is the City's intention to implement the recommendations contained therein, with respect to assessment and maintenance procedures.

**Relationship to Vaughan Vision 2007**

The recommendation is consistent with Vaughan Vision 2007 item 1.1.6 Review the level of enforcement, compliance and monitoring of regulations related to public safety.

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

**Conclusion**

Based on the above, the attached Engineering Department's Design Criteria for Stormwater Management System, currently included in the City's Design Criteria and Standard Drawings document may be adopted as the Corporate Policy regarding acceptable standards for Storm Water Management (SWM) Facilities.

**Attachment**

1. Engineering Department's Design Criteria for Stormwater Management System

**Report prepared by**

Mirella Doyle, Acting Development Supervisor, Engineering Planning & Studies, ext 8256

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 9, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**9** **2004 ANNUAL REPORT ON INFRASTRUCTURE -  
GEODETIC CONTROL SURVEY MONUMENTS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 29, 2004:

**Recommendation**

The Commissioner of Engineering and Public Works in consultation with the Director of Reserves and Investments recommends:

1. That this report on the current status of our Geodetic Control Survey Monument Network be received as information;
2. That an Annual Replacement Program be established utilizing available funding in the Geodetic Reserve; and
3. That the amount of \$50,000 be considered in the Proposed 2005 Capital Budget for the Annual Replacement Program with this amount to be reviewed annually through the Capital Budget Process.

**Purpose**

The purpose of this report is to provide Council with an annual report on the current inventory, value and condition of our Geodetic Control Survey Monument Network.

**Background - Analysis and Options**

The Infrastructure Management Systems section of the Engineering and Public Works Department is responsible for infrastructure records, data and data management and strategic analysis related to the City's civil infrastructure.

It is our intent to report annually to Council on the current inventory, value and condition of all classes of civil infrastructure including but not limited to roads, pipes, structures, stormwater management ponds, street lighting and traffic appurtenances. This report focuses on our Geodetic Control Survey Monument Network.

The Geodetic Control Survey Monument Network consists of Vertical Control Monuments (Benchmarks) and Horizontal and Vertical Control Monuments and are used extensively by the municipal and development communities to establish Survey Control in all facets of building and construction.

Vertical Control Monuments (Benchmarks) typically are a permanent marker affixed to a structure such as a building, bridge or culvert and denote a fixed ground elevation in metric denomination with mean sea level as the base elevation reference. Horizontal and Vertical Control Monuments typically are a Brass Cap affixed to either a concrete structure or an iron survey bar and articulate geographic positioning relative to the surface of the earth as well as a fixed ground elevation.

The Infrastructure Management Systems section maintains information on the Network and has initiated a regular inspection and condition assessment program of all Geodetic Control Survey Monuments annually.

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Our current inventory consists of 102 Vertical Control Monuments (Benchmarks) and 274 Horizontal and Vertical Control Monuments for a total of 376 Monuments. The age of these monuments varies from 6 to 38 years. The total replacement value of all Monuments is estimated at \$71,400 and \$191,800 respectively with a grand total value of \$263,200.

The simple breakdown of the City of Vaughan’s current inventory is captured in the following table:

TYPE	NUMBER	REPLACEMENT VALUE
Vertical Control Good	79	\$ 55,300
Vertical Control Not Found	23	\$ 16,100
Total	102	\$ 71,400
Horizontal & Vertical Control Good	199	\$ 139,300
Horizontal & Vertical Control Not Found	75	\$ 52,500
Total	274	\$ 191,800
Grand Total	376	\$ 263,200

Through our analysis, we have determined that the network, as it stands today, is incomplete and inefficient. Effectively, the City is unable to serve citizen, municipal and development needs due to “gaps” in the network.

The Infrastructure Management Systems Section is inspecting the condition of these monuments annually with inspections planned for the fall of each year. This affords us the ability to document any changes to the Network nearing the end of the traditional construction season. Through our inspection program, we have determined that 98 monuments or 26% of the current network has been destroyed due to construction activity. The replacement value of these monuments is estimated at \$ 68,600. We are actively communicating this information to those parties that may be responsible and are seeking compensation for their loss.

Given that we have established a firm business plan to regularly inspect the Network, maintain this data and communicate it to Staff, we are now positioned to better communicate to the municipal and development communities, our understanding of impacts that any future activity will have to this type of infrastructure.

We recommend that an annual Geodetic Control Survey Monument Program be established with a fixed budget to replace those monuments destroyed and to infill, existing older areas and new development areas of the City that require geodetic control.

An amount of \$50,000 from the Geodetic Reserve has been included in the Proposed 2005 Capital Budget for consideration by the Budget Committee to establish an Annual Replacement Program.

**Relationship to Vaughan Vision 2007**

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

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**Conclusion**

That this report on the current status of our Geodetic Control Survey Monument Network be received as information and that an Annual Replacement Program can be sufficiently funded from the Geodetic Reserve. An amount of \$50,000 has been included in the Proposed 2005 Capital Budget for consideration by the Budget Committee to begin the Annual Replacement Program with this amount to be reviewed annually through the Capital Budget Process.

**Attachments**

None

**Report prepared by:**

Denny S. Boskovski, Infrastructure Management Systems Supervisor, ext. 3105

:DSB

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





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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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- a) **Dr. Mike Pizzuto, 110 Santa Barbara Place, Woodbridge, L4L 8J6, and written submission dated November 29, 2004;**
- b) **Ms. Maria Tari, 136 Santa Barbara Place, Woodbridge, L4L 8J6; and**
- c) **Mr. Nat Tari, 136 Santa Barbara Place, Woodbridge, L4L 8J6.**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That this report on staff's findings regarding an assessment of traffic operations on Santa Barbara Place be received.
2. That a right turn prohibition be implemented at the intersection of Velmar Drive and Blackburn Boulevard, between the hours of 7:00 am to 9:00 am, Monday to Friday.
3. That a right turn prohibition be implemented at the intersection of Velmar Drive and Santa Barbara Place, between the hours of 7:00 am to 9:00 am, Monday to Friday.
4. That a right turn prohibition be implemented at the intersection of Velmar Drive and Radley Street, between the hours of 7:00 am to 9:00 am, Monday to Friday.
5. That a right turn prohibition be implemented at the intersection of Valeria Boulevard and Columbus Avenue, between the hours of 4:00 pm to 6:00 pm, Monday to Friday.
6. That a right turn prohibition be implemented at the intersection of Valeria Boulevard and Santa Barbara Place, between the hours of 4:00 pm to 6:00 pm, Monday to Friday.
7. That the above turn prohibitions be implemented only if there is community support of at least 66.6% and that a report be brought forward with the results of the survey, prior to enactment of the implanting by-law.

**Purpose**

To report on the feasibility of implementing various traffic control measures including road closures, traffic diverters, one-way street system or turn prohibitions in the Weston Downs Community (on Santa Barbara Place and on Blackburn Boulevard).

**Background**

At its meeting on May 17, 2004, Committee recommended:

**“That this matter be deferred to allow a meeting with the Ward 3 Sub-Committee, the ratepayers’ association, and staff.”**

At its meeting on May 25, 2004, Council amended:

**“By directing that the phrase ‘before the end of June 2004’ be added following the word ‘staff’ in the above clause.”**

Santa Barbara Place is a local residential street and the existing speed limit is posted at 40 km/h. Existing all-way stop controls are on Santa Barbara Place at the intersections of Velmar Place, Columbus Avenue, and Valeria Boulevard. There are three existing speed humps on Santa Barbara Place located between #19 and #25 Santa Barbara Place, at #79 Santa Barbara Place, and between #130 and #136 Santa Barbara Place. Refer to Attachment No. 1.

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The collision history on Santa Barbara Place from 2001 to 2003 shows a total of three collisions. Two turning movement collisions occurred at the intersection of Santa Barbara Place and Galloway Drive. The third collision occurred at #1 Santa Barbara Place when a driver lost control of a vehicle and struck a parked car.

Staff collected speed and volume data on Santa Barbara Place south of Galloway Drive and south of Kingsnorth Boulevard from March 24, 2004 to March 26, 2004. The collected speed and volume data covered a 24-hour time period and is summarized below.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED	24 HOUR VOLUME
March 24-26, 2004	24 hour	South of Galloway Drive	Northbound	42	2163
March 24-26, 2004	24 hour	South of Galloway Drive	Southbound	44	2046
March 24-26, 2004	24 hour	South of Kingsnorth Boulevard	Northbound	40	1944
March 24-26, 2004	24 hour	South of Kingsnorth Boulevard	Southbound	38	1816

The average speeds on Santa Barbara Place range from 38 to 44 km/h indicating a high level of compliance with the posted speed limit. With the existence of the three speed humps and an all-way stop control between Velmar Drive and Valeria Boulevard, speeding is virtually controlled along Santa Barbara Place.

However, as shown in the above table, the daily traffic volumes both directions are above that of a typical local road level of 3000 vehicles per day. Staff reviewed the length of time that the vehicles needed to back out of the driveways during the peak AM travel period. It was noted that the vehicles could back out of the driveways in a relatively timely fashion, recognizing the traffic volumes along Santa Barbara Place.

Staff conducted an infiltration study on Santa Barbara Place between Velmar Drive and Valeria Boulevard during the AM and PM peak periods on March 31, 2004 in order to determine the amount of “cut through traffic”. The following table summarizes the results of this investigation.

Infiltration Pattern	AM Peak Period 7:30-9:00		PM Peak Period 3:00-5:30	
	Vehicles	% of Entering Traffic	Vehicles	% of Entering Traffic
Velmar Drive to Valeria Boulevard	212	62.2%	149	60.8%
Valeria Boulevard to Velmar Drive	56	41.5%	252	40.4%

Traffic infiltration is normally defined as “vehicular traffic passing through an area when the vehicle operator does not have a destination in the area”. Generally, the threshold value above which through traffic is defined as infiltration is 30%. From the table above, the cut through traffic exceeds the threshold. Traffic volumes are much higher during school start and dismissal times due to parent pick-up and drop-off activities at St. Clare Catholic School located on Velmar Drive opposite Santa Barbara Place. The side streets off Santa Barbara Place such as Blackburn Boulevard, Galloway Drive, Columbus Avenue and Kingsnorth Boulevard would account for some of the volume on Santa Barbara Place. These roadways have secondary access points onto other roads within the subdivision.

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Public Meeting

On June 29, 2004 a meeting was held with the Traffic Committee Chair, a Ratepayer's Association representative, several residents on Santa Barbara Place, three City of Vaughan Council members and Engineering Department Staff. The outcome from the meeting resulted in four possible solutions to improve the traffic concerns raised by the residents on Santa Barbara Place. The four possible solutions are:

1. Road Closure:

- At the intersection of Santa Barbara Place/Columbus Avenue and at the intersection of Blackburn Boulevard/Columbus Avenue. (Attachment #2 and #4)

2. Traffic Diverter:

- At the intersection of Santa Barbara Place/Columbus Avenue and at intersection of Blackburn Boulevard. (Attachment #2 and #3)

3. Implement a one-way street system:

- southbound direction only on Blackburn Boulevard starting at Radley Street, northbound direction only on Santa Barbara Place from Columbus Avenue to Velmar Drive, southbound direction only on Santa Barbara Place from Columbus Avenue to Blackburn Boulevard. (Attachment #5)

4. Turn Prohibitions:

- AM Peak Period 7:00am to 9:00am - Velmar Drive/Blackburn Boulevard and Velmar Drive/Santa Barbara Place.

- PM Peak Period 4:00pm to 6:00pm – Valeria Boulevard/Columbus Avenue and Valeria Boulevard/Santa Barbara Place.

Staff requested and received comments from the City's Fire and Rescue Service Department, Public Works Department and the York Catholic District School Board. The York Region Public School Board was contacted, however no response was received at the time of the preparation of the report.

York Catholic District School Board – Student Transportation Services

Student Transportation Services advised that all the proposed changes to Santa Barbara Place would have an impact on the route services. The following schools have routes that would be directly impacted: Father Bressani Catholic High School (2 routes), Blue Willow Public School, St. Gregory the Great Catholic School, Emily Carr High School, Woodbridge College, and Le Petit Prince (1 route at each school).

Fire and Rescue Service Department

Road Closures

- This option would reduce the ability of emergency services to respond in that area. If Emergency Services were to respond to the wrong side of the closure (e.g. a resident reporting a fight or a fire "a few houses down the street" or 'at the house behind me') then

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it will take several minutes to get to the right side of the street. Closing off streets greatly reduces the response flexibility that Emergency Services presently have within this neighbourhood.

#### Traffic Diverters

- The same comments apply as the road closures.

#### One-Way Street System

- This option also would reduce response times by having the emergency vehicle drive all the way around the block to reach a particular address. In many cases, it will add minutes to the emergency response. Emergency vehicles are not permitted to drive the wrong way on one-streets.

#### Turn Prohibitions

- The by-law would exempt emergency vehicles from turn prohibitions and therefore there are no concerns regarding this option.

#### Public Works Department

#### Road Closures

- Public Works would require a residential cul-de-sac to be constructed on both Blackburn Blvd and Santa Barbara Pl. This would be the only way to accommodate the winter snow plowing and residential garbage pick-up if adequate right-of-way is provided.

#### Traffic Diverters

- Since these roads were not originally designed to accommodate traffic diverters within the intersections, this option may not be able to allow the movement of snow plows, garbage trucks and fire emergency vehicles.

#### One-Way Street System

- The Public Works Department does not support this option.

#### Turn Prohibitions

- This option would be acceptable by the Public Works Department.

Regarding Option 4 – the implementation of turning prohibitions at the four noted intersections during specific time periods would require resident support since residents both on Santa Barbara and the connecting side streets would be adversely affected. With the implementation of turning prohibitions, traffic would be diverted to other neighbouring streets such as Kingsnorth Boulevard, Blackburn Boulevard and Columbus Avenue. Should Council wish to pursue this option, a survey would need to be sent to **all** area residents requesting their support of the proposed restrictions. Support of 66.6% of the community should be achieved prior to implementing any prohibition. The two-thirds support level is the threshold value used in assessing the viability of discretionary traffic regulation both in Vaughan and in other jurisdictions.

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This option may address the concerns of the residents in an effort to reduce the number of vehicles on Santa Barbara Place and it would be an inexpensive option as only traffic signs are required.

Regarding Option 1 the road closure or Option 2 the traffic diverters, residents both on Santa Barbara Place and the connecting streets would be adversely affected. Prior to the implementation of either option, a survey would need to be sent to all area residents requesting their support. Similarly, support of 66.6% of the community should be achieved prior to implementing either option. Also, either option would be required to follow the Municipal Act and the Environmental Assessment Act.

The change of several streets within the subdivision to become a one-way street system Option 3 - can not be supported as the community would be required to travel further distances to and from their homes. In addition, a change in the road network would increase response times for emergency services vehicles, impact the Public Works Department operational services, impact the route services of Student Transportation Services, cause confusion for visitors and delivery services to this subdivision. The subdivision was not designed to accommodate one-way type traffic movement on its existing street network.

Design Issues

The right-of-way width for both Santa Barbara Place and Blackburn Boulevard is 20 metres. The design of the road closure cul-de-sac bulb will be substantially below City Standards and would not accommodate the movement of snow plows and garbage vehicles. The movement for fire emergency, snow plow and garbage vehicles will be difficult with the construction of a traffic diverter at both subject intersections. The intersections were not built to have a traffic diverter constructed where the available pavement width is reduced.

Costs

The estimated costs for the construction of the road closure cul-de-sac bulbs and the traffic diverters include all road work and relocation of existing street furniture and utility facilities.

Santa Barbara Pl/Columbus Ave road closure (Attach. #4)	-	\$120,000.00
Santa Barbara Pl/Columbus Ave traffic diverter (Attach. #3)	-	\$50,000.00
Blackburn Blvd/Columbus Ave road closure/traffic diverter (Attach. #2)	-	\$130,000.00

The matter of implementing road closures/traffic diverters on Santa Barbara Place and on Blackburn Boulevard have been dealt with in the past and are not recommended based on an overall traffic flow analysis. Road closures/traffic diverters would transfer traffic to the neighbouring local streets including Kingsnorth Boulevard, Blackburn Boulevard, Columbus Avenue and Galloway Drive. Residents of the Weston Downs community would be required to travel further distances to and from their homes. Furthermore, school buses would not have direct access to the schools and this would result in additional time for the buses to travel distances through the neighbourhood. Any type of road closure along Santa Barbara Place would increase the response times for the emergency services (fire, police, ambulance).

With the implementation of a one-way street network, there will be an additional cost to construct curb bump-outs at three noted intersections (as shown on Attachment #5): Blackburn Boulevard/Columbus Avenue on the northeast corner, Santa Barbara Place/Blackburn Boulevard on the northeast corner and Santa Barbara Place/Velmar Drive on the southwest corner. The curb bump-outs are required to direct traffic movement at the intersections to ensure motorists do not travel in the wrong directions on the roadways. The estimated cost (includes all labour, material, traffic signs) for the three curb bump-outs is \$12,000.

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The cost estimate for the installation of the necessary traffic signs for any of the four above options would be \$3,000.

**Relationship to Vaughan Vision 2007**

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

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

**Conclusion**

This report details staff's findings regarding a further assessment of traffic operations on Santa Barbara Place. While traffic volumes on Santa Barbara place exceed that expected on a local road, traffic speeds are not excessive and access from driveways on the street was observed to occur with relative ease. Although Santa Barbara was originally designed as a local roadway, it is functioning as a feeder road and is a critical component of the road network in the Weston Downs community. A road closure or a traffic diverter should not be considered, as they would adversely affect the community, the residents of the connecting streets and on Santa Barbara itself. Santa Barbara Place is a critical component of the Weston Downs roadway network providing connectively and continuity of access.

Accordingly, staff recommends that the recommended turning prohibitions be implemented.

**Attachments**

1. Location Map
2. Santa Barbara Place/Blackburn Boulevard – Road Closure/Diverter
3. Santa Barbara Place/Columbus Avenue - Diverter
4. Santa Barbara Place/Columbus Avenue – Road Closure
5. One-Way Street System Proposal

**Report prepared by**

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

:MD

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 11, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**11**

**SHADY VALE LANE CLOSURE  
AT TESTON ROAD**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 29, 2004:**

**Recommendation**

The Commissioner of Engineering and Public Works, in consultation with the Commissioner of Legal and Administrative Services and the Commissioner of Finance & Corporate Services, recommends:

1. That the City proceed with plans to close Shady Vale Lane in accordance with the preliminary design as presented to Rimwood Estates Homeowners' Association on September 15, 2004, at no cost to the residents;
2. That the City Clerk be directed to enact a By-law to stop up, close and convey part of Shady Vale Lane;
3. That the closure be constructed in conjunction with the Region of York's reconstruction of Teston Road project planned for 2005/2006; and
4. That the Regional Municipality of York and the Rimwood Estates Homeowners' Association be advised by the City Clerk of Council's direction on this matter.

**Purpose**

To seek Council approval with respect to the enactment of the by-law for the closure of Shady Vale Lane and to include the proposed works on Shady Vale Lane in the Region of York project for the reconstruction of Teston Road planned for 2005/2006.

**Background - Analysis and Options**

At its meeting of June 23, 2003, Council directed staff on the following:

- 1) That Shady Vale Lane be closed and that the Clerk be directed to proceed pursuant to the provisions of the Municipal Act;
- 2) That the retaining walls be demolished and the area be re-graded and restored with grass by a Property Standards Order, if necessary;
- 3) That the responsible residents pay for the cost of the work;
- 4) That staff proceed with Tax Sale procedures on the property; and
- 5) That the confidential report of the Commissioners of Engineering and Public works, Finance & Corporate Services and Legal & Administrative Services, dated June 16, 2003, be received.

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

#### Item 11, CW Report No. 87 – Page 2

At its meeting of December 15, 2003, Council referred the Shady Vale Lane closure to a future Committee of the Whole meeting in order to allow further discussions with the Rimwood Estates Homeowners' Association (REHA).

A number of meetings and discussions have taken place with the Rimwood Estates Homeowners' Association since, to discuss the closure of Shady Vale Lane and the retaining wall issues. It was subsequently agreed at a meeting on September 15, 2004, that the planned works for the closure of Shady Vale Lane are acceptable, and was confirmed by a letter dated October 4, 2004 from the Rimwood Estates Homeowners' Association and that the proposed works be included in the overall design of the reconstruction of Teston Road under the Region of York contract at no cost to the Rimwood Estates ratepayers.

With respect to the failing retaining walls on Shady Vale Lane, the City as part of the closure will remove the top portion of the walls and regrade the existing road allowance in accordance with the approved preliminary design as presented on September 15, 2004 (See Attachment No. 2) and provide additional landscaping as requested by the ratepayers group. Consequently, a Property Standard Order would not be necessary.

The Region of York has reviewed the proposed closure of Shady Vale Lane in conjunction with the Teston Road reconstruction and found that if the City were to proceed with the closure, the reconstruction of Teston Road would result in a better profile and would be more cost effective. Due to the cost saving realized by the Region of York not to reconstruct the Teston Road and Shady Vale Lane intersection, the Region will be responsible for the construction costs associated with the closure of Shady Vale Lane including the removal of the top portion of the failing retaining walls, regrading within the road allowance and additional landscaping. Therefore, the mentioned works would be at no additional cost to the City nor the residents of Rimwood Estates. The Rimwood Estates Homeowners' Association is aware of this and concur with this plan of action and the proposed works.

Further, it should be noted that when the by-law to stop up and close Shady Vale Lane from Teston Road to Nesver Court has been enacted, provision will be made to retain part of the lands as permanent easements for existing and future servicing needs. Should the balance of the road allowance be declared surplus lands, they may be available for sale to abutting homeowners.

At its meeting of June 23, 2003, Council directed staff to prepare a preliminary design and cost estimate and advise the residents accordingly regarding water and wastewater servicing, upon receiving a formal request from the Rimwood Estates Homeowners' Association. To date, no formal request has been received.

In addition the land that currently abuts the road allowance that is owned by the Rimwood Homeowners' Association could become land locked once the "stop-up" order has been enacted. However Engineering has indicated that access to these lands may be permitted by the permanent easement referred to above. Finance will be providing a report in the new-year advising Council prior to any property tax sale. This determination will not potentially affect the outcome related directly to the closure of Shady Vale Lane.

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

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



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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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**Conclusion**

Based on staff discussion with the Rimwood Estates Homeowners' Association and the Region of York and in order to address the issues or concerns of the residents, it is recommended that the road closure process of Shady Vale Lane be completed and also that the proposed works on Shady Vale Lane at Teston Road be constructed in conjunction with the Region of York project for the reconstruction of Teston Road from Weston Road to Jane Street.

**Attachments**

1. Location Plan
2. Landscaping Plan
3. Residents Letter of Acceptance
4. Letter to Rimwood Estates Homeowners' Association

**Report prepared by:**

Pat Marcantonio, C.E.T. – Senior Engineering Assistant, ext. 3111  
Tom Ungar, P. Eng. – Design Engineer, ext. 3110

PM:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 12, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**12                      DEVELOPMENT CHARGES – SEMI-ANNUAL ADJUSTMENT**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Reserves and Investments, dated November 29, 2004:**

**Recommendation**

The Director of Reserves & Investments in consultation with the Commissioner of Finance & Corporate Services recommends:

- 1) That in accordance with the appropriate semi-annual adjustments sections of each respective development charge by-law, the City Wide Development Charge rates and Special Service Area Development Charge rates be increased 4.94% effective January 1, 2005; and
- 2) That the following revised Development Charge Rates (Attachment 1) be approved.

**Purpose**

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

**Background - Analysis and Options**

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

In order to protect the municipality from escalating construction costs and based on a review of the Statistics Quarterly Construction Price Statistics (catalogue No. 62-007), the City Wide Development Charges and Special Service Area Development Charge Rates should be increased by 4.94% which reflects the six (6) month increase in the index for the period April 1, 2004 to September 30, 2004.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

Staff recommend that the City of Vaughan Development Charges be increased by 4.94%. The City Wide Development Charge and the Special Service Area Development Charges may be indexed without amending the existing by-law. The revised schedules reflecting the new rates are attached.

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**Attachments**

Attachment 1 – Revised Development Charge Rates

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 13, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

13

**PROPERTY TAX REBATE FOR SENIORS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Finance, dated November 29, 2004:

**Recommendation**

The Director of Finance in consultation with the Sr. Manager of Property Tax & Assessment recommends:

That this report be received for information purposes.

**Purpose**

Following the deputation of Mr. Gaetano Iuorio, at Committee of the Whole, on June 14, 2004, Committee requested that staff report on the Provincial legislation in British Columbia relating to property tax rebates for seniors.

**Background - Analysis and Options**

**Province of British Columbia:**

The Province of British Columbia has three separate property tax mitigation programs currently in place, as follows:

1. Provincial Regular Grant – There is a basic homeowner grant of up to \$470 available to Canadian citizens and landed immigrants on their principal residence for persons under 65 who are not disabled or receiving a war veterans allowance. The grant begins to decrease for homes with a current value assessment over \$585,000, and is eliminated for homes assessed at \$632,000 or greater.
2. Provincial Additional Grant – Persons 65 years of age or older, disabled persons or veterans may qualify for a grant of up to \$745 on their principal residence. This grant reduces or is eliminated on the same basis as #1.

Local municipalities are reimbursed for the cost of the grants above, by the BC Provincial government. Provincial and municipal staff we consulted with were not aware of any additional grants being provided at the cost of local municipalities.

3. Provincial Property Tax Deferral – In BC you can defer the full amount of your property taxes on your principal residence, each year if you are over 60 years of age or disabled. The deferred taxes are repaid upon sale of the property, or transfer of title to someone other than the spouse of the qualifying senior.

There is an initial administration fee of \$60 to apply for the deferral, as well as an annual renewal fee of \$10. Interest is charged on the deferred taxes at a rate not greater than 2% below the current borrowing rate. The deferral is not allowed when a homeowner has less than 25% equity remaining in the property.

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For comparison purposes, here is a summary of the programs available at a municipal level to City of Vaughan residents:

City of Vaughan / York Region:

The following property tax grant and tax increase mitigation programs are currently available:

The City provides a grant of \$225 per year, to qualifying seniors 65 years of age or older that are receiving a guaranteed income supplement from the Federal Government. This compares to local property taxes of \$737.00 for the average home in Vaughan.

In addition, the Region of York provides a property tax increase deferral program allowing homeowners to defer all or a portion of their property tax increase each year. Repayment of the deferral is required upon sale of the property, or transfer of title to someone other than the spouse of the qualifying senior.

Seniors between 55 and 64 must have a gross annual household income of less than \$23,000 for a single or \$40,000 for two or more persons and may only defer increases in excess of \$300. Seniors 65 or older are not subject to an income restriction or the \$300 threshold.

There is also a deferral program available to low income-disabled persons regardless of age.

There are no fees charged in relation to either of the above programs and there is no interest charged on property taxes that are deferred.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

Although a senior in BC may qualify for a grant higher than a Vaughan senior, the cost of the grant is not born by the local municipality in BC, as it is here. It is actually a Provincial grant, and it appears there are no local municipalities providing additional grants at their cost.

In terms of the tax deferral, our program allows deferral of tax increases, in order to assist seniors on fixed incomes, while still protecting the senior's equity. In BC, the equity in the property will erode much faster when the full amount of taxes are deferred with interest. We do not charge interest or any administration fees for the deferral program while BC charges both.

**Attachments**

None

**Report prepared by:**

Grace L. Marsh  
Sr. Manager, Property Tax & Assessment, Ext: 8268

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 14, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**14**

**ZONING BY-LAW AMENDMENT FILE Z.03.064  
SITE DEVELOPMENT FILE DA.03.055  
CARMELA GRECO  
REPORT #P.2004.46**

(Referred from the Council Meeting of November 8, 2004)

**The Committee of the Whole recommends:**

- 1) That staff review the revised application and bring forward a report to the Committee of the Whole meeting of January 17, 2005;
- 2) That staff submit the revised application to Heritage Vaughan for review;
- 3) That the following report of the Commissioner of Planning, dated November 29, 2004, be received; and
- 4) That the following deputations and written submission, be received:
  - a) Mr. Frank Greco, 10504 Islington Avenue, #204, Kleinburg, L0J 1C0, and written submission, on behalf of the applicant;
  - b) Mr. Iain Craig, Box 157, Kleinburg, L0J 1C0;
  - c) Mr. Ian H. Mitchell, Box 219, Kleinburg, L0J 1C0; and
  - d) Mr. Robert Klein, Kleinburg and Area Ratepayers Association, 8 Daleview Court, Kleinburg, L0J 1C0.

**Recommendation**

Council, at its meeting of November 8, adopted the following:

That the written submission from Mr. Frank Greco, Kleinburg Plaza, 10504 Islington Avenue, Suite 204, Box 772, Kleinburg, L0J 1C0, dated November 2, 2004, be received;

- 1) That this matter be referred to the Committee of the Whole meeting of November 29, 2004, to allow KARA to organize and hold a public meeting and that the applicant, members of Council and staff be invited;
- 2) That the following deputations, be received:
  - a) Mr. Ian H. Mitchell, Kleinburg and Area Ratepayers Association, 245 Camlaren Crescent, Kleinburg, L0J 1C0;
  - b) Mr. Robert Klein, 8 Daleview Court, Kleinburg, L0J 1C0;
  - c) Mr. Joe Caponio, 32 John Street, Kleinburg, L0J 1C0;
  - d) Mr. John A. Heddle, 11975 Kipling Avenue, RR 1, Kleinburg, L0J 1C0;
  - e) Mr. Frank Greco, on behalf of the applicant;
  - f) Mr. Paul De Buono; and
  - g) Mr. Iain Craig, 365 Stegman's Mill Road, Kleinburg, L0J 1C0; and
- 3) That the following written submissions, be received:

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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- a) Mr. Steven Kindree, 22 Daleview Court, Kleinburg, L0J 1C0, dated October 25, 2004; and
- b) Ms. Norma Curtis, 15 Cardish Street, Kleinburg, L0J 1C0, dated November 1, 2004.

Report of the Commissioner of Planning dated November 1, 2004

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment Application Z.03.064 (Carmela Greco) BE APPROVED, to rezone the subject lands from R1 Residential Zone to RM2 Multiple Residential Zone and OS1 Open Space Conservation Zone, with the following exceptions:
  - a) a maximum building height of 9.5 m; and,
  - b) a minimum rear yard of 10 m.
2. THAT Site Development Application DA.03.055 (Carmela Greco) BE APPROVED, subject to the following conditions:
  - a) That prior to the execution of the site plan agreement:
    - i) the final site plan, landscape plan and building elevations shall be approved by the Development Planning Department and Cultural Services Division, in consultation with Heritage Vaughan;
    - ii) the final site servicing and grading plan and stormwater management report shall be approved by the Engineering Department;
    - iii) all hydro requirements shall be fulfilled to the satisfaction of Power Stream Inc.; and
    - iv) all requirements of the Toronto and Region Conservation Authority shall be satisfied.
3. NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the Site Development Application DA.03.055, Carmela Greco, be allocated sewage capacity from the Kleinburg Water Pollution Control Plant and water capacity from the Kleinburg-Nashville Community Water System of the York Water Supply System for a total of 15 residential apartment units or an equivalent of 30 persons, following the execution of a site plan agreement to the satisfaction of the City.
4. The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, or a fixed unit rate of \$2,200.00 per unit, whichever is higher in accordance with the Planning Act and the City's cash-in-lieu policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, 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.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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**Purpose**

The Owner has submitted an application to amend the Zoning By-law to rezone a 0.44 ha site from R1 Residential Zone to RM2 Multiple Residential Zone (tableland) and OS1 Open Space Conservation Zone (valleylands). An application for Site Development has also been submitted to develop the tableland for 2 multiple residential buildings, with a total of 15 residential units and 30 parking spaces.

**Background - Analysis and Options**

The 0.44 ha property is located on the west side of Islington Avenue, south of Nashville Road, being Parts 4 and 5 on Plan 65R-22136 (10384 Islington Avenue), in Lot 23, Concession 8, City of Vaughan. The lands are currently vacant, and slope gently downwards away from Islington Avenue, and approximately two-thirds of the way back, drop off to the valley. There is a row of mature trees along the front of the property, and a hedge along the south side.

The lands are designated “Core Area” by OPA #601 (Kleinburg-Nashville Community Plan) and zoned R1 Residential Zone by By-law 1-88. The surrounding land uses are:

- North - detached residential (R1 Residential Zone)
- South - detached residential (R1V Old Village Residential Zone)
- East - Islington Avenue; McMichael Gallery (R1 Residential Zone)
- West - valley land (R1 Residential Zone, OS1 Open Space Conservation Zone)

**Public Hearing**

On February 6, 2004, a notice of public hearing was circulated to all property owners within 120m of the subject lands, and to the Kleinburg and Area Ratepayers Association. At the Public Hearing on March 1, 2004, 10 residents spoke or submitted written submissions with the following concerns:

- compatibility of the multiple family dwellings being surrounded by existing single detached dwellings
- the proposed development will set a precedent for similar development
- traffic and safety (proximity to school)
- scale of buildings

The recommendation of the Committee of the Whole to receive the Public Hearing and to forward a technical report to a future Committee of the Whole meeting was ratified by Council on March 8, 2004, and included the following resolution:

“That the applicant be requested to participate in a community meeting with staff, the Ward 1 Sub-Committee, and area residents to address the issues raised, prior to this matter being brought forward to a Committee of the Whole meeting.”

The applicant has met with the Local Councillor and ratepayers, and Staff was not present.

**Official Plan**

The lands are designated “Core Area” by OPA #601 (Kleinburg-Nashville Community Plan). Permitted uses include retail stores, personal service shops, professional and business offices, restaurants, and single-detached and multiple family dwellings.



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004

#### Item 14, CW Report No. 87 – Page 4

Multiple family dwellings are permitted, provided there are at least 2 dwellings located on the same lot and are designed with a single residential character and scale. The proposed development consists of 2 buildings, each with multiple residential units. The rezoning to RM2 Zone would implement the policies of the Official Plan, and permit the proposed development.

#### Zoning

The lands are currently zoned R1 Residential Zone, which permits single-detached dwellings. A zoning amendment is required to permit the proposed multiple dwelling units. The appropriate zone to implement the proposed development is RM2 Multiple Residential Zone, which permits apartment and multiple residential dwellings. The valleylands would be zoned OS1 Open Space Conservation Zone.

Two exceptions to the RM2 standards are required. The maximum building height will be limited to 9.5 m, rather than 11 m. This is in keeping with the Official Plan requirements. The rear yard will be 10 m, rather than 4.5 m, in keeping with the Toronto and Region Conservation Authority's minimum setback requirement from the top-of-bank.

#### Site Design

The proposed development consists of 2 buildings on the site. The main building (Building 'A') is 2½-storey's and designed in the tradition of a 19<sup>th</sup> century inn, with 12 residential units, and underground parking. The rear building (Building 'B') is designed as a coachhouse and contains 3 residential units. The ground floor area also has 5 garage parking spaces.

Building 'A' has a front yard of 9 m, a southerly side yard of 2 m and a northerly side yard of 13.7m. Building 'B' has a rear yard to the valley of 10 m, and a side yard of 8.1 m to the south and 6.9 m to the north.

The rear portion of the subject lands are within a valley corridor. The Toronto and Region Conservation Authority has requested that the valley lands be zoned OS1 Open Space Conservation Zone to protect these lands. The valley lands will remain in private ownership.

#### Parking and Access

Access to the site will be from Islington Avenue. It is proposed in a location that will minimize any impact on the existing trees along Islington Avenue. The site plan identifies a total of 30 parking spaces, with 18 underground, 7 spaces within the garage area of Building 'B', and 7 surface parking spaces. A total of 27 parking spaces are required, yielding a surplus of 3 spaces.

#### Servicing

The proposed development is to be fully serviced on the municipal system, including hydro, water, and sanitary and storm sewers. The Engineering Department has advised that both water and sewage capacity is available for the site. A recommendation has been included to provide the necessary allocation.

All hydro requirements are to be fulfilled to the satisfaction of Power Stream Inc.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004

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#### Landscaping

A landscape plan has not yet been submitted, but will be required prior to registration of the site plan agreement. A tree survey and preservation plan is also required. The final landscape plan will be approved to the satisfaction of the Development Planning Department. Given the site location at the entrance to Kleinburg, it is recommended that the landscaping be based on a strong rural theme that incorporates the elements of a true 19<sup>th</sup> century landscape.

#### Heritage Conservation

The subject lands are within the Kleinburg-Nashville Heritage Conservation District, approved by Council under Part V of the Ontario Heritage Act (R.S.O. 1990) as amended, and is subject to review in accordance with the Heritage District Plan Controls, which guide heritage conservation issues and new development in the community. The site is also subject to the development policies within OPA #601 (Kleinburg-Nashville Community Plan).

The following motion was made at the Heritage Vaughan meeting of October 20<sup>th</sup>, 2004 with respect to 10360 Islington Avenue:

“Heritage Vaughan recommends:

1. That the proposed plan be forwarded to Council; and
2. That the building plan set of drawings and completed project shall be in full conformance with the approved site plan drawings.”

#### Elevations

Building ‘A’ is designed in the style of a 19<sup>th</sup> century inn. The front elevation features a main entrance with many windows along the first 2-storeys, and 2 dormer windows in the roofline. The remaining elevations feature many windows and balcony areas for the residential units. Garage doors are provided on the rear facade to gain entry to the underground parking.

Staff recommend the following to Building ‘A’:

- the back extension of Building ‘A’ (under Gambrel roof) should read like an addition to the main block (with a drop in the eave datum line relative to the main block) and should take the form of a different material that is lighter and more refined in appearance such as Board and Batten
- front elevation materials need to be carefully selected
- requires a high quality window to achieve heritage window effect
- dormer windows should be narrowed to a dimensional width that achieves a more refined appearance in elevation and detailed in accordance with historic precedent
- stone foundation should use a random rubble pattern to simulate an historic foundation wall rather than a linear coursed contemporary ashlar pattern. Stone must be authentic – simulated concrete stone is not appropriate

Development Planning Staff encourages the applicant to consider ways in which these buildings may be further reduced in size, in terms of massing and scale in order to achieve compatibility with the Heritage District character and intent of the Official Plan respecting new development in the Kleinburg-Nashville Community.

The applicant has shown a willingness to work with Staff to accomplish the goals of the Heritage District. It is expected that these recommendations can be incorporated into the building.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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Building 'B' is designed in the form of a barn/coach house that contains enclosed garages and dwellings units. The front (east) elevation is dominated by doors to the parking garages, that resemble barn doors. All the elevations of this building feature many windows, including dormers along the roof.

**Relationship to Vaughan Vision 2007**

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of the Official Plan.

**Conclusion**

The proposed development is consistent with the policies of the Official Plan, which permits multiple dwellings. The proposed rezoning of the tableland to RM2 Zone and the valley to OS1 Zone conforms to the Official Plan. Site-specific exceptions for rear yard and building height are required to satisfy the requirements of the Toronto and Region Conservation Authority and the Official Plan. Therefore, Staff can recommend approval of the zoning by-law amendment application.

The site plan represents an appropriate development of the subject lands. The two multi-unit residential dwellings conform to the policies of the Official Plan, and therefore, the site plan application can be approved. Staff are generally satisfied with the building elevations, subject to the applicant addressing the comments in the report for Building 'A'. Should the Committee concur, the recommendation in this report can be adopted.

**Attachments**

1. Location Map
2. Site Plan
3. Elevation Plan – Building 'A'
4. Elevation Plan – Building 'A'
5. Elevation Plan – Building 'B'

**Report prepared by:**

Todd Coles, Planner, ext. 8634  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant Uyeyama, Manager of Development Planning, ext. 8635

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 15, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

15

**SIGN VARIANCE APPLICATION  
FILE NO: SV.04-10  
OWNER: 6105718 CANADA INC./HERE'S MY BABY  
LOCATION: 10465 ISLINGTON AVENUE  
LOT 2-3, PLAN M-11**

**The Committee of the Whole recommends:**

- 1) **That this matter be referred to Heritage Vaughan; and**
- 2) **That the deputation of Mr. Ian H. Mitchell, Box 219, Kleinburg, L0J 1C0, be received.**

**Recommendation**

That Sign Variance Application SV.04-10, 6105718 Canada Inc./Here's My Baby, be APPROVED subject to the sign area be reduced to a maximum of 2.8 sq m and subject to Heritage Resources approval.

**Purpose**

Request to install a wall sign on the North elevation of the building having an area of 3.97 sq m.

**Background- Analysis and Options**

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

11.4 The area of wall signs shall not exceed 0.25 sq m of sign area per linear horizontal metre of exterior wall upon which such sign is located. No sign shall exceed 1.25 sq m in sign area.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

The By-law permits a maximum sign area of 1.25 sq m. The applicant is requesting a wall sign having an area of 3.97 sq m. Upon approval of the sign variance by Council, a Sign Permit issued by the Building Standards Department is required.

**Attachments**

1. Sketch of Sign

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services  
/as

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 16, Report No. 87, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 6, 2004, as follows:

***By receiving the memorandum from the Solicitor/Litigation, dated December 1, 2004.***

16

**ONTARIO MUNICIPAL BOARD HEARING  
CONSENT APPLICATION FILES B43/04 TO B57/04  
JOYCE GREEN**

**The Committee of the Whole recommends that this matter be referred to the Committee of the Whole (Closed Session) meeting of November 29, 2004.**

**Recommendation**

The Commissioner of Planning recommends that this report BE RECEIVED for information.

**Purpose**

To provide information concerning an appeal of the Committee of Adjustment's approval of Consent Applications B43/04 to B57/04, scheduled for an Ontario Municipal Board Hearing on January 13 and 14, 2005.

**Background - Analysis and Options**

The site is located (see Attachment #1) northeast of Centre Street and Bathurst Street, municipally known as 72 Green Acres Road, being Block 99 of Plan 65M- 2236, in Part of Lot 31, Concession 1, City of Vaughan. The total lands are surrounded by three roads: Green Acres Road to the west, Edmund Seager Drive to the north, and Rose Green Drive to the east. The lands are designated "Low Density Residential" by OPA #210 (Thornhill Community Plan). The lands are zoned R3 Residential Zone by By-law 1-88, subject to Exception 9(485).

On August 19, 2004, the Committee of Adjustment approved Consent Applications B43/04 to B57/04 to permit the creation of 16 new residential lots in total on Block 99 of Plan 65M-2236 (see Attachment #2). When Plan 65M-2236 was registered, Block 99 was created as a single large block containing one existing dwelling (to be modified and relocated to Lot 8 as shown on Attachment #2). Block 99 of Plan 65M-2236 has an area of 7,916 sq.m (1.956 acres). The consent applications will result in lots having the following frontages: four 12m lots, nine 13.7m lots, one 20.5m lot and two corner lots having approximately 14.35m and 13.4m frontages. The lot areas range from 424.7sq.m to 600 sq.m. The proposed Lot 8 having a frontage of 20.5m and lot area of 816.6 sq.m, is sized to accommodate the relocation of the existing dwelling.

The following Planning comments were offered for the Committee of Adjustment's consideration:

"The applicant has applied for consent to create new lots for single detached residential dwelling units. The minimum lot frontage required by the By-law is 12m and the minimum lot area is 360sq.m. The proposed lots meet or exceed the minimum lot frontage and lot area requirements of the R3 Zone. The majority of the proposed lot frontages are 13.7m. There are four 12m lot frontages proposed, also one 13.4m, 14.35m and a 20.0m lot. There are other lots with 12m frontages existing in the subdivision. It is staff's understanding that the 20m frontage lot is to facilitate the relocation of the existing dwelling to this lot.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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The applicant is proposing to create 16 new residential lots fronting onto an existing road. The lands being part of Block 99 were pre-serviced by the original subdivision agreement for Plan 65M-2236. Given that the proposed lots front onto an existing road, are zoned for the residential use and are pre-serviced, the Planning Department agrees these lots can be created by way of Consent Applications rather than a Plan of Subdivision application. The Development Planning Department had no objections to Consent Applications B43/04 to B57/04.”

It is further noted that in accordance with the policies of OPA No. 94 (City’s Severance Policy), the Committee of Adjustment shall only grant a consent to convey if they are satisfied that a Plan of Subdivision of the land described in the application is not necessary for the proper and orderly development of the municipality. A Plan of Subdivision shall be deemed necessary in the following cases:

- (a) the number of new lots created is greater than three;
- (b) the extension of a public road allowance is required;
- (c) the extension of municipal services is required;
- (d) agreements or conditions are required by any municipality or Ministry with regard to any part of the remaining lands.

Provided that insofar as paragraphs b, c, and d, if the Applicant reaches a satisfactory agreement with the authorities in question, a plan of subdivision may not be required.

Given that the proposed lots will front onto a existing road, and that existing services are available, the Engineering Department requested as a condition of approval that the Owner enter into a Development Agreement pursuant to Subsection 50(6) of the Planning Act to satisfy all conditions, financial or otherwise, with regard to such matters the municipality may consider necessary, including payment of development levies, the provisions related to roads and municipal services, landscaping and fencing. It was also noted by the Engineering Department that Council approval is required for water and sanitary sewage allocation. In accordance with the policies of OPA No. 94, the Development Planning Department is of the opinion that a plan of subdivision is not required for the development of these lands. The Region of York Planning Department also commented that the Region had no objection to the development proceeding by way of severances.

At the Committee of Adjustment meeting, seven residents appeared in opposition to the applications, and one resident appeared in support. The Committee of Adjustment received six letters of opposition, and a petition of objection signed by 86 residents, which was submitted at the meeting.

Acting on behalf of himself, together with a further petition of 90 surrounding residents, the resident at 4 Edmund Seager Drive appealed the Committee of Adjustment’s approval of Consent Applications B43/04 to B57/04 to the Ontario Municipal Board. The appeal letter contained a number items to support the appeal, including that the Committee:

- a) erred in not addressing many of the matters set out in Section 51(24) of the Planning Act (criteria in considering a draft plan of subdivision);
- b) failed to take adequate notice of the potential to preserve existing structures and natural growth on the subject lands;
- c) did not consider the potential impacts on the surrounding lands as a result of the number of lots proposed and the differentiation in lot size from the surrounding properties. It’s the resident’s opinion that the lands should be developed by way of a plan of subdivision.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 16, CW Report No. 87 – Page 3

**Relationship to Vaughan Vision 2007**

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of the Official Plan.

**Conclusion**

The Development Planning Department has no objection to Consent Applications B43/04 to B57/04. The proposed lots meet or exceed the minimum lot frontage and lot area requirements of the R3 Zone. There are other 12m frontage lots (four lots to the south of the subject lands on the east side of Green Acres Road) existing in the subdivision. Given that the proposed lots front onto an existing road, are zoned for the residential use, and are pre-serviced, the Development Planning Department supported the creation of these lots by way of individual Consent Applications rather than a Plan of Subdivision application. The matter is scheduled to proceed to the Ontario Municipal Board on January 13 and 14, 2005, and it is recommended that this report be received for information purposes.

**Attachments**

1. Location Map
2. Proposed Severance Plan

**Report prepared by:**

Glenn White, Planner, ext. 8213  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 17, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**17 SITE DEVELOPMENT FILE DA.04.053  
ELIO GRANZOTTO**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, November 29, 2004, be approved;
- 2) That a review of the dust collector cylinders be done, with respect to screening; and
- 3) That the colour renderings submitted by the applicant, be received.

**Recommendation**

The Commissioner of Planning recommends:

THAT the building elevations for Site Development Application DA.04.053 (Elio Granzotto), as shown on Attachments #3 and #3a, BE APPROVED.

**Purpose**

The Owner has submitted a Site Development Application for a one-storey, 9,011.71 sq.m employment building (warehouse and office) on a 1.55 ha lot, as shown on Attachment #2. The owner-occupied building will be used for the purpose of manufacturing doors.

**Background - Analysis and Options**

The subject lands (see Attachment #1) are located on the east side of Creditview Road, through to Highway #400 (221 Creditview Road), being Block 4 on Plan 65M-3769, and Part 2 on Plan 65R-16171, in Lot 12, Concession 5, City of Vaughan.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), which accommodates a wide range of industrial, office, business and civic uses. The lands are zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1110), which permits employment buildings. The proposed development conforms and complies with the Official Plan and Zoning By-law, respectively.

The Owner proposes a building with a flat roof to a height of 8.4m. The roof-top mechanical equipment, located above the office and storage mezzanines at the northeast and northwest corners of the building respectively, will be screened from the view of adjacent roads by a raised parapet. The building materials used for this area of the building, consist of white, precast panels with exposed aggregate, and blue tinted windows and reflective spandrel glass. The remaining warehouse portion consists of white, vertically ribbed concrete panels, with smooth horizontal and vertical banding throughout. Square-shaped windows with blue tinted glass are proposed on all elevations throughout the warehouse portion.



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The main entrance is located at the northeast corner (office portion), and a secondary entrance is proposed at the northwest corner of the building. Loading spaces, together with dust collector equipment, is proposed within a recessed portion of the building's south elevation. The dust collection equipment consists of two white silo-shaped units, which are 14.6m in height, exceeding the building height by 6.2m. The equipment is necessary in order to collect dust created by the manufacturing process. The top portion of the dust collectors will be visible from Highway #400. The building will screen the bottom portion of the equipment, and the visible top portion will be the same colour as the building (white). The Owner proposes signage within two rectangular-shaped areas on the east elevation (Highway #400).

**Relationship to Vaughan Vision 2007**

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #450.

**Conclusion**

Staff are satisfied with the proposed building elevations. Should the Committee concur, the recommendation in this report can be adopted.

**Attachments**

1. Location Map
2. Site Plan
3. Elevations (North & West)
- 3a. Elevations (South & East)

**Report prepared by:**

Duncan MacAskill, Planner, ext. 8017  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant A. Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 18, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**18**                                 **REVISED DRAFT PLAN OF SUBDIVISION FILE 19T-87014(R)**  
  **RUTHERFORD BUSINESS PARK**  
  **ZONING BY-LAW AMENDMENT FILE Z.00.006**  
  **281187 ONTARIO LIMITED & 1377647 ONTARIO INC.**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT revised Draft Plan of Subdivision 19T-87014(R) (Rutherford Business Park), prepared by RDJ Planning Consultants, dated November 17, 2003, as red-lined on November 29, 2004, and shown on Attachment #4, BE DRAFT APPROVED, and that the conditions of approval be repealed and replaced with the conditions of approval provided on Attachment #1.
2. THAT Zoning By-law Amendment Application Z.00.006 (281187 Ontario Limited and 1377647 Ontario Inc.) BE APPROVED, to rezone the portion of the lands within the revised Rutherford Business Park plan of subdivision, as shown on Attachment #5, from A Agricultural Zone to EM1 Prestige Employment Area Zone.

**Purpose**

The Region of York issued draft approval of a plan of subdivision for the Rutherford Business Park (File: 19T-87014) on June 6, 1996, as shown on Attachment #3. On February 10, 2004, the Rutherford Business Park landowners submitted a revised draft plan of subdivision, as shown on Attachment #4.

The revisions to the draft plan are as follows:

- The subdivision's boundary has changed, which reflects a land exchange that was required to accommodate the partial interchange onto Highway #400 from Bass Pro Mills Drive/Vaughan Mills Mall. The lands required to accommodate the partial interchange have been excluded from the plan. Lands that were added to the plan, in exchange for the interchange, are shown as Blocks 14 and 15 on the revised plan. The owners of these lands (281187 Ontario Limited and 1377647 Ontario Inc.) have submitted a Zoning Amendment Application (File Z.00.006), which is being considered concurrently with the revised subdivision plan.
- The deletion of an internal north/south street that ran parallel with Weston Road connecting with Street "A" and Street "C", and that crossed the open stormwater channel.
- The southeast stormwater detention pond (formerly Block 22 on Attachment #3) has been relocated further east (outside of the subdivision plan) to the Highway #400 southbound on-ramp. The southwest detention pond (formerly Block 23 on Attachment #3) has been re-oriented (identified as Block 21 on Attachment #4).

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The previously approved plan of subdivision (June 6, 1996) and the revised plan are shown on Attachments #3 and #4, respectively.

The revised draft plan, which has a total area of 50.73 ha, proposes the following:

- |   |  |          |
|---|--|----------|
| - | 2 Neighbourhood Commercial Blocks (C4 Zone)      | 4.07 ha  |
| - | 7 Prestige Employment Blocks (EM1 Zone)          | 25.96 ha |
| - | 4 General Employment Blocks (EM2 Zone)           | 9.71 ha  |
| - | 3 Employment Reserve Blocks (EM1/EM2 Zones)      | 0.93 ha  |
| - | 5 Open Space Channel/Detention Blocks (OS1 Zone) | 5.51 ha  |
| - | Roads/Reserves/Widening                          | 4.55 ha  |

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

The Rutherford Business Park lands has an area of 50.73 ha and is located south of Rutherford Road, between Weston Road and Highway #400, in Lots 14 and 15, Concession 5, City of Vaughan. The lands subject to the Zoning Amendment Application (File Z.00.006) are located within the northeast portion of the subdivision plan, and shown as Blocks 14 and 15 on the revised plan (Attachment #4).

The Rutherford Business Park is partially developed with a gas bar and eating establishment near the intersection of Weston Road and Rutherford Road. To the south, there is an existing garden centre and an outdoor driving range located along the east side of Weston Road.

The surrounding land uses are as follows:

- North - Rutherford Road; commercial (C4 Neighbourhood Commercial Zone, C6 Highway Commercial Zone)
- South - future employment lands (A Agricultural Zone)
- East - Highway 400; Vaughan Mills Shopping Centre (SCD Vaughan Centre Shopping Centre District Zone)
- West - Weston Road; commercial (C4 Zone, C3 Local Commercial Zone), residential (R1 Residential Zone)

On March 26, 2004, a notice of public hearing was circulated to all property owners within 120m of the subject lands, and to the Weston Downs Ratepayers' Association. To date, no responses have been received. The recommendation of the Committee of the Whole on April 19, 2004, to receive the Public Hearing and forward a technical report to a future Committee of the Whole meeting, was ratified by Council on April 26, 2004.

#### Official Plan

The southeast corner of Rutherford Road and Weston Road (shown as Blocks 1 and 2 on the revised subdivision plan - Attachment #4) is designated "Neighbourhood Commercial" by OPA #240 (Woodbrige Community Plan), as amended by OPA 345. The remainder of the overall lands is designated "Prestige Area" (generally one lot depth adjacent to the arterial roads and highway), "Employment Area General" (internal subdivision lands), and "Stream Corridor" (Blocks 17-20 on Attachment #4) by OPA #450 (Employment Area Growth Management Plan). The proposed zoning amendment to rezone Blocks 14 and 15 on Attachment #4, from A Agricultural Zone to EM1 Prestige Employment Area Zone, and the revised subdivision plan conforms to the Official Plan.

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#### Zoning

The southeast corner of Rutherford Road and Weston Road is zoned C4 Neighbourhood Commercial Zone, and the remainder of the overall lands is zoned A Agricultural Zone by By-law 1-88. On September 6, 1988, Council held a public hearing to consider a zoning by-law amendment for the entire secondary plan area (lands bounded by Weston Road, Rutherford Road, Highway #400, and Langstaff Road - File Z.65.86), including the Rutherford Business Park lands.

A separate Zoning Amendment Application (File Z.00.006 – 281187 Ontario Inc. & 1377647 Ontario Inc.) was submitted on January 19, 2000, to rezone the northeast portion of the subdivision plan (shown as Blocks 14 and 15 on the revised subdivision plan – Attachment #4) from A Agricultural Zone to EM1 Prestige Employment Area Zone. These lands were previously outside of the plan of subdivision and were exchanged for lands further south of the subdivision plan to accommodate the partial interchange onto Highway #400 from Bass Pro Mills Drive/Vaughan Mills Mall. At the public hearing held on April 19, 2004, Council received the Zoning Amendment application and directed Staff to forward a technical report to a future Committee of the Whole meeting. An amendment to the by-law will be required to rezone these lands, as shown on Attachment #5.

Staff has no objection to the proposed rezoning of Blocks 14 and 15 as shown on Attachment #5, from A Agricultural Zone to EM1 Prestige Employment Area Zone. Block 15 cannot be developed on its own since it has a small lot area (0.6 ha) which does not meet the minimum lot area requirement of By-law 1-88 (0.8 ha), and is triangular-shaped and not conducive to an appropriate development for prestige development. Furthermore, Block 15 does not have direct frontage or access onto a public road. Accordingly, Block 15 would be developed in conjunction with the adjacent Block 16 to the west to create a full development block. Similar conditions will apply to other reserve blocks within the plan, including Blocks 5 and 8. A condition of subdivision approval has been included in this regard.

#### Subdivision Design

The plan of subdivision for the Rutherford Business Park as approved by the Region of York on June 6, 1996, is shown on Attachment #3. The revised plan is shown on Attachment #4, which includes two Neighbourhood Commercial blocks (C4 Zone) at the southwest corner of Rutherford Road and Weston Road; Prestige Employment blocks (EM1 Zone) adjacent to Weston Road, Rutherford Road and Highway #400; General Employment blocks (EM2 Zone) internal to the plan, and; and an open space channel with detention facility (OS1 Zone) located down the middle of the plan.

Three streets are proposed within the plan, as shown on Attachment #4. Access to both Weston Road and Rutherford Road are proposed by Street "A" and Street "C", respectively. Both Streets "B" and "C" will terminate at the south-end of the subdivision plan with a temporary turning circle, and both streets will provide a permanent interconnection with the adjacent proposed subdivision plan to the south (File 19T-89001) upon registration.

Reserve Blocks 5, 8 and 15 are small parcels that cannot be developed on their own. Therefore, the reserve blocks must be developed in conjunction with the larger adjacent blocks being Blocks 6, 7 and 16, respectively. Conditions of draft approval have been included in this regard.

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Transportation

The Owner submitted a Traffic Impact Study, prepared by Paul Hill Consulting dated February 24, 2004. The purpose of the study was to evaluate the transportation requirements of the employment lands known as the Weston/400 North Employment Area, between Weston Road and Highway 400, and between Langstaff Road and Rutherford Road. The report also evaluated the impact of deleting road connections that were originally proposed within the employment block, and to consider the requirements of the arterial roads and intersections that surround the lands. This includes Street "A" intersection with Weston Road, in addition to the traffic volumes forecasted to use this street to and from the Vaughan Mills Mall, and through traffic between Weston Road and Jane Street. The report concludes that certain streets within the Vaughan/400 North Employment Area can be deleted from the internal system, and that the draft plan shows rights-of-way that are appropriate for the required road and lane arrangements.

The Ministry of Transportation has reviewed the revised subdivision plan and offers the following conditions of approval:

- "1) That prior to final approval, the Owner shall submit to the Ministry of Transportation for review and approval, a copy of the stormwater management report indicating the intended treatment of the calculated runoff.
- 2) That prior to final approval, the Owner shall submit to the Ministry of Transportation for review and approval, a copy of a Traffic Impact Study indicating the effect of the proposed development on the existing and proposed ramps of Highway 400."

As of August 2004, the Ministry of Transportation requires a detailed design and analysis of the future intersection of Street "C" and the Bass Pro Mills Drive E-S ramp to Highway 400. The alignment of the ramp, as constructed by Vaughan Mills, is permitted in accordance with the McCormick Rankin design.

The Region of York advises that a full moves access will be permitted on the boundary between Blocks 2 and 3, shown on Attachment #4, and that additional access from Blocks 1 and 4 to Weston Road is not permitted. Also, direct access from Blocks 5 and 6 to Weston Road will not be permitted. Access must be obtained through the internal road network via Streets "A and "B". The Region of York has no objection to approval of the revised plan of subdivision, subject to conditions, which have been included in the conditions of draft approval on Attachment 1.

The Vaughan Engineering Department is satisfied with the Traffic Impact Study and proposed road network, subject to conditions, one of which applies directly to the revised subdivision plan, requiring Street "A" to be widened from a 23m to 26m road allowance, in the location between Streets "B" and "C" as red-lined on Attachment #4.

Partial Interchange

The construction of the partial interchange from Bass Pro Mills Drive to Highway #400 was required to service the Vaughan Mills Mall development on the east side of Highway #400. A Class Environmental Assessment was carried-out which resulted in requiring a road connection from the ramp to the internal street system within the Weston/400 Employment Area. The connection(s) requirement has a direct impact on the roads within the Rutherford Business Park plan of subdivision, and primarily on Street "C". Attachment #6 shows the partial interchange design as shown in the Environmental Assessment prepared by McCormick Rankin dated May 1999. The partial interchange has been constructed, however, the final design and its connections with the Rutherford Business Park lands has not yet been established.

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The Engineering Department recommends a condition of draft approval whereby the Owner (Rutherford Business Park) shall be required to make the necessary changes, if necessary, to the road alignment of Streets “A” and “C” and grading, to accommodate the connections to the partial interchange.

Servicing

The subject development does not require formal servicing allocation. This is consistent with the City’s and Region’s current practice of accommodating commercial and industrial consumption rates within residential rates.

The subject lands are located within the Woodbridge Sanitary Service Area and are naturally tributary to the Pine Valley Collector, which ultimately outlets to the Humber Pumping Station. Currently, there is no sanitary outlet available to service the development.

The subject lands are located within the service area Pressure District No. 6 of the York Water Supply System. Water supply connection points are available to service the development on Rutherford Road and Weston Road.

The storm drainage shall conform to the Stormwater Management Report - Weston/400 North Development Area dated January 1993, prepared by Cosburn Patterson Wardman Limited. Stormwater management now includes a facility located within the Highway #400 west-southbound on-ramp.

Toronto & Region Conservation Authority (TRCA)

The TRCA advises that the southeast stormwater quality facility has been relocated to the southbound on-ramp for Highway #400, immediately east of the subject lands. The southeast quality facility was originally next to the channelized portion of Black Creek (within Block 12 on Attachment #4). The TRCA approved the relocated pond facility in August 2004.

The TRCA advises that the draft plan will likely be revised further in the future for the re-orientation of the southwest quality pond (Block 21 on Attachment #4). This change will make the location of the pond consistent with the stormwater management strategy for the Weston/400 North area, prepared by Cosburn Patterson Wardman Limited, January 1996. This revision may be minor in nature and dealt with at a staff level, in consultation with TRCA and Vaughan Engineering.

The TRCA has no objections and their conditions of draft approval are provided on Attachment #1.

**Relationship to Vaughan Vision 2007**

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #450.

**Conclusion**

The revised draft plan of subdivision has been reviewed in accordance with the policies of OPA #450, the Weston/400 Employment Area Plan, and the provisions of By-law 1-88, as well as, the existing and proposed developments in the surrounding area. Staff considers the proposed revisions to be appropriate and in keeping with the Weston/400 Employment Area in OPA #450. The proposed conditions of draft approval are provided on Attachment #1.

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The proposed Zoning Amendment application (File Z.00.006) to rezone Blocks 14 and 15 within the revised subdivision plan, shown on Attachments #4 and #5 which were formerly located outside of the plan, from A Agricultural Zone to EM1 Prestige Employment Area Zone, has been reviewed in accordance with the policies of OPA #450 and By-law 1-88. Staff considers the proposed rezoning of the subject lands to be in conformity with the Official Plan and will implement a portion of the subdivision plan and provide for appropriate development.

Should the Committee concur, the recommendation as set out in this report can be adopted.

**Attachments**

1. Conditions of Draft Approval
2. Location Map
3. June 6, 1996, Approved Plan of Subdivision 19T-87104
4. Revised Plan of Subdivision 19T-87014(R)
5. Proposed Zoning
6. Partial Interchange with Highway #400

**Report prepared by:**

Duncan MacAskill, Planner, ext. 8017

Grant A. Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 19, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**19** **ZONING BY-LAW AMENDMENT FILE Z.03.040**  
**CANADIAN NATIONAL RAILWAY COMPANY**  
**REPORT #P.2004.053**

**The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of January 17, 2005.**

**Recommendation**

The Commissioner of Planning recommends:

THAT Zoning By-law Amendment File Z.03.040 (Canadian National Railway Company) BE APPROVED, to rezone the subject lands shown on Attachment #1, from A Agricultural Zone to EM2 General Employment Area Zone, to facilitate the conveyance of the lands to the abutting northeasterly landowner.

**Purpose**

The Owner has submitted an application to amend the Zoning By-law to rezone the subject lands (0.11 hectares) shown on Attachment #1, from A Agricultural Zone to EM2 General Employment Area Zone, to facilitate the conveyance of the lands to the abutting northeasterly landowner.

**Background - Analysis and Options**

The subject site is located south of Rutherford Road and west of Keele Street, being part of the CN Rail Line to the MacMillan Railway Yard, in Part of Lot 15, Concession 4, City of Vaughan. The 0.11 hectare site is vacant.

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan), and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - employment (EM2 General Employment Area Zone)
- South - CN Rail yard (A Agricultural Zone)
- West - CN Rail yard (A Agricultural Zone)
- East - employment (EM2 General Employment Area Zone)

On July 25, 2003, a notice of public hearing was circulated to all property owners within 120 m of the subject lands. To date, no comments have been received. The recommendation of the Committee of the Whole on August 18, 2003, to receive the Public Hearing and forward a technical report to a future Committee of the Whole meeting, was ratified by Council on August 25, 2003.

The proposal that proceeded to the public hearing was in consideration of a larger 1.21 ha parcel as shown on Attachment #2, to rezone the subject lands from A Agricultural Zone to EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone. However, during the application circulation process, comments were received from the Toronto and Region Conservation Authority (TRCA) indicating that the majority of the lands appeared to be subject to flooding. Given that those lands are prone to flooding and subject to the Authority's Valley and Stream Corridor Management Program, the original application could not be supported. On July



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9, 2004, the Owner revised the original rezoning application to include only the portion of the land (0.11 hectares) shown on Attachment #1, which is not prone to flooding, as confirmed by the TRCA. The lands, which are intended to be severed, would be rezoned to EM2 Zone, and conveyed to the abutting owner (Tesma International Inc.) to the northeast, should Council approve the subject zoning amendment application.

#### Official Plan

The site is designated "Employment Area General" by OPA #450 (Employment Area Plan). The proposed rezoning of the site to EM2 General Employment Area Zone would implement the Official Plan designation, and permit the lands to be used for employment purposes.

#### Zoning

The site is zoned A Agricultural Zone by By-law 1-88. The proposed rezoning of the site from A Agricultural Zone to EM2 General Employment Area Zone would provide a consistent zoning with the abutting EM2 lands to the east, for the purposes of facilitating the conveyance of the subject parcel to the abutting northeasterly landowner (Tesma International Inc.). The subject parcel would complete the landholding on the neighbours lands, and would likely provide an additional landscaped area adjacent to the private internal road on the Tesma property.

The Toronto and Region Conservation Authority has confirmed that the proposed rezoning will not contravene the development guidelines of the Valley and Stream Corridor, and can therefore be supported.

#### Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #450.

#### Conclusion

Staff has reviewed the proposed zoning by-law amendment, in accordance with the policies of OPA #450, the requirements of By-law 1-88, and the technical comments of the Toronto and Region Conservation Authority. Staff are of the opinion that the proposed rezoning of the subject lands shown on Attachment #1, from A Agricultural Zone to EM2 General Employment Area Zone, conforms to the Official Plan, is consistent with the EM2 zoning on the adjacent lands to the northeast, and is appropriate to allow for the conveyance of the subject lands to the northeasterly landowner, for the purposes of completing their landholding.

For these reasons, Staff recommends approval of the zoning by-law amendment application. Should the Committee concur, the recommendation in this report can be adopted.

#### Attachments

1. Location Map/Lands to be Rezoned
2. Location Map (Original Application Amendment Area)

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 19, CW Report No. 87 – Page 3

**Report prepared by:**

Andrea Seca, Planner, ext. 8215

Grant A. Uyeyama, Manager of Development Planner, ext. 8635

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 20, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

20

**OFFICIAL PLAN AMENDMENT FILE OP.03.026  
ZONING BY-LAW AMENDMENT FILE Z.03.095  
DRAFT PLAN OF SUBDIVISION FILE 19T-03V21  
MAPLE HEIGHTS SHOPPING CENTRE INC.  
REPORT #P.2004.29**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment Application File OP.03.026 (Maple Heights Shopping Centre Inc.) BE APPROVED, and that Official Plan Amendment #350 (Maple Community Plan) be amended to redesignate the subject lands shown on Attachment #2 from "Neighbourhood Commercial to Area" to "Medium Density Residential".
2. THAT Zoning By-law Amendment Application File Z.03.095 (Maple Heights Shopping Centre Inc.) BE APPROVED, and that By-law 1-88 be amended to rezone the subject lands shown on Attachment #2 from C4-H Neighbourhood Commercial Zone with a "H" Holding provision to RS1 Residential Semi-Detached Zone, with the following exceptions:
  - i) require a minimum rear yard of 7m, whereas 7.5m is permitted;
  - ii) required a minimum exterior side yard of 3.5m whereas 4.5m is permitted; and,
  - iii) permit a maximum interior garage width of 3.6m, whereas 3m is currently permitted.
3. THAT Draft Plan of Subdivision File 19T-03V21 (Maple Heights Shopping Centre Inc.) prepared by KLM Planning Partners Inc., Drawing #04:2, dated November 10, 2004, BE DRAFT APPROVED, subject to;
  - i) the implementing Official Plan Amendment being in full force and effect; and,
  - ii) the conditions of draft plan approval provided onset out in Attachment #1.
4. For the purpose of notice, the subdivision agreement shall contain a provision that parkland shall be dedicated and/or cash-in-lieu paid for the plan in accordance with the Planning Act and the City's cash-in-lieu policy. The Owner shall submit an appraisal of the subject lands in accordance with Section 42 of the Planning Act, 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.
5. That the following resolution be passed allocating sewage and water servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-03V21 (Maple Heights Shopping Centre Inc.) be allocated sewage capacity from the Maple Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 7 of the York Water Supply System, for a total of 66 residential units.

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**Purpose**

The Owner has submitted applications to:

1. amend Official Plan Amendment #350 (Maple Community Plan) to redesignate the subject lands shown on Attachment #2 from "Neighbourhood Commercial Area" to "Medium Density Residential";
2. amend Zoning By-law 1-88 to rezone the subject lands shown on Attachment #2 from C4-H Neighbourhood Commercial Zone with Holding "H" provision to RS1 Residential Semi-Detached Zone; and,
3. permit a Draft Plan of Subdivision as shown on Attachment #3 consisting of 33 lots to facilitate a total of 66 semi-detached dwellings, on a 2.5 ha site.

**Background - Analysis and Options**

The 2.5 ha vacant parcel is located on the northwest corner of Keele Street and Drummond Drive, in Part of Lot 24, Concession 4, Ward 1, City of Vaughan. The subject lands have 102m of frontage on and Drummond Drive, and 215m flankage on Keele Street.

The subject lands are designated "Neighbourhood Commercial Area" by OPA No. 350 (Maple Community Plan). The lands are zoned C4-H Neighbourhood Commercial Zone with Holding "H" provision by By-law 1-88, subject to Exception 9(1002). The surrounding land uses are:

- North - York Region reservoir (A Agricultural Zone), vacant/future commercial (C4 Neighbourhood Commercial Zone)
- South - Drummond Drive; approved draft plan 19T-03V04 (RS1 Residential Semi-Detached Zone)
- East - Keele Street; industrial (M1 Restricted Industrial Zone)
- West - residential (RV4 Residential Urban Village Four Zone)

On January 9, 2004 a notice of public hearing was circulated to all property owners within 120 m of the subject lands. No comments have been received to date. The recommendation of the Committee of the Whole on February 2, 2004, to receive the Public Hearing and forward a technical report to a future Committee meeting was ratified by Council on February 9, 2004.

**Official Plan**

The subject lands are designated "Neighbourhood Commercial Area" by OPA No. 350 (Maple Community Plan), which does not permit residential uses on this site. Accordingly, an Official Plan Amendment is required to redesignate the subject lands from "Neighbourhood Commercial Area" to "Medium Density Residential". A site-specific exception to permit 66 semi-detached dwelling units on a 2.507 ha site at a net density of 27 units/will also be required as the net density in this designation shall be a minimum of 30 units/ha to a net of 60 units/ha.

**Zoning**

The subject lands are zoned C4-H Neighbourhood Commercial Zone with the Holding Symbol "H", which does not permit residential uses. To implement the proposal, the lands would require to be rezoned to RS1 Residential Semi-Detached Zone in accordance with the City's new development standards included on Schedule "A3" to By-law 1-88.

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The zoning exceptions that are required to implement the proposed plan of subdivision are, as follows:

- a minimum rear yard of to 7.0m, whereas 7.5m is required;
- a maximum interior garage width of 3.6m, whereas of 3.0m is permitted; and,
- a minimum exterior side yard setback of 3.5m, whereas 4.5m is required

The proposed RS1 zoning and exceptions are consistent with the zoning applied to the semi-detached development on the south side of Drummond Drive, and can therefore be supported by Staff.

The Maple Streetscape Committee has requested that the applicant consider placing the front face of the proposed dwelling units on Lots 17, 32 and 33 onto Drummond Drive. This will provide a better streetscape, avoid back lotting onto Drummond Drive, and be consistent with the building placement for the approved lots on the south side of Drummond Drive, directly opposite the subject lands. In order to achieve this, amendments to the RS1 Zone standards are required. The final detailed unit designs will be reviewed by Staff and the necessary exceptions provided in the implementing zoning by-law.

#### Compatibility

A substantial amount of commercial development has occurred throughout the Maple Community, and the subject land has remained undeveloped as a commercially designated and zoned parcel. In the past year, similar applications to redesignate and rezone to residential for semi-detached dwellings were approved for the lands located immediately to the south, on the southwest corner of Keele Street and Drummond Drive. This would suggest that a market is not available for commercial use at this location.

The subject application to permit a residential draft plan of subdivision consisting of semi-detached dwellings is consistent and compatible with the existing and proposed semi-detached development in the immediate area, and represents a logical extension of the existing community. In addition, it should be noted that existing community facilities in the form of parks, schools, and a community centre are readily available in the immediate area to serve the proposed residential development.

In view of the above, Staff are of the opinion that the approval of the subject applications will result in an appropriate form of residential development for the area.

#### Subdivision Design

The proposed draft of subdivision consists of 33 lots that would facilitate 66 semi-detached dwellings on a looped crescent road running north from Drummond Drive, as shown on Attachment #2. The road is single-loaded along Keele Street, thereby providing an open view into the subdivision. The dwellings that are to be sited on Lots 32 and 33 will front onto Drummond Drive to provide a better relationship with the public street. The proposed road right-of-way width is 17.5m, narrowing to 15 m along the single loaded road portion. A sidewalk is proposed along the west and south sides of Street "1", thereby providing a pedestrian link from Drummond Drive to Keele Street. In addition, a sidewalk will be added along Keele Street where it abuts the subject lands.

#### Servicing

The Engineering Department has reviewed the proposed draft plan and provides the following comments:

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Environmental Site Assessment

On October 1, 2004, the City's Environment Engineer concluded his peer review of the ESA Phase I and updated ESA Phase I, and indicated that there is no need to conduct an ESA Phase II review.

Roads

The Engineering Department has no objection to the use of the Alternative Design Standards proposed within this plan of subdivision. The roads on the Plan shall be designed in accordance with the City's standards and criteria. Access to the subject lands will be from Drummond Drive.

Water Supply

The subject lands are part of the Pressure District No. 7 of the York Water Supply System. The site can be serviced, through the existing valve and chamber at the south of the site, and by the existing 150mm watermain connection on Drummond Drive. The existing pressure head in the vicinity of the proposed intersection of Drummond Drive and Street "1" is sufficient to support fire and domestic flows of the proposed development.

Sanitary Servicing

The subject lands are tributary to the Maple Collector System. The site can be serviced, through the existing sanitary manhole at the south end of the site, and by the existing 200mm sanitary sewer connection that connects to the existing 300mm sanitary sewer located on Drummond Drive. The additional volume of sewage entering the existing sanitary sewer will not impose constraints on the existing sanitary sewer system.

Storm Drainage

The storm drainage system should conform to the original External Drainage Plan. The minor storm drainage system of the subject lands can be serviced, through the existing storm manhole located at the south end of the site, and by the existing 600mm storm sewer connection to the 750mm storm sewer located on Drummond Drive. The overland flow from the proposed development will follow the proposed road pattern and then will flow to Drummond Drive to follow the overland flow pattern of the adjoining development.

Sewage and Water Allocation

In accordance with Council's resolution on October 12, 2004, the proposed Draft Plan was reserved sewage capacity from the Maple Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 7 of the York Water Supply System, for a total of 66 residential units.

Parkland

The preliminary parkland dedication calculation is as follows:

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<u>Calculation based on 1ha per 300 units</u>	
Total Number of Units	66 Units
Total Parkland at 1ha per 300 units	
TOTAL PARKLAND DEDICATION	0.220ha
PARKLAND PROVIDED IN PLAN	0.000ha
TOTAL PARKLAND UNDER DEDICATION	0.220ha

The parkland dedication will be satisfied through cash-in lieu payment.

Maple Streetscape Community Advisory Committee

The Maple Streetscape Community Advisory Committee considered the proposed draft plan of subdivision on October 27, 2004, and the following comments were provided:

- street lighting and other streetscaping as per the Maple Streetscape Guidelines and Master Landscape Plan and Design Study must be provided;
- benches should be provided if there is an opportunity;
- integrate the landscape treatment at the intersection since it is a gateway intersection into Maple;
- co-ordination of the urban design/streetscape elements as they relate to the Maple Streetscape Guidelines including built form;
- landscaping of buffer Block 34 along Keele Street;
- community edge landscape treatment along Keele Street;
- internal landscaping on boulevards as it relates to the reduced road rights-of-ways and the location of underground services; and,
- the location and treatment for all internal side lot fencing and noise attenuation barriers.

In addition to the above, the applicant is required to have another meeting with the Maple Streetscape sub-committee to discuss final elevations for the dwellings. These comments will be addressed to the satisfaction of the Development Planning Department, through the review of the architectural and urban design initiatives in the Maple Streetscape Guidelines, and the landscape master plan for the subdivision.

Implementation

The Owner has submitted applications to amend the Official Plan, Zoning By-law and for draft plan of subdivision approval. The proposed draft plan of subdivision cannot be implemented until the Official Plan has been approved and is in full force and effect. Accordingly, if the application is draft approved by Council, Staff will withhold the Decision Notice, pending final approval of the Official Plan Amendment. A condition of approval has been included to this effect.

Other Comments

The York Region District School Board, York Region Catholic School Board, York Region Planning and Canada Post have reviewed the proposed draft plan of subdivision and is generally satisfied with the plan. Their conditions of draft plan approval are provided on Attachment #1.

**Relationship to Vaughan Vision 2007**

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #350.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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**Conclusion**

Staff is of the opinion that the proposed amendment to the Official Plan to redesignate the subject lands shown on Attachment #2, from “Neighbourhood Commercial Area” to “Medium Density Residential”; and the proposed amendment to the Zoning By-law to rezone the subject lands from C4-H Neighbourhood Commercial Zone to RS1 Residential Semi-detached Zone, are appropriate to permit the approval of the draft plan of subdivision application for 33 lots to facilitate a total of 66 semi-detached dwellings.

The proposed development is compatible with the surrounding residential land uses, including the lands on the south side of Drummond Drive, which were redesignated and rezoned from commercial to permit semi-detached dwellings.

For these reasons, Staff recommends approval of the official plan and zoning by-law amendment applications and the draft plan of subdivision, as red-lined on Attachment #3, subject to the conditions of draft approval provided on Attachment #1. Should the Committee concur, the recommendation in this report can be adopted.

**Attachments**

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Subdivision 19T-03V21

**Report prepared by:**

Margaret Holyday, Planner 1, ext. 8216  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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



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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 21, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**21 OFFICIAL PLAN AMENDMENT FILE OP.04.008  
ZONING BY-LAW AMENDMENT FILE Z.04.024  
ROYBRIDGE HOLDINGS LIMITED  
REPORT #P.2004.84**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004, be approved subject to the following addition:
  2. c) one eating establishment, convenience eating establishment and take out eating establishment uses with no accessory outdoor patio for Building "C";
- 2) That the deputation of Mr. Sam Speranza, ZZEN Group of Companies Limited, 100 Zenway Boulevard, Woodbridge, L4H 2Y7 and written submission dated November 23, 2004, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment Application OP.04.008 (Roybridge Holdings Limited) BE APPROVED to permit eating establishment and accessory outdoor patio uses on the subject lands shown on Attachment #1.
2. THAT Zoning By-law Amendment Application Z.04.024 (Roybridge Holdings Limited) BE APPROVED, to permit the following in the C3 Local Commercial Zone on the subject lands:
  - a) eating establishment, convenience eating establishment and take-out eating establishment uses with accessory outdoor patios for Buildings "A", "B" and "E" as shown on Attachment #2; and,
  - b) a total maximum combined gross floor area of 6,000 sq.m for all buildings on the subject lands shown on Attachment #2.

**Purpose**

The Owner has submitted applications on the subject lands (see Attachment #1) to:

1. amend Official Plan Amendment #600 to permit eating establishment and outdoor patio uses on the subject lands (see Attachment #1) as additional uses to the "Local Convenience Commercial Centres" list of permitted uses in the "Low Density Residential" designation; and,
2. amend Zoning By-law 1-88 to permit eating establishments, including convenience and take-out, together with accessory outdoor patios, in the C3 Local Commercial Zone, on the subject lands shown on Attachment #2.

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**Background - Analysis and Options**

The 16,121.06 sq.m property is located (see Attachment #1) at the southeast corner of Weston Road and Ashberry Boulevard, being Block 181 on Plan 65M-3341(9551, 9555, 9587 and 9591 Weston Road), in Lot 18, Concession 5, City of Vaughan. The surrounding land uses are:

- North - Ashberry Boulevard; detached residential (RV4 Residential Urban Village Zone Four)
- South - Vellore Hall, park (A Agricultural Zone)
- East - detached residential (RV4(W) Residential Urban Village Zone Four (Wide Shallow))
- West - Weston Road; vacant/future residential (A Agricultural Zone)

The subject lands are designated "Low Density Residential" by OPA #600, and zoned C3 Local Commercial Zone by By-law 1-88, subject to Exception 9(1019).

On June 9, 2003, Council approved Zoning By-law Amendment Application Z.02.041 and Site Development Application DA.02.038 (Roybridge Holdings Limited). The zoning by-law amendment application rezoned the subject lands from A Agricultural Zone and C3(H) Local Commercial Zone (Holding) to C3 Local Commercial Zone. A number of exceptions were also granted. The site plan provided for 5 buildings with a total gross floor area of 5959.23 sq.m.

**Public Hearing**

On May 31, 2004, a notice of public hearing was circulated to all property owners within 120 m of the subject lands, and to the Vellore Woods Ratepayers Association. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing held on June 21, 2004, and to forward a technical report to a future Committee of the Whole meeting was ratified by Council on June 28, 2004.

**Official Plan**

The subject lands are designated "Low Density Residential" by OPA #600, which permits local convenience commercial centres that provide convenience level shopping and personal services, including retail stores, personal service shops, offices and similar uses. Eating Establishments are not a permitted use within the "Local Convenience Commercial" policies, and therefore, an amendment to the Official Plan is required.

The subject lands are larger than a typical local convenience commercial site. The total gross floor area (GFA) for the site, when fully developed, will be approximately 6000 sq.m. OPA #600 generally limits these sites to a maximum gross floor area of 1,200 sq.m. In comparison, a "Neighbourhood Commercial Centre" in OPA #600 would have a total gross floor area of between 5,000 sq.m and 15,000 sq.m. The size of the subject lands lends itself to "Neighbourhood Commercial Centre" uses, which include eating establishments.

Given the size of the site, Staff are of the opinion that eating establishment uses are appropriate for the site, which is discussed in detail in the "Zoning" section of this report. The zoning by-law will restrict the location of these uses on the subject lands.

**Zoning**

The subject lands are zoned C3 Local Commercial Zone by By-law 1-88, subject to Exception 9(1019). The C3 Zone permits the following uses:

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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- bank/financial institution
- business/professional office
- personal service shop
- photography studio
- retail store
- video store

The site-specific zoning exception provides a number of reductions to the zoning standards, including reducing the setback of a building adjacent to a Residential Zone from 9 m to 8 m, and bringing buildings closer to the street to achieve the urban design goals for the site.

The Owner is requesting that the C3 Zone be amended to permit the following uses on the site:

- eating establishment
- eating establishment, convenience
- eating establishment, take-out
- patios accessory to an eating establishment

As previously noted, the site is much larger than the typical local convenience commercial site. The zoning by-law generally limits the maximum lot area for lands zoned C3 Local Commercial Zone to 8,100 sq.m. This site has an area of 16,121 sq.m, approximately double the usual by-law maximum.

The applicant has indicated that the large site size can accommodate a greater range of land uses. Staff can support this assessment, however, with some limitations, as identified below. The applicant has also requested that eating establishments and patios be permitted throughout the site, in any of the 5 proposed buildings, as shown on Attachment #2. On larger "neighbourhood commercial" sites, the setback to a residential zone is 22.5 m. This provides a significant buffer between eating establishment uses and residential dwellings.

The site-specific zoning exception requires a minimum 8 m setback to the abutting residential uses to the east. This setback would not provide sufficient distance between residential and eating establishment uses, in light of possible nuisances such as odour and noise. To maintain a suitable separation between eating establishments and abutting residential uses, the eating establishment uses should be limited to proposed Buildings "A", "B", and "E" as shown on Attachment #2, which would be physically buffered by existing Buildings "C" and "D".

By-law 1-88 contains general requirements for outdoor patios, including that patios cannot be located between a building and a Residential Zone. With the current restrictions, a patio would not be permitted along Weston Road, as it would be between Building "A" (Attachment #2) and planned residential development on the west side of Weston Road. Given the significant distance between any patio and residential uses on the opposite side of Weston Road, Staff can support an exception to permit a patio between Weston Road and Building "A".

On June 9, 2003, Council approved Site Development Application DA.02.038 (Roybridge Holdings Limited)(Attachment #2). The approved plan consists of 5 buildings located around the perimeter of the site. To date, Building "C" (multi-unit commercial) and Building "D" (private school), have been built. The site, when fully developed, will have a total gross floor area of 5,959.23 sq.m. Through the review of the subject zoning amendment application, it was discovered that a necessary exception was inadvertently omitted when Exception 9(1019) was

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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created in 2003. The C3 Zone currently permits a maximum gross floor area of 1,860 sq.m, which should have been changed to reflect the gross floor area shown on the site plan approved by Council in 2003. Accordingly, it will be necessary to include an exception to permit a maximum combined total gross floor area of 6,000 sq.m for all buildings shown on Attachment #2, in the implementing zoning by-law for this application.

**Relationship to Vaughan Vision 2007**

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #600.

**Conclusion**

The proposed amendments to the Official Plan and Zoning By-law to permit eating establishment and outdoor patio uses are appropriate for the subject lands, given the relatively large size of the property. The eating establishments and accessory patios, are recommended to be located in Buildings "A", "B" and "E" as shown on Attachment #2, which will provide a suitable separation distance from residential uses. The implementing zoning by-law will also permit a maximum gross floor area of 6,000 sq.m, which was inadvertently omitted when Exception 9(1019) was created in 2003, to reflect the approved site plan.

Staff are satisfied that the proposed uses are appropriate for the site. Should the Committee concur, the recommendation in this report can be adopted.

**Attachments**

1. Location Map
2. Approved Site Plan

**Report prepared by:**

Todd Coles, Planner, ext. 8634  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 22, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

22

**ONTARIO MUNICIPAL BOARD HEARING  
VARIANCE APPLICATION FILE A245/04  
L. PAGLIA**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004:**

**Recommendation**

The Commissioner of Planning recommends that this report BE RECEIVED for information.

**Purpose**

To provide information concerning an appeal of the Committee of Adjustment's refusal of Variance Application A245/04, scheduled for an Ontario Municipal Board Hearing on January 10, 2005.

**Background - Analysis and Options**

The site is located (see Attachment #1) north of Nashville Road and west of Regional Road No. 27, on the south side of Forest Heights Boulevard (81 Forest Heights Boulevard), being Lot 9, Registered Plan 65M-2928. The lands are designated "Suburban Residential" by OPA #601 (Kleinburg-Nashville Community Plan), and zoned RR Rural Residential Zone by By-law 1-88, subject to Exception 9(741).

On August 19, 2004, the Committee of Adjustment refused to permit a variance to facilitate the construction of a one-storey detached dwelling with a proposed maximum lot coverage of 15.3% (see Attachment #2) whereas the by-law permits a maximum of 10%. The applicant (L. Paglia) did not apply for any other variances. The Development Planning Department did not support Variance Application A245/04, as the request would result in more than a 50% increase in lot coverage beyond the By-law maximum.

There have been other lot coverage variances granted in the subdivision, as follows (see Attachment #1) 13.3% for 111 Forest Heights Boulevard (A112/01), 11.4% for 87 Old Humber Crescent (A226/02) and 13.0% for 99 Old Humber Crescent (A34/03). It is further noted that the previous owner of the subject Lot 9 was granted a variance (A259/00) for 14.3% lot coverage on October 12, 2000, which was also not supported by the Development Planning Department. A building permit was applied for in 2000, but was not issued, and the variance lapsed.

At the August 2004 Committee of Adjustment meeting, the resident at 67 Forest Heights Boulevard (abutting to the east) appeared with concerns, and submitted a booklet with photographs illustrating the approximate locations of the proposed dwelling. Two letters were received by the Committee of Adjustment on August 19, 2004, from the residents at 67 and 97 Forest Heights Boulevard (abutting residents on the east and west sides). The letters objected to the lot coverage and the resulting effect of the rear elevation of the proposed dwelling being setback 5m further than the dwelling at 67 Forest Heights Boulevard and 20m further than the dwelling at 97 Forest Heights Boulevard. The letters further stated that the front elevation of the proposed dwelling would be in line with the rear elevation of the dwelling at 97 Forest Heights Boulevard.

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The minutes of the Committee of Adjustment meeting indicated that no one was in attendance to represent the application. In the letter of appeal, the agent for the applicant stated that the Committee of Adjustment was only concerned with the adjacent owner's opinion that the proposed dwelling was setback too far to the rear. The objection letter offers that the proposed dwelling could be moved forward to meet the minimum front yard requirement of 15m in the RR Zone which would be in keeping with both abutting dwellings. The dwelling as currently proposed has a front yard of approximate by 20m to the garage and 30m to the main portion of the dwelling.

**Relationship to Vaughan Vision 2007**

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of the Official Plan.

**Conclusion**

The Development Planning Department did not support Variance Application A245/04. The matter is scheduled to proceed to the OMB on January 10, 2005, and it is recommended that this report be received for information purposes.

**Attachments**

1. Location Map
2. Site Plan

**Report prepared by:**

Glenn White, Planner, ext. 8213  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 23, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

23

**ZONING BY-LAW AMENDMENT FILE Z.04.056  
SITE DEVELOPMENT FILE DA.04.033  
INTONACO INVESTMENTS CORP.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004, be approved; and
- 2) That the colour renderings submitted by the applicant, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Application Z.04.056 (Intonaco Investments Corp.) BE APPROVED, to lift the Holding Symbol "H" from the subject lands, shown on Attachment #1.
2. THAT Site Development Application (Intonaco Investments Corp.) BE APPROVED, subject to the following conditions:
  - i) The Development Planning Department shall approve the final site plan, elevations, landscape plan and landscape cost estimate;
  - ii) The Engineering Department shall approve the final site servicing and grading plans and stormwater management report;
  - iii) The applicant shall submit a final signage package for review and approval;
  - iv) Prior to final site plan approval, all required variances for reduced parking from 651 to 575 spaces, and the reduced landscape strip from 6.0m to 4.5m, shall be obtained from the Committee of Adjustment, and shall be in full force and effect;
  - v) Prior to the execution of the site plan agreement, the holding zone applicable to the subject lands shall be lifted;
  - vi) The applicant shall satisfy all requirements of the Region of York Transportation and Works Department;
  - vii) All hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc; and
  - viii) The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of dedication of parkland equivalent to 2% of the value of the land, prior to the issuance of a building permit, in accordance with the Planning Act.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004

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#### Purpose

The Owner has submitted a Site Development Application to facilitate the development of the subject lands with eleven one-storey retail/commercial buildings totalling 10,847.98m<sup>2</sup> and 577 parking spaces, as shown on Attachment #2. In addition, the Owner submitted an application to amend the Zoning By-law to lift the “H” Holding Zone from the subject property.

#### Background - Analysis and Options

The 4.37ha site is located west of Jane Street, on the south side of Rutherford Road, and north of Vaughan Mills Circle, being Part of Block 1 on Plan 65M-3696 (Part 19 on 65R-26825), Lot 15, Concession 5, Ward 1 City of Vaughan. The property is vacant, and has 163m of frontage on Rutherford Road, and is one of the six out parcel sites located around the Vaughan Mills Shopping Centre.

The surrounding land uses are:

- North - Rutherford Road; existing commercial (C5 Community Commercial Zone)
- South - Vaughan Mills Circle; Vaughan Mills Shopping Centre (SCD Vaughan Centre Shopping Centre District Zone)
- East - vacant land; Vaughan Mills outparcel (C1(H) – Restricted Commercial with the Holding Symbol “H”)
- West - vacant land; Vaughan Mills outparcel (C1(H) – Restricted Commercial with the Holding Symbol “H”)

#### Official Plan

The subject property is designated “General Commercial (Special Policy)” by OPA #600. The proposed commercial uses conforms to the Official Plan.

#### Zoning

The subject lands are zoned C1(H) Restricted Commercial Zone with the Holding Symbol “H”, by By-law 1-88 and subject to Exception 9(1030). Two variances are required to facilitate the development. The first variance is for a reduction in parking. The By-law requires 651 parking spaces, whereas 577 are proposed, resulting in a shortfall of 74 spaces (11%).

The second variance is for a reduced landscape strip along Rutherford Road of 4.5m, whereas the By-law requires 6.0m. This reduction is considered to be minor and can be supported.

The applicant has applied to the Committee of Adjustment (File A355/04) to request relief for the reduced parking and landscape requirements.

The subject land was originally zoned with a Holding “H” symbol to ensure that it did not develop without site plan approval and in advance of the main enclosed Vaughan Mills Mall structure. Upon site plan approval, these conditions will be satisfied and the Holding provision can be lifted from the site. The applicant has made application to lift the Holding Zone, and the implementing by-law will be forwarded to Council upon approval of the Committee of Adjustment application and prior to the execution of a site plan agreement.



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### EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004

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#### Site Plan

The site plan consists of eleven separate multi-unit buildings, all one-storey in height and intended for commercial purposes as shown on Attachment #2. The site is designed with the buildings along the perimeter of the lot and parking in the centre. Buildings “C”, “E”, “F”, “H” and “J” are located on the corners of the site and provide patio areas, thereby creating strong pedestrian connections from the street into the site. The walkways surrounding the buildings continue through the parking lot and connect to the other buildings on site.

The site plan shows two drive-through locations in front of Buildings “A” and “B” abutting Rutherford Road. The applicant has agreed to provide additional landscaping including coniferous trees, on Rutherford Road to screen the drive-thru’s. Additional coniferous trees and a decorative screen containing black metal lattice panels 1.2 metres in height, with a decorative centre panel 1.75 metres in height as shown on Attachment #5 will be located abutting Rutherford Road, and screen the drive-thru areas.

Four access points are proposed to the site, one from each side of the property, including a right-in from Rutherford Road. The west and east driveways will align directly opposite the other adjacent outparcels. Loading areas for the larger buildings are screened from Rutherford Road, and a rear service laneway has been added for the buildings abutting Vaughan Mills Circle. All garbage areas will be enclosed and form part of the building.

Staff is generally satisfied with the overall site layout, subject to the comments in this report being addressed.

#### Elevations

The proposed building elevations are shown on Attachments #6 to #13. A consistent architectural style and use of building materials is utilized for each of the eleven buildings. Each building is two storeys in height with towers providing additional massing at the corners of the buildings. Each tower has a peaked metal roof, as opposed to the building’s flat roofline, with decorative architectural star-shaped medallions provided as accent treatment.

In addition, arched glass covered pedestrian walkways are provided between Buildings “E” and “F” and between Buildings “H” and “J”.

The exterior elevations are comprised of dark beige architectural precast panels at the ground level, with a light beige stucco wall at the second level. A stucco cornice moulding crowns the buildings. The store fronts are prefinished with aluminum frames and clear vision glass with spandrel panels at the bottom. The rear of the buildings contain spandrel panels with metal doors. The applicant has agreed to provide revised decorative doors that contain glass. All roof-top mechanical equipment be screened from street view.

#### Vaughan Mills Urban Design Guidelines

The site is subject to the Vaughan Mills Urban Design Guidelines (VMUDG’S), approved by Council on April 26, 1999, as amended. These guidelines outline peripheral parcel development standards, including but not limited to, the following:

- Minimum building setback to the street;
- Building orientation to the street with enhanced pedestrian amenities;
- Special attention to be paid to building service areas;

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### EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004

#### Item 23, CW Report No. 87 – Page 4

- Building designs that reinforce gateway locations;
- The provision of pedestrian walkways and connections;
- The use of “four sided” architecture.

Staff is satisfied that subject to the recommendations and comments in this report, the proposal meets the general intent of the Guidelines. Accordingly, Staff is supportive of the proposal.

On October 6, 2004 the Vaughan Mills Design Review Committee approved the proposed plans, as required by the VMUDG's.

#### Signage

The applicant has proposed continuous sign bands along the internal and external elevations for the multi-unit Buildings “D” – “L”). The height of the sign band is approximately 0.71m. Buildings A - C will have future signage above the north and south entrance doors and is subject to final approval by Staff.

#### Parking

The applicant is proposing a total of 577 parking spaces, whereas 651 are required, a short fall of 74 spaces (11%). The Engineering Department has reviewed the parking study completed by Cole Engineering, dated Nov 9, 2004, submitted in support of the proposed parking supply for this proposal, and has indicated that they agree with the recommendation of the parking study and are in support of the parking supply reduction. A Minor Variance must be obtained from the Committee of Adjustment to permit the required parking.

#### Landscape Plan (Attachment #3, #4 and #5)

The landscape treatment along Rutherford Road includes trees, shrubs and fencing along Rutherford Road, with dense vegetation in front of the Buildings “A” and “B” to screen the view of the drive-through portion from the street. Additional coniferous trees and a decorative screen containing black metal lattice panels and etched/frosted glass as shown on Attachment #5, will also be used to screen the drive-through.

Raised planters containing honey-locust and oak trees are located along the main driveway aisle providing access through the site. The intersection of the two main driveways contain a square focal point with patterned unit paving and four raised planters that frame the intersection. In addition, this intersection connects to the pedestrian walkways. Patio areas, located at the south-east and south-west corners of the site are framed using additional planting.

The landscaping along Vaughan Mills Circle and the internal streets located to the west and east of the site must be consistent with the Master Landscape Plan for the Vaughan Mills development. Prior to final site plan approval, the landscape plan and cost estimate must be approved by Staff.

#### Services and Utilities

The Applicant will be required to satisfy all requirements of the City's Engineering Department with respect to site servicing, grading and storm water management. Further approvals will be required from Power Stream Inc. and the Fire Department.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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Parkland Dedication

The Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the land, prior to the issuance of a building permit, in accordance with the Planning Act.

**Relationship to Vaughan Vision 2007**

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600.

**Conclusion**

Staff has reviewed the proposed site plan application in accordance with the Official Plan, Zoning By-law, and in the context of the applicable design guidelines. Staff can support the proposed site plan application, which is considered to be an appropriate development of the site and compatible with the planned outparcel development surrounding the Vaughan Mills Shopping Centre. Accordingly, Staff can also recommend approval of the Zoning By-law Amendment Application to lift the Holding “H” provision on the subject lands. Should the Committee concur, the recommendation in this report can be adopted.

**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Landscape Plan
5. Decorative Screen Fence Details
6. Elevations – Building A
7. Elevations – Building B
8. Elevations – Building C
9. Elevations – Building D
10. Elevations – Building E & F
11. Elevations – Building G
12. Elevations – Buildings H & J
13. Elevations – Buildings K & L

**Report prepared by:**

Margaret Holyday, Planner 1, ext. 8216  
Mauro Peverini, Senior Planner, ext. 8407  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 24, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

24

**ZONING BY-LAW AMENDMENT FILE Z.04.052  
SITE DEVELOPMENT FILE DA.03.019  
RED BIRCH DEVELOPMENTS INC.  
REPORT #P.2004.100**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT ZONING By-law Amendment Application Z.04.052 (Red Birch Developments Inc.) BE APPROVED, to permit a Drive-Through use to operate in conjunction with a permitted Eating Establishment and Bank or Financial Institution use, in Building "B" as shown on Attachment #2; and to lift the Holding "H" Provision on the subject lands shown on Attachment #1.
2. THAT Council deems the following exception to Zoning By-law Amendment File Z.04.052 (Red Birch Developments Inc.), to permit an outdoor patio use to operate in conjunction with the permitted Eating Establishment use to be minor, and that a further Public Hearing is not required.
3. THAT the following exceptions to the C4 Neighbourhood Commercial Zone BE APPROVED, to facilitate the site development shown on Attachment #2:
  - i) require a minimum front yard of 6.1m to Building "C" and 3.0m to the patio proposed in conjunction with Building "C";
  - ii) require a minimum front yard of 8.0m to Building "B";
  - iii) require a minimum exterior side yard of 3.1m to Building "A";
  - iv) require a minimum exterior side yard of 3.6m to Buildings "F" and "G";
  - v) require a minimum easterly setback from a Residential Zone of 19.1m to Building "E";
  - vi) require a minimum interior side yard of 6.0m to Building "C";
  - vii) permit a maximum building height of 12.9m;
  - viii) require a minimum of 441 parking spaces;
  - ix) require a minimum driveway access access width of 8.2m;
  - x) require a minimum landscape buffer width abutting streets of 3.0m;
  - xi) no loading space requirement for Building "C"
4. THAT Site Development Application DA.03.065 (Red Birch Development Inc.) BE APPROVED, subject to the following conditions:
  - a) That prior to the execution of the site plan agreement:
    - i) the final site plan, landscape plan and building elevations shall be approved by the Development Planning Department;
    - ii) the final site servicing and grading plans stormwater management report shall be approved by the Engineering Department;

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- iii) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc;
  - iv) all required approvals from the Region of York Transportation and Works Department shall be obtain; and,
  - v) the implementing zoning by-law shall be in full force and effect.
- b) That the site plan agreement include the following provision:
- i) the Owner shall pay to Vaughan by way of certified cheque cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division and the approved appraisal shall form the basis of the cash-in-lieu payment.

**Purpose**

The Owner has submitted applications to:

1. Amend Zoning By-law 1-88 to:
  - a) permit a Drive-through to be accessory to a permitted Eating Establishment and Bank or Financial Institution uses, in the C4 Neighbourhood Commercial Zone, specifically for Building “B” on the subject lands shown on Attachment #2;
  - b) permit an Outdoor Patio to be accessory to a permitted Eating Establishment use, in the C4 Neighbourhood Commercial Zone, specifically for Building “C” on the subject lands shown on Attachment #2;
  - c) lift the holding “H” provision from the subject lands shown and zoned C4-(H) Neighbourhood Commercial Zone; and
  - d) permit the following exceptions to the C4 Neighbourhood Commercial Zone:
    - a minimum front yard of 6.1m to the Building “C” and 3.1m to the patio, whereas 11.0m is required;
    - a minimum front yard of 8.0m to Building “B”, whereas the 11.0m is required;
    - a minimum exterior side yard of 3.1m for Building “A”, whereas 11.0m is required;
    - a minimum exterior side yard of 3.6m to Buildings “F” and “G”, whereas 11.0m is required;
    - a minimum interior side yard of 6.0m to Building “C”; whereas 11.0m is required;
    - a minimum 19.1m setback from a Residential Zone for Building “E”, whereas 22.5 m is required;

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- a maximum building height of 12.9m to the top of the tower, whereas 11.0 is the permitted maximum to the midpoint of the roof;
- a minimum of 441 parking spaces, whereas 499 spaces is required;
- no loading spaces have been proposed, whereas 1 space is required for a single use building (Building “C”) over 500m<sup>2</sup> in GFA;
- an 8.2m wide driveway access, whereas the By-law requires a 7.5m wide driveway access for ingress/egress; and
- a minimum 3.0m wide landscape buffer abutting a road, whereas 6.0 m is required.

The proposed exceptions would facilitate the Site Development Application (File DA.03.019) to permit the construction of 7 buildings within a commercial campus, with a total gross floor area of 8,269.47m<sup>2</sup>, as shown on Attachment #2.

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

The site is located at the southeast corner of Dufferin Street and Summeridge Drive, being Block 391 on Registered Plan 65M-3757, in Part of Lot 12, Concession 2, City of Vaughan. The 3.64 ha site has 105.0m frontage along Dufferin Street and 207.8 m flankage along Summeridge Drive.

The site is designated “Medium Density Residential/Commercial” by OPA No.600, and zoned C4-(H) Neighbourhood Commercial Zone with Holding “H” provision by By-law 1-88 subject to site-specific Exception 9(1063). The surrounding lands uses are:

- North - Summeridge Drive; vacant/future residential (RVM2 Residential Zone)
- South - woodlot (OS4 Open Space Woodlot Zone)
- East - residential (RVM1 Residential Zone)
- West - Dufferin Street; commercial (C7 Service Commercial Zone)

On September 24, 2004, a notice of Public Hearing was circulated to all property owners within 120 m of the subject lands. To date, no comments have been received. The recommendation of the Committee of the Whole on October 18, 2004, to receive the public hearing and forward a technical report to a future Committee meeting was ratified by Council on October 25, 2004.

#### Official Plan

The subject lands are designated “Medium Density Residential/Commercial” by OPA #600. This designation provides opportunities for a broad range of neighbourhood commercial uses, including retail banks and financial institutions, and eating establishments. The proposed commercial development, including the accessory drive-through and outdoor patio uses would be permitted by the Official Plan.

#### Zoning

The subject lands are zoned C4-(H) Neighbourhood Commercial Zone by By-law 1-88, subject to site-specific Exception 9(1063). The C4 Zone permits a variety of commercial/retail uses all to be carried on entirely within a shopping centre and with no outside storage.

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The following exceptions are required to facilitate the development of the subject lands as shown on Attachment #2:

	<u>Required</u>	<u>Proposed</u>
Min. Front Yard	11m	6.1m (to Building “C”)
Min. Front Yard	11m	3.0m (to porch - Building “C”)
Min. Front Yard	11m	8.0m (to tower – Building “B”)
Min. Exterior Side Yard	11m	3.1m (to Building “A”)
Min. Exterior Side Yard	11m	3.6m (to Buildings “F” & “G”)
Min. Interior Side Yard	11m	6.0m (to Building “C”)
Min. Setback from Residential Zone	22.5m	19.1m (to Building “E”)
Req. Number of Loading Spaces	1	0
Width of Driveway/Driveway Access	7.5m	8.2m
Min. Width of Landscape Strip		
Abutting a Street	6m	3 m
Max. Building Height	11 m (roof midpoint)	12.9m (top of tower)
Req. Number of Parking Spaces	497 spaces	441 spaces (11.3% deficiency)

The Holding Provision is to be lifted from the subject lands upon Council’s approval of the Site Plan Application, file DA.03.065.

Site Design

The irregular-shaped lot is to be developed with 7 buildings located around the perimeter of the site, as shown on Attachment #2. Buildings “A”, “F” and “G” and multi-unit commercial buildings located along Summeridge Drive Buildings “D” and “E” are also multi-unit buildings located along the south property line adjacent to the woodlot. Buildings “B” and “C”, are two single use buildings located along Dufferin, Street with an outdoor patio proposed for Building “C” located at the southwest corner of the building creating a secluded and private outdoor eating area.

Pedestrian circulation throughout the site has been facilitated by an internal walkway system connecting to the public sidewalks along Dufferin Street and Summeridge Drive.

The main full-movement access has been provided from Summeridge Drive leading to a driveway aisle running north and south through the centre of the site, and creating a main street layout. The driveway aisle is lined on both sides by landscaping and a pedestrian walkway extending from the public sidewalk along Summeridge Drive. The driveway aisle terminates at the focal point of the site created by an enhanced landscape area between Buildings “D” and “E”. Two additional accesses have been provided for the site, a second access from Summeridge Drive at the northeast corner of the site, and a right-in/right-out only access from Dufferin Street. Landscaping and pedestrian crossings have also been provided along the driveway aisle leading to and from the Dufferin Street access.

Parking has been provided internal to the site in order maximize the visibility of the proposed buildings. Driveway aisles and landscaping throughout the parking area create clusters of parking minimizing the visual impact of the parking spaces.

Building Elevations

All seven buildings are to be constructed with a brown brick veneer and accented with horizontal brick veneer depressed bands. The buildings have been proposed to a maximum height of 8.4 m

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in accordance with the C4 zone standards, and are to be constructed with asphalt shingled roofs. An exception is required only for the towers situated at the corners of the buildings, which are proposed to be a maximum 12.9 m in height.

The north elevations for Buildings “A”, “F” and “G” fronting on Summeridge Drive propose more brick than the south elevations which contain the signage bands and four panels of double-glazed window units. Each unit has been provided with glass and aluminum doors encased at both the front and rear of the buildings. The north elevations also propose glass and aluminum doors, however only provide two panels of double-glazed window units. The tower feature with a star accent feature located on the north elevations of Buildings “A” and “F” create an entry feature to the site as they address both corners of the driveway from Summeridge Drive. Decorative dormers constructed of stucco and metal flashing have also been proposed as accents to enhance the roofline. Identical material and design is to be used on the north elevations of Buildings “D” and “E”. The tower features for Buildings “D” and “E” are located along the north elevation; one at each corner of Building “D” and one at the northwest corner of building “E”. The south elevations facing the woodlot, have typical rear elevations and will be used for service purposes, and includes insulated heavy metal man doors for Buildings “D” and “E”.

Buildings “B” and “C”, the two single use buildings have incorporated the same material and design elements. Towers have been located along the west elevation of both buildings, with a drive-through window along the north elevation of Building “B”.

#### Drive-Through Facility

Building “B” includes a drive-through facility. It has not yet been confirmed whether the user of Building “B” will be a Bank or Financial Institution or an Eating Establishment. It is however, recommended that the drive-through facility be appropriately screened and buffered from Dufferin Street by tree and shrub landscaping and fencing with brick piers, and other measures deemed appropriate by Staff, upon finalizing the landscape plan.

#### Landscaping

The site will be landscaped with mix of deciduous and coniferous trees and shrubs, along Dufferin Street and Summeridge Drive, as well as, along the property lines abutting the woodlot to the south and the residential to the east. Specific attention has been given to the planting along the driveway aisles, the drive-through, and the parking islands. Focal points such as the patio use proposed for Building “C” and the area between Buildings “D” and “E” have been addressed with enhanced landscaping.

The final landscape plan and detailed cost estimate must be approved to the satisfaction of the Development Planning Department.

#### Access and Parking

The site plan (see Attachment #2) proposes 441 parking spaces, to be accessed by three driveways throughout the site. The two full movement driveways are from Summeridge Drive and the right-in/right-out driveway is from Dufferin Street. The final location and design of the driveway accesses will be subject to the approval of the Region of York Transportation and Works Department.

The required parking for the site is as follows:

- Shopping Centre:  $8268.47\text{m}^2 \times 6 \text{ spaces}/100\text{m}^2 \text{ GFA} = 497 \text{ spaces}$



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The site plan proposes 441 spaces, resulting in a deficiency of 56 spaces (11.3% deficiency), which is supported by the Engineering Department.

#### Servicing

The site has access to municipal services including sanitary and storm sewers and water. The final site plan is to be approved by the Engineering Department, and satisfy all engineering requirements.

#### Land Use/Compatibility

The zoning amendment application proposes to permit a drive-through use to operate in conjunction with permitted eating establishment and bank or financial institution uses and to permit a patio use to operate accessory to a permitted eating establishment use in Building "C". The introduction of both proposed accessory uses conforms to the Official Plan. Both the design of the drive-through and the location of the outdoor patio are appropriate and will not negatively impact pedestrian and vehicular site circulation. Buildings "B" and "C" with the proposed drive-through and patio uses are located along Dufferin Street and away from residential land uses to the east and north.

As noted earlier in the Zoning Section of this report, Staff can support the additional zoning exceptions to the C4 Zone standards, which will facilitate an appropriate street-related development on the site as shown on Attachment #2.

#### Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA No. 600.

#### Conclusion

Staff has reviewed the proposed applications to amend the Zoning By-law and for Site Development approval. Staff is of the opinion that the proposed zoning amendment to lift the Holding provision, and to permit a drive-through with an eating establishment and a bank or financial institution and patio uses accessory to an eating establishment and the associated exceptions to the C4 Zone to facilitate the site development are appropriate and compatible with the surrounding area and land uses. The proposal implements the policies of the Official Plan, and provides an appropriate commercial development for the community. For these reasons, Staff can support approval of the zoning amendment and site plan applications. Should the Committee concur, the recommendation in this report can be adopted.

#### Attachments

1. Location Map
2. Site Plan
3. Building Elevations, (Buildings "A" and "C")
4. Building Elevations, (Buildings "D" and "E")
5. Building Elevations, (Buildings "F" and "G")
6. Building Elevation, (Building "B")

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**Report prepared by:**

Arminé Hassakourians, Planner, ext. 8368

Grant A. Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 25, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**25**

**ZONING BY-LAW AMENDMENT FILE Z.04.037  
LORWOOD HOLDINGS INC.  
REPORT #P.2004.92**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.04.034 (Lorwood Holdings Inc.) BE APPROVED subject to the following:
  - a) That By-law 1-88 be amended to permit the following additional uses in the C8 Office Commercial Zone, on the subject lands:
    - Bank and Financial Institution;
    - Club or Health Centre;
    - Eating Establishment, including an Outdoor Patio;
    - Eating Establishment, Convenience with Drive-Through, including an Outdoor Patio;
    - Education or Training Facility;
    - Hotel, Motel or Convention Centre;
    - Print Shop with accessory retail sales;
    - Personal Service Shop;
    - Retail Store;
    - Convenience Retail Store;
    - Service or Repair Shop; and,
    - Video Store
  - b) That the implementing by-law include the following zoning exceptions:
    - a minimum parking requirement of 5 spaces/100m<sup>2</sup> GFA for the retail/commercial uses;
    - limit the gross floor area devoted to eating establishment uses to a maximum of 20% of the total gross floor area of all buildings on the subject lands shown on Attachment #4;
    - permit commercial uses on the ground floor of a three-storey office building, limited to 15% of the total gross floor area of the building;
    - require a minimum rear yard of 9.2m;
    - require a minimum landscape strip width of 1.6m along the north property line; and,
    - designate Rutherford Road as the front lot line.
2. That the implementing by-law shall not be enacted until Council has approved a site plan application, and that the by-law include any other necessary exceptions, to implement the final approved site plan.

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- 3. That the Holding (H) provision be lifted on the subject lands shown on Attachment #3, upon Council's approval of a site plan application.

**Purpose**

The Owner has submitted an application to amend the Zoning By-law to permit the following uses in the C8 Office Commercial Zone, on the subject lands (see Attachment #1): bank and financial institution, club or health centre, eating establishment including an outdoor patio convenience, eating establishment with a drive-through and outdoor patio, education and training facility, hotel, motel, convention centre, print shop with accessory retail sales, personal service shop, retail store, convenience retail store, service or repair shop, and video store. The proposed office building use is permitted under the current C8 zoning. A conceptual site plan (Attachment #4) has been submitted in support of the zoning amendment application.

The zoning amendment proposes site-specific exceptions for reduced parking and setbacks, and a cap on the amount of gross floor area allocated to eating establishment uses on the site. To date, the Owner has provided a concept plan, which will be subsequently refined with a full site plan submission. The proposed development consists of the following:

<b>BUILDING</b>	<b>USE</b>	<b>GFA(m<sup>2</sup>)</b>
"A"	Retail/Commercial	2,787
"B"	Retail/ Commercial	2,648
"C"	Retail/Commercial	465
"D"	Office Commercial	2,787
"E"	Eating Establishment	839
"F"	Eating Establishment	286
<b>Total</b>		<u>9,812</u>
	Parking Provided	451 spaces

**Background - Analysis and Options**

The site is located on the northwest corner of Rutherford Road and Jane Street, being Part of Lot 16, Concession 5, City of Vaughan. The property is vacant and has 112.6m and 187.4m of frontage on Jane Street and Rutherford Road, respectively.

The subject lands are currently designated "High Density Residential/Commercial (Special Policy)" by OPA #600, and are part of the Vaughan Centre Secondary Plan Area. Existing Official Plan designations for the subject lands and the surrounding area are shown on Attachment #2. The lands are zoned C8 (H) Office Commercial Zone with the Holding Symbol "H" by By-law 1-88, shown on Attachment #3.

The surrounding land uses are:

- North - parking lot and Julliard Elementary School, open space, auto mall, and Paramount Canada's Wonderland (OS1 Open Space Conservation Zone, C1-H Restricted Commercial Zone with the Holding Symbol "H", and TPC Theme Park Commercial Zone)
- South - Rutherford Road, Vaughan Mills Shopping Centre and associated vacant outparcel sites, vacant land (C1-H Restricted Commercial Zone with the Holding Symbol "H", SCD Shopping Centre District Zone, EM1 Prestige Employment Area Zone)

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West - Julliard Drive, existing commercial and residential (C5 Community Commercial Zone and RVM1 Residential Urban Village Multiple Dwelling Zone One)

East - Jane Street, existing dwelling and vacant land (A Agricultural Zone)

On August 27, 2004, a notice of Public Hearing was circulated to all property owners within 120m of the subject land, and to the Maple Landing Ratepayer Association and the Maple Sherwood Ratepayers Association. No comments have been received to date. The recommendation of the Committee of the Whole on September 20, 2004, to receive the Public Hearing and forward a technical report to a future Committee meeting was ratified by Council on September 27, 2004.

Official Plan

The subject lands are designated “High Density Residential/Commercial (Special Policy)” by OPA #600 and are part of the Vaughan Centre Secondary Plan Area. The Official Plan permits a range of commercial/retail, office and restaurant uses on the subject property, and includes the following policies that are applicable to this site:

- the site shall be developed with a prestigious “landmark” development;
- the urban design objectives of the Official Plan shall be maintained; and,
- the site may incorporate a prestigious civic use; the City shall evaluate its need for a site within a time frame established in the implementing subdivision agreement.

The subject lands was once considered a potential Civic Centre site, which has now been confirmed to be built at the current Civic Centre site.

The proposed uses are consistent with the Official Plan and the evolving commercial land uses located within the Vaughan Centre Secondary Plan Area, west of Jane Street. Staff is satisfied that the proposed uses can be developed in a manner that is compatible with the existing and planned land uses in the surrounding area. Accordingly, subject to the recommendation, and comments in this report, Staff can support an amendment to the Zoning By-law to permit the proposed commercial uses in the C8 Zone, on the subject property.

Zoning

The subject lands are zoned C8 (H) Office Commercial Zone, with the Holding Symbol “H” by By-law 1-88, which permits only an office building and a parking garage accessory to an office building. The proposed commercial and retail uses are not permitted in this zone. The Owner has requested that the following additional uses be permitted on the property: bank and financial institution, club or health centre, eating establishment including an outdoor patio, convenience eating establishment with a drive-through and outdoor patio, education and training facility, hotel, motel, convention centre, print shop with accessory retail sales, personal service shop, retail store, convenience retail store, service or repair shop, and a video store.

The following exceptions to By-law 1-88 are proposed to implement the conceptual site plan shown on Attachment #4:

- A cap on the total gross floor area devoted to eating establishment uses on the site at 20% of the total combined gross floor area of all buildings on the subject lands shown on Attachment #4. This standard is typically imposed when eating establishments are developed in conjunction with other commercial uses in order to ensure adequate parking is available on the site. Staff supports this exception.

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- An exception to permit commercial uses on the ground floor of a three-storey office building. An office building is a permitted use on the site, however where the height exceeds three-storeys, a maximum of 15% of the gross floor area of the building can be used for commercial uses on the ground floor (bank; eating establishment, including convenience and take-out; health centre; personal service shop; retail store; and variety store). This exception is considered to be minor in nature and can be supported by Staff.
- A minimum northerly rear yard of 9.2m and landscape strip width of 1.6m, whereas the By-law requires 20m and 2.4m respectively. The property abuts a school parking lot, and therefore, Staff can support the reduced setback, however the site plan application must include planting that provides an adequate landscape screen along the north property line.
- That Rutherford Road be deemed as the front lot line for the purposes of applying setbacks which can be supported by Staff, as the site has frontage on three roads.

To date, a formal site development application has not been filed with the City, and therefore, additional zoning exceptions may be identified and assessed through the site plan approval process, which would include a technical report to Council. Staff recommends that the implementing zoning by-law not be enacted until Council has approved a site plan application. A recommendation has been included to this effect.

The lands are currently zoned with the Holding Symbol “H”, which must be removed from the property prior to development taking place on the site. Staff recommends that the holding symbol be lifted upon Council’s approval of a site development application. A recommendation has been included to this effect.

Parking

By-law 1-88 requires that the minimum parking for the proposed development be calculated as follows:

Office - 2,647.65m <sup>2</sup> x 3.5 spaces/100m <sup>2</sup>	= 93 spaces
Commercial – 7,163.54m <sup>2</sup> x 6 spaces/100m <sup>2</sup>	= <u>430 spaces</u>
Total Required Parking	523 spaces
Proposed Parking	= 451 spaces

A deficiency of 72 parking spaces (13.8%) is created by the proposed development. The applicant has submitted a parking study prepared by iTrans Consulting Inc. to support the proposed parking supply, which has been reviewed and approved by the Engineering Department. To achieve a minimum parking requirement of 451 spaces, the parking standard for commercial uses would need to be reduced to a minimum of 5 spaces/100m<sup>2</sup> GFA, while maintaining the current office standard of 3.5 spaces/100m<sup>2</sup> GFA. An exception to the parking standards for commercial uses is provided in the staff recommendation.

Urban Design Guidelines

The property is subject to Urban Design Guidelines and an Open Space Master Plan, prepared by Terraplan Landscape Architects and Viljoen Architect Inc. The Guidelines establish principles for sites with multiple buildings. Specifically, the document proposes that smaller buildings be located along Rutherford Road with larger anchor buildings located along the northern boundary,

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with parking situated internally on the site. The conceptual site plan is consistent with the Guidelines with respect to the location of the commercial/retail buildings. The office building is also located close to the corner of Jane Street and Rutherford Road to create massing and a landmark building at this prominent intersection location. The Guideline also provide direction respecting the edge treatment along the perimeter of the site, which will be assessed in greater detail during the site plan review process.

#### Site Plan

The following matters will be addressed upon the submission of a formal site development application respecting the subject lands:

- compliance with the applicable Urban Design Guidelines and Open Space Master Plan, and the Architectural Guidelines;
- the design of the office building and its' relationship to the street;
- the proposed drive-through for Building "F" should not be located between the building and the street, particularly at a prominent corner location;
- pedestrian connectivity within the site and to Jane Street, Rutherford Road, and transit stops must be identified;
- upgraded elevations for buildings facing Jane Street and Rutherford Road;
- outdoor patios should be identified on the site plan;
- parking adjacent to Rutherford Road and Jane Street shall be screened, in addition to the loading areas abutting the school property to the north;
- access to the site requires Region of York approval;
- landscape plans including all streetscape elements; and,
- City engineering requirements, including a stormwater management report, and site servicing and grading plans.

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

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through implementation of OPA #600.

#### **Conclusion**

Staff has reviewed the application to amend the Zoning By-law to permit a range of commercial/retail uses on the subject lands. The proposal has been considered in light of the applicable Official Plan policies, the zoning requirements in By-law 1-88, and the technical requirements of City Departments and external agencies.

Staff is satisfied that the proposed application is consistent with the Official Plan and with the evolving nature of commercial development on the lands west of Jane Street within Vaughan Centre. The concept plan illustrates that the proposed uses can be developed in a manner that is compatible with existing development in the area, however a full site plan submission is required prior to the implementing by-law being enacted.

Staff can recommend approval of the proposed zoning amendment application, subject to the conditions identified in this report. Should the Committee concur, the recommendations in this report can be adopted.

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**Attachments**

1. Location Map
2. Existing Official Plan Designations
3. Existing Zoning
4. Conceptual Site Plan

**Report prepared by:**

Mauro Peverini, Planner, ext. 8407  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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



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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 26, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

26

**ZONING BY-LAW AMENDMENT FILE Z.02.065  
DRAFT PLAN OF SUBDIVISION FILE 19T-02V06  
LOBLAW PROPERTIES LIMITED ET AL.  
REPORT #P.2004.80**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment Application Z.02.065 (Loblaw Properties Limited Et Al.) BE APPROVED, to rezone the subject lands shown on Attachment #2 from A Agricultural Zone to R5 Residential Zone, with the following exceptions:
  - a) require a minimum 10m rear yard for lots abutting an OS1 Open Space Conservation Zone, specifically Lots 1 to 10 inclusive as shown on Attachment #3:
  - b) require a minimum 6m front yard between a garage and the front lot line for all lots within the subject subdivision as shown on Attachment #3.
2. THAT Draft Plan of Subdivision 19T-02V06 (Loblaw Properties Limited Et Al.) prepared by ODAN DETECH Consulting Engineers, dated September 9, 2004 (Revised), and red-lined on November 29, 2004, BE DRAFT APPROVED, subject to conditions provided on Attachment #1.
3. THAT the subdivision agreement shall contain a provision requiring the Owner to pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section, 42 of the Planning Act, 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.
4. THAT Council pass the following resolution with respect to the allocation of sewage and water servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-02V06 be allocated sewage capacity from the Woodbridge Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 5 of the York Water Supply System, for a total of 44 residential units following the execution of a subdivision agreement to the satisfaction of the City. Said allocation to the draft plan shall automatically be revoked after a period of one year in the event the draft plan has not been registered."

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#### Purpose

The Owner has submitted applications to:

1. amend Zoning By-law 1-88 to rezone the subject lands shown on Attachment #3, from A Agricultural Zone to R5 Residential Zone; and
2. permit a Draft Plan of Subdivision (Attachment #3) consisting of 44 detached residential units with lot frontages ranging between 8.4m to 13.3m, on a 2.17 ha site.

#### Background - Analysis and Options

The subject lands are located (see Attachment #2) west of Regional Road #27, on the north side of Langstaff Road, being part of Lot 11, Concession 8, City of Vaughan. The lands were part of a larger block, which included the commercial block to the northwest, but was recently severed through a Committee of Adjustment Consent Application B061/04, to facilitate the processing of the draft plan of subdivision. The 2.173 ha site has a 103.63m frontage on Langstaff Road and a depth of approximately 210m. The site can be accessed through Umbria Crescent and Milano Avenue in the adjacent subdivision to the east (see Attachment #3).

The site is designated “Low Density Residential” by OPA #240 (Woodbridge Community Plan) and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - valley, (OS1 Open Conservation Space Zone)
- South - Langstaff Road; existing residential (R4 Residential Zone)
- East - existing residential, including Umbria Court and Milano Avenue (R5 Residential Zone)
- West - existing commercial plaza (C4 Neighbourhood Commercial Zone)

On May 31, 2004, a notice of Public Hearing for the applicant’s entire landholding, which included both the subject lands (Draft Plan of Subdivision) and the commercial block to the northwest (as shown on Attached #2) was mailed to all property owners within 120m of the subject lands, and to the West Woodbridge Homeowners Association, and to individuals requesting notification. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing held on June 21, 2004, and to forward a technical report to a future Committee meeting, was ratified by Council on June 28, 2004. The applicant has since severed the commercial block from the subject residential subdivision application.

#### Official Plan

The subject lands are designated “Low Density Residential” by OPA #240 (Woodbridge Community Plan). This designation permits detached and semi-detached dwelling units at a maximum gross density of 7.4 units/ha in Lot 11 of Concession 8, plus 12.4 units/ha in Lots 12 to 14 of Concession 8. The gross density is calculated on a neighbourhood plan basis, and the breakdown is provided in the “Density” section of this report.

#### Neighbourhood Plan

The subject lands are located within the Neighbourhood 4A Development Plan (see Attachment #4), which was approved by Council in October 1988 and revised on May 6, 1996. This plan deals with land use, transportation and roads, traffic impact, servicing and density. The implementation of the Neighbourhood Plan is through the approval of individual plans of subdivision.

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To ensure the orderly development of the Woodbridge Community, Section 12(h) of OPA #240 provides:

“To enable the City and the Region to co-ordinate the development of individual plans of subdivision and establish priorities for the provision of municipal and regional services and facilities, the City shall require the preparation and adoption of detailed neighbourhood development plans prior to permitting major development to proceed in certain areas. Such neighbourhood development plans need not form an amendment to the Plan.”

The proposal for single-detached dwellings and the road pattern shown on the proposed subdivision plan (Attachment #3) is consistent with the Council approved Neighbourhood 4A Development Plan (Attachment #4).

Density

The subject lands are situated in Lot 11, Concession 8 within the Neighbourhood 4A Development Plan, which calculates the density on a neighbourhood plan basis, as follows: 7.4 units/ha (gross) in Lot 11, Concession 8, plus 12.4 units/ha (gross) in Lots 12 to 14 of Concession 8. The density for the neighbourhood also includes a medium density townhouse development (built), which was approved by Council in 1995 at 32 units/ha (net). A gross hectare includes the net residential land area, local and feeder roads, parks, open space, valleys and community facilities, plus one-half of the boundary roads and one-quarter of the boundary intersections. The Neighbourhood 4A Development Plan has a total development area of 107.8ha.

The maximum number of units permitted and built within the entire Neighbourhood 4A Plan is as follows:

	<u>Permitted</u>	<u>Built</u>
Low Density (Gross):		
Lot 11 (43.5 ha @ 7.4 uph)	322 units	84 units
<u>Lot 12-14 (63 ha @ 12.4 uph)</u>	<u>781 units</u>	<u>540 units</u>
Total Low Density Units	1103 units	624 units
Medium Density (Net):		
<u>1.334ha @ 32 uph</u>	<u>42 units</u>	<u>42 units</u>
Total Medium Density Units:	42 units	42 units
Total Low + Medium Density Units	1145 units	666 units

An additional 479 low density units could be accommodated within the neighbourhood. The development proposes 44 units, and therefore conforms to the density policies within the Official Plan. An amendment to the Neighbourhood Plan is not required as the development conforms to the approved land uses and road pattern.

Zoning

The lands are presently zoned A Agricultural Zone by By-law 1-88, and an amendment to the zoning by-law is required to rezone the subject lands from A Agricultural Zone to R5 Residential Zone (minimum 7.5m frontages) to facilitate the draft plan of subdivision for 44 single-detached units. The R5 zoning would be consistent with the subdivision to the immediate east. A minimum 10m setback will be required for any rear yard abutting an OS1 Open Space Conservation Zone

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(from the approved stable slope line) as required by the Toronto and Region Conservation Authority (TRCA), specifically applying to Lots 1-10 on Attachment #3. Staff can also support the request to reduce the front setback between a garage and the front lot line for all lots in the subdivision from 6.4m to 6m, which is considered to be minor. The implementing by-law will include these exceptions to implement the draft plan of subdivision.

Subdivision Design

The draft plan (Attachment #3) has been prepared in accordance with the approved Neighbourhood Plan (Attachment #4). The proposed lotting both in design and size is similar to the adjacent plan of subdivision (Attachment #2). The road pattern is designed with a 20m road allowance so as to align and complete both Milano Avenue and Umbria Court to the immediate east. A total of 44 residential lots with minimum frontages of 8.4m. and lot depths ranging from 32m to 50m are proposed.

Vaughan Engineering Department

The Vaughan Engineering Department provides the following comments:

a) Environmental Site Assessment

On October 21, 2004, Terrapex Environmental Limited completed its peer review of the Environmental Report, Phase 1 prepared by Toronto Inspection Geo-environmental Consultants, in accordance with the Environmental Guidelines for Use at Contaminated Sites in Ontario (February 1997 as amended), and found the soil and groundwater conditions at the site suitable for residential development.

In support of the draft plan, the applicant has submitted a servicing report entitled, "Langstaff and 27 Retail Centre dated July 18, 2002 and prepared by Odan Detech Consultants, which was reviewed by Engineering staff and summarized as follows:

b) Water Supply

The draft plan is within the service area of Pressure District 5 of the York Region Water Supply System. The residential draft plan can be supplied by looping the existing 200mm diameter watermain on Milano Avenue.

c) Sanitary Servicing

The servicing report identifies that the sanitary system within the abutting easterly Villagio Subdivision 19T-95092 has been designed and constructed to accommodate the sanitary drainage from the subject draft plan.

d) Storm Drainage

The storm water flows from the subject lands are tributary to the Robinson Creek Valley. The servicing report identifies that the proposed storm sewers and storm water detention pond, within the abutting easterly Villagio Subdivision 19T-95092, have been designed to accommodate the drainage from the subject draft plan.

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e) Sewage and Water Allocation

On October 15, 2004, the Engineering Planning and Studies Division confirmed that sewage and water allocation was available for this draft plan of subdivision. Staff recommends that water and sewage capacity be allocated to the subject lands for a total of 44 lots.

f) Noise Attenuation

Due to the proximity of the draft plan to Highway #27, Langstaff Road, and to the westerly commercial site, the Engineering Department requires a noise report that analyzes the ultimate traffic data and stationary noise source(s). The applicant is advised that City Policy requires mandatory air conditioning for residential units that abut and/or face major collector roads such as Langstaff Road, and when abutting commercial developments.

Parkland Dedication

The preliminary parkland dedication calculation is as follows:

Calculation Based on 5% of Land Area

Total Land Area within Plan	2.173 ha
Parkland dedication Based on 5% =	0.109 ha

The parkland dedication requirements will be satisfied through cash-in-lieu of parkland dedication, as a park is not required within the subject plan of subdivision.

A 6m wide separate buffer block is to be provided along Langstaff Road to allow for appropriate landscaping and streetscape integration with the proposed commercial block, in accordance with City Policy, and as red-lined on the subdivision plan shown on Attachment #3.

Cultural Services Department

The Cultural Services Department requires an Archeological Assessment to be undertaken on the subject lands as a condition of draft plan approval. The assessment report would be approved to the satisfaction of the Cultural Services Department and Ministry of Culture.

PowerStream Inc.

PowerStream Inc. has advised that “the Developer is to design, purchase materials, and install a buried hydro distribution system and a street lighting system within the confines of the above-noted subdivision, and compatible with the existing and/or proposed systems, in the surrounding plans of subdivision, all in accordance with PowerStream Inc. and City of Vaughan standards and specifications, latest revisions. They also require the developer to enter into a separate subdivision agreement with Power Stream Inc.

Region of York

The Regional Municipality of York has no objection to draft plan approval, provided water and sewer capacity has been allocated, and subject to the conditions of draft approval provided on Attachment #1.

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Toronto and Region Conservation Authority (TRCA)

The Toronto & Region Conservation Authority (TRCA) has no objection to both the proposed zoning amendment and draft plan of subdivision applications. The TRCA is satisfied with the development as proposed, subject to the conditions of draft approval provided on Attachment #1.

School Boards

The York Region District School Board and York Catholic District School Board did not have any comments or conditions respecting the proposed draft plan of subdivision. A school site is not proposed on the subject lands.

Canada Post

Canada Post has no objection to the zoning and subdivision, and have provided draft plan conditions outlined in Attachment #1.

**Relationship to Vaughan Vision 2007**

This staff report is consistent with the priorities established in Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #240.

**Conclusion**

Staff has reviewed the zoning by-law amendment and draft plan of subdivision applications in accordance with the Official Plan, the Neighbourhood 4A Development Plan, and By-law 1-88. Staff are satisfied that the proposed rezoning of the 2.17 ha parcel shown on Attachment #3, from A Agricultural Zone to R5 Residential Zone, conforms to the policies in the Official Plan, is consistent with the uses and road pattern in the Neighbourhood 4A Development Plan, and is appropriate to facilitate the proposed draft plan of subdivision consisting of 44 single-detached lots.

For these reasons, Staff can recommend the approval of the zoning amendment and draft plan of subdivision applications. The conditions of draft plan approval are provided on Attachment #1. Should the Committee concur, the recommendations in this report can be adopted.

**Attachments**

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Subdivision 19T-02V06/Proposed Zoning
4. Neighbourhood 4A Development Plan 4A

**Report prepared by:**

Eugene Fera, Planner, ext. 8064  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 27, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**27**

**ZONING BY-LAW AMENDMENT FILE Z.04.014  
DRAFT PLAN OF SUBDIVISION FILE 19T-04V05  
LINDVEST PROPERTIES (BATHURST MACKENZIE) LIMITED  
REPORT #P.2004.71**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 29, 2004:**

**Recommendation**

The Commissioner of Planning recommends:

1. That the Block 11 Staging Plan for Phase 1 lands (Attachment #4) BE APPROVED;
2. That the revised Block 11 Transportation Management Plan, dated May 2004, and included as Attachment #5, BE APPROVED;
3. That Zoning By-law Amendment Application Z.04.014 (Linvest Properties (Bathurst Mackenzie) Limited) BE APPROVED, to rezone the subject lands to the appropriate zone categories to implement the approved draft plan of subdivision, and that the Phase 1 – Stage 2 portion of the lands identified on Attachment #3, be placed in a Holding “H” Zone, pending availability of servicing capacity.
4. That Draft Plan of Subdivision 19T-04V05 (Linvest Properties (Bathurst Mackenzie) Limited) prepared by Alcorn and Associates Limited, dated September 21, 2004, BE DRAFT APPROVED, subject to the conditions as set out in Attachment #1.
5. For the purpose of notice, the subdivision agreement shall contain a provision that parkland shall be dedicated, and/or cash-in-lieu paid, within the plan at the rates stipulated in OPA #600 and shall conform to the approved “Cash-In-Lieu of Parkland Policy”.
6. That Council pass the following resolution with respect to the allocation of sewage and water servicing capacity:  
  
“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-04V05 (Linvest Properties (Bathurst Mackenzie) Limited), Phase 1, Stage 1 is allocated sewage capacity from the York/Durham Servicing Scheme via the North Don Collector on an interim basis and ultimately via the Bathurst Trunk Sanitary Sewer once constructed, and water supply capacity from Pressure Districts No. 6 and No.7 of the York Water Supply System for a total of 303 residential units.”
7. That the Owner enter into an agreement (to be registered on title) with the City of Vaughan, indicating that the Lots included in Phase 1- Stage2 will not be offered for sale by the Owner or purchasers until servicing capacity has been identified and allocated by the City.

**Purpose**

The Owner has submitted applications to:

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1. Amend the Zoning By-law 1-88 to rezone the subject lands shown on Attachment #2, from A Agricultural Zone, OS5 Open Space Environmental Protection Zone, and OS1 Open Space Conservation Zone, to RD2, RD3 and RD4 Residential Detached Zones; RT1 Residential Townhouse Zone; OS1 Open Space Conservation Zone (stormwater management pond); OS2 Open Space Par Zone; and maintain the OS5 Open Space Environmental Protection Zone (valley); and
2. Permit a Draft Plan of Subdivision (52.63 ha) shown on Attachment #3, which proposes the following:
  - 370 detached lots (with frontages ranging between 9.8m to 15.3 m)
  - 54 blocks comprised of 296 street townhouse units (minimum frontages of 6.1m/unit)
  - 1.70 ha neighbourhood commercial block
  - 2.25 ha elementary school block
  - 2.26 ha neighbourhood park block
  - 2.18 ha stormwater management
  - 9.59 ha valleylands

It is noted that the ownership of the subject lands has changed from Senang Investments Limited to Lindvest Properties (Bathurst Mackenzie) Limited.

**Background - Analysis and Options**

The site is located (see attachment #2) at the southwest corner of Major Mackenzie Drive and Bathurst Street in Planning Block 11, in Part of Lots 19 and 20, Concession 2, City of Vaughan.

The subject lands are designated “Low Density Residential”, “Medium Density Residential/Commercial”, “Neighbourhood Commercial Centre” and “Valley Lands” by OPA 600, and zoned A Agricultural Zone, OS5 Open Space Environmental Protection Zone and OS1 Open Space Conservation Zone by By-law 1-88. The approved Block 11 Plan specifically defines the land uses as neighborhood commercial, low density residential, medium density residential, elementary school, neighbourhood park and open space/valley lands. The surrounding land uses are:

North - Major Mackenzie Drive; farmland (A Agricultural Zone)  
South - farmland (A Agricultural Zone)  
East - Bathurst Street; residential (Town Richmond Hill)  
West - farmland (A Agricultural Zone)

On May 14, 2004, a notice of public hearing was circulated to all property owners within 120 m of the subject lands. The Town of Richmond Hill has previously expressed its concerns regarding the availability of servicing in this area through objections to other draft plans approved within Block 11. Concerns surrounding issues of service allocation have been resolved, and as a result, the appeals launched by the Town of Richmond Hill to the Ontario Municipal Board have been settled.

The recommendation of the Committee of the Whole to receive the Public Hearing Held on June 7, 2004 and to forward a comprehensive report to a future Committee meeting, was ratified by Council on June 14, 2004.



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#### Block Plan

On August 25, 2003, Council adopted the Block 11 Plan (Attachment #4), subject to conditions. A list of 10 conditions respecting the Block Plan are required to be addressed prior to any draft plan of subdivision within Block 11 proceeding to Council for approval. Each of the 10 conditions have been addressed to the satisfaction of the City, and approvals are forthcoming in the near future.

Block 11 is located within the community of “Carrville Urban Village 2” and bounded by Rutherford Road to the south, Major Mackenzie Drive to the north, Dufferin Street to the west and Bathurst Street to the east.

The Block 11 Plan provides primarily low density residential development for most of the Block, which is comprised of detached and semi-detached units. The Block also includes some medium density development in the form of townhouse units and high density development in the Carrville District Centre. The Block 11 Plan also provides four elementary schools and one high school, as well as four neighbourhood parks, three of which are located adjacent to elementary school properties. Three neighbourhood commercial sites are proposed one in each quadrant of the Block. The Carrville District Centre located at the southwest corner of Block 11, and four convenience commercial sites are also proposed in the south portion of the Block. The site is also comprised of eight stormwater management ponds and a significant portion of Block 11 comprises valleylands. A significantly large parcel of land located centrally on the west side of the Block has been dedicated as a nature reserve.

The Block 11 Landowners have provided new residential density counts proposing a total of 3,642 dwelling units, comprising 1,631 low density, 1,539 medium density and within the Carrville District Centre there are 472 high density units. The new residential unit counts conform to the Official Plan.

#### Oak Ridges Moraine Conservation Plan

The subject lands are located partially within the boundaries of the Oak Ridges Moraine and designated “Settlement Area” in the Oak Ridges Moraine Conservation Plan. The Applicant is required to conform to the Oak Ridges Moraine Conservation Plan for the portion of the lands located within the Moraine. A conformity report was submitted and reviewed, and Planning Staff has no further concerns respecting conformity to the Act.

#### Official Plan

The “Low Density Residential” designation permits detached dwellings at a maximum net density of 22 units/ha, and at an average overall net density for low density across the Block 11 Plan of 16-18 units/ha. The low density residential component is at a density of 17 units/ha in conformity with the Official Plan.

The “Medium Density Residential/Commercial” designations are generally located along major arterial roads and certain primary streets, and are primarily residential with limited commercial uses located at grade level and along transit routes to encourage and facilitate pedestrian movement. The minimum net residential density for this designation is between 17-40units/ha, with an average required net density across the Block 11 Plan of 25-35 units/ha. The medium density component is at a density of 27 units per hectare and in conformity with the Official Plan.

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Block 425 is a 1.70 ha site that is designated “Medium Density Residential/Commercial” and further defined as Neighbourhood Commercial Centre on the Block Plan. This block has been relocated from the southwest corner of Major Mackenzie Drive and Bathurst Street to the southwest corner of Major Mackenzie Drive and Street “E”, as shown on Attachment #3. Permitted uses in the Neighbourhood Commercial Centre may include a food store, a drug store, or other retail stores, pharmacies, banks and financial institutions, business and professional offices, personal services, restaurants, service stations and gas bars, but shall not include a department store. Staff is satisfied with the relocation of the blocks.

Blocks 429 and 430 are designated “Valley Lands” and would be maintained in a natural state and conveyed to public ownership.

#### Zoning

The lands are presently zoned A Agricultural Zone, OS5 Open Space Environmental Protection Zone and OS1 Open Space Conservation Zone by By-law 1-88.

A rezoning of the subject lands is required to implement the proposed draft plan of subdivision, in accordance with the City’s new residential zone standards, including the RD2, RD3 and RD4 Zones for detached lots having frontages of 15m, 12m and 9m respectively, and RT1 Zone (6m/unit) for street townhouses not accessed by a laneway. Exceptions will be required for two of the residential lots. Lots 194 and 195 located adjacent to the Valley on Street “H” do not comply with the minimum required lot depth of 27m. Lot 194 has a depth of 17.9m and Lot 195 has a depth of 21.3m.

All valleylands will maintain the present OS5 Zone. The stormwater management pond will be zoned OS1 Open Space Conservation Zone. The neighbourhood park located at the southeast corner of Street “G” and Street “E” will be zoned OS2 Open Space Park Zone. Block 425 (southwest corner of Street “E” and Major Mackenzie Drive) will be rezoned to C4 Neighbourhood Commercial Zone.

Lots proposed for Phase 1 – Stage 2 of development will be zoned with a Holding “H” Provision, including: 1-57 inclusive, Lots 87-243 inclusive, Lots 407 – 411 inclusive, Lot 424 and Blocks 58-86 inclusive, Block 406, and Blocks 412 and 413; and Streets “K”, “J”, “I”, “L” and N.

#### Subdivision Design

The draft plan has been prepared in accordance with the approved Block 11 Plan. The road pattern is designed to align with road patterns of adjacent draft plans of subdivision within the Block as well as aligning with McCallum Drive on the east side of Bathurst Street located in the Town of Richmond Hill, and the north/south primary road in Block 12.

Construction access to the subject lands will be via Bathurst Street or Major Mackenzie Drive, subject to Regional approval.

The use of alternative road design standards is being proposed in this development within the Block 11 Plan. Traffic calming in the form of a raised intersection is proposed for the intersections of Street “O” and Street “E”. All-way stop control is planned for the intersection of Street “G” and Street “E” as well as Street “G” and Street “J”. A road narrowing is planned for Street “G” at the western limit of this street.

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The draft plan provides for 370 single-detached residential lots, with frontages ranging between 9.0m to 25.8m in width. Fifty-four residential blocks have been provided to accommodate 296 townhouse units with minimum 6.1 m frontage per townhouse unit. Lot depths on the single detached lots range from a minimum of 30.0m in depth to 63.3m in depth. Lots 194 and 195 however do not comply with the required minimum lot depths and will require relief from the standards of the zone as previously noted in the report. In respect to the depths proposed on the townhouse blocks, a minimum of 31.7m to a maximum of 32.2m has been provided.

The draft plan provides for one of seven stormwater management ponds in Block 11. The pond has an area of 2.18 ha and is situated along the southerly property line to the east of the valleylands.

The 1.70 ha Neighbourhood Commercial Block is situated at the northwest corner of Major Mackenzie Drive and proposed Street “E”, abutting the valleylands.

The only proposed Neighbourhood Park is situated to the north of the public elementary school at the southeast corner of Streets “G” and “E”.

Blocks 429 and 430 are designated valleylands and have a combined area of 9.59 ha.

Vaughan Engineering Department

The Vaughan Engineering Department has provided the following comments:

a) Environmental Site Assessment (ESA)

On March 31, 2004, Terrapex Environmental Limited commenced its peer review of the ESA Phase 1 and has since provided preliminary comments on the plan. In accordance with the Council approved Block Plan conditions, the completion of the peer review, and the implementation of any recommendations will be completed to the satisfaction of the City, prior to final approval of the plan.

b) Engineering Servicing

The municipal services for this development shall be in accordance with the approved Master Plan Environmental Servicing Plan (M.E.S.P.) dated August 2001, addendum attachments dated August 2002 and supplementary block plan approved documents dated December 2002, and January 2003, March 2003 and July 2003, all prepared by Alcorn and Associates et al. Subsequent plans or reports, which are approved and amended for Block 11 (OPA 600) shall also be deemed to constitute part of the approved M.E.S.P.

Subsequent to the individual draft plans receiving approval by the City, the participating landowners within Block 11 have indicated that they may wish to enter into a Skeleton Servicing Agreement with the City, which would address the design and construction of select storm sewers, sanitary sewers, watermains, roads, valley crossings, stormwater management facilities and the extension of the Pressure District No. 6 water supply across Rutherford Road among other items. In the event that the participating landowners enter into the Skeleton Servicing Agreement, the roads constructed through the agreement shall be dedicated to the City in advance of the individual draft plans of subdivision proceeding to registration.

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This plan of subdivision depends on municipal services (sanitary, storm and watermain) to be constructed in Draft Plan of Subdivision 19T-95044 to the south (Humboldt). Interim sanitary sewage capacity is provided through the North Don Collector via Block 10, with the ultimate outlet being the Bathurst Trunk Sanitary Sewer. If the infrastructure required to connect to the interim or ultimate outlets is not constructed or there is insufficient interim capacity within the North Don Collector to accommodate this plan, the necessary remedial works shall be constructed as external works in conjunction with this plan.

The development of the draft plan shall proceed in phases as per the approved M.E.S.P. and the availability of sanitary sewage and water servicing capacity and allocation.

c) Sanitary Servicing

The subject site will be serviced through the approved Draft Plan of Subdivision 19T-95044 to the south (Humboldt). Allocation as well as a connection to the Bathurst Trunk located on Street "E" at the southern boundary of the proposed plan of subdivision is required.

Sewage servicing capacity has been reserved by the City for 4,500 people within Phase 1 of Block 11. Allocation for the Phase 1 lands shall be received prior to registration. The Phase 1 lands shall utilize an interim outlet near Autumn Hill Boulevard in Block 10 into the North Don Collector in Richmond Hill until such time as the ultimate outlet into the Bathurst Trunk Sanitary Sewer is available.

Prior to the commencement of development within Phase 1 – Stage 2 or Phase 2, the Region of York shall identify sanitary servicing capacity, and that capacity, will be allocated or reserved by the City.

d) Storm Drainage

This plan contains one of the eight stormwater management ponds to be constructed as part of Block 11. The minor and major flows will be conveyed primarily through the proposed Street "E" road allowance and ultimately drain into the stormwater management facility located within this draft plan of subdivision.

The Block 11 M.E.S.P identifies an existing stream corridor traversing the subject lands. This stream is the receiving watercourse for the proposed stormwater management facility.

e) Water Supply

The subject lands are located within service area Pressure District No. 6 of the York Water Supply System. The Block's Pressure District No. 6 network shall be serviced through two 400 mm connections from Block 10, namely Thornhill Woods Drive and Pleasant Ridge Avenue, as well as, an extension of the Rutherford Road watermain from Confederation Parkway to the first primary road east of Dufferin Street.

The water supply to the Pressure District No. 6 portions of the draft plan shall be from the 400 mm diameter watermain stubs on Street "E" in the proposed southerly draft plan of subdivision 19T-95044 (Humboldt).

The subject lands are also located within service area Pressure District No. 7 of the York Water Supply System. This area shall be serviced through a 400 mm extension of the Pressure District No. 7 Interconnecting Watermain at Major Mackenzie Drive and Street E.

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The applicant will require permission from the Region of York to extend and connect to the watermain across Major Mackenzie Drive. The applicant will be required to provide the City with a detailed network analysis at the engineering design stage.

Prior to the commencement of development within Phase 1 – Stage 2 or Phase 2, the Region of York shall identify water servicing capacity and that capacity will be allocated or reserved by the City.

#### Development Planning

The Development Planning Department is satisfied with the proposal, subject to minor red-lined revisions and to conditions of draft plan approval included in Attachment #1.

The Block 11 Landowners have submitted a Landscape Master Plan, prepared by Paul Cosbourn Associates Limited, as well as, the Urban Design Guidelines prepared by Paul Cosbourn and Associates Limited. This report is currently under review and will require final approval by Staff, prior to the passing of the implementing zoning by-law.

Architectural Design Guidelines, prepared by John G. Williams Architects Limited, have been submitted and are also currently being reviewed by Staff. Prior to final approval of the plan of subdivision, staff will prepare a report for Council's endorsement of these guidelines.

#### Cultural Services Department

The Cultural Services Department has requested a Cultural Resource Impact Assessment and an Archeological Assessment to be conducted on the subject lands. Conditions of approval have been included in Attachment #1.

#### Region of York

The Region of York has reviewed the draft plan and has no objection to approval of the plan, subject to the conditions, set out in the Attachment #1.

Restrictions are to be imposed on the portion of the plan that requires Phase II water and sewer capacity. These restrictions include the application of a Holding provision 'H' and execution of a "NO Pre-sell agreement". Prior to or concurrent with draft approval for Phase 2 lands, the Owner shall enter into an agreement with the City of Vaughan and Region of York agreeing not to "pre-sell" lots or blocks to end users until such time as the Regional Municipality of York confirms in writing that there is sufficient water and sewer servicing capacity to service the proposed development.

#### Toronto and Region Conservation Authority

The Toronto & Region Conservation Authority (TRCA) has reviewed the proposed draft plan of subdivision and is generally satisfied, subject to conditions outlined in Attachment #1.

#### York Region District School Board

The York Region District School Board requires one public elementary school site within Phase 1 of the proposed draft plan of subdivision. Lands have been set aside to accommodate an elementary school site within Phase 1, Stage 1 of development. The York Region District School Board is generally satisfied, subject to conditions outlined in Attachment #1. The development of the school site will be subject to site plan approval from Council.

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**Relationship to Vaughan Vision 2007**

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #600.

**Conclusion**

Staff has reviewed the proposed applications to amend the Zoning By-law and for Draft Plan of Subdivision, in accordance with the Official Plan, By-law 1-88, and the Block 11 Plan. Staff is satisfied that the proposed zone categories identified in the staff report are appropriate to facilitate the draft plan of subdivision. Lots Identified in Phase 1-Stage 2 of the plan will be subject to a Holding "H" provision in the implementing zoning by-law until Council has granted servicing allocation.

For these reasons, Staff can recommend approval of the zoning amendment and draft plan of subdivision applications. Should the Committee concur, the recommendations in this report can be adopted.

**Attachments**

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Subdivision 19T-04V05
4. Block 11 Plan
5. Transportation Management Plan (Block 11)

**Report prepared by:**

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

/LG

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 28, Report No. 87, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 6, 2004, as follows:

***By approving Clauses 1 and 3 of the Committee of the Whole recommendation.***

28

**TREE PROTECTION**

The Committee of the Whole recommends:

- 1) That Staff bring forward a report that provides for the necessary mechanism to protect trees on public property, under .2 hectares in size, and that such report be provided to Council, along with a potential by-law, no later than Earth Day 2005, as part of the City's celebration of that event;
- 2) That Staff bring forward a further report with options, which provides for the protection and control of removal of mature trees on private property by Thanksgiving 2005; and
- 3) That the following report of Councillor Carella, dated November 29, 2004, be received.

**Recommendation**

Councillor Carella recommends:

1. That Staff bring forward a report that provides for the necessary mechanism to control the removal of mature trees on public property and that such report be provided to Council, along with a potential by-law, no later than Earth Day 2005, as part of the City's celebration of that event; and
2. That Staff bring forward a further report, which provides for the protection and control of removal of mature trees on private property by October 2005.

**Purpose**

To protect better the natural environment within the City of Vaughan.

**Background Analysis and Options**

Concern for trees on public and private property is one of the signal outcomes of the environmental revolution of the 1960's. The Region of York's by-law in this regard is one example of this development, as is the City of Vaughan's woodlot protection policy. However, there is at present no authority by which the City can protect mature trees on private/public property, a power which other municipalities have established by by-law.

This recommendation requests staff to prepare a draft by-law to control the removal of mature trees on private property. A variety of options should be a feature of such a draft by-law, to allow Council to gauge the most appropriate level of control.

**Relation to Vaughan Vision**

Section 4.4 of Vaughan Vision 2007 reads: *Ensure City-wide protection of the environment.*

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**Conclusion**

The protection of mature trees on private property is properly the concern of Council, and for that reason it is appropriate that Council consider the method and extent to which such protection should be provided.

**Attachments**

None

**Report prepared by:**

Councillor Tony Carella



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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 29, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**29**

**COMMUNITIES IN BLOOM**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Chair of the Communities in Bloom Beautification Committee, dated November 29, 2004, be approved:**
- 2) That Regional Councillor Mario Ferri be appointed as Chair;**
- 3) That Regional Councillor Joyce Frustaglio be appointed as Vice-Chair; and**
- 4) That 3 additional Vice-Chairs be appointed from residents at large in the following areas: West Vaughan, East Vaughan and North Vaughan.**

**Recommendation**

The Chair of the Communities in Bloom Beautification Committee, in consultation with the Commissioner of Community Services, recommends:

1. That Council approve the City of Vaughan registering as a participant in the 2005 International Edition of Communities in Bloom; and,
2. That Council, in light of this being an international competition, request full participation all City of Vaughan Departments to support the 2005 International Communities in Bloom program; and,
3. That Council direct staff to explore the potential for competing in the Communities in Bloom Winter Lights program; and,
4. That Council direct staff to explore the potential for hosting the 2009 Communities in Bloom National Conference as it would promote tourism, economic development, community pride and beautification, and international recognition; and,
5. That all Members of Vaughan Council be appointed to the Communities in Bloom Beautification Committee for 2005; and,
6. That Council appoint a Communities in Bloom Beautification Committee Chairperson from City of Vaughan Council; and
7. That an additional \$25,000.00 be included in the Operating Budget in order to facilitate the 2005 International Communities in Bloom program and that this be referred to the Budget Committee for consideration.

**Purpose**

To obtain Council approval to register as a participant in the 2005 International Edition of Communities in Bloom, and to secure an additional \$25,000.00 in funding in order to facilitate the 2005 International Communities in Bloom program.

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**Background - Analysis and Options**

**What is Communities in Bloom?**

*“People, Plants and Pride – Growing Together”*: Communities in Bloom is a non-profit organization committed to fostering civic pride, environmental responsibility and beautification through community participation and the challenge of friendly competition.

National beautification programs have flourished in Europe, including England, France and Ireland for decades, and were the inspiration for Communities in Bloom. It began in 1995 with 29 Canadian communities and has grown to more than 100 national and hundreds of municipalities registered in the provincial editions.

Communities in Bloom promotes involvement and action by citizens of all ages, the municipal government, local organizations and businesses. The program strives to improve the tidiness, appearance and visual appeal of Canada’s neighbourhoods, parks, open spaces and streets through the imaginative use of flowers, plants and trees. A focus on environmental awareness and preservation of heritage and culture is also an integral part of its success resulting in an improved quality of life.

*“More than a Beauty Contest”*: Expert, specially trained volunteer judges travel across Canada during the summer to evaluate municipalities on the following eight key criteria:

- floral displays;
- turf and groundcover areas;
- landscaped areas;
- heritage preservation;
- tidiness effort;
- environmental awareness;
- urban forestry; and
- community involvement.

**What Are the Benefits of Communities in Bloom?**

Since 1995 both expected and unexpected benefits have been realized by communities participating in the program. These benefits may include:

- Increase in civic pride and community involvement;
- Participation from all ages and walks of life;
- Citizens, groups, organizations, businesses and municipal government all mobilized and working together towards a common goal;
- Year ‘round project, not just one event;
- Tangible and appealing results;
- Information and cultural exchanges within the community and with neighbouring national and international communities;
- Decreased vandalism;
- Valuable information and feedback from the judges;
- Economic development;
- Increased property values;
- Municipal marketing and promotional potential;
- Increased tourism;
- Increased impact on the hospitality industry;
- Increased impact on the retail industry.

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#### **City of Vaughan's Successes in Communities in Bloom**

The City of Vaughan began its involvement with the Communities in Bloom program in 2002 has participated annually since that time. Our successes have been remarkable due in large part to community involvement/participation, City of Vaughan staff dedication, financial support from Vaughan's business community and the efforts of the Vaughan Chamber of Commerce. Our successes include:

*2002 Ontario Provincial Edition* - In the 2002 Ontario Provincial Edition, the City of Vaughan achieved a *four blooms rating* in the first year of participation.

*2003 Ontario Provincial Edition* - By building upon our accomplishments and expanding the program, the City scored a *five bloom rating and won the 2003 Ontario Provincial Edition. In addition, special mention was received in the Tidiness Effort category.* The City of Vaughan, as winner of this category in its population size, was invited to participate in the 2004 Canadian National Edition.

*2004 Canadian National Edition* - The City of Vaughan continued to improve and enhance upon this successful program and attained a *five blooms rating and won the 2004 Canadian National Edition for its population category. In addition, special mention was received for our Woodlot Protection and Tree Planting.* Other cities that participated in the friendly competition included Brampton, Saskatoon and Chatham-Kent. This great achievement is only part of the successes associated with the Communities in Bloom program.

*2005 International Edition* - Following its exceptional achievement in 2004, the City of Vaughan has been invited to participate in the *International Edition of Communities in Bloom* in 2005. Participation in this edition will provide a fantastic opportunity for the City of Vaughan to showcase our civic pride, community involvement and floral displays on an international stage. (refer to Attachment 'A').

#### **Next Steps - 2005 International Edition**

##### *Financial Commitment*

In order to participate and achieve success at the international level, an additional \$25,000.00 funding is required to facilitate the 2005 International Communities in Bloom program. A financial commitment by the City of Vaughan will improve the frequency and measure of private sponsorship and send a strong message to community members that Vaughan is committed to be "A Great Place to Grow".

##### *Sponsorship Program*

In 2004, a number of local businesses provided both financial and in-kind sponsorship for the Communities in Bloom program. The Community Services Department raised over \$30,000 in financial sponsorships and the Economic/Technology Development Department was instrumental in identifying in-kind services from restaurants, hotel, media and local businesses. A broadened sponsorship initiative may be an effective way of reducing the financial impacts of the City of Vaughan. The potential for sponsorship, in-kind services and media coverage far exceeds that which was attained in the 2004 Canadian National Edition of Communities in Bloom.

In order to fully realize the full potential for sponsorship and maximize potential costs recoveries, it is imperative that the City of Vaughan through the Economic/Technology Development Department becomes fully engaged with the sponsorship program. In addition, their expertise is

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### EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004

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critical for preparing media releases and speaking notes, developing promotional, assisting with advertising campaigns, distribution of Communities in Bloom literature throughout the business community.

#### *Beautification Committee*

An integral component to the success and viability of the Communities in Bloom program is community involvement. The Communities in Bloom Beautification Committee is responsible for the development of local initiatives, promotion of the program, building community awareness and garnering participation. In 2004, the Beautification Committee consisted of all members of Council including an elected chair, and members of the Community including representatives from the local horticultural societies, local businesses and service and sports clubs. It is anticipated that the 2005 Beautification Committee will be enhanced through the creation of a number of working groups that will be charged with promoting community awareness and involvement of this program. These working groups may consist of the following:

- Events Planning Working Group
- Community Awards Program Working Group
- School / Education Working Group
- Community Involvement Working Group
- Businesses / Business Improvement Areas (BIA's) Working Group
- Seniors Working Group
- Youth Working Group
- Media Working Group

These working groups will take an active role in showcasing the City of Vaughan and coordinating many of the events during the Communities in Bloom Judges tour.

#### **Future Communities in Bloom Initiatives**

##### *Winter Lights Initiative*

Increasing tourism and economic development within the City of Vaughan is one of the “spin-off” benefits of the City’s participation in Communities in Bloom. The Winter Lights Celebration is an extension of Communities in Bloom through the winter season and offers similar benefits. It is a national competition encouraging municipalities, large and small throughout Canada, to celebrate light with decorative, cultural and spiritual programs, with the objective of creating attractions for tourism and economic development from within Canada and abroad.

##### *Hosting National Communities in Bloom Conference 2009*

Another initiative that may also benefit the City of Vaughan is hosting the National Communities in Bloom Conference in 2009. Hosting this event will bring over one thousand visitors to the City of Vaughan. This influx of tourists may in turn create profitable opportunities for local businesses as well as showcase Vaughan to national and international communities. The cost and benefits of participating in such activities should be explored.

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

Participation in the 2005 International Edition of Communities in Bloom will promote civic pride, and assist in developing a safe, livable and sustainable environment for the residents of the City of Vaughan.

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This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

**Conclusion**

As part of the Council's continuing support of the Communities in Bloom program, staff seeks to obtain Council approval to register as a participant in the 2005 International Edition of Communities in Bloom, and approval of an additional \$25,000.00 funding in order to facilitate this initiative.

**Attachments**

Appendix 'A' – Invitation to Participate in the 2005 International Communities in Bloom Program

**Report prepared by:**

Marlon Kallideen, Commissioner of Community Services, Ext. 6126  
Paul Gardner, Manager of Parks Development, Ext. 3209  
Marjie Fraser, Director of Parks Operations and Forestry, Ext. 6137  
Lynne Bonneville, Administrative Manager, Ext. 8296  
Tom Sudak, Manager of Parks Services, Ext. 6311

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

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Item 30, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

30

**OUTDOOR ICE RINKS IN NORTHWEST WOODBRIDGE**

The Committee of the Whole recommends that the recommendation contained in the following report of Councillor Carella, dated November 29, 2004, be approved subject to the following:

- Councillor Carella recommends that staff of the Legal, Parks and Finance Departments be directed to;
- (1) h) - change date from December 13, 2004 to December 1, 2004; and
- (2) - change Major Mackenzie Drive to Teston Road.

**Recommendation**

Councillor Carella recommends that staff of the Legal and Parks Department be directed to

(1) ensure that the report on issues relating to the development of an outdoor natural (i.e., unrefrigerated) ice rink on the basketball court at Sunset Ridge Park---which report was ordered in response to a deputation before the Committee of the Whole meeting of November 15, 2004--- address the following specific matters:

- a) the justification for the 1% surface slope,
- b) the appropriateness of asphalt as a surface for such a rink
- c) the design and operation of similar rinks in other parts of the municipality
- d) whether the rink is structurally safe as built and whether a letter to that effect will be provided to the principals of adjacent schools who have expressed an interest in programming student activities on such a rink during school hours
- e) how local residents/volunteers willing to operate and maintain the said rink will be identified and/or recruited
- f) what training local residents/volunteers will receive in the proper operation and maintenance of the rink
- g) whether the local residents/volunteers will be covered by municipal liability insurance
- h) and other matters identified in writing by local residents and communicated by them to the attention of the Commissioner of Community Services no later than December 13, 2004, assuming any questions in regards to said matters are of a reasonable and relevant nature, and

(2) address the feasibility of constructing a outdoor refrigerated ice rink at the most appropriate location in northwest Woodbridge (i.e., north of Langstaff Road, east of Highway 50, south of Major Mackenzie Drive, and west of Pine Valley Drive).

**Purpose**

To address in an equitable manner the provision of outdoor ice surfaces to the residents of Vaughan.

**Background**

At the public meeting held to discuss the preliminary design for Sunset Ridge Park, the local residents expressed an interest in seeing a skating rink included in the final plan for the park. Staff indicated that natural (unrefrigerated) rinks are a feature of several City parks and that one

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could be incorporated in the park as a secondary use of a proposed basketball court, providing that local residents/volunteers were agreeable to maintaining the rink, as is the practice with similar rinks across the City. The basketball court/natural ice rink was subsequently built. In the interim, a number of questions have arisen as to the functionality of this and similar rinks, which questions are detailed in the recommendation above. It is assumed that these questions can and will be addressed to the reasonable satisfaction of local residents by the report staff was asked to prepare by Council at its meeting of November 22, 2004.

In the interim, it has been noted that there is in northwest Woodbridge no outdoor refrigerated rink---such as found at Father Ermanno Bulfon Community Centre in west Woodbridge, Chancellor Community Centre in east Woodbridge, and as will be a feature of the new community centre at Vellore Village, in northeast Woodbridge. If this deficiency is to be addressed, the most appropriate location needs to be identified and the budgetary implications of such a project established.

Assuming that a relatively small neighbourhood park such as Sunset Ridge Park (or the neighbourhood park on the north side of Napa Valley Avenue immediately to the east of the hydro-electric corridor) is not an appropriate location for a major infrastructure enhancement such as a refrigerated outdoor rink, the most appropriate location would have to be of some size: perhaps the new district park at Islington Avenue and Major Mackenzie Drive, or the Al Palladini Community Centre at Islington Avenue and Rutherford Road, or some other sizeable location.

**Relation to Vaughan Vision**

Section 1.2 of Vaughan Vision 2007 reads: *Establish and communicate service level standards that are affordable and sustainable.*

**Conclusion**

Prompt action is required in respect of the proposed rink at Sunset Ridge Park, if local residents are to have the use of it over the 2004-2005 winter season. At the same time, it is appropriate that the question of the best location for a future refrigerated outdoor rink in northwest Woodbridge be addressed as part of the on-going capital budget process.

**Attachments**

1. Memorandum to Mayor and Members of Council from Parks Department with Attachments

**Report prepared by:**

Councillor Tony Carella

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 31, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**31                    EXTENSION OF CONTRACT T03-275 SUPPLY AND INSTALLATION OF WATER, SANITARY AND STORM SEWER SERVICE CONNECTIONS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 29, 2004:**

**Recommendation**

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

The existing contract with Direct Underground Inc., for the Supply and Installation of Water, Sanitary and Storm Sewer Service Connections, be extended to December 31, 2006, with no increase to the existing unit prices.

**Purpose**

To seek authorization to extend the existing contract for Supply and Installation of Water, Sanitary and Storm Sewer Service Connections until December 31, 2006.

**Background - Analysis and Options**

On February 9, 2004, Council awarded contract T03-275 to Direct Underground Inc. to supply and install Water, Sanitary and Storm Service Connections for Residential (Part A) and Industrial/Commercial/Institutional (Part B) customers. Public Works staff administer the contract and provide service connections as requested and funded by private property owners. The cost of the work is based on the unit prices in the contract. Work orders are issued on an individual application basis when the payment is received from the applicant.

The term of the contract is from the Date of Award (February 9, 2004) to December 31, 2004, with a renewal option of two (2) additional years. Direct Underground was the lowest qualified bidder in the tender competition and was awarded the contract.

The consideration for renewal is based on the contractor's performance and quality of work. Staff are satisfied with Direct Underground's performance and quality of work performed during the first term of the contract.

Direct Underground has agreed in writing to extend the contract at the unit prices bid. All other terms and condition of the contract will apply.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

Staff recommends the renewal of contract T03-275 to Direct Underground Inc. for two (2) additional years ending December 31, 2006, with no increase in unit costs.



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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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**Attachments**

N/A

**Report prepared by:**

Cynthia Nolan, C.E.T.  
Municipal Services Technician

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 32, Report No. 87, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 6, 2004, as follows:

***By replacing "6:00 am" with "5:00 am" in Clause 1 of the recommendation of the Commissioner of Engineering and Public Works; and***

***By approving that school buses be exempt from the prohibition.***

---

**32                      BEVERLEY GLEN BOULEVARD – NO STANDING PROHIBITION**

**The Committee of the Whole recommends:**

- 1)        That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 29, 2004, be approved; and**
- 2)        That the enacting By-law be brought forward to the Council meeting of December 6, 2004.**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That a 'No Standing' prohibition be implemented on the north and south sides of Beverly Glen Boulevard from 30 metres east of Kingsbridge Circle to 30 metres east of New Westminster Drive between the hours of 6:00 am to 10:00 am Monday to Friday; and
2. That York Regional Police be so advised and requested to provide frequent enforcement of this prohibition.

**Purpose**

To report on the feasibility of implementing a standing prohibition on Beverly Glen Boulevard, in response to a request from the local Councillor.

**Background - Analysis and Options**

Residents living in the subdivision north of Beverly Glen Boulevard bounded by Bathurst Street and New Westminster Drive have expressed concerns regarding the parking of heavy trucks on Beverly Glen Boulevard. The residents have indicated that the heavy trucks park (idling) on both sides of the roadway while waiting to enter the Liberty Developments site(s) and the engine noise and exhaust fumes are disturbing and unhealthy.

Previous attempts to have the trucks shut down or to wait elsewhere have failed. The Liberty Developments site is located on the south side of Beverly Glen Boulevard. (Refer to Attachment No. 1).

**Relationship to Vaughan Vision 2007**

This traffic study is consistent with Vaughan Vision 2007 which seeks to improve community safety through design, prevention, enforcement and education (1.1) through the review of the level of enforcement, compliance and monitoring of regulations relating to public safety (1.1.6).

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

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**Conclusion**

Based on staff's review, it is recommended that a 'No Standing' prohibition be implemented along Beverly Glen Boulevard, on both sides of the street, from Kingsbridge Circle to 100 metres west of Abbeywood Gate and York Regional Polices Services be so advised of the same.

**Attachments**

1. Location Map

**Report prepared by**

Mike Dokman, Supervisor, Traffic Engineering ext. 8031

:MD

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 33, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**33** **MAPLE SHERWOOD TRAFFIC CALMING PLAN**  
**UPDATE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 29, 2004, be approved; and
- 2) That the enacting By-law be brought forward to the Council meeting of December 6, 2004.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

**Purpose**

To provide information regarding the status of the Maple Sherwood Traffic Calming Plan.

**Background - Analysis and Options**

The Plan was approved by Council at its meeting of February 24, 2003 for the installation of traffic calming measures within the neighbourhood. Details of the plan are illustrated in Attachment No. 1. Staff proceeded with the 30-day statutory comment period Notice in the local papers. A resident sent a letter to the Ministry of Environment requesting that a Part II Order (bump-up) be issued on the project.

Staff submitted the additional information to the Ministry of Environment for their further review and approval on November 2, 2004. A response from the Ministry was received on November 25, 2004. The letter indicates that a decision has been made that an individual environmental assessment is not required. The City is now in a position to proceed with the design and construction for this project. It is planned that staff will prepare the design and tender/contract documents and receive bids on the tender in early 2005. The construction for this work will be planned in the Spring/Summer 2005. A copy of the letter from the Ministry of the Environment is included as Attachment No. 2.

**Relationship to Vaughan Vision 2007**

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

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

**Conclusion**

That this report be received for information purposes.

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**Attachments**

1. Approved Traffic Calming Plan
2. Letter – Ministry of the Environment

**Report prepared by:**

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

:MD

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



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### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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1. Fossil Hill Public School (DA.02.019)
2. Bakersfield Public School (DA.02.020)
3. Julliard Public School (DA.03.006)
4. Woodbridge Public School (DA.03.007)

Staff observed that the above noted sites were in general conformity with the approved plans for site circulation. All required traffic signage were installed and the lay out of the parking lots and drop off areas were constructed in accordance with the approved plans. No blockages of the routes within the school sites were observed. The above noted sites incorporated the Parent Drop Off Zone concept and separate locations for the Bus Drop Off Zone in the site design.

The majority of older schools were built on smaller lots and the site circulation design was limited to shared Bus Drop Off Zones and Parent Drop Off Zones. The newer schools are now standardized with larger lots.

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

This traffic review is consistent with Vaughan Vision 2007 which seeks to improve community safety through design, prevention, enforcement and education (1.1) through the review of the level of enforcement, compliance and monitoring of regulations relating to public safety (1.1.6).

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

#### **Conclusion**

The new schools that were approved within the past two years implement separate drop off zones and bus zones to facilitate and improve site circulation. Based on the traffic investigation at the above school sites, it appears that the site traffic circulation plans are being adhered to. There remains a problem with lack of compliance for the older schools not having a separate Parent Drop Off Zone and is currently being investigated through the Parking Sub-Committee of the Vaughan/School Board Liaison Committee.

#### **Attachments**

1. Council/School Board Liaison Parking Sub Committee Report

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

Catherine Quan Fun, Engineering Assistant, ext. 8715  
Selma Hubjer, Transportation Analyst, ext. 8674

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 35, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**35            IMPROVING CHILD SAFETY AT ST. ANGELA MERICI CATHOLIC SCHOOL**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated November 29, 2004:**

**Recommendation**

Councillor Carella recommends:

1. That the petition from St. Angela Merici Catholic School and Council be received; and
2. That the Commissioner of Engineering and Public Works be directed to provide a report on the following:
  - a) the feasibility of installing flashing yellow lights in both directions in the vicinity of the crosswalk/speed hump on Martin Grove Road at St. Angela Merici School;
  - b) the feasibility of paving a portion of the boulevard to the width of the crosswalk in front of the school on the north side of Martin Grove Road in order to permit access to the crosswalk from the sidewalk, with a curb that slopes to the grade of the roadway at this point; and
  - c) the feasibility of providing a “No Parking” zone in the vicinity of the crosswalk and providing clearly marked signage on poles placed for that purpose and/or by the marking of lines on the roadway as permitted by Provincial regulation.

**Purpose**

To ensure the safety of students making their way to and from school.

**Background - Analysis and Options**

Two crossing guards were previously assigned at St. Angela Merici C.S. and one has been eliminated. To ensure the safety of pupils who cross Martin Grove Road on a daily basis, the principal and parent council chair seek enhancements to the site which they feel will make it safer for children who must cross Martin Grove Road to access the school.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

The re-location of the crossing guard to the above location will address the concerns regarding the safety of the students.

**Attachment**

Letter co-signed by Mrs. Ada Marchesini, Mr. Elio Bruno, and Mrs. Kay Tatangelo, along with signatures of parents endorsing the requests contained in the letter.



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**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

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**Report prepared by:**

Councillor Tony Carella

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 36, Report No. 87, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 6, 2004, as follows:

***By approving that the Ward 5 Local Councillor be appointed to the Community Relations Committee and the Vaughan Health Care Facility Study Task Force; and***

***By receiving the memorandum from the City Clerk, dated December 3, 2004.***

36

**WARD 5 LOCAL COUNCILLOR / APPOINTMENTS TO BOARDS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated November 29, 2004:

**Recommendation**

The City Clerk recommends that staff be directed to bring forward a report to Council at its meeting to be held on December 6, 2004 addressing appointments of the Ward 5 Local Councillor to various Boards and Committees.

**Purpose**

To address appointments of the Ward 5 Local Councillor to various boards and committees that Council may wish to make.

**Background - Analysis and Options**

The Mayor has requested an addendum item for Committee of the Whole, November 29, 2004 to address representation by the new Ward 5 Local Councillor on various bodies. The vacancy to the Office of Ward 5 Local Councillor has been filled. There is a need for Council to consider the Ward 5 Local Councillor's appointment to various bodies.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

It is being recommended that a report be brought forward so the Council may consider appointing the Ward 5 Local Councillor to various bodies.

**Attachments**

None

**Report prepared by:**

John Leach, City Clerk



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 38, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**38**

**DEPUTATION – MR. RUSS TURNBULL  
CITY OF VAUGHAN INTERNATIONAL SOCCER TOURNAMENT  
UPDATE ON THE STATUS OF THE TOURNAMENT AND THE UPCOMING 2005 COMPETITION**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Russ Turnbull, Glen Shields Soccer Club, 168 Cottonway Court, Thornhill, L3T 5X2 and written submission, dated November 16, 2004, be received;
- 2) That staff provide a report back to the Committee of the Whole meeting of January 17, 2005 regarding the cost involved with this tournament; and
- 3) That staff provide the recreational permits, for the fields in the City of Vaughan, in discussion with COVI.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 39, Report No. 87, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 6, 2004, as follows:

***By directing that staff review the safety issues noted in the written submission of Ms. Franca Stirpe, 487 Wycliffe Avenue, Woodbridge, L4L 8T4, dated December 3, 2004.***

**39 DEPUTATION – MS. FRANCA STIRPE  
WITH RESPECT TO TRAFFIC AND SAFETY ISSUES ON ISLINGTON AVENUE BETWEEN  
RUTHERFORD ROAD AND LANGSTAFF ROAD AND WITHIN THE COMMUNITY**

The Committee of the Whole recommends:

- 1) That the deputation of Ms. Franca Stirpe, 487 Wycliffe Avenue, Woodbridge, L4L 8T4, written submissions dated November 24, 2004 and November 30, 2004, petition and photographs submitted, be received;
- 2) The staff bring forward a report addressing possible streetscaping enhancements to Islington Avenue, including past and current funding sources for Regional Road enhancements; and
- 3) That staff provide a report to Council by January 30, 2005, identifying all taxes from Vaughan residents and businesses sent to the Region of York, as well as, all revenue received from the Region, including the value of all services and in particular the contribution forwarded by the Region to the City of Toronto to support social services.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 40, Report No. 87, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 6, 2004, as follows:

***By receiving the written submission from Mr. John Dewhurst, dated December 1, 2004.***

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**40                    DEPUTATION - MS. DEBORAH SCHULTE, FRIENDS OF BOYD PARK  
                          WITH RESPECT TO INDIVIDUAL ENVIRONMENT ASSESSMENT  
                          ON THE PINE VALLEY CORRIDOR**

**The Committee of the Whole recommends:**

- 1)        That the deputation of Ms. Deborah Schulte, Friends Of Boyd Park, 76 Mira Vista Place, Woodbridge, L4H 1K8 and written submission dated November 25, 2004 and petition, be received; and**
  
- 2)        That the confidential memorandum of the Director of Legal Services, dated November 29, 2004, be received.**

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 41, Report No. 87, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 6, 2004, as follows:

***By approving an amendment to the Subdivision Agreement to insert a section indicating the walkway will not be constructed with access to Weston Road, and amending the approved drawings to reflect the landscaping and fence construction, rather than a concrete path. As this walkway is not a sidewalk as defined in the City's sidewalk policy, there is no requirement to deal with a sidewalk deletion; and***

***By requesting that the Developer provide the City with the funds in lieu of constructing the walkway;***

***By receiving the memorandum from the Commissioner of Legal and Administrative Services and the Commissioner of Engineering and Public Works, dated December 3, 2004; and***

***By receiving the written submission from Mr. Paul De Buono, 1 George Gate Road, Vaughan, L4H 2S7, dated December 6, 2004.***

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41 **DEPUTATION - MR. DOMENIC BONAVOTA**  
**WITH RESPECT TO THE WALKWAY FROM ADAM ERNST COURT TO WESTON ROAD**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Domenic Bonavota, 10 Adam Ernst Court, Woodbridge, L4H 2S5, and petition submitted, be received;
- 2) That staff bring forward a report to the Council meeting of December 6, 2004 with respect to the requirements to remove the walkway as requested by in the petition submitted by the residents; and
- 3) That the written submission of Marilyn Iafrate, Administrative Assistant to Regional Councillor Mario Ferri, dated November 26, 2004, be received.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 42, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

**42**

**PRESENTATION – REGIONAL COUNCILLOR JOYCE FRUSTAGLIO  
TO WOJCIECH GRYC FOR HIS CONTRIBUTION TO  
THE REFORM OF CHILD LABOUR LAWS IN DEVELOPING COUNTRIES**

Regional Councillor Joyce Frustaglio and Mayor Michael Di Biase presented Wojciech Gryc with a certificate in recognition of his contribution to the reform of child labour laws in developing countries.



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 6, 2004**

Item 43, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004.

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**43            NEW BUSINESS - RECOGNITION OF FORMER MEMBERS OF COUNCIL**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated November 29, 2004:**

**Recommendation**

Regional Councillor Joyce Frustaglio recommends:

That the City Manager be directed to bring forward a policy, which will deal with;

1.        The recognition of former Members of Council for their years of service to the City of Vaughan and its residents.
2.        That this recognition (a gift presentation) take place during their last Council Meeting.

**Purpose**

To recognize the years of service a former Member of Council has given to the City of Vaughan.

**Background - Analysis and Options**

We have had a number of Councillors leave for various reasons, whether they lost their seat in an election or chose to run either Federally or Provincially.

This past term of Council, we saw Mario G. Racco elected as M.P.P for Thornhill and Susan Kadis as M.P. for Thornhill as well.

It would be appropriate to acknowledge their years of service and the tremendous contribution they made to our residents.