

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 1, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

1 ENSURING THE SAFETY OF SENIOR RESIDENTS OF FRIULI COURT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated March 7, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That traffic calming measures not be installed on Friuli Court.

Purpose

To review the feasibility of installing a raised crosswalk on Friuli Court, in response to direction from Council.

Background - Analysis and Options

At its meeting on November 8, 2004 Council directed:

“That staff be directed to investigate and report back at the earliest opportunity, the feasibility of installing a raised crosswalk on Friuli court, at mid-block, and the repair of potholes in the roadway.”

Friuli Court is designed as an industrial road with a 23.0 metre right-of-way width and two travel lanes. The existing speed limit on the street is a statutory 50 km/h. There is an existing sidewalk on south side of the street. The area is shown on Attachment No. 1.

Residents have expressed concerns regarding the excessive vehicle speeds on the roadway.

Staff conducted radar speed studies on Friuli Court midway on the roadway. The following table summarizes the results of this data.

DATE	TIME	DIRECTION	AVERAGE SPEED
November 29, 2004	7:00am – 9:00am	Eastbound	43 km/h
		Westbound	40 km/h
November 30, 2004	3:00pm – 5:00pm	Eastbound	39 km/h
		Westbound	42 km/h

The average speeds on the roadway range from 40 to 43 km/h indicating a high level of compliance with the existing 50 km/h statutory speed limit.

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

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

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

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Vaughan Fire and Rescue Services has advised Engineering Staff that the roadway is not considered a primary emergency response route since it is a cul-de-sac. Since this street services the Friuli Terrace Seniors residence, there is a significant number of ambulance, fire and rescue and mobility bus calls to the area. Vaughan Fire and Rescue advised that they alone responded to the senior's residence 19 times in 2004. Speed humps have an impact on the operations of these services and with the high demand on Friuli court this impact is increased.

Warrant 2 – the installation of medians, curb extensions or road narrowings shall be considered in existing areas only where the following two warrants are met; the speed limit is 50 km/h or less and the average speed on the street is measured to be 10 km/h greater than the speed limit.

Based on the above criteria, the warrant for the installation of medians, curb extensions or road narrowings on Friuli Court is not met.

Staff has arranged to install a 'Pedestrians Ahead' warning sign with a 'Seniors' tab sign on Friuli Court east of Islington Avenue.

Pothole Region

Public Works staff investigated the issue of pothole repair and determined that the damage was actually as a result of a service installation completed by the City's contractor. A service cut in the roadway had been made in conjunction with a new building in the area and the temporary surface placed by the contractor had broken up. Following direction from the City, the necessary permanent road surface repairs were completed by the contractor.

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 traffic calming measures not be installed on Friuli Court.

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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Item 2, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

2 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 the Commissioner of Engineering and Public Works, dated March 7, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the installation of the flashing beacons and pavement markings on Martin Grove Road in front of St. Angela Merici Catholic School be approved; and
2. That funding for the installation of flashing beacons be drawn from the 2005 Traffic Signal Maintenance Contract in the amount of \$9,000; and
3. That funding for the installation of the pavement markings be drawn from the 2005 Pavement Marking Contract in the amount of \$1,000.

Purpose

To review the feasibility of installing flashing beacons in advance of the existing raised crosswalk with a school crossing guard, special pavement markings in front of the school, and install a depressed curb on the north and south sides of Martin Grove Road at the raised crosswalk, in response to direction from Council.

Background - Analysis and Options

At its meeting on December 6, 2004 Council directed:

- “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.”

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A petition was received from St. Angela Merici Catholic School requesting an overhead sign and school crossing sign with flashing beacons. Also requested was a depressed curb on the north side of Martin Grove Road at the raised crosswalk, and a painted 'No Parking' zone in the area of the raised crosswalk. Refer to Attachment No. 2.

Martin Grove Road is a four lane collector roadway with a 26.0 metre right-of-way and there are sidewalks on both sides of the street. The existing speed limit is posted at 40 km/h. There is an existing raised crosswalk with a school crossing guard in front of St. Angela Merici Catholic School. There is an existing 'No Stopping' zone measuring 15 metres either side of the raised crosswalk, both sides of the street. It is not necessary to designate a "no parking" zone as the existing "no stopping" zone is more restrictive. The area is shown on Attachment No. 1.

Flashing beacons could be installed in conjunction with additional pedestrian warning signs approximately 60 metres in advance of the raised crosswalk for both east and west directions. The cost of the beacons and signs would be approximately \$9,000.

Additional pavement markings designating the existing 'No Stopping' zone on Martin Grove Road in front of the school would cost approximately \$1,000 that includes the removal of the existing centerline and lane lines, and installation of new pavement markings. The new pavement markings would be similar to the 'Kiss and Ride' zone in front of St. Gregory School on Greenpark Boulevard, incorporating diagonal hatching extending to both limits of the 'No Stopping' signs.

Should Council approve the flashing beacons and pavement markings, funding would be provided from the approved 2005 Operating Budget.

The requested curb cuts and sidewalk extensions at the raised crosswalk have been included in the 2005 Traffic Calming Contract.

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

It is recommended to install the flashing beacons and the pavement markings on Martin Grove Road in front of St. Angela Meirci Catholic School. In addition, Engineering staff will monitor the effectiveness of these traffic devices to determine if this work would be appropriate at other school locations.

Attachments

1. Location Map
2. Petition from St. Angela Merici Catholic School & Council (Mayor and Members of Council Only)

Report prepared by

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

(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 3, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

3

**JUDITH AVENUE
TRAFFIC CALMING MEASURES - 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 March 7, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That further traffic calming measures on Judith Avenue not be installed between Westcroft Avenue and Briarcliffe Crescent, as there is insufficient boulevard space between residential driveways.

Purpose

To report on a further traffic assessment undertaken on Judith Avenue for the installation of traffic calming measures, in response to direction from Council.

Background - Analysis and Options

At its meeting on November 22, 2004 Council directed:

“That staff provide a report with alternative traffic calming measures.”

Judith Avenue is a local residential road with an 8.5 metre pavement width. The posted speed limit on Judith Avenue is 40 km/h. Wade Gate Park is located at the northwest corner of Judith Avenue and Chelwood Drive. Vaughan Fire and Rescue Services has advised that Judith Avenue is not designated as a primary fire response route. The area is shown on Attachment No. 1.

Staff investigated the feasibility of speed humps on Judith Avenue between Westcroft Avenue and Briarcliffe Crescent in the sections before the curve. Due to insufficient boulevard space between residential driveways in this section, speed hump installation is not possible. The minimum boulevard space between residential driveways to install a speed hump is 7.0 metres.

As reported to Committee of the Whole on November 15, 2004, radar speed studies were conducted on September 10th and 11th, 2004. The results of the studies are shown below.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
October 19, 2004	7:00am – 9:00am	South of Briarcliffe Crescent	Northbound	30.1
	7:00am – 9:00am	South of Briarcliffe Crescent	Southbound	29.6
October 19, 2004	4:00pm – 6:00pm	South of Briarcliffe Crescent	Northbound	31.7
	4:00pm – 6:00pm	South of Briarcliffe Crescent	Southbound	29.6

The average speeds on Judith Avenue range from 29 to 32 km/h indicating a high level of compliance with the existing speed limit.

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Recently, 'No Parking' signs have been installed on the south/east side of Judith Avenue from the beginning of curve to the end of curve of the road. This prohibition will permit vehicles greater sight visibility when negotiating the curve on Judith Avenue.

Judith Avenue already has several traffic calming measures in place. There is an existing speed hump located between #140 and #144 Judith Avenue. Continuous painted lane narrowings were previously installed on the north/west sides of Judith Avenue. Additionally, prior to the curve in both directions 'Turn' ahead warning signs and 'Slow' tab signs are installed to inform drivers to slow down at the curve.

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 not possible to install additional speed humps on Judith Avenue between Briarcliffe Crescent and Westcroft Avenue due to insufficient boulevard space between residential driveways.

Attachments

1. Location Map

Report prepared by

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

:MR

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

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Item 4, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

4

**AWARD OF TENDER T05-013
JANE STREET AND RUTHERFORD ROAD
SIDEWALK AND STREETLIGHTING INSTALLATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated March 7, 2005:

Recommendation

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

1. That Tender T04-013 for Construction of Sidewalk and Streetlighting on Jane Street and Rutherford Road be awarded to Clearway Construction Inc. in the amount of \$508,793.78 plus G.S.T.;
2. That a contingency allowance in the amount of \$50,000 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That a Geotechnical Inspection and Material Testing amount of \$5,000, plus G.S.T. be approved to ensure compliance with all applicable standards; and
4. That the Mayor and Clerk be authorized to sign the appropriate documents.

Purpose

Council approval to award Contract T05-013 Jane Street and Rutherford Road Sidewalk and Streetlighting Installation.

Background - Analysis and Options

This tender (2004 Capital Budget Projects 1482-2-04, 1417-0-04) includes the installation of sidewalks on both sides of Jane Street and full illumination from Riverrock Gate to Langstaff Road, and sidewalk installation on the north side of Rutherford Road and full illumination from Melville Avenue to east of Jane Street. (See Attachment No. 1).

This tender was advertised in the Daily Commercial News and on the Electronic Tendering Network (ETN), and closed on February 17, 2005. A total of 28 documents were picked up from the Purchasing Department and the following 17 bids were received.

<u>Contractor</u>	<u>Total Bid Amount (Excl. G.S.T.)</u>
Clearway Construction	\$508,793.78
Vaughan Paving	\$519,608.05
Brennan Paving	\$528,930.23
Pine Valley Enterprises	\$530,186.00
Trisan Construction	\$531,909.70
A-1 Asphalt Maintenance	\$553,512.25

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Four Seasons Site Development Ltd.	\$571,012.00
Pave-All Ltd.	\$573,781.78
Ferma Road	\$578,946.44
Serve Construction	\$585,608.40
Aloia Bros. Concrete Contracting Ltd.	\$614,386.85
Patterned Concrete	\$626,763.01
Slip-Form Construction	\$632,054.45
Ferpac Paving Inc.	\$673,633.09
CRCE Construction Ltd.	\$674,159.41
Sunrise Contracting	\$795,395.76
The State Group Inc.	\$875,100.94

The estimated cost for this project including contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$610,000.00 and is calculated as follows:

Clearway Construction Inc.	\$508,793.78
Contingency amount (approx. 10%)	\$ 50,000.00
Geotechnical Inspection and Material Testing (estimated amount)	\$ 5,000.00
Hydro Relocations (estimated amount)	\$ 25,000.00
Sub-Total	\$588,793.78
G.S.T. (7%-amount 100% recoverable)	\$ 41,215.56
Treasury Administration (3%)	\$ 17,663.81
Total	\$647,673.15
Less G.S.T. Recoverable	\$(41,215.56)
Net Total Cost	\$606,457.59
ROUNDED TOTAL	\$610,000.00

Staff and the City's consultant for this project, SNC-Lavalin Engineers & Constructors have reviewed the submitted bids and carried out reference checks on the low bidder and are satisfied that Clearway Construction Inc. which has successfully completed similar works for the City, is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to Clearway Construction Inc.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works ensure that growth does not outpace the road network infrastructure (3.2.3) and help to develop and implement pedestrian networks (3.2.5).

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

Conclusion

Sufficient funding is available in the 2004 Capital Budget (Projects 1482-0-04, 1417-0-04) to complete the project. Staff recommend that this contract be awarded to Clearway Construction Inc. in the amount of \$508,793.70, plus G.S.T.

Attachments

1. Location Map

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Report prepared by:

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

(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. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

5

**ASSUMPTION – PONDVIEW ROAD
65R-21694 – B17/98, B18/98, B19/98, B20/98, B22/98, B29/98, B30/98, B32/98**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated March 7, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Development Agreement for Plan 65R-21694, and that the municipal services letter of credit be released.

Purpose

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

Background - Analysis and Options

The 9 lot development is a residential subdivision. The development is located at Arnold Avenue, east of Atkinson Avenue, as shown on Attachment 1.

The Development Agreement was signed on January 24, 2000. The municipal services in Plan 65R-21694 were installed in May 2000 and the top course asphalt was placed in June 2003.

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

Relationship to Vaughan Vision 2007

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

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

Conclusion

It is therefore appropriate that the municipal services in 65R-21694 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

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Item 5, CW Report No. 14 – Page 2

Report prepared by:

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

VR/fc

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

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Item 6, CW Report No. 14 – Page 2

Report prepared by:

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

VR/fc

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 7, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

7 **ASSUMPTION – COLUMBUS TRAIL – PHASE 2**
19T-96V10/ 65M-3346 & 65M-3347

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated March 7, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3346 and 65M-3347, and that the municipal services letter of credit be reduced to \$40,000 as per Development Planning's request for the financial guarantee of decorative paving completion required adjacent to the stormwater management pond.

Purpose

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

Background - Analysis and Options

The 487 lot development is a residential subdivision. The development is located west of Jane Street, north of Major Mackenzie Drive, as shown on Attachment 1.

The Subdivision Agreement was signed on July 26, 1999. The municipal services in Plan 65M-3346 and 65M-3347 were installed in June 1999 and the top course asphalt was placed in September 2001.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. Development Planning is requesting that \$40,000 be held back as securities for the guarantee of decorative paving completion adjacent to the stormwater management pond. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

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

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

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Conclusion

It is therefore appropriate that the municipal services in 65M-3346 and 65M-3347 be assumed and the municipal services letter of credit be reduced to \$40,000. Once the outstanding issues are resolved, the letter of credit will be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

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“That staff review the matter further and provide a report to the Committee of the Whole meeting of March 7, 2005.”

By-law Enforcement and Engineering Staff conducted a traffic investigation at 55 elementary schools between December 2004 and February 2005 during the peak morning drop off and after school pick up periods and the results are summarized and tabulated below. The majority of the older schools were built on smaller properties and the site circulation designs were limited to shared bus drop off zones and parent drop off zones. The new schools have incorporated separate areas for on-site bus drop off zones and parent drop off zones in the site designs.

No.	School	Ward	<u>Not in compliance with the intent of the traffic circulation plan</u>	<u>In compliance with the intent of the traffic circulation plan</u>
1.	Blessed Trinity	1		X
2.	Father John Kelly	1		X
3.	Our Lady of Peace	1	X	
4.	St. James	1		X
5.	Divine Mercy	1	X	
6.	Holy Jubilee	1		X
7.	St. David	1	X	
8.	St. Agnes of Assisi	1	X	
9.	St. Emily	1		X
10.	Kleinburg	1	X	
11.	Mackenzie Glen	1	X	
12.	Michael Cranny	1	X	
13.	Discovery	1		X
14.	Joseph A. Gibson	1		X
15.	Maple Creek	1	X	
16.	La Fontaine	1		X
17.	Le Petit Prince	1		X
18.	Fossil Hill	1	X	
19.	Julliard	1		X
20.	Vellore Woods	1		X
21.	San Marco	2	X	
22.	St. Andrew	2	X	
23.	St. Catherine of Siena	2		X
24.	Our Lady of Fatima	2		X
25.	St. Angela Merici	2		X
26.	St. Clement	2	X	
27.	St. Peter	2		X
28.	St. Margaret Mary	2	X	
29.	St. Stephen	2	X	
30.	Lorna Jackson	2		X
31.	Woodbridge	2		X
32.	Pine Grove	2	X	
33.	Immaculate Conception	3	X	
34.	St. Clare	3	X	
35.	St. Francis of Assisi	3	X	

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No.	School	Ward	<u>Not in compliance with the intent of the traffic circulation plan</u>	<u>In compliance with the intent of the traffic circulation plan</u>
36.	St. Gabriel of Archangel	3	X	
37.	St. John Bosco	3		X
38.	St. Gregory the Great	3	X	
39.	Blue Willow	3		X
40.	Our Lady of the Rosary	4	X	
41.	St. Joseph the Worker	4	X	
42.	Glen Shields	4		X
43.	Forest Run	4		X
44.	Bakersfield	4		X
45.	Brownridge	4		X
46.	Ventura Park	4		X
47.	Wilshire Elementary	4		X
48.	Charlton	4		X
49.	Louis Honore Frechette	4	X	
50.	Bishop Scalabrini	5		X
51.	Holy Family	5		X
52.	Rosedale Heights	5	X	
53.	Thornhill	5	X	
54.	Westminster	5		X
55.	Yorkhill	5	X	

Of the above listed 55 schools, 26 (47%) were determined to be out of compliance with their traffic circulation plans. Although the on-site parking areas, drop-off areas, driveways and signage were constructed in accordance with the approved site plans, the staff at some of the schools were blocking the accesses with pylons and gates in order to deter vehicles from entering the school site. This effectively, restricted access to the internal parking areas and “kiss and ride” loops which were intended to help improve traffic circulation. In some cases, as a result of blocked access to school property, parents were parking on the street thereby causing congested conditions on the adjacent roads during the morning and afternoon peak periods. Accordingly, it is recommended that the City Manager and appropriate staff be directed to meet with the Directors of Education and their appropriate staff of the two school boards to review and address the issue of non-compliance with the intent of the site traffic circulation plans at the various schools.

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

Engineering and By-law Enforcement staff conducted a traffic investigation at 55 elementary schools in the City of Vaughan. Based on the observations at the above school sites, it appears

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that approximately 47% of the schools do not maintain the intent of the site traffic circulation plans. As the older schools do not have a separate on-site parent drop off zone, the traffic circulation at these schools can be problematic. As well, proper traffic circulation at some of the newer schools, with separate bus and parent drop-off zones, is being impeded as a result of blocked accesses to the site during the peak morning drop off and afternoon pick up periods. A meeting between appropriate City staff and the Directors of Education and their staff should be held to review and address the issue of non-compliance with the intent of the site traffic circulation plans at the various schools.

Report prepared by:

Catherine Quan Fun, Engineering Assistant, ext. 8715
Selma Hubjer, Acting Transportation Engineer, ext. 8674

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Item 9, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

**9 STATEMENT OF REMUNERATION AND EXPENSES FOR MEMBERS OF COUNCIL
AND COUNCIL APPOINTMENTS TO BOARDS AND OTHER BODIES FOR THE YEAR 2004**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance and Corporate Services and the Director of Budgeting and Financial Planning, dated March 7, 2005:

Recommendation

The Commissioner of Finance & Corporate Services and the Director of Budgeting and Financial Planning recommends:

That the report regarding the 2004 Statement of Remuneration and Expenses for Members of Council and Council appointments to Boards and Other Bodies be received.

Purpose

To report the Statement of Remuneration and Expenses for Members of Council and Council appointments to Boards and Other Bodies for the year 2004.

Background - Analysis and Options

The Municipal Act, 2001, Section 284(1) requires that the Treasurer of every municipality submit to Council on or before the 31st day of March in each year, a Statement of Remuneration and Expenses for the preceding year paid to the Members of Council and Council appointments to Boards and other Bodies. The Municipal Act, 2001, Section 283(1) provides authority for the Remuneration and Expenses to Council, Boards and other Bodies. The Remuneration and Expenses of Council are authorized by By-Law Number 252-2004. By-Law Number 57-2004 authorizes the remuneration of members for the Committee of Adjustment and By-Law Number 59-2004 for Heritage Vaughan.

The attached Statement of Remuneration and Expenses reflects amounts paid during the year 2004 as reported to Finance.

Relationship to Vaughan Vision 2007

The reporting on or before the 31st day of March in each year of a Statement of Remuneration and Expenses for the preceding year paid to the Members of Council and Council appointments to Boards and Other Bodies, complies with the requirement of the Municipal Act and is consistent with the strategic priority of Service Delivery Excellence set out by Council in the Vaughan Vision 2007.

Conclusion

To receive the Statement of Remuneration and Expenses for Members of Council and Council appointments to Boards and Other Bodies for the year 2004.

Attachments

Attachment 1 – Statement of Remuneration and Expenses for Members of Council and Council Appointments to Boards and other Bodies for the Year 2004

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 9, CW Report No. 14 – Page 2

Report prepared by:

Clayton D. Harris, CA, ext. 8475
Commissioner of Finance & Corporate Services

John Hrajnik, CMA, ext. 8401
Director of Budgeting and Financial Planning

(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 MARCH 21, 2005

Item 10, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

10

SIGN VARIANCE APPLICATION

FILE NO: SV.05-03

OWNER: CADILLAC FAIRVIEW CORPORATION LTD. (THE PROMENADE)

LOCATION: 1 PROMENADE CIRCLE

BLOCK NO. 10, REGISTERED PLAN NO. 65M-2325

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated March 7, 2005:

Recommendation

That Sign Variance Application SV.05-03, Cadillac Fairview Corporation Ltd. (The Promenade), be REFUSED.

Purpose

Request to install various 3rd party wall signs and ground signs.

Background- Analysis and Options

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

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

Relationship to Vaughan Vision 2007

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

Conclusion

The By-law permits a maximum of three ground signs and only those wall and pylon signs approved as part of the site plan agreement.

The applicant is proposing to install additional ten (10) wall signs immediately adjacent to the main mall entrances, and 16 ground signs throughout the property for the purposes of 3rd party advertising. That is advertising that is not related to the businesses within the mall.

The City's Sign By-Law restricts the use of 3rd party advertising to a maximum of 100 Poster Panels Signs (Billboards) that are to be located within the City's industrial area (OPA 450). The by-law further permits a maximum of 3 ground signs on the property.

It was the opinion of the Sign Variance Committee that the applicant's proposal was contrary to many of the principals and concepts of the Sign By-Law, and recommends that the application be refused.

Attachments

1. Sketch of Sign

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 10, CW Report No. 14 – Page 2

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 MARCH 21, 2005

Item 11, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

11

SIGN VARIANCE APPLICATION

FILE NO: SV.05-04

OWNER: HARVEST MOON DEVELOPMENTS

LOCATION: 8520 JANE STREET, UNITS 8 & 9

BLOCK NO. 16, REGISTERED PLAN NO. 65M-2745

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated March 7, 2005:

Recommendation

That Sign Variance Application SV.05-04, Harvest Moon Developments, be APPROVED, subject to the sign graphics being reduced to 75% smaller than proposed.

Purpose

Request to install two awning signs over windows in addition to the existing wall sign above the front entrance as shown on the attached drawings.

Background- Analysis and Options

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

6.1 (i) Except as may otherwise be permitted in this by-law, the maximum number of signs that may be erected shall be one (1) only of the following sign types per exterior wall per business premises:

Wall sign
or
Awning sign

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 one wall sign or one awning sign per business premises. The applicant is proposing to install two awning signs in addition to the existing wall sign located above the main entrance.

The Sign Variance Committee is of the opinion that the proposed signs are relatively small and had little negative impact on the overall building appearance. This is provided that the actual sign graphics were reduced by 75% from what is being proposed.

Upon approval of the sign variance by Council, a Sign Permit is required to be issued by the Building Standards Department.

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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.)

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Item 12, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

12

**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 approval of the recommendation contained in the following report of the Sign Variance Committee, dated March 7, 2005:

Recommendation

That Sign Variance Application SV.04-10, 6105718 Canada Inc./Here's My Baby, be APPROVED in accordance with Heritage Vaughan's recommendations:

That a variance of 2.79 sq. m. be approved for Sign Variance application 6105718 Canada Inc./Here's My Baby; and

That the sign be illuminated with a soft wash.

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.

Background

The subject property is located within the Kleinburg-Nashville Heritage Conservation District.

A sign variance application was submitted for the erection of a 3.97 sq m wall sign to be located on the front elevation of the building.

The Sign Variance Committee reviewed the subject application and recommended:

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

Council at its meeting of December 6, 2004, referred the application to Heritage Vaughan for their consideration.

Heritage Vaughan Committee at the December 15, 2004 meeting considered the application and recommended that:

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Heritage Vaughan recommends the variance not be granted and the applicant adheres to the sign by-law for the area.

On January 19, 2005 Heritage Vaughan reconsidered the subject application and passed the following resolution:

Heritage Vaughan recommends:

That a variance of 2.79 sq m be approved for Sign Variance Application 6105718 Canada/Here's My Baby; and,

That the applicant consider lighting with a soft wash.

Upon approval of the sign variance by Council, a Sign Permit is required to be issued by the Building Standards Department.

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 Sign By-law permits a maximum sign area of 1.25 sq m.

The Sign Variance Committee recommends that the application be approved in accordance with Heritage Vaughan's recommendations and that the sign be illuminated with a soft wash.

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.)

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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 13, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

13

**BY-LAW 242-2003
OAK RIDGES MORaine CONFORMITY ZONING BY-LAW
PROVINCIAL MODIFICATIONS
FILE Z.03.022**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated March 7, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT the Minister of Municipal Affairs and Housing BE ADVISED that the City of Vaughan endorses the proposed modifications to By-law 242-2003, as follows:
 - i. THAT the lands in the "Countryside Area" designation currently zoned RR Rural Residential Zone, OS2 Open Space Park Zone, M1 Restricted Industrial Zone, and C2 General Commercial Zone maintain their existing zoning as per section 17(1) of the *Oak Ridges Moraine Conservation Plan*, and that the lands currently zoned A Agricultural Zone which do not contain site specific permissions for additional uses be zoned ORM Oak Ridges Moraine Zone;
 - ii. THAT by-law 242-2003 be revised to require that the ORM Oak Ridges Moraine Zones have a 90m setback to an OS5 Open Space Environmental Protection Zone within the "Natural Core Area", "Natural Linkage Area", and the "Countryside Areas" of the Oak Ridges Moraine in order to trigger the requirement for a natural heritage evaluation or hydrological evaluation for development within 120m from a key natural heritage feature or hydrologically sensitive feature;
 - iii. THAT all references to Wellhead Protection Areas be deleted from by-law 242-2003 as it has been confirmed that there are no wellheads protection areas impacted by the *Oak Ridges Moraine Conservation Plan* within Vaughan;
 - iv. THAT the definition for transportation, infrastructure, and utilities exclude stormwater management facilities; and
 - v. THAT the Provincial MDS (minimum distance separation) requirements for agricultural uses not be included in by-law 242-2003 as per the Provincial comments as MDS is not an *Oak Ridges Moraine Conservation Plan* conformity issue, and is more appropriately addressed through a comprehensive review of By-law 1-88.
2. THAT this report BE FORWARDED to the Ministry of Municipal Affairs and Housing, and that the City requests that By-law 242-2003 receive final approval by the Minister as soon as possible.

Purpose

The purpose of this report is to set out the Minister of Municipal Affairs comments on By-law 242-2003 (the City's Oak Ridges Moraine Conformity Zoning By-law) and to report back to the Ministry on Council's position on the comments, in order to receive final approval of By-law 242-2003.

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Background - Analysis and Options

On June 23, 2003, Council adopted OPA 604 and enacted By-law 242-2003 representing the City's Oak Ridges Moraine Conformity Official Plan Amendment and Zoning By-law Amendment, respectively. The *Oak Ridges Moraine Conservation Act* requires that all local municipalities with lands on the Oak Ridges Moraine amend their official plan and zoning by-law to be in conformity with the *Oak Ridges Moraine Conservation Plan (ORMCP)* by October 2003. The Minister of Municipal Affairs and Housing is the final approval authority on these conformity amendments.

Since Council's adoption in June 2003, the Ministry of Municipal Affairs and Housing has provided comments on OPA 604 in the form of proposed modifications. Staff reported on these modifications for Council's endorsement on May 10, 2004. On October 21, 2004, the Minister of Municipal Affairs and Housing approved OPA 604 with the modifications.

On February 4, 2005, Ministry staff provided comments on By-law 242-2003 for Council's consideration. Given the time that has passed between Council's enactment of the by-law and final approval, consideration of these modifications and progression to final approval in a timely manner is critical to ensure certainty within the Oak Ridges Moraine.

Ministry Comments:

The following are the Ministry's comments on the zoning by-law which would be the basis for any future decisions and/or proposed modifications that may be required for final approval of the By-law, and staff's response with recommendations and any changes. In addition to the list below, some other minor issues have been raised by Ministry staff which can be addressed at a staff level.

1. *Previously Authorized Uses in the Countryside Area Designation*

The Countryside Area of the Moraine in Vaughan covers a portion of Block 13 being mainly the residential area known as Woodland Acres, and the lands within Block 13 fronting on the east side of Dufferin Street, north of Teston Road, including the Maple Downs Golf Club, the Padres Shalom Cemetery, and a small pocket of land north of King-Vaughan Road, between Keele Street and the GO Rail line. Attachment 1 identifies the lands within the "Countryside Area" and the proposed zoning from By-law 242-2003.

The Province has requested confirmation that Section 17(1) of the *Oak Ridges Moraine Conservation Plan* was utilized in determining that the zoning permissions existing prior to the ORMCP would remain after the conformity exercise. In addition, they request that the City examine the proposed zoning in the "Countryside Areas" to ensure that the permitted uses do not conflict with OPA 604 and York Region's OPA 41.

Section 17(1) of the *Oak Ridges Moraine Conservation Plan (ORMCP)* permits uses, buildings or structures in the "Countryside Area" designation which were previously permitted in by-law 1-88 before the ORMCP, subject to certain criteria, even though they may not conform to the ORMCP. When completing the conformity zoning by-law, the City analyzed the subject lands based on the requirements of Section 17(1). This analysis formed the basis of carrying forward the existing zoning permissions within the Countryside Areas of the Moraine. This approach was also detailed in the Public Hearing Report of May 12, 2003 on the conformity amendments.

The zones within the Countryside Areas are as follows: A Agricultural, RR Rural Residential, OS2 Open Space Park, M1 Restricted Industrial, and C2 General Commercial.

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When completing OPA 604, the use permissions of the Countryside Area were examined against the current official plan permissions. The lands in Block 12 were designated by OPA 600 as “Estate Residential”, and “Rural Use Area”, and the lands north of King-Vaughan Road between Keele Street and the Go Rail line had a number of site specific OPAs permitting industrial and commercial uses.

In light of the above permissions, by-law 242-2003 recognized the existing permissions granted by site specific Official Plan Amendments, and OPA 600, in accordance with the requirements of Section 17(1) of the ORMCP. Pursuant to Section 17(1) of the ORMCP and OPA 604, the M1 and C2 Zone permissions north of King-Vaughan Road between Keele Street and the Go Rail line remain appropriate in By-law 242-2003, as well as the OS2 and RR permissions in Block 13.

The remainder of the properties within the “Countryside Area” are zoned A Agricultural Zone. These sites are either vacant or are used for agricultural or residential purposes. The A Agricultural Zone currently permits a range of uses including agricultural, recreational, commercial, cottage industries, institutional, and wayside pits and quarries, which are more permissive than the use permissions of the Countryside Area within the *Oak Ridges Moraine Conservation Plan*. Given that the sites zoned A Agricultural Zone are currently either vacant or used for agricultural or residential, without any site specific permissions which predate the ORMCP, it may be appropriate to limit the uses to those permitted in the Countryside Area, rather than continuing with the A Agricultural Zoning under Section 17(1) of the ORMCP.

The ORM Oak Ridges Moraine Zone, is be considered an appropriate alternative to the A Agricultural Zone. The ORM Zone permits agricultural uses and a single dwelling, which are the primary uses for these sites currently. It is therefore recommended that the lands currently zoned A Agricultural Zone in the Countryside Area be zoned ORM Oak Ridges Moraine Zone in order to address the Ministry’s concern with regard to zoning within the Countryside Area.

2. *Minimum Area of Influence Related to the OS5 Zone*

The *Oak Ridges Moraine Conservation Plan* requires all development occurring within the “area of influence” of a key natural heritage feature or a hydrologically sensitive feature, then a natural heritage or hydrological evaluation is required prior to development proceeding. The “area of influence” is the area within 120m from a key natural heritage feature or a hydrologically sensitive feature.

The OS5 Open Space Environmental Protection Zone was created by By-law 242-2003 for the purpose of protecting key natural heritage features and hydrologically sensitive features on the Oak Ridges Moraine. Within the “Natural Core Area”, “Natural Linkage Area” and the “Countryside Area”, the minimum vegetation protection zone of 30m was included within the OS5 Zone where it did not impact existing development (single dwellings).

Ministry staff has expressed a concern that the “area of influence” has not been adequately addressed within By-law 242-2003 to ensure that the studies required by the ORMCP will be completed. While the requirements for a hydrological evaluation and a natural heritage evaluation remain within OPA 604, the Province’s concern is that for the uses permitted in the zones adjacent to the OS5 zones which would require only a building permit, these uses could be implemented without any environmental study being undertaken to determine if a larger setback was warranted.

In order to address this concern, it is proposed that the ORM Zone be amended to include a provision that all structures be setback 90m from an OS5 Zone (OS5 Zone includes 30m buffer +

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90m setback = 120m), and similarly in the Countryside Area the OS2 Zones can be amended to contain a site specific provision which requires a 90m setback from an OS5 Zone. This approach will require that the zoning by-law be amended for development closer than 90m to an OS5 zone thereby triggering the requirement for the natural heritage evaluation or hydrological evaluation as required by the ORMCP. This approach would only be appropriate within the “Natural Core”, “Natural Linkage” and “Countryside” Areas on the ORM.

This approach would not be appropriate within the “Settlement Area” of the ORM. The settlement area contains specific provisions for minimum vegetative protection zones which can be different than the other land use designations on the Moraine. The designated settlement areas within the ORM have all been subject to block plan processes, which address the requirements of the ORMCP on a large scale. These block plans have delineated features, and provided buffers to the satisfaction of the TRCA and the City. These features and buffers will be further refined and zoned through the zoning by-laws implementing the plans of subdivision.

3. Deletion of Wellhead Protection Area requirements

York Region has verified that there are no wellhead protection areas within Vaughan which are impacted by the Oak Ridges Moraine legislation. This information was not available at the time of adoption of By-law 242-2003. Therefore, provisions were included in the by-law in preparation for proposed wellhead areas. Now that it has been confirmed that there are no wellheads within Vaughan, the portions of 242-2003 addressing wellhead protection can be deleted.

4. Transportation, Infrastructure and Utility uses within the ORM and OS5 Zones

The *Oak Ridges Moraine Conservation Plan* permits Transportation, Infrastructure, and Utility projects within the “Natural Core Areas”, “Natural Linkage Areas”, and within key natural heritage features and hydrologically sensitive features subject to a number of conditions. By-law 242-2003 permits these projects as-of-right in the ORM Oak Ridges Moraine Zone and the OS5 Open Space Environmental Protection Zone. The justification for this inclusion is that transportation, infrastructure and utility projects are typically required to undergo an Environmental Assessment under the *Environmental Assessment Act*, or the *Canadian Environmental Assessment Act*, which would require a detailed assessment of the environmental impacts of a project, including provisions similar to those in the *Oak Ridges Moraine Conservation Plan*. The Province is concerned that By-law 242-2003 may be too permissive in allowing transportation, infrastructure and utilities within the OS5 and ORM Zones.

In order to address this concern, it is proposed that the definition for Transportation, Infrastructure, and Utilities be limited to those which require an environmental assessment, and exclude those that do not, rather than placing conditional zoning on these types of projects which would be difficult to implement.

Currently, the definition for Transportation, Infrastructure, and Utilities is as follows:

“includes public highways, transit lines, railways and related facilities, gas and oil pipelines, sewage and water service systems and lines and stormwater management facilities, power transmission and telecommunication lines; bridges, interchanges, stations, and other structures, above or below ground, that are required for the facilities listed above, and associated rights-of-ways.”

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With the exception of stormwater management facilities, all of the transportation, infrastructure, and utility projects included in the definition are required to undergo an Environmental Assessment. Notwithstanding this, it is unlikely that there will be stormwater management facilities required within the ORM Oak Ridges Moraine Zone as a result of the types of uses permitted within the zone.

Therefore, it would be acceptable to revise the definition for Transportation, Infrastructure, and Utilities to exclude stormwater management facilities. This is a minor change to By-law 242-2003 and would no longer permit stormwater management facilities as-of-right within the ORM Oak Ridges Moraine Zone.

5. Minimum Distance Separation I and II Formulae

Ministry Staff have expressed concern that the City's zoning by-law does not contain any minimum distance separation (MDS) requirements for the rural and agricultural areas. The concern is that the ORMCP permits some limited non-agricultural uses, like single dwellings, which may potentially conflict with any existing agricultural uses.

The MDS requirements are Provincial standards for either new development from existing livestock facilities (MDS I), or for new or expanding livestock facilities from existing development (MDS II). These requirements address the nuisance and potential incompatibility issues that can occur with agricultural and non-agricultural uses within rural and agricultural areas.

By-law 1-88 does not currently contain any MDS requirements. The issue of MDS requirements within the City's zoning by-law is not just an Oak Ridges Moraine issue and should not be completed for the ORM area in isolation. The *Oak Ridges Moraine Conservation Plan* and Act do not contain requirements for MDS, and therefore this is not a conformity issue. If the City is considering adopting these requirements, they should be done comprehensively across the City's rural and agricultural areas through a comprehensive review of the City's zoning by-law rather than through the Minister's approval of the City's Oak Ridges Moraine Conformity Zoning By-law. In light of this, this recommended change by the Province is not supported.

Vaughan Vision 2007

Vaughan's commitment to protecting the Oak Ridges Moraine through the implementation of the *Oak Ridges Moraine Conservation Act* and the *Oak Ridges Moraine Conservation Plan*, is consistent with the priorities established in Vaughan Vision 2007, particularly 'A3' Safeguard Our Environment.

Conclusion

The Minister of Municipal Affairs and Housing is in the final stages of approving By-law 242-2003, Vaughan's Oak Ridges Moraine Conformity Zoning By-law, and should be completely in a timely manner once the City's response to the Province's comments are received.

The Municipal Affairs staff have proposed a number of amendments to by-law 242-2003. This report details the changes proposed by the Province, and Staff's proposed resolution. With the exception of the Province's comments on the inclusion of minimum distance separation requirements, the proposed changes to by-law 242-2003 are acceptable with staff's proposed resolutions. Should the Committee concur with the recommendations contained in this report, the recommendations can be adopted and forwarded to the Ministry of Municipal Affairs and Housing in order to proceed with the final approval of the by-law.

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Item 13, CW Report No. 14 – Page 6

Attachments

1. Countryside Area Zoning

Report prepared by:

Karen Antonio-Hadcock, Senior Planner, Environmental ext. 8630
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

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Item 14, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

**14 DRAFT PLAN OF CONDOMINIUM FILE 19CDM-04V08
1564988 ONTARIO INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated March 7, 2005, be approved; and
- 2) That the deputation of Ms. Leslie Phillips, Liberty Development Corp., 505 Hwy 7 East, Suite 303, Thornhill, L3T 7T1, be received.

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-04V08 (1564988 Ontario Inc.) prepared by R. Avis Surveying Inc. and dated October 12, 2004, BE DRAFT APPROVED, subject to the conditions of draft approval as set out in Attachment #1.

Purpose

The Owner has submitted an application for Draft Plan of Condominium (Attachment #3) consisting of two 15 storey residential apartment buildings, with a one storey lobby/recreation area which connects the buildings. The north building comprises of 220 units and the south building comprises 134 units, for a total of 354 units and a total of 475 parking spaces, of which 403 are residential underground parking spaces and 72 are surface visitor parking spaces.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located south of Beverley Glen Boulevard, immediately west of Disera Drive, being Part of Block 1 on Registered Plan 65M-3709, in Lot 6, Concession 2, City of Vaughan. The rectangular-shaped, 0.98ha site has 68.2m frontage on Disera Drive, and 149.4m flankage on an east/west private road (ie. future Street 'A' within approved Plan of Subdivision 19T-04V08). The Building is under construction and substantially completed. The surrounding land uses are:

- North - vacant/future apartment residential (RA3 (H) Zone)
- South - vacant/future commercial (C2 Zone)
- East - Disera Drive; future residential apartment (RA3 Zone)
- West - vacant/future residential apartment (proposed RA3 (H) Zone)

The subject lands are located within approved Draft Plan of Subdivision 19T-04V08 (1541677 Ontario Limited), which was approved by Vaughan Council on February 14, 2005, as shown on Attachment #4. As registration of the condominium plan will likely proceed ahead of the plan registration for the subdivision, the registration of the condominium plan would legally create a parcel consistent with Block 4 on the subdivision plan. It will therefore be necessary to include some of the conditions of subdivision approval as conditions of approval for the draft plan of condominium, respecting the following:

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- the satisfaction of the parkland dedication requirements under the Planning Act through a cash-in-lieu payment in accordance with the development of the two residential apartment buildings subject to the Site Development File DA.03.014 (1541677 Ontario Inc.), and representing the difference in the outstanding balance parkland dedication and cash-in-lieu to be contributed on the remainder of the lands within Draft Approved Plan of Subdivision 19T-04V08 (1541677 Ontario Limited);
- the submission of urban design guidelines to be approved by the City;
- the submission of a streetscape and open space landscape master plan to be approved by the City; and
- the submission of a stormwater management report, to be approved by the City and Toronto and Region Conservation Authority.

Official Plan

The subject lands are designated “*High Density Residential*” by OPA #210 (Thornhill-Vaughan Community Plan), as amended by OPA #621, which was adopted by Vaughan Council on January 24, 2005, and will require Region of York approval. OPA #621 is not yet in full force and effect, and would permit a total of 1,598 units comprising 93 townhouse units and 1,505 apartment units within the area covered by the draft plan of subdivision. The proposed site development contemplates a total of 354 units, and would be in conformity with OPA #621, once it is approved and in full force and effect.

Zoning

The subject lands are zoned RA3 Apartment Residential Zone by By-law 1-88, as amended by By-law 17-2005, which implements site-specific Exception 9(1153). By-law 17-2005 was enacted by Vaughan Council on January 24, 2005, and will come into full force and effect upon the Regional approval of OPA #621.

Site Development

The rectangular-shaped, 0.98 ha site has 68.2m frontage on Disera Drive and 149.4m flankage on an east/west private road along the north property line.

The site is serviced by a full vehicle access from Disera Drive along the east lot line. This access leads to a drop-off/pick-up area at the main lobby area, and to the visitor parking lot. A second full vehicle access to the site is from a private east/west road on the north side of the lot (ie. future public road Street ‘A’ on approved Plan of Subdivision 19T-04V08), which leads to additional visitor parking, the loading and garbage pick-up areas, and the ramp to the underground parking garage.

The proposed draft plan of condominium consists of two 15-storey residential apartment buildings, with a one-storey lobby/recreation area which connects the buildings. The north building comprises 220 units and the south building comprises of 134 units, for a total of 354 units and a total of 475 parking spaces (one space above the approved site plan), of which 403 are residential underground parking spaces and 72 are surface visitor parking spaces. A total of 5 handicapped spaces are provided. The site plan agreement for the subject lands (File DA.03.014, 1541677 Ontario Inc.), was registered on January 7, 2004 as Instrument No. YR-412381.

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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

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Application Review

The draft plan of condominium is generally in accordance with the approved site plan, except for revisions to the underground parking layout and locker/storage unit layout. The Engineering Department has reviewed the parking layout and confirms that the revisions are minor and would not have a significant impact on the proposal. Development Planning Staff are satisfied with the locker/storage unit layout.

The subject lands have access to municipal services, including hydro, storm and sanitary sewers, and water.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the Draft Plan of Condominium, which is consistent with the approved site plan, and in accordance with the provisions of Official Plan Amendment #621 and site-specific Zoning By-law 17-2005. The draft plan of condominium is also consistent with Block 4 of approved Plan of Subdivision 19T-04V08, and will be proceeding ahead of the subdivision process to legally create the parcel. Staff has no objection to the approval of the Draft Plan of Condominium, subject to the conditions of approval provided on Attachment #1, which includes OPA #621 and By-law 17-2005 being in full force and effect. Should the Committee concur, Draft Plan of Condominium File 19CDM-04V08 (1564988 Ontario Inc.) can be approved with the adoption of the recommendations in this report.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium 19CDM-04V08
4. Draft Plan of Subdivision 19T-04V08

Report prepared by:

Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext.8485

/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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hearing nor did they pose any opposition to the application. The letter also stated that a neighbouring property recently received approval of a variance for a similar side entrance.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department had no objection to Variance Application A352/04, given that the proposed exterior stairs were open and not covered and provided sufficient setback to facilitate drainage in the side yard. The matter is scheduled to proceed to the OMB on March 29, 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.)

Please refer to Item 5, Committee of the Whole (Closed Session) Report No. 15 for disposition of this matter.

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Purpose

The Owner has submitted a revised Site Development Application to develop a 0.77 ha parcel of land for a Petro Canada gas bar, with an accessory 217m² convenience retail store, a 134m² car wash, and 12 parking spaces, as shown on Attachment #2.

The Owner has referred their site plan application to the Ontario Municipal Board (OMB) for approval, together with their appeal of the Committee of Adjustment's refusal of Variance Application A272/04. The OMB Hearing is scheduled for April 7-8, 2005.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Major Mackenzie Drive, west of Keele Street, (2396 Major Mackenzie Drive), in Lot 21, Concession 4, City of Vaughan. The 0.77 ha site has 80m frontage on Major Mackenzie Drive, and a depth of 100.5m. The existing automobile service station and structures will be demolished. The site is designated "Maple Commercial Core Area" with a "Service Station" overlay by OPA #350 (Maple Community Plan), as amended by OPA #533 (Maple Focus Review) and zoned C6 Highway Commercial Zone by By-law 1-88. The surrounding land uses are as follows:

- North - residential (R3 Residential Zone)
- South - Major Mackenzie Drive; residential (R1V Old Village Residential Zone)
- West - commercial (C1 Restricted Commercial Zone)
- East - commercial (C1 Restricted Commercial Zone)

On June 28, 2004, Council approved the site plan shown on Attachment #6, which proposed a different site layout subject to the required variances being obtained from the Committee of Adjustment, and the variances being in full force and effect. On November 4, 2004, the Committee of Adjustment refused Variance Application A272/04 which would have facilitated the proposed site development. On November 17, 2004, the applicant appealed the decision to the Ontario Municipal Board (OMB). An OMB hearing is scheduled to consider the appeal of the variance on April 7-8, 2005, together with the referral of the site plan application.

The original variances considered by the Committee of Adjustment included: a reduction in the easterly and westerly interior side yard of 5m, whereas 10m is required; and a southerly and northerly setback for the proposed car wash of 36m and 56m, respectively, to a Residential Zone, whereas a minimum of 60m is required.

Since the appeal of the Variance Application to the OMB, the applicant has submitted a revised site development proposal by rearranging the buildings on the site as shown on Attachment #2 to respond to comments made by area residents at the Committee of Adjustment meeting. The convenience store has been moved to the central portion of the site and the fueling stations have been reoriented to be parallel with Major Mackenzie Drive. In addition, a significantly larger landscape area is proposed between the residential to the north and the gas bar development. The revised site plan eliminates the variances for the interior side yards and the setback to the Residential Zone on the north. One variance is now required for the car wash, which is a setback of 31.3m to the Residential Zone on the south side of Major Mackenzie Drive.

Official Plan

a) **Land Use**

The subject lands are designated "Maple Commercial Core Area" with a "Service Station" overlay

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by OPA #350 (Maple Community Plan), as amended by OPA #533 (Maple Focus Review), which permits a service station and accessory uses. The proposed development conforms to the Official Plan.

b) Development Criteria

OPA #350, as amended by OPA #533, sets out policies and design criteria for development, including service stations, as addressed below:

- i) *New service stations shall be sensitively designed to be compatible in architectural finish and form with adjacent areas (particularly residential neighbourhoods). e.g., sloped roofs, gables, etc.*

The convenience store and car wash building has a commercial design, however, the combination of building materials, height and the separation distance to the residential uses result in a building that is in keeping with the surrounding residential/ commercial area.

- ii) *New service stations shall incorporate fences, berms and landscaping to protect and mitigate the impacts of service stations to adjacent land uses.*

The landscape plan as shown on Attachment #3 consists of trees and shrubs along the Major Mackenzie Drive frontage and a significant sodded area and new fencing and planting at the rear of the property.

- iii) *To redevelop existing, and provide new pedestrian linkages, which are to be finished with landscaping and amenities for pedestrian traffic and avoid conflicts with vehicular traffic.*

An interlocking stone pedestrian connection will be provided from the public sidewalk to the convenience store, which will decrease the conflict between pedestrian and vehicular traffic. Where the pedestrian connection meets the public sidewalk, there are two seating amenity areas provided.

- iv) *To develop a vehicular circulation system in a manner designed to minimize traffic impact on both Major Mackenzie Drive and Keele Street. In addition, as properties are redeveloped, driveways should be consolidated with the creation of rear lane ways and/or shared driveways/parking facilities to provide the opportunity for an integrated vehicular circulation system.*

The site plan includes two full movement access points to Major Mackenzie Drive. While the site plan does not incorporate a rear lane, the opportunity exists in the future to provide an integrated vehicular connection through the rear of the subject lands to the properties to the east and west.

The revised site plan is considered to conform to the development criteria set out in the Official Plan.

Zoning

The subject lands are zoned C6 Highway Commercial Zone by By-law 1-88, which permits an automobile gas bar, car wash and accessory convenience retail store having a maximum gross

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floor area of 280m². The proposed development complies with the Zoning By-law, with the exception of the minimum 31.3m setback provided from the car wash to the Residential Zone on the south side of Major Mackenzie Drive, whereas 60m is required.

Site Design

The site is to be serviced by two full-movement driveway accesses onto Major Mackenzie Drive, both 9m wide, as shown on Attachment #2. 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 fueling station is centrally located on the property, and consists of 5 self-service stations accommodating 2 vehicles at each station. The 217m² gas bar/convenience retail store is located north of the fueling station, connected by the overhead canopy, with the main entrance facing south towards the fueling station. A refuse enclosure, connected to the west side of the building is provided with two overhead door openings. The 134m² car wash is located to the east of the fueling station, with the 14 space car wash stacking lane forming a U-shape behind the convenience retail store, leading into the car wash building.

Parking

A total of 12 parking spaces are provided on the site, including 4 spaces located west of the convenience retail store, 5 (including 1 handicapped space) in front of the building, and 3 spaces located east of the convenience store, as shown on Attachment #2. The parking supply is in compliance with the minimum by-law requirements. Two vacuums are provided on the west side of the car wash with two parallel spaces allocated for each.

Building Elevations

The convenience retail store and car wash elevations are shown on Attachment #4. The exterior finishing material for the convenience store is a dark beige stucco finish with darker brown edging and red accent striping to reflect the company logo. The south (entrance) elevation to the convenience retail store consists primarily of glass, corporate colours and logos. The highest point of the kiosk structure is 5.4m.

The west façade of the car wash building is constructed primarily of glass with a dark beige and dark brown surround. The north and south elevations are comprised of overhead doors, signage and man doors.

The gas bar canopy is a flat roof design covering five gas pumps and is connected to the convenience store, as shown on Attachment #4. The canopy is 4.5m in height, white and red in colour, and incorporates the company logo.

Landscaping

The site will be landscaped with an extensive mix of deciduous and coniferous trees and shrubs, ground planting and sodded areas around the perimeter of the site and adjacent to the car wash stacking lane, as shown on Attachment #3. Specific attention has been given to the planting at the south end of the site abutting Major Mackenzie Drive. Low metal fencing and pillars have been added to the frontage for an additional decorative feature. A 7.2m high pylon sign as shown on Attachment #5, will be provided in the central landscape strip. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

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Maple Streetscape Steering Committee

The Maple Streetscape Community Advisory Committee considered the original proposal on May 26, 2004, and June 30, 2004 and suggested minor changes related to landscaping, building elevation and signage. The revised site and building design will be subject to approval by the OMB, with the final plans to be to the satisfaction of the Development Planning Department.

Parkland Dedication

The Owner will be required to pay to Vaughan, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands in accordance with Section 42 of the Planning Act, prior to the issuance of a building permit.

Servicing

The subject lands have access to municipal services, including hydro, storm and sanitary sewers, and water. The final site grading and servicing plan and stormwater management report must be approved to the satisfaction of the Engineering Department. The Owner must satisfy all hydro requirements of PowerStream Inc.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the Site Plan application in accordance with the policies of the Official Plan and the requirements of the Zoning By-law. The proposed site plan would facilitate an automobile gas bar/convenience retail store and car wash, which is considered to be an appropriate development at this location. For these reasons, Staff can recommend the endorsement of the Site Plan shown on Attachment #2 for approval by the Ontario Municipal Board, and the endorsement of the required variance. Should the Committee concur, the recommendation in this report can be adopted, including directing Staff to attend the Ontario Municipal Board Hearing that is scheduled for April 7-8, 2005.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevation Plan
5. Sign Plan
6. Previously Approved Site Plan (June 24, 2004)

Report prepared by:

Margaret Holyday, Planner, 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.)

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Item 17, Report No. 14, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on March 21, 2005, as follows:

By receiving the written submission from Mr. Paul De Buono, Vaughan Watch Inc., 9983 Keele Street, Suite 105, Vaughan, L6A 3Y5, dated March 21, 2005.

**17 SITE DEVELOPMENT FILE DA.04.070
MIELE LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated March 7, 2005, be approved; and**
- 2) That the coloured elevations submitted by the applicant be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.04.070 (Miele Limited) BE APPROVED, for a two-storey office building, as shown on Attachment #2, subject to the following conditions:

- a) that prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, and stormwater management report, shall be approved by the Engineering Department;
 - iii) access, parking and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iv) all hydro requirements of Power Stream Inc. shall be satisfied;
- b) that the site plan agreement contain the following provision:
 - i) if required, 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 the Planning Act. The Owner shall submit an appraisal 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.
 - ii) all requirements of the Ministry of Transportation Ontario shall be satisfied.

Purpose

The Owner has submitted a Site Development Application to permit a two-storey, 3030m² office building with 108 parking spaces, on a 1.61 ha site, as shown on Attachment #2.

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Services/Utilities

The proposed development is to be fully serviced on the municipal system, including hydro, water, and sanitary and storm sewers. The Owner has submitted a grading and servicing plan and stormwater management report, which shall be to the satisfaction of the Engineering Department.

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

Landscaping

The proposed landscape plan (Attachment #3) shows a mix of coniferous and deciduous trees and shrubs within a 9 m wide landscape strip along Highway #400, and between the front of the building and Four Valley Drive. Coniferous trees are proposed intermittently along the north property line to screen the parking area, however, additional planting will be required to fill in the gaps along this edge on the final landscape plan. Similarly, additional coniferous and deciduous planting should be provided along the south property line, and along the frontage of Four Valley Drive. Shrub planting is also proposed along the east and north sides of the building adjacent to the walkway, and adjacent to the detached refuse structure and loading area (2m high shrubs in this area). Staff will be requiring additional coniferous tree planting to complement the landscaping in the northwest corner of the property. Shrub beds and trees are also proposed along the walkway between the front of the building and Four Valley Drive. One ground sign will be provided along Four Valley Drive.

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

Building Design

The proposed building elevations are shown on Attachments #4 and #5. The square-shaped office building is two-storeys high with the main entrance and covered canopy facing Four Valley Drive. Secondary entrances are proposed on all other elevations, including the west elevation facing Highway #400, which allows access to a patio. There is considerable amount of glazing on all elevations, together with silver-grey aluminium panels and red composite panel “fin-walls” above the building entrances on the east and west elevations. A skylight system is proposed on the roof, together with metal siding screens to hide two mechanical units. Signage identifying the corporate “Miele” name in white letters is proposed on the upper portion of the “fin wall” visible to Highway #400, and above the main entrance facing Four Valley Drive. The attractively designed refuse structure shown on Attachment #4, measures 4m x 6m and consists of precast panels, metal double- doors with louvres on the east façade, and a pitched metal roof.

Staff are satisfied with the elevations for both structures. As a condition of site plan approval, the final building elevations must be approved to the satisfaction of the Development Planning Department.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the proposed Site Plan application in accordance with the policies of the Official Plan and the requirements of the Zoning By-law, and is satisfied that proposed office building is an appropriate development at this location.

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Should the Committee concur, the recommendation in this report to approve the site plan application, can be adopted.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Building Elevations (North/South)
5. Building Elevations (East/West)

Report prepared by:

Duncan MacAskill, Planner, ext. 8017
Arto Tikiryan, Senior Planner, ext. 8212
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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Item 18, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

18

**SITE DEVELOPMENT FILE DA.04.019
995245 ONTARIO LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated March 7, 2005, be approved; and
- 2) That the coloured elevations submitted by the applicant be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development Application DA.04.019 (995245 Ontario Limited) BE APPROVED, subject to the following:
 - a) That prior to the execution of the site plan agreement:
 - i. the final site plan, building elevations and landscape plan shall be approved by the Development Planning Department;
 - ii. the final site grading and servicing plan, stormwater management report, and environmental site assessment report shall be approved to the satisfaction of the Engineering Department;
 - iii. the requirements of PowerStream Inc. shall be satisfied; and
 - iv. the implementing zoning bylaw shall be approved by the Ontario Municipal Board.
 - b) That the site plan agreement contain the following clause:
 - i. The Owner shall pay to the City 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.

Purpose

The Owner has submitted a Site Development Application to permit a 229 unit, 12 storey, seniors residential apartment building (to be occupied by Sunrise Senior Living under a long-term lease), with a total of 223 parking spaces comprised of 24 surface and 199 underground spaces on a 1.05 ha site, as shown on Attachments #2.

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Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Steeles Avenue West, east of Bathurst Street, (484 Steeles Avenue West), in Part of Lot 26, Concession 1, City of Vaughan. The rectangular-shaped lot has ± 191.86m frontage on the future Palm Gate Drive and ± 74.18m depth along Steeles Avenue West and the future Townsgate Drive.

Official Plan

The site is designated “High Density Residential” by OPA #210 (Thornhill Community Plan), as amended by OPA #247, which permits residential apartment dwelling units to a maximum of 232 units as established by the Ontario Municipal Board (OMB) in 1989. The Official Plan contains site-specific provisions including the requirements for a 25-30m wide landscaped buffer at the north end of the site as shown on Attachment #2 (abutting the future Townsgate Drive extension), and an angular visual plane for the building of 1:1.5 (rise: run ratio) commencing at the southerly limit of the landscaped buffer, as shown on Attachments #5 and #6. The policies of OPA #247 indicate that any portions of the building height that extends above the angular plane, be subject to Council’s approval.

The intent of the substantial landscape buffer and the angular visual plane was to ensure the appropriate integration of the high density residential with the northerly low density development. As only a small amount of the northerly portion of the building extends above the angular visual plane as shown on Attachment #5 and #6, Staff is satisfied that the intent of OPA #247 has been met.

The proposed development conforms to the Official Plan.

Zoning

The site is currently zoned R2 Residential Zone by Bylaw 1-88. On May 29, 1989, the OMB granted approval to rezone the site to RA4-H Apartment Residential Zone with a Holding provision, to permit the apartment dwelling units, to a maximum of 232 units. The OMB was provided with a draft zoning by-law, which was to be approved by the Board, upon Council’s approval of a site application. The 1989 draft by-law included a conceptual site plan drawing showing a tiered 18-storey apartment building, as shown on Attachment 3. Should Council approve the proposed site plan subject to this staff report, the OMB will be requested by the City’s Legal Department to approve a modified by-law that will implement the proposed seniors development as shown on Attachment #2. The Holding provision will no longer be required in the implementing zoning by-law. The by-law will also establish the following zoning standards for the RA4 Zone, as there is presently no such zone category in By-law 1-88:

Proposed RA4 Zone Standards

Minimum Front Yard (Palm Gate Drive)	17.0m
Minimum Rear Lot (Westerly lot line)	9.0m
Minimum Exterior Side Yard (Steeles Avenue)	23m
Minimum Exterior Side Yard (Townsgate Drive)	77m
Maximum Lot Coverage	19.3%

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Minimum Landscaping Requirements	1.4m wide strip around periphery of parking area 23m and 25m wide strip along Steeles Avenue and Townsgate Drive, respectively
Minimum Parking Requirements	0.85 spaces/unit for residents and 0.12 spaces/unit for visitors = min. 223 surplus
Maximum No. of Units	229
Maximum Height and GFA of Accessory Buildings Structures	Gazebo and Trellis to a maximum height of 4.5 m and gross floor area of 10 square metres
Minimum Setback of Building (Parking Garage) Below Grade	0.4m from property lines
Maximum Building Height	44m (12-storeys)
Maximum Yard Encroachments	Porte Cochere (covered drop-off by main entrance) may encroach maximum of 11m into the minimum required front yard

Site Design

The proposed site plan is shown on Attachment #2. The rectangular-shaped property is to be developed with one 12-storey building located towards the south end of the site, with access from two 7.5m wide driveways on Palm Gate Drive, which will be constructed concurrently with the site development. Minimal parking is provided on the ground level with the majority being in the two-level underground garage (with entry on the north side of the building). A loading area is located on the west side of the property.

Pedestrian circulation throughout the site will be facilitated by an internal walkway system through the large amenity landscaped areas around the site, leading to resident entry points around the building. A connection is provided to the daylight triangle at the southeast corner of the property for pedestrian access to and from Steeles Avenue and Palm Gate Drive. Sufficient landscaped buffers are provided adjacent to the lot lines, including the 25m wide landscaped berm adjacent to the north property line.

Building Elevations

The 12-storey, 30,299m², irregular-shaped building is proposed to a maximum height of 44m, and is shown on Attachment #5 and #6. This height is lower than the previously approved 1989 site plan, which proposed maximum of 18-storeys on 50m building height. All roof-top mechanical equipment will be screened from street view. The main entrance is on the east façade and faces Palm Gate Drive. A covered pick-up and drop off area extends over the main driveway in front of the building. The lower portion (floors 1-3) of the building consists of red brick material. The main material on floors 4-10 is an exterior insulated finish system in for each unit in a buff colour. The

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remaining material for the upper portion (floors 11-12 and roof) consists of aged-copper (green) metal siding. Clear-glazed windows are evenly spaced along the facades for each unit. In addition, white-coloured balconies and trim are evenly spaced along the east and west facades and centrally located on the north and south elevations.

The remaining north and south facades are consistent in colour and material, with the additional elements of the underground garage entrance on the north façade, and 2 main double-entry doors on the south and west façades. In addition, the west elevation has 2 man-doors and a covered porch area.

Landscaping

The site will be landscaped (Attachment #4) with a mix of deciduous and coniferous trees and shrubs, along all property lines. A 25m wide landscaped buffer is located along the northerly property line (future extension of Townsgate Drive), in accordance with the policies in OPA #247. This landscaping will screen the underground garage ramp and parking areas. The area in front of the main entrance to the building will be treated with concrete pavers.

Increasing the visual aesthetics of the property is a gazebo structure in the front yard and a lattice structure in the rear and northerly exterior side yards. A pedestrian walkway is located throughout the site, leading to entrance doors and amenity areas.

By-law 1-88 requires a 3.0m wide landscape strip to be provided around the periphery of an outdoor parking, and to consist of an earth berm or evergreen hedgerow with a minimum height of 1.2m. Given the large amount of landscape on site, Staff is satisfied that a 3.0m wide landscape buffer can be provided in all areas except beside the parking adjacent to Palm Gate Drive where a 1.42m wide buffer is proposed with a mix of species and heights.

The final landscape plan will be approved to match the site plan design on Attachment #2, to the satisfaction of the Development Planning Department.

Access and Parking

A total of 223 parking spaces will be provided, with access from 2 driveways on Palm Gate Drive. Surface parking will consist of 24 spaces located in the northerly portion of the property and 2 handicapped spaces to be provided in front of the main building entrance. Underground parking will be provided on two levels and comprise a total of 199 spaces, with the underground access ramp to be located on the north side of the building. The final access and parking design will be subject to the approval of the Engineering Department.

The required parking for the site is as follows:

Residential - Apartment Dwelling: 1.75 parking spaces per dwelling unit x 229 units = 401 spaces

The site plan proposes a parking standard of 0.97 spaces per dwelling unit (x 229 units) for a total of 223 total parking spaces, resulting in a deficiency of 178 parking spaces (44.4% deficiency). Due to the nature of the seniors use and a parking justification letter provided by the applicant to the Engineering Department referring to established locations of other GTA Sunrise Senior Living complexes, utilizing a lower standard of 0.5 spaces/unit, the proposed 0.97 spaces/unit, was supported by the Engineering Department.

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Servicing & Grading

The site will be developed on municipal services including hydro, sanitary and storm sewers, and water. The final site servicing and grading plan is to be approved by the Engineering Department. The applicant will be required to fulfill all hydro requirements to the satisfaction of PowerStream Inc.

The Owner is working with the Engineering Department to finalize the Development Agreement (external services agreement) for the extension of the municipal services to the property from Payson Avenue located to the east, and the dedication of lands to complete Townsgate Drive and Palm Gate Drive. The Development Agreement will also include an external landscape plan for boulevard tree planting, including tree planting as required by the City of Toronto within their Steeles Avenue West right-of-way.

The Engineering Department is also working with Haddad Geotechnical Inc. to finalize review of the applicant's required Phase 1 Environmental Site Assessment, which should be completed shortly.

The City of Toronto has jurisdiction over Steeles Avenue West, and has no objections to the site plan application. The Region of York has interest in Steeles Avenue as a boundary road, and also has no objections to the proposal.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the proposed site plan application for a 12-storey, 229 unit senior's residential apartment complex in accordance with the policies of OPA #210 and amending OPA #247, as well as the requirements of the Zoning By-law, and the area context, and are satisfied that the site can be appropriately developed.

In 1989, the Ontario Municipal Board (OMB) was provided with a draft zoning by-law, which was to be approved by the Board, upon Council's approval of a site plan application. The 1989 draft by-law included a conceptual site plan drawing showing a tiered 18-storey apartment building, as shown on Attachment #3. Should Council approve the proposed site plan subject to this staff report, the (OMB) will be requested by the City's Legal Department to approve a modified by-law that will implement the proposed seniors development as shown on Attachment #2.

Staff can support approval of the site plan application, subject to conditions. Should the Committee concur, Site Development Application DA.04.019 can be approved with the adoption of the recommendation in this report.

Attachments

1. Location Map
2. Site Plan
3. 1989 Conceptual Site Plan Draft Zoning By-law Schedule (OMB)
4. Landscape Plan
5. Elevation Plan (East & South)
6. Elevation Plan (West & North)

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Report prepared by:

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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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 19, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

19 **SITE DEVELOPMENT FILE DA.04.002**
THORNHILL RETIREMENT RESIDENCE LIMITED PARTNERSHIP

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated March 7, 2005, be approved;
- 2) That the deputation of Mr. Todd Coles, Humphries Planning Group Inc., 216 Chrislea Road, Suite 402, Woodbridge, L4L 8S5, be received; and
- 3) That the coloured elevations submitted by the applicant be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.04.002 (Thornhill Retirement Residence Limited Partnership) BE APPROVED, subject to the following:
 - a) that prior to the execution of the site plan agreement:
 - i) the final site plan and building elevations shall be approved by the Development Planning Department; and
 - ii) the required variance be obtained from the Committee of Adjustment for a reduction in the minimum required lot area per unit and shall be final and binding.
 - b) That Council adopt the following resolution with respect to allocation of sewage and water servicing capacity:

“NOW THEREFORE BE AND IT IS RESOLVED THAT Amending Site Development Application DA.04.002 (Thornhill Retirement Residence Limited Partnership) is allocated sewage capacity from the York/Durham Servicing Scheme, and water supply capacity from the York Water Supply System for a total of 19 additional residential units.”

Purpose

The Owner has submitted an application to amend the approved Site Plan to permit one additional storey to the approved 4-storey retirement residence under construction. The proposed 5th storey would yield 19 additional units and increase the total gross floor area of the building by 2002.02m².

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the northeast corner of Centre Street and New Westminster Drive, (784 Centre Street), in Lot 6, Concession 2, City of Vaughan. The lands have frontage of 54.2m along New Westminster Drive and flankage of 145m along Centre Street.

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The subject lands are designated "High Density Residential" by OPA #210 (Thornhill-Vaughan Community Plan) and zoned RA2 Apartment Residential Zone by By-Law 1-88, subject to Exception 9(1192). The surrounding land uses are:

- North - vacant/future residential (A Agricultural Zone)
- South - Centre Street; apartment residential (RA3 Apartment Residential Zone)
- East - vacant/future commercial (C2 General Commercial Zone)
- West - New Westminster Drive; commercial (C2 General Commercial Zone)

On May 10th, 2004, Council approved Site Development Application DA.04.002 (Metrontario Investments Limited), to permit a 4-storey seniors residence with 100 units (Attachment #2). A site plan agreement was registered and a building permit was issued, to allow the 4-storey building, which is currently under construction.

Official Plan

The subject lands are designated "High Density Residential" by OPA #210 (Thornhill-Vaughan Community Plan). This designation permits residential apartment units, with a maximum net density of 148 units per hectare within the Town Centre. The density of the proposed development is 147.4 units per hectare (119 units / 0.8071 ha), and conforms to the Official Plan.

Zoning

The subject lands are zoned RA2 Apartment Residential Zone by By-law 1-88, subject to Exception 9(1192), which permits residential apartment units. The proposed development is permitted by the zoning by-law, however, a minor variance will be required to permit a reduction in the minimum lot area per unit from the required 80m²/unit to a minimum of 67m²/unit, with the addition of the proposed 19 dwelling units.

Site Plan

The site plan remains the same as the plan previously approved by Council (Attachment #2), with the exception of the addition of 3 parallel parking spaces along the south side of the parking area (Attachment #3). Access continues to be from Centre Street, with the parking located on the east side of the site.

The total floor area, with the 5th floor, will be 10,191.46m². The floor areas will be divided as shown below:

First Floor	2,174.32m ²
Second Floor	2,006.14m ²
Third Floor	2,006.96m ²
Fourth Floor	2,002.02m ²
Fifth Floor	2,002.02m ²
TOTAL	10,191.46m²

The height of the proposed 5-storey building will be 22 metres, whereas the zoning by-law permits 44m. The previously approved 4-storey proposal had a height of 15.7m.

The total number of units will increase from 100 units to 119 units. The definition of a unit was revised for this site so that a unit does not include cooking facilities. The residence provides a common cooking and eating area for the residents.

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Parking

A parking study was submitted with the previous application in support of a reduction in the required parking. A ratio of 1 parking space per 3 units was proposed, which resulted in a parking requirement of 34 spaces. The parking study was reviewed by the Engineering Department and found to be acceptable. A total of 37 parking spaces were provided on the original site plan.

Based on the parking ratio of 1 space per 3 units, the parking requirement for the 119 units is 40 spaces, which are being provided, with the addition of the 3 parallel parking spaces.

Landscaping

The landscaping plan will require minor revisions adjacent to the 3 new parking spaces. The remainder of the landscape plan is unchanged from the previously approved plan.

Elevations

The elevations of the building essentially do not change from those approved by Council on May 10, 2004 (Attachments #4 and #4a), with the exception that there will be a 5th floor. The 5th floor will continue the design established for the building (Attachments #5 and #5a). The design of the 5th floor consists of a mixture of brick and stucco. The stucco will be an off-white colour, accented with a light-grey semi-textured finish.

Engineering

The site has access to municipal services, including hydro, sanitary and storm sewers, and water. An additional 19 units can be accommodated together with the 100 units previously allocated by Council on October 12, 2004, with respect to sewage and water supply capacity.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the proposed revisions to the site plan and building elevations, to facilitate a 5th storey and 19 additional residential senior's apartment units and 3 additional parking spaces, in the context of the Official Plan, Zoning By-law and the surrounding land use context. The proposed revisions are appropriate for the development of the lands, and supported by Staff. Should the Committee concur, the recommendations in this report can be adopted.

Attachments

1. Location Map
2. Approved Site Plan - May 10, 2004
3. Revised Site Plan
4. Approved Elevations (South, East & South/East Partial) - May 10, 2004
- 4a. Approved Elevations (North, North/West Partial & West) - May 10, 2004
5. Revised Elevations (South, East & South/East Partial)
- 5a. Revised Elevations (North, North/West Partial & West)

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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

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Report prepared by:

Andrea Seca, Planner, ext. 8215

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.)

CITY OF VAUGHAN

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on Rutherford Road, a depth of 74.19m and is located within one of the six out-parcel sites around the Vaughan Mills Shopping Centre.

The surrounding land uses are:

- North - Rutherford Road; existing commercial (C5 Community Commercial Zone)
- South - approved commercial (C1 Restricted Commercial Zone); Vaughan Mills Circle; Vaughan Mills Shopping Centre (SCD Vaughan Centre Shopping Centre District Zone)
- East - approved commercial (C1 Restricted Commercial Zone)
- West - Vaughan Mills entry road; vacant land/proposed commercial (C1 Restricted Commercial Zone)

Official Plan

The subject property is designated “General Commercial (Special Policy)” by OPA #600, which permits one automobile gas bar on Rutherford Road as part of the Vaughan Mills development. The proposed site development 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, subject to Exception 9(1030), which permits one automobile gas bar to be located adjacent to Rutherford Road, provided it is not located within 150m of the intersection of Rutherford Road and Jane Street. The proposed site development complies with the requirements of the C1 Zone.

The site was 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 Owner has filed an application to lift the Holding Zone, and an implementing by-law will be forwarded to Council prior to the execution of a site plan agreement.

Site Design

The site will be served by a driveway access on Rutherford Road and from the entry road to the Vaughan Mills Mall, as shown on Attachment #2. Both accesses are over 11m wide and restricted to right-in/right-out movements only. The final location and design of the driveway accesses will be subject to the approval of the City and the Region of York Transportation and Works Department.

The fueling station is centrally located on the property, and consists of 4 self-service stations accommodating 2 vehicles at each station. The 142.3m² gas bar/convenience retail store is located north of the fueling station, with the main entrance facing south towards the fueling station. An enclosed garbage storage room is attached to the east side of the convenience store.

Eleven parking spaces are provided in front of the convenience retail store. Landscaping will be provided along the perimeter of the site, with over 11m wide strips being provided along the street frontages of Rutherford Road and the internal street to the west, and along the south property line.

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Parking

The required parking for the proposed convenience retail store is 8 spaces (142.3m² GFA @ 5.5 spaces/100 m²). The site plan proposes a total of 11 parking spaces, including 1 handicapped space, in compliance with the minimum by-law requirements.

Building Elevations

The convenience retail store elevations are shown on Attachment #4. The gas bar/convenience retail store building will be constructed with a pitched roof to a maximum height of 5.3m. The material used for the roof consists of cedar coloured asphalt shingles. Clear windows have been provided on the south elevation along with double garage doors for the enclosed garbage room that face the fueling stations, and the main entrance is comprised of clear anodized aluminum double doors. The materials used on the remainder of the building is a combination of light and dark beige coloured durock with a pebble coated finish. Architectural accent treatment resembling windows is proposed on the east, west and north facades.

The fueling station canopy is shown in Sunoco's corporate colours of blue and gold, as shown on Attachment #5. The canopy has been designed to a height of 6.03m and incorporates the company logo at both the east and west ends of the structure.

Landscaping

The site will be landscaped with an extensive mix of deciduous and coniferous trees and shrubs, ground planting and sodded areas around the perimeter of the site, as shown on Attachment #3. Specific attention has been given to the planting at the northwest and northeast corners of the site surrounding the entrance feature and the 7.5m high pylon sign (Attachment #6) abutting Rutherford Road.

Staff is reviewing the landscape plan to ensure the landscaping treatment is co-ordinated between the Sunoco site and the adjacent easterly commercial lands owned by Intonaco Corp., specifically, the continuation of the staggered rows of trees abutting Rutherford Road. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

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 building setbacks to the street, building orientation and site plan design and architecture. Staff is satisfied that subject to the recommendations and comments in this report, the proposal meets the general intent of the Guidelines.

On November 16, 2004, the Vaughan Mills Design Review Committee approved the proposed plans, as required by the VMUDG's.

Parkland Dedication

Cash-in-lieu of parkland dedication is not required as it was paid as part of the Vaughan Mills approvals.

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Servicing

The site has access to hydro, water and sanitary and storm sewer services. The Owner has submitted detailed engineering drawings, including site servicing and grading plans and a storm water management report, which must be approved by the Engineering Department. All hydro requirements must be addressed to the satisfaction of PowerStream Inc.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the Site Plan application in accordance with the Official Plan policies and requirements of the Zoning By-law. The proposed site plan would facilitate the construction of an automobile gas/bar convenience retail store, which is considered to be an appropriate development at this location. For these reasons, Staff can recommend approval of the Site Plan application, subject to conditions. Staff can also recommend approval of the Zoning By-law Amendment application to lift the "H" Holding provision, which will facilitate the proposed site development. Should the Committee concur, the recommendations in this report can be adopted.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Store Elevations
5. Canopy Elevations
6. Pylon Sign

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407
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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on Jane Street, a depth of 108m, and is located within one of the six out-parcel sites around the Vaughan Mills Shopping Centre.

The surrounding land uses are:

- North - approved Audi dealership; (C1 Restricted Commercial Zone)
- South - east access road to Vaughan Mills Circle; vacant land (C1(H) Restricted Commercial Zone with Holding Symbol "H")
- West - Vaughan Mills Circle; Vaughan Mills Mall (SCD Vaughan Centre Shopping Centre District Zone)
- East - Jane Street; vacant land (C7 Service Commercial Zone)

Official Plan

The subject property is designated "General Commercial (Special Policy)" by OPA #600. The Official Plan permits one automobile gas station on Jane Street in association with the Vaughan Mills development, provided it is not located at the intersection of Jane Street and Rutherford Road. The proposed site development 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, subject to Exception 9(1030), which permits an automobile gas bar provided that a maximum of one site is located on Jane Street and not within 150m of the intersection of Rutherford Road and Jane Street. The proposed site development complies with the requirements of C1 Zone.

The site was 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 Owner has made application to lift the Holding Zone, and the implementing by-law will be forwarded to Council prior to the execution of a site plan agreement.

Site Design

The site is to be served by three access driveways, one each from Jane Street, Vaughan Mills Circle, and the east road to Vaughan Mills Circle. Each driveway has a minimum width of 9m, as shown on Attachment #2. The accesses on Jane Street and the east entry road will be restricted to right-in/right-out movements only, whereas the Vaughan Mills ring road driveway will accommodate full movements. The final location and design of the driveway accesses will be subject to the approval of the City and the Region of York Transportation and Works Department.

The fueling station is centrally located on the property, and consists of 4 self-service stations accommodating 2 vehicles at each station. The 280m² gas bar/convenience retail store and car wash is located north of the fueling station, with the main entrance to the convenience retail store facing south towards the fueling station. The enclosed garbage room is attached to the west side of the building and includes two overhead doors that face the fueling station. The car wash is located behind the convenience retail store and has a stacking lane to the west of the building, leading eastward into the car wash building.

There are 8 parking spaces provided west of the convenience retail store building, and 2 spaces

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for vehicles using the tire inflator and vacuum. Two additional parking spaces (including one handicapped space) are provided east of the building, for a total of 10 spaces on the site. Landscaping will be provided along all the street frontages, between the stacking lane and the parking spaces provided for the convenience store, and along the north property line.

Parking

The required parking for the proposed convenience retail store (136.2m² GFA @ 5.5 spaces/100 m²) is 8 spaces plus 2 spaces for the vacuums. The site plan proposes a total of 10 parking spaces, including 1 handicapped space; 2 spaces for the vacuums; and 10 stacking spaces for the car wash, in compliance with the minimum by-law requirements.

Building Elevations

The convenience retail store and car wash building elevations are shown on Attachment #4. This building will be constructed with a pitched roof to a maximum height of 5.6m, with 1.4m high decorative cupolas at each end of the convenience retail store and at the east end of the car wash resulting in a total building height of 7m. The material used for the roof consists of cedar coloured asphalt shingles. Clear windows have been provided on the south elevation along with double garage doors for the enclosed garbage room that face the fueling stations, and the main entrance is comprised of clear anodized aluminum double doors. Clear windows have also been provided for the car wash at the rear (north elevation) of the building. Both the drive-in overhead entrance and exit doors to the car wash are also comprised of clear windows and aluminum framing. The materials used on the remainder of the building is a combination of light and dark beige coloured durock with a pebble coated finish.

The fueling station canopy is shown in Sunoco's corporate colours of blue and gold, as shown on Attachment #5. The canopy has been designed to a height of 6.03m and incorporates the company logo on both sides of the structure.

Landscaping

The site will be landscaped with an extensive mix of deciduous and coniferous trees and shrubs, ground planting and sodded areas around the perimeter of the site and between the car wash stacking lane and parking spaces as shown on Attachment #3. Specific attention has been given to the planting at the east and southeast corners of the site surrounding the entrance feature and the 7.5m high pylon sign (Attachment #6) abutting Jane Street. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

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, building setbacks and orientation, architecture and site plan design. Staff is satisfied that subject to the recommendations and comments in this report, the proposal meets the general intent of the Guidelines.

On November 16, 2004, the Vaughan Mills Design Review Committee approved the proposed plans, as required by the VMUDG's.

Parkland Dedication

Cash-in-lieu of parkland dedication is not required as it was paid as part of the Vaughan Mills approvals.

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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

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Servicing

The site has access to hydro, water and sanitary and storm sewer services. The Owner has submitted detailed engineering drawings, including site servicing and grading plans and a storm water management report, which must be approved by the Engineering Department. All hydro requirements must be addressed to the satisfaction of PowerStream Inc.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the Site Plan application in accordance with the Official Plan policies and requirements of the Zoning By-law. The proposed site plan would facilitate the construction of an automobile gas bar/ convenience retail store and car wash building, which is considered to be an appropriate development at this location. For these reasons, Staff can recommend approval of the Site Plan application, subject to conditions. Staff can also recommend approval of the Zoning By-law Amendment application to lift the "H" Holding provision, which will facilitate the proposed site development. Should the Committee concur, the recommendations in this report can be adopted.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Store Elevations
5. Canopy Elevations
6. Pylon Sign

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407
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 MARCH 21, 2005

Item 22, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

22

**ZONING BY-LAW AMENDMENT FILE Z.04.047
DRAFT PLAN OF SUBDIVISION FILE 19T-04V11
PIAZZA CAPRI INC.
REPORT #P.2004.96**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated March 7, 2005, be approved; and**
- 2) **That the landscape plan be to the Local Councillor's reasonable satisfaction.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.04.047 (Piazza Capri Inc.) BE APPROVED, to rezone the subject lands shown on Attachment #3 from R1 Residential Zone to R2 Residential Zone, with the following exceptions to the Zoning By-law:
 - a) a minimum lot frontage and lot area of 13.35m and 397m², respectively, for the 6 residential lots;
 - b) permit a maximum lot coverage of 50%;
 - c) a minimum 6m front yard between a garage and the streetline;
 - d) a minimum interior side yard of 1.2m;
 - e) permit a maximum building height of 11m;
 - f) no lot frontage requirement for future residential development Block 8; and
 - g) any other necessary exceptions to the zoning by-law that may be required to implement the approved draft plan of subdivision.
2. THAT Draft Plan of Subdivision File 19T-04V11 (Piazza Capri Inc.) prepared by KLM Planning Partners Inc., Drawing #05.2, and revised dated January 11, 2005, BE DRAFT APPROVED, subject to the conditions of approval set out in 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:

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“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-04V11 is allocated sewage capacity from the Woodbridge Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No.4 of the York Water Supply System, for a total of 6 residential units following the execution of a subdivision agreement to the satisfaction of the City.”

Purpose

The Owner has submitted applications to:

1. amend Zoning By-law 1-88 to rezone the subject lands shown on Attachment #3, from R1 Residential Zone to R2 Residential Zone and to provide the necessary zoning exceptions required to implement the proposed draft plan of subdivision; and
2. permit a Draft Plan of Subdivision shown on Attachment #3 consisting of 6 detached residential lots with frontages ranging between 13.35m to 13.7m on a cul-de-sac road, a future residential block, and a buffer block, on a 0.421 ha site.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located southwest of Regional Road #7 and Pine Valley Drive, and north of Tall Grass Trail at the termination of Sydel Crescent, in Lot 7, Concession 7, City of Vaughan. The vacant 0.421ha parcel is rectangular in shape (41m x 103m), relatively flat and has road access from Sydel Crescent. The lands were part of a larger block, which included the parcel to the north, but were recently severed through a Committee of Adjustment Consent Application File B66/04, to facilitate the processing of the proposed draft plan of subdivision.

The site is designated “Low Density Residential” by OPA #240 (Woodbridge Community Plan) and zoned R1 Residential Zone by By-law 1-88. The surrounding land uses are:

- North - commercial plaza under construction (C1 Restricted Commercial Zone)
- South - Sydel Crescent (temporary road) and residential (R2 Residential Zone)
- East - existing commercial plaza (C1 Restricted Commercial Zone)
- West - vacant (R1 Residential Zone)

On September 10, 2004, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, the Vaughanwood Ratepayers Association, and to those individuals requesting notification.

To date, one letter has been received from East Woodbridge Developments Limited, the owner of the two residential lots (Lots 96 and 106 on Plan M-2014) immediately to the south and currently being used by the City as a temporary road linking the east and west portions of Sydel Crescent as shown on Attachment #2. The letter requested the return of these lots upon the northerly extension of Sydel Crescent, in accordance with the November 1980 subdivision agreement between the City and Pine-York Developments Limited.

The extension of Sydel Crescent into the proposed subdivision plan will allow Lot 96 to develop. The Engineering Department shall determine the appropriate disposition of the two residential lots.

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The recommendation of the Committee of the Whole to receive the Public Hearing report on October 4, 2004, and to forward a technical report to a future Committee meeting, was ratified by Council on October 12, 2004.

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 net density of 22 units/ha (maximum 9 units). The application proposes six (6) detached residential lots at a density of 14 units/ha, which would conform to the policies of the Official Plan.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed draft plan of subdivision, a by-law amendment is required to rezone the subject lands from R1 Residential Zone to R2 Residential Zone with the following exceptions:

- a minimum lot frontage and lot area of 13.35m and 397m², respectively, whereas 15m and 450m² are required;
- a maximum lot coverage of 50%, whereas 40% is permitted;
- a minimum front yard of 6m between a garage and the streetline, whereas 6.4m is required;
- a minimum interior side yard of 1.2m, whereas 1.5m is required;
- no lot frontage requirement for future residential development Block 8;
- a maximum building height of 11m, whereas 9.5m is permitted.

The proposed R2 Zone category is consistent with the subdivision to the immediate south. Staff is satisfied that the above-noted exceptions are appropriate to facilitate the proposed residential infill development. Block 8 shown on Attachment #3 will remain vacant without frontage on a public road and will be required to develop with the adjacent lands to the west. A condition to this effect will be included in the implementing zoning by-law and the subdivision agreement. The implementing by-law will include these exceptions and any other exceptions necessary to implement the proposed draft plan of subdivision, if approved.

Subdivision Design

The draft plan of subdivision shown on Attachment #3 proposes 6 residential lots fronting on the east and west sides of the northerly extension of Sydel Crescent. The proposed lots range in frontage from 13.35m to 13.7m, and in depth from 29.9m to 40m. The road allowance width is 17.5m and completes the east arm of Sydel Crescent with a cul-de-sac. A future residential block (Block 8) is proposed that will be developed with the lands to the immediate west. Block 7 is a landscaped buffer block located along the north edge of the cul-de-sac, and will be incorporated into the City boulevard.

Sydel Crescent is currently comprised of two roads connected by a temporary road located across Lots 96 and 106 in the existing subdivision to the south, as shown on Attachment #1. This temporary road connection is expected to be removed upon the northerly extensions of Sydel Crescent as proposed by this draft plan of subdivision. This will result in two cul-de-sacs named Sydel Crescent, and may necessitate the renaming of one street for emergency service purposes. A condition of approval is included that requires the streets to be named to the satisfaction of the City. The Owner will be responsible for all costs incurred to rename a street, as may be required.

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The proposed development abuts a commercial plaza to the north, and therefore, a noise study must be submitted to the City for review and approval. The Owner shall implement all conditions and recommendations of the noise study, including but not limited to the erection of a wood acoustic fence along the north property line, as required by the northerly commercial Site Development Agreement for File DA.03.063, to the satisfaction of the City.

Engineering Department

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

i) Environmental Site Assessment

On October 25, 2004, the Engineering Department (Environmental Section) completed its peer review of the Phase 1 Environmental Report prepared by Construction Control Inc., and determined that the site is suitable for residential development and that a Phase II ESA is not required.

ii) Engineering Services

The Engineering Department has indicated that there are easements in the City's favour for the municipal watermain and sanitary sewer in Lots 4,5 and 6 and Block 8 located in the former Jersey Street allowance and has requested that these easements be shown in future plans. In addition, any financial contributions for the proportionate share towards any external municipal services that have been designed and oversized by others to accommodate the plan will be required from the subject development.

Staff has no objection to the proposed draft plan of subdivision provided that municipal services (road, watermain, sanitary and storm sewers) are extended north to service the 6 proposed lots and subject to the conditions of draft approval provided in Attachment#1.

Parkland Dedication

The Subdivision Agreement will contain a provision that parkland shall be dedicated, and/or cash-in-lieu paid, within the plan at the rates stipulated in the approved Cash-In-Lieu of Parkland Policy.

Region of York

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

It should be noted that City Staff has deleted the Region of York's conditions of approval requiring a pedestrian connection from Sydel Crescent to Regional Road 7. The commercial development to the north was approved by the City and Region of York without provision for a pedestrian connection. The location proposed by the Region for the pedestrian connection leads into a loading area located at the rear of a commercial building, thereby creating concerns with respect to safety and defensible space. A safe pedestrian connection from the residential area to Regional Road 7 can be designed and provided when the vacant lands to the immediate west are developed. The Region of York has subsequently indicated that it has no objection to the deletion of the conditions respecting the pedestrian connection.

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School Boards

The School Boards have not forwarded comments or conditions respecting the proposed draft plan of subdivision. However, given the proposed plan is for 6 lots, the impact on the school enrollment would be negligible.

Canada Post

Canada Post has no objections or conditions of approval respecting the proposed draft plan of subdivision as the subject lands are in an established door-to-door mail delivery area and will continue to receive mail in the same manner, provided the developer/builder/owner ensures that each unit provides a mailbox and is identified with a street number.

Toronto and Region Conservation Authority (TRCA)

TRCA Staff has reviewed the proposed residential development and has indicated that the subject property is located adjacent to the Authority's Fill Regulated Area and valley corridor of the Humber River, and therefore, a Permit under Ontario Regulation 158 will be required prior to any site works taking place.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the proposed applications to amend the Zoning By-law and for a Draft Plan of Subdivision to facilitate the creation of 6 residential lots, in the context of the Official Plan, By-law 1-88, and the existing neighbourhood. Staff is satisfied that the proposed rezoning, from R1 Residential Zone to R2 Residential Zone, conforms to the policies in the Official Plan, is compatible with existing and proposed uses and zoning on the surrounding lands, and that the northerly extension of Sydel Crescent is appropriate to facilitate the proposed draft plan of subdivision.

For these reasons, Staff can recommend the approval of the zoning amendment and draft plan of subdivision applications. The conditions of 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-04V11

Report prepared by:

Eugene Fera, Planner, ext. 8064
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 MARCH 21, 2005

Item 23, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

23

**ZONING BY-LAW AMENDMENT FILE Z.04.003
DRAFT PLAN OF SUBDIVISION FILE 19T-04V02
RAMP DEVELOPMENTS LIMITED
REPORT #P.2004.48**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated March 7, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment Application Z.04.003 (Ramp Developments Limited) BE APPROVED, to increase the maximum permitted lot coverage from 30% to 35%; permit a minimum interior side yard of 0.6m, provided it abuts an interior side yard of a minimum 1.2m; and reduce the required front yard from a minimum of 7.5m to 6.0m.
2. That Draft Plan of Subdivision 19T-04V02 (Ramp Developments Limited.) prepared by EMC Group Limited, November 4, 2004, and red-lined dated March 7, 2005, as shown on Attachment #3, BE DRAFT APPROVED, subject to the conditions set out in Attachment #1.
3. For the purposes of notice, 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 allocation of sewage and water servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-04V02 is reserved sewage capacity from the Maple Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 6 of the York Water Supply System, for a total of 17 residential units. Said reservation to the Draft Plan shall automatically be revoked after a period of one year in the event that the Draft Plan has not been registered."

Purpose

The Owner has submitted an application to amend the Zoning By-law to permit exceptions to the R4 Residential Zone, and for a Draft Plan of Subdivision consisting of 17 single-detached residential lots, with minimum 12.3m lot frontages on a 1.23 ha site, as shown on Attachment #3.

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Background - Analysis and Options

The subject lands are located east of Vaughan Boulevard, between Katerina Avenue and Centre Street, being Part of Lots 33 to 37 on Registered Plan 3541, in Part of Lot 6, Concession 2, City of Vaughan, as shown on Attachment #2. The irregular-shaped 1.23ha site has frontage of 12.95m on Vaughan Boulevard and 65.9m on Katerina Avenue, with a north/south depth of 105.5m and an average east/west depth of 111.6m. The site is developed with a 2-storey residential dwelling fronting on Vaughan Boulevard, which is to be retained, and five sheds on the remainder of the site that are to be demolished.

The site is designated "Low Density Residential" by OPA No. 210 (Thornhill-Vaughan Community Plan) and zoned R4 Residential Zone by By-law 1-88, subject to site-specific Exception 9(641). The surrounding land uses are:

- North - MacArthur Drive, Katerina Avenue; residential (R4 Residential Zone)
- South - commercial (C1 Restricted Commercial Zone), residential (R3 Residential Zone)
- East - commercial (C1 Restricted Commercial Zone), residential (R4 Residential Zone)
- West - residential (R3 and R4 Residential Zones); Vaughan Boulevard

On February 6, 2004, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Beverley Glen Ratepayers Association. As a result of the public hearing notice, Development Planning Staff received a number of written responses to the applications, specifically 8 letters in opposition. The following is a summary of the concerns noted:

- potential for increase in traffic along MacArthur Drive and Katerina Avenue;
- additional residential development would increase the amount of parking along the streets causing more congestion;
- proposed lot sizes are significantly smaller than those existing along MacArthur Drive; and
- the exceptions being sought would result in similar or larger homes on smaller lots, altering the look of MacArthur Drive.

The recommendation of the Committee of the Whole at the Public Hearing on March 1, 2004, to receive the Public Hearing report and that the Ward 4 Sub-committee and area residents meet with the applicant to address the issues raised at the Public Hearing, was ratified by Council on March 8, 2004.

Three Community Meetings were held throughout 2004 in order to address the area residents concerns respecting the proposed draft plan. The following is a summary of the issues raised at the community meetings:

- the orientation of three proposed lots fronting onto Katerina Avenue, whereas the area residents preferred to see one lot flanking on Katerina Avenue and fronting onto the extension of Mac Arthur Drive;
- the area residents disliked the design of the proposed extension of MacArthur Drive, and preferred to see the bulb of the cul-de-sac raised in order to accommodate pie-shaped lots around the bulb;
- area residents also wanted the applicant to develop the lands within the existing development standards;
- the number of proposed lots should be reduced in order to accommodate a draft plan of subdivision which would comply with the existing development standards; and
- traffic infiltration as well as parking along Katerina Avenue and MacArthur Drive continued to be a concern.

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As a result of the community input arising from the three Community Meetings, the Applicant revised his plan in the following manner:

- the original submission proposed 20 lots (19 proposed, one existing), whereas the revised submission proposes 17 lots (16 proposed, one existing);
- the original submission would have required exceptions to the zoning standards contained in Schedule “T-61” to Exception 9(641), including, but not limited to a reduction in the minimum required lot frontage (from 12m to 11m); a reduction in the minimum required lot area (from 436m² to 385m²); a reduction to the minimum required interior side yard (from 1.2m to 0.6m, where such yard abuts a side yard which is a minimum of 1.2m); and an increase in the maximum permitted lot coverage (from 30% to 40%); whereas the present draft plan requires exceptions for the minimum front yard on Lots 8 and 10 only (from 7.5m, to 6m); reduction in the minimum interior side yard (from 1.2m to 0.6m, where such yard abuts a side yard of a minimum of 1.2m); and an increase in the maximum permitted lot coverage (from 30% to 35%);
- the original proposed plan provided three lots fronting onto Katerina Avenue, whereas the current draft plan shows all the lots fronting onto the extension of Mac Arthur Drive; and
- the Applicant also agreed to move the cul-de-sac bulb 2.4m north, in order to provide additional landscaping in the form of mature trees, and to replace a portion of the existing southerly wood privacy fence with concrete posts and a new 1.8m high masonry wall extending from the front of the dwelling on Lot 8 to the front of the dwelling on Lot 10.

It was also suggested that the landscape buffer at the end of cul-de-sac bulb remain in private ownership. However, due to maintenance purposes, a 15m wide buffer block along the southern limit of the cul-de-sac, is to be created for landscaping purposes and dedicated free of all costs and encumbrances to the City, as red-lined on Attachment #3.

Official Plan

The subject lands are designated “Low Density Residential” by OPA No. 210 (Thornhill-Vaughan Community Plan), which permits single-detached dwellings at a maximum net density of 22 units/ha. The proposed draft plan of subdivision consisting of 17 units conforms to the Official Plan, as the subject lands could provide for a maximum of 27units (1.23 ha x 22 units/ha).

Zoning

The subject lands are zoned R4 Residential Zone by By-law 1-88, subject to site-specific Exception 9(641), which permits single detached dwellings having minimum lot frontages of 12 m on interior lots and 13.5m on corner lots.

To facilitate the proposal for 17 lots, a by-law amendment is required for the following exceptions:

	<u>Required</u>	<u>Proposed</u>
Minimum Front Yard (Lots 8 and 10 only)	7.5m	6.0m
Minimum Interior Side Yard	1.2m	0.6m
Maximum Lot Coverage	30%	35%

The reduction of the required minimum interior side yard from 1.2m to 0.6m will only be permitted where the 0.6m yard is abutting a yard of a minimum 1.2m, and will not be permitted where the

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yard is abutting a non interior side yard residential use. Maintenance easements will be required to be registered against the property having the minimum 1.2m interior side yard and in favour of the property with the reduced interior side yard.

Subdivision Design

The draft plan shown on Attachment #3 proposes a total of 17 residential lots, 16 of which are fronting onto the proposed extension of MacArthur Drive, and one which is an existing lot with an existing 2-storey dwelling located on it, fronting onto Vaughan Boulevard. Lots 1-8 inclusive and Lots 10-15 inclusive have frontages of 13.1m, and Lots 9 (fronting onto Vaughan Boulevard.), 16, and 17 have frontages of 12.95m, 12.3 and 14m, respectively. The lot depths range between 37.2m and 46.8m. The infill draft plan of subdivision has no access to Centre Street, as the cul-de-sac ends at the southerly property line.

The draft plan has been red-lined to show a 15m wide separate buffer block along the south limit of the cul-de-sac to allow for an appropriate landscape screen.

The use of alternative road design standards is not being proposed in this development as the surrounding neighbourhood was constructed prior to the introduction of the alternative road design standards. Traffic-calming is also not being considered, given the size of the infill subdivision. The construction access to the site will be from Katerina Avenue.

Vaughan Engineering Department

The Vaughan Engineering Department has provided the following comments:

a) Environmental Site Assessment (ESA)

On July 15, 2004, Terrapex recommended that the City accept the Phase 1 ESA.

b) Engineering Servicing

This plan of subdivision depends on existing municipal services (sanitary, storm and watermain) constructed in the assumed Wilshire Park Phase 2 Subdivision 19T-91015 on Katerina Avenue and MacArthur Drive.

c) Sanitary Servicing

The subject site will be serviced through the 200mm sanitary sewer that runs from the intersection of Katerina Avenue and MacArthur Drive through the walkway block abutting the northern boundary of the plan to Vaughan Boulevard.

d) Storm Drainage

The minor and major flows will be conveyed through the proposed plan and drain into the existing Wilshire Park Phase 2 Subdivision. The storm sewers will connect to the existing 750 mm storm sewer that runs from the intersection of Katerina Avenue and MacArthur Drive through the walkway block abutting the northern boundary of the plan to Vaughan Boulevard.

e) Water Supply

The subject lands are located within service area Pressure District No. 6 of the York Water Supply System. The water supply will be from the 150 mm diameter watermain on Katerina Avenue and MacArthur Drive in assumed Wilshire Park Phase 2 Subdivision 19T-91015.

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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 23, CW Report No. 14 – Page 5

Parkland Dedication

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 the approved “Cash-in-Lieu of Parkland Policy.”

The preliminary parkland dedication for this plan is as follows:

Total Land Area within Plan	1.229ha
(Minus Credits)	0.0 ha
Open Space Lands	0.0 ha
Buffer	0.0 ha
Total Credits	0.0 ha
Total Parkland at 5% Dedication	0.061ha
TOTAL PARKLAND DEDICATION	0.061 ha
PARKLAND PROVIDED IN PLAN	0.0 ha
TOTAL PARKLAND UNDER-DEDICATION	0.061 ha

Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth Vaughan Vision 2007, particularly ‘A-5’, “Plan and Manage Growth”.

Conclusion

Staff have reviewed the proposed applications to amend the Zoning By-law and to approve Draft Plan of Subdivision 19T-04V02, in accordance with the policies in the Official Plan and the requirements of By-law 1-88. Staff is of the opinion that the proposed draft plan of subdivision consisting of 17 single-detached lots with minimum 12.3m frontages is an appropriate form of development for the lands, and conforms to the density policies in OPA No. 210 (Thornhill-Vaughan Community Plan). On this basis, Staff can also support the proposed amendments to the R4 Zone, which are considered to be appropriate standards for the development of the lands.

For these reasons, Staff can support the approval of the zoning by-law amendment and draft plan of subdivision applications.

Attachments

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Subdivision 19T-04V02

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
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 MARCH 21, 2005

Item 24, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

24

**PROCLAMATION REQUEST –
NATIONAL DAY OF MOURNING
FOR WORKERS KILLED OR INJURED IN WORKPLACE ACCIDENTS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated March 7, 2005:

Recommendation

The City Clerk recommends:

- 1) That April 28th, 2005 be proclaimed as a “National Day of Mourning for Workers Killed or Injured in Workplace Accidents”;
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release; and
- 3) That the City’s flags be lowered to half-mast on April 28th, 2005.

Purpose

To respond to the request received from the Labour Council, Toronto & York Region.

Background - Analysis and Options

The correspondence received from Mr. John Cartwright, President, Labour Council, Toronto & York Region, dated February 18th, 2005, is attached (Attachment 1).

The proclamation request meets the requirements of the City’s Proclamation Policy as the matter relates to municipal business.

The Labour Council has requested the City of Vaughan commemorate this National Day. Last year Council proclaimed “April 28th as a National Day of Mourning for Workers Killed or Injured in Workplace Accidents” and directed that the City’s flags be lowered to half mast. It is noted that Members of Council are invited to attend this year’s ceremony to be held on Thursday, April 28th at 11:00 a.m. in front of the Monument to Workers at the Woodbridge Memorial Arena.

The Corporate Communications department posts proclamations issued by the City on the City’s website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability. Corporate Communications will, given sufficient lead-time, issue news releases in support of the proclamations.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff is recommending:

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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 24, CW Report No. 14 – Page 2

- 1) That April 28th, 2005 be proclaimed as a “National Day of Mourning for Workers Killed or Injured in Workplace Accidents”;
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release; and
- 3) That the City’s flags be lowered to half-mast.

Attachments

Attachment 1 - Correspondence from Mr. John Cartwright, President, Labour Council, Toronto & York Region, dated February 18th, 2005

Report prepared by:

John D. Leach, City Clerk, Ext. 8281

(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 MARCH 21, 2005

Item 25, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

25

20-MINUTE MAKEOVER

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Chair of the Environmental Task Force, dated March 7, 2005:

Recommendation

The Chair of the Environmental Task Force recommends:

1. That this report be received,
2. That the City of Vaughan participate in the 20-Minute Makeover on April 22, 2005 at 2 p.m. and,
3. That all residents, schools, businesses and community groups be encouraged to participate in this event.

Purpose

To provide an update on one of the City's 2005 anti-litter initiatives.

Background - Analysis and Options

On June 18, 2004 the City of Vaughan held its first-ever Community Clean-Up Day. Residents, businesses, student and community groups were asked to participate in this initiative. Rona Home & Garden sponsored the litter clean-up supplies and the Sports Village provided generous prizes for participants. In total 575 people participated, including Council, City Staff, two schools and two ratepayer groups.

In 2005, the City of Vaughan has been invited to participate in a GTA-wide litter clean-up, known as the 20-Minute Makeover. On April 22nd at 2 p.m., participating municipalities, their constituents and community groups will kick off the spring litter program with a twenty-minute clean-up blitz.

The City of Toronto has secured sponsorship of this event from The Beer Store, Home Depot, McDonalds, Pizza Pizza, Tim Horton's, the Toronto Star and Toronto Sun newspapers. Through this sponsorship, participants will be supplied with litter pick up materials. Toronto has a promotion plan in place and based on last year's event, excellent media coverage and editorial support are expected.

By participating with Toronto and other GTA municipalities, Vaughan can be part of a larger co-operative event and take advantage of the sponsorship and the free publicity. Vaughan residents receive the Toronto media on a daily basis, therefore the City should capitalize on the media exposure as well as save on the logistics and work required to hold an event of a similar nature, i.e. Community Clean-Up Day.

City Staff will co-ordinate local events, including selection of hot spots, local media coverage, generating public awareness, distribution of litter supplies and litterbag collection. The City may also add its unique dimension to this event, with additional prizes being awarded to individuals, schools and community groups who register through the City.

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Item 25, CW Report No. 14 – Page 2

Relationship to Vaughan Vision 2007

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

Conclusion

Vaughan's first Community Clean-Up Day was a first step in taking positive action on litter. By joining with other GTA municipalities in the 20-Minute Makeover, Vaughan can create a larger local event, with lesser workload and fewer resources.

Attachments

20 Minute Toronto Makeover PowerPoint Presentation

Report prepared by:

Joyce Frustaglio, Chair of Environmental Task Force

(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 MARCH 21, 2005

Item 26, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

26

**PROCLAMATION REQUEST
ASIAN HERITAGE MONTH – MAY 2005**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated March 7, 2005:

Recommendation

The City Clerk recommends:

- 1) That May 2005 be proclaimed as “Asian Heritage Month” in the City of Vaughan; and
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release.

Purpose

To respond to the request from The Canadian Foundation for Asian Culture (Central Ontario).

Background - Analysis and Options

The attached request from The Canadian Foundation for Asian Culture (Central Ontario) to proclaim May as Asian Heritage Month in the City of Vaughan was forwarded by Councillor Yeung Racco with a request that it be added to the Committee of the Whole agenda.

Although the organization requesting that the City proclaim May as Asian Heritage Month does not meet the City’s Proclamation Policy, in that the organization is not a registered charity with the Ministry of Consumer and Commercial Relations, the City has Proclaimed Asian Heritage Month in the past.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff is recommending that May 2005 be proclaimed as “Asian Heritage Month” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

Attachment

1. Correspondence from The Canadian Foundation for Asian Culture (Central Ontario)

Report prepared by:

R. Magnifico
Assistant City Clerk

(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 MARCH 21, 2005

Item 27, Report No. 14, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on March 21, 2005, as follows:

By receiving the confidential memorandum from the Director of Legal Services, dated March 10, 2005.

27

MARIJUANA GROW HOMES

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and the Senior Manager of Enforcement Services, dated March 7, 2005, be approved; and
- 2) That staff investigate the feasibility of placing a sign outside vacant residential properties that have carried out illegal grow operations to warn future homebuyers of these potentially harmful homes.

Recommendation

The Commissioner of Legal and Administrative Services and the Senior Manager of Enforcement Services, recommend that this report be received.

Purpose

This report is to advise Council on a new initiative related to marijuana grow homes by the City of Vaughan Enforcement Services Department and York Regional Police.

Background - Analysis and Options

Enforcement Services is often called to deal with residential properties after the police have executed a search warrant and shut down an illegal "grow operation". These properties are often a concern to neighbours due to insecure doors and windows; derelict vehicles on the driveway, uncut yards, and potentially hazardous refuse left outside. Traditionally, Enforcement Services would only be able to deal with the properties after they had been vacant for sometime and deteriorated to the point where a complaint is made as there was no information provided by the police.

A marijuana grow operation in a residential home can cause thousands of dollars worth of damage due to very high humidity levels inside. The humidity creates mould and decay in the wood and frame of the home. This makes the home unsafe and unhealthy for any future residents. There is also a potential loss to local hydro authorities as electricity is routinely stolen to power the high intensity hydroponic lights and fans. The main power source into the house may be crudely tapped into and routed away from the hydrometer to disguise the large power use.

Municipalities have taken little action to protect the future homebuyers when buying these potentially harmful homes. There has not been a significant deterrent to homeowners who rent out their homes to persons who operate illegal "grow operations" inside. Although the homeowner may not be directly involved in the illegal activity, they are still liable for the condition of the property. Also, these homeowners may turn a blind eye to this activity due to rent paid in cash, in advance, and maybe above the market value.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 27, CW Report No. 14 – Page 2

In January 2004 a letter was sent to York Regional Police Chief LaBarge requesting that the police service advise the City of Vaughan after they had executed a search warrant related to marijuana grow operations. This would allow the Enforcement Services Department to be proactive in dealing with these vacant homes before they became problematic to the neighbourhood. In February 2005, York Regional Police agreed to advise the City of the locations once they are finished with the home.

Now, once these addresses are received, an investigation will be undertaken by Enforcement Services with the assistance of Building Standards and Vaughan Fire and Rescue Department. Should a violation of the Property Standards By-law be observed, a Property Standards Order would be issued against the property. This Order, as all other Property Standards Orders, is placed in the Building file. This serves two purposes. Firstly, the homeowner will be held accountable for remedying the problems caused by the illegal activity, or face legal action from the City. Secondly, with an outstanding Order on the Building file, it could make it more difficult for the owner to sell the property, as the Order will show up on any queries made by the purchaser prior to closing the purchase deal.

Vaughan is the first municipality known to commit to this process. The success of this initiative is a cooperative effort with police forwarding the information to Enforcement Services in a timely manner.

Relationship to Vaughan Vision 2007

This is in keeping with the Vaughan Vision 2007 as it is in keeping with the objectives (1.1.6 and 6.4.2) to “Review the level of enforcement, compliance and monitoring of regulations related to public safety” and “Create increased awareness of the City’s leadership on key issues and celebrate our successes and achievements.”

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

Conclusion

This new joint initiative will help to protect homebuyers from buying potentially dangerous and harmful properties, and serve as a deterrent to those that may rent out their properties to those individuals who may carry out illegal operations inside.

Attachments

None

Report prepared by:

Tony Thompson
Senior Manager of Enforcement Services

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 28, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

28 TRAFFIC CALMING MEASURES FOR FIELDSTONE DRIVE

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Di Vona, dated March 7, 2005, be approved; and**
- 2) That the written submission from the residents of Fieldstone Drive, dated February 18, 2005, be received.**

Recommendation

Councillor Bernie Di Vona recommends:

1. That the City of Vaughan Engineering Department be requested to prepare a report to outline the options and costs associated with road and traffic improvements (to include road widening).
2. That staff bring back the report to a further Committee of the Whole before the end of May 2005.
3. That the request from residents on Fieldstone Drive be received.

Background - Analysis and Options

Residents of Fieldstone Drive have experienced high volume of traffic beyond limits. They have experienced severe difficulty with entering/exiting their own property.

Relationship to Vaughan Vision 2007

3.3.1 Implement effective traffic calming measures.

Conclusion

That the City of Vaughan receive the requests from the residents of Fieldstone Drive and refer it to the City of Vaughan Engineering Department for a traffic control study to analyze and solve the increased traffic problem on Fieldstone Drive.

Attachments

None

Report prepared by:

Laura Borello-D'Avino, Council Administrative Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 29, Report No. 14, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on March 21, 2005, as follows:

By approving the recommendation of the Commissioner of Planning, dated March 7, 2005;

By approving the following in accordance with the memorandum of the Commissioner of Planning, dated March 21, 2005:

- "1. That this supplementary report respecting Files Z.03.094 and DA.04.069 (Tonlu Holdings Limited) be received;***
- 2. That Unit 16 and 17 are deleted from the plan in order to facilitate an appropriate turn-about that does not encroach on the front yards of the proposed units;***
- 3. That the applicant submits a photometric site plan to demonstrate that the proposed wall mounted lighting will provide sufficient roadway light to the satisfaction of the City; and***
- 4. That Vaughan Council adopt a resolution requesting the Region of York to approve the proposed lay-by parking on Keele Street as it relates to this development." and***

By approving the following:

"That in an effort to make the core of our villages more livable and pedestrian friendly, and to encourage main street business and storefront opportunities, that the Region of York Transportation Committee and the Region of York Council be requested to support lay-bys as identified in this application."

29

**ZONING BY-LAW AMENDMENT FILE Z.03.094
SITE DEVELOPMENT FILE DA.04.069
TONLU HOLDINGS LIMITED**

The Committee of the Whole recommends that this matter be referred to the Council meeting of March 21, 2005, for the applicant to address outstanding issues.

Recommendation

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

Purpose

The purpose of the Zoning By-law Amendment is to rezone the subject lands shown on Attachment #1 from C1 (H) Restricted Commercial Zone with the Holding Symbol "H" to a C1 Restricted Commercial Zone with a site-specific exception. The exception would permit the subject lands to be developed by way of the related Site Development Application for a three-storey mixed-use building having approximately 233m² of ground floor business and professional office uses and five (5) residential units above, along the Keele Street frontage, and three separate three-storey street townhouse blocks with a total of eighteen (18) units located within the interior of the site, as shown on Attachment #2.

Background - Analysis and Options

On February 28, 2005, the report of the Commissioner of Planning recommending approval of Zoning Amendment File Z.03.094 and Site Development File DA.04.069 (Tonlu Holdings Limited), was adopted by Council with the following additional amendments:

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- “1. That staff report to the Committee of the Whole meeting of March 7, 2005, with respect to waste and snow removal services, and concerns raised regarding on-street parking and emergency vehicle access;
2. That appropriate signage be installed at both the east and west entrances, identifying the private road;
3. That street lighting be installed along the private roadway, in keeping with the style used in the Maple Village Core Area; and
4. That on-street parking in the form of lay-bys be incorporated on Keele Street, as per the drawing.”

The issues raised by Council have not yet been adequately addressed by the applicant. As a result, a report to Committee is not possible at this time.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff will continue to work with the applicant to ensure that the issues of waste disposal, snow removal, on-street parking, emergency vehicle access, appropriate signage, raised crosswalks and street lighting are addressed.

As soon as the applicant has satisfied all of these issues with the appropriate City departments, Staff will report back to the Committee.

Attachments

1. Location Map
2. Site Plan

Report prepared by:

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

/LG

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

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Item 30, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

30 VELLORE COMMUNITY CENTRE – ST. JEAN DE BREBEUF CATHOLIC HIGH SCHOOL

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated March 7, 2005:

Recommendation

Councillor Carella recommends that the Commissioner of Finance, in conjunction with the Commissioner of Community Services and appropriate staff of the York “Catholic District School Board (YCDSB), as identified by the Director of Education, YCDSB:

- (1) prepare an analysis of the projected costs and benefits of the joint project known as the Vellore Community Centre – St. Jean de Brebeuf Catholic High School, indicating the expected capital and annual operational savings to be derived from this joint project; and
- (2) that such analysis be presented to the Committee of the Whole meeting immediately prior to the official opening of the Vellore Community Centre; and
- (3) that at the conclusion of the first twelve months of operations of the Vellore Community Centre, a report of actual costs---including realized savings vis-à-vis programming costs, and an explanation of all variances---be provided to Council.

Purpose

To establish for the future reference of this and subsequent Councils, and for the education of other municipal councils across Canada which might consider a joint project with a local school board, the expected and actual savings which accrue from same.

Background and Analysis

If the joint undertaking of the Vellore Community Centre – St. Jean de Brebeuf Catholic High School is not unique, it is extremely rare in that it provides for the flexible sharing of facilities in an extremely efficient way. For instance, the gymnasias in the community centre can be made available to students of the high school during school hours, while the gymnasias in the school can be made available to community centre users evenings and weekend.

To the extent that this arrangement generates significant capital and operational savings for both the City and YCDSB, it should be an item of interest to municipalities and school boards, particularly in developing municipalities. But claims of potential savings must first be identified and documented. Once done, the City of Vaughan and the YCDSB will have evidence of a highly successful model which can and should be shared across Ontario, Canada, and indeed North America.

Relationship to Vaughan Vision

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

The joint project known as the Vellore Community Centre – St. Jean de Brebeuf Catholic High School qualifies as a genuinely “good news” story, one which deserves to be told widely once capital and operational savings over one year have been documented.

Attachments

None

Report prepared by:

Councillor Tony Carella

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Item 31, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

**31 “THE END OF SUBURBIA: OIL DEPLETION AND THE COLLAPSE OF THE
 (NORTH?) AMERICAN DREAM”**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated March 7, 2005:

Recommendation

Councillor Carella recommends that staff acquire a copy of the television documentary “The End of Suburbia: Oil Depletion and the Collapse of the American Dream” (scheduled to be broadcast Wednesday, March 9, 2005, at 10 pm on VISION TV), for viewing by Council, the senior management team, all directors and all managers before the end of June 2005.

Purpose

To identify and consider the implications of the claim that the amount of crude oil available for world wide consumption will peak within the next five years and that the price of gasoline will rise steeply as a result.

Background - Analysis and Options

If one assumes that suburban living is dependent upon the automobile, and that the extensive use of automobiles has required relatively cheap gasoline, and if the world wide supply of cheap gasoline is about to peak (i.e., began to decline), the implications for automobile drivers and our automobile-dependent way of life is highly significant.

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

Given the city’s control of local planning, it is important that all senior staff be cognizant of how planning decisions-made without reference to potential realities-may put the future financial viability of the city at risk.

Attachments

None

Report prepared by:

Tony Carella

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Item 32, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

32 REPORT ON PUBLIC HEALTH AND URBAN SPRAWL IN ONTARIO

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated March 7, 2005:

Recommendation

Councillor Carella recommends that staff be directed to acquire a copy of the Ontario College of Family Physicians' "Report on Public Health and Urban Sprawl", and that this report be added to the agenda of the upcoming strategic planning retreat.

Purpose

To improve council's understanding of the implications of planning decisions for the future health of Vaughan's citizens.

Background - Analysis and Options

The "Report on Public Health and Urban Sprawl" summarizes existing research, concluding that living in car-dependent, sprawling urban communities increases risk factors for a number of illnesses, including diabetes and heart disease.

In addition, increased driving and thus higher vehicle emissions, contribute to air pollution, with attendant negative impacts on our health.

Evidence indicates that car-dependence leads to excess body weight, obesity, high blood pressure, and cardiovascular disease. As well: the lack of safe pedestrian corridors and diminished natural settings lead to a decline of social capital. Sprawl also impacts heavily on the elderly and disabled who are often isolated and unable to access social or medical services.

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 recent report of the Ontario College of Family Physicians raises issues which should be considered by the city in light of its control of local planning. It is appropriate that these issues be the topic of discussion as part of our strategic planning process.

Attachments

None

Report prepared by:

Tony Carella

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Item 33, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

33

**DEPUTATION – MS. NOREEN LEE
YORK CENTRE FOR CHILDREN, YOUTH & FAMILIES
WITH RESPECT TO RESOLUTION TO THE PROVINCE OF ONTARIO**

The Committee of the Whole recommends:

- 1) That the deputation of Ms. Noreen Lee, Chairperson, The York Centre for Children, Youth & Families, and written submissions dated February 21, 2005, and March 2, 2005, be received; and
- 2) That the following resolution be adopted:

“WHEREAS Blue Hills Child and Family Centre, Kinark and The York Centre for Children, Youth and Families are the three Children’s Mental Health Agencies in York Region and are members of Children’s Mental Health Ontario;

WHEREAS Children’s Mental Health Ontario promotes, supports and strengthens a sustainable system of mental health services for children, youth and their families;

WHEREAS last year treatment for thousands of children was disrupted and compromised because children’s mental health agencies in Ontario lost 212.6 FTE positions due to funding constraints;

WHEREAS a one-time injection of a 3-percent to base budgets, though appreciated after 12-years of no increases, is simply not adequate to enable agencies to maintain existing staff or services;

WHEREAS it is important that children in treatment be able to create and sustain trusting relationships with their child and youth workers, social workers, psychologists and other treatment team members; and

WHEREAS the treatment of York Region children, youth and their families with mental health issues is contingent on improved funding for existing core services;

NOW THEREFORE BE IT RESOLVED THAT the City of Vaughan requests the Province of Ontario to secure further funding for that purpose.

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Item 34, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

34

**NEW BUSINESS – OMG MEDIA
STATUS OF CONTRACT**

The Committee of the Whole recommends that staff provide the status of the contract with OMG Media.

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 21, 2005

Item 35, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 21, 2005.

35

**NEW BUSINESS – UNLICENSED MASSAGE PARLOURS
STATUS OF CLOSING**

The Committee of the Whole recommends that staff provide a report on the status of the closing of unlicensed massage parlours.

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