

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 1, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**1 ENVIRONMENTAL TASK FORCE TRASH INITIATIVE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Chair of the Environmental Task Force, dated April 4, 2005:**

**Recommendation**

The Chair of the Environmental Task Force recommends:

1. That this report be received;
2. That Council approve the Environmental Task Force Trash Initiative; and
3. That this initiative be funded through corporate sponsorship and Economic/Technology Development & Communications and Engineering and Public Works budgets.

**Purpose**

To update Council on the Environmental Task Force Trash Initiative, as one of a number of litter initiatives adopted by the City.

**Background - Analysis and Options**

At the October 19, 2004 meeting of the Environmental Task Force, a presentation on the Environmental Task Force Trash Initiative was received. Direction was provided to staff to proceed in developing the Trash Initiative concept further.

The basic premise of the Initiative is to provide an additional motivation for individuals in the community to pick up trash. Trash spotters will be around the community looking for individuals picking up and depositing trash in its proper place. The Initiative is open to any resident of Vaughan as well as visitors. Winners will be eligible for minimum cash or merchandise prize of \$25. Winners will also be entered into a draw for a grand prize of up to \$2,500. The Initiative will run from early April until September in 2005 and is intended to be an annually recurring Initiative, subject to corporate support.

In addition to the Initiative, trash spotters will be responsible for a component of the City's trash education. The spotters will be working with community groups and organizations to disseminate the message of litter and its direct and indirect impacts, including quality of life, health and community beautification.

This Initiative will be supported by extensive public awareness measures and media coverage including local radio and print media. A press gathering is scheduled for Wednesday, April 6 at the Civic Centre to launch the Initiative.

Corporate and community sponsors will be solicited to provide financial support and/or merchandise prizing for the Initiative. With the co-operation of the Community Services, Public Works and the Economic and Technology Development Departments, the Environmental Task Force will support the Trash Initiative by supplementing corporate and community sponsorship. A full marketing program has been developed to promote the Trash Initiative through all available

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 1, CW Report No. 19 – Page 2

media venues. The City will further support this program by placing posters at municipal facilities, providing information via the website as well as a Trash Hotline, 905-879-TRASH. The Hotline will provide automated information about the Initiative, as well as a mechanism for residents to report full trash containers or litter hot spots.

Currently, Vaughan has a number of initiatives aimed at waste and litter reduction ranging from Blue Box recycling, backyard composters, street litter receptacles, and Communities in Bloom to the 20-Minute Makeover. The Cash for Trash Initiative is Vaughan's latest tool in combatting the problem of litter in the community; complementing all other trash and litter initiatives, with its fun, engaging and rewarding approach. Its success will only be achieved if the City also strengthens the other waste and litter initiatives and implements the strong anti-litter campaign referenced in the Committee of the Whole Report dated June 10, 2003.

#### **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**

Litter has a detrimental impact on a community's appearance and quality of life. The key to combating litter is social responsibility and changing attitudes. Residents and visitors must learn to dispose of their trash in a responsible manner as well as aid in removing litter from public spaces. The Environmental Task Force Trash Initiative brings public awareness and education to the issue of litter in a fun and engaging manner.

#### **Report prepared by:**

Joyce Frustaglio, Chair of Environmental Task Force

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 2, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**2**

**SIGN BY-LAW REVIEW**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated April 4, 2005:**

**Recommendation**

Councillor Bernie Di Vona recommends:

1. That the City of Vaughan receive the request of the owners of small businesses.
2. That staff be directed to review the sign by-law as it pertains to ground signs and A frame signs on industrial/commercial property to address the concerns raised by small businesses.
3. That staff be directed to report prior to the end of May 2005.

**Background - Analysis and Options**

The owners of small businesses are very concerned with the limited opportunity for ground and A frame signs; they feel they have limited promotional and marketing opportunity.

**Relationship to Vaughan Vision 2007**

6.2.3 Develop a system that will manage information around key issues to assist in prioritization and resolution of important issues.

**Conclusion**

That the City of Vaughan receive the requests from the owners of small businesses and conduct this review and provide their findings to Council prior to the end of May 2005.

**Attachments**

None

**Report prepared by:**

Laura Borello-D'Avino, Council Administrative Assistant

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 3, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**3 EMPLOYEE FITNESS MEMBERSHIPS**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of Regional Councillor Jackson, dated April 4, 2005, be approved;**
- 2) That the employee fitness membership discount presently offered to City of Vaughan employees be extended to include full-time employees' eligible dependents, as defined in the current approved Employee Benefits Package, at a rate of 50%, and including a one-time \$50 initiation fee;**
- 3) That a report be provided in May 2006 on the response and results of this initiative; and**
- 4) That the memorandum from the Commissioner of Community Services, dated March 24, 2005, be received.**

**Recommendation**

Local and Regional Councillor Linda D. Jackson recommends:

THAT the Recreation and Culture Department provide a feasibility report to a Committee of the Whole meeting in May 2005:

- to extend the employee fitness membership discount presently offered to City of Vaughan employees to include full-time employees' immediate families (of eligible age) at a rate of either 75% or 50%,
- to exclude the cost of any programs not included in the regular fitness centre membership (i.e. swimming lessons, etc.) in the discounted rate,

THAT employees' immediate families include spouses, common-law or otherwise, and dependents (as defined in the corporate benefit package).

**Purpose**

To promote healthy living within the Corporation of the City of Vaughan and to decrease the costs of medical expenses resulting from improved fitness.

**Background - Analysis and Options**

With the exception of OMERS Pension Plan, all other benefits provided to City of Vaughan employees are extended to include "immediate family". Adding the fitness membership discount will complement existing benefits.

**Relationship to Vaughan Vision 2007**

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

**Report prepared by:**

Mirella Compagno

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 4, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

4

**BROWNFIELDS INCENTIVE PROGRAM**

**The Committee of the Whole recommends that this matter be referred to the Committee of the Whole (Closed Session) meeting of April 4, 2005.**

*Refer to Committee of the Whole (Closed Session) Report No. 20, Item 3, for disposition regarding this matter.*

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 5, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

5

**DECLARATION OF REENA MONTH**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated April 4, 2005:

**Recommendation**

Councillor Shefman recommends:

That the City of Vaughan declares June 2005 Reena Month.

**Background – Anyalysis and Options**

Reena is one of the largest providers of residential and support services for people with developmental disabilities in the GTA. With its headquarters located in the City of Vaughan, Reena now provides services to over 1000 clients through Community Residential Programs, the Reena Day Program, Family Support Outreach Services and a Supportive Employment Program.

**Purpose**

The proclamation of Reena Month will officially recognize the work being done by countless staff, volunteers and family members who make a difference in the lives of people with developmental disabilities.

**Relationship to Vaughan Vision**

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

**Attachments**

none

**Report prepared by:**

Debi Traub, Council Administrative Assistant

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 6, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

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**6        REQUEST TO USE THE CITY PLAYHOUSE FOR YORK REGION ABUSE PROGRAM  
              “ABUSE PREVENTION PLAY”**

**The Committee of the Whole recommends that the memorandum from the City Clerk, dated March 30, 2005, be received and no action be taken on this matter.**

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 7, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**7 REQUEST FOR STAFF TO REPORT ON PARTNERING WITH EARTH RANGERS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 4, 2005:**

**Recommendation**

The Commissioner of Community Services, in consultation with the Director of Recreation and Culture, recommends:

That the following report be received for information and that the Earth Rangers Foundation Pilot Project be approved by Council.

**Purpose**

The purpose of this report is to advise Members of Council that the Department of Recreation and Culture staff are working with the Earth Rangers Foundation to undertake a number of mutual program opportunities to benefit the community.

**Background - Analysis and Options**

On March 29, 2004 Council directed staff to report on the feasibility of partnering with the Earth Rangers Foundation to explore opportunities. In the fall of 2004 Department of Recreation staff met with the Earth Rangers Foundation representatives to discuss future programming ideas.

This summer, the Earth Rangers Program will collaborate with the city-operated Camp Forest Green to deliver a pilot program that combines the fun and safety parents and campers have come to expect from City of Vaughan Camps with the message and education component of the Earth Rangers. This pilot consists of the following three objectives:

1. To include visitations and programming to the Earth Ranger Centre as part of the Camp Forest Green Camp experience;
2. For pre-summer 2005 the Earth Rangers staff will provide nature/outdoor education instruction training to City of Vaughan Day Camp Nature and Environmental Specialists. The Earth Ranger staff will teach concepts such as Flow Learning and provide resources such as Joseph Cornell (Sharing Nature with Children); all to ensure that the City staff are delivering a message that has buy-in. Flow Learning allows the leader to put checks and balances in place to ensure that campers understand the message and are able to place global environment concerns into an "at my house" perspective;
3. To jointly promote the Earth Rangers Program and the City's Camp Forest Green program through media and promotional literature.

For the summer of 2005 it was agreed that a pilot project involving Camp Forest Green would be the best starting point to ensure a full realization of both organizations goals. Based on the success of this initiative further programming will be explored to include the City of Vaughan's Camp Oradaca and other programs. An estimated 240 Camp Forest Green campers between the ages of 6 to 10 will attend the Earth Ranger program.



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 7, CW Report No. 19 – Page 2

All services provided by the Earth Rangers in this partnership are at zero cost to the City of Vaughan. The only additional cost will be camper transportation costs from the campsite to the Earth Rangers Centre. Transportation costs will be included as part the program registration fees for participants.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council and no additional resources are required to undertake this initiative with the Earth Rangers Foundation.

**Conclusion**

Staff have provided this report for information and recommend that Council approve the Earth Rangers Foundation Pilot Project. The City of Vaughan looks forward to working with the Earth Rangers Foundation by enhancing the program offerings for the Camp Forest Green program in the summer of 2005. This partnership will provide mutual benefits for both organizations in the way of programming, training and public awareness.

**Attachments**

None

**Report Prepared By**

Domenic Colalillo, Programs Manager, Ext. 8356  
Derek Ambrose, Programs Supervisor, Ext. 8806

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 8, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**8 PUBLIC PROPERTY TREE PROTECTION BY-LAW**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 4, 2005:**

**Recommendation**

The Commissioner of Community Services in consultation with the Director of Parks and the Director of Legal Services, recommends:

That the following report and Public Property Tree Protection By-Law be approved.

**Purpose**

To seek Council approval for a Public Property Tree Protection By-law.

**Background - Analysis and Options**

At the Committee of the Whole of December 6, 2004 Report No. 87, Item 28, Council recommended that:

1. Staff bring forward a report that provides for the necessary mechanism to protect trees on public property, under .2 hectares in size, and that such report be provided to Council, along with a potential by-law, no later than Earth Day 2005, as part of the City's celebration of that event.

Forestry staff have identified many situations where a tree located on public lands is removed, replanted or pruned without notification and/or approval by the City. With the absence of a by-law, the residents are not obligated to contact the City of Vaughan and this has created many inconsistencies with our streetscapes.

The City of Vaughan have reviewed Public Tree By-laws from 5 Municipalities governed under the Municipal Act. The guidelines and offences in the proposed City of Vaughan Public Property Tree Protection By-law are consistent with the other Municipalities. In addition, the Legal Department have reviewed the proposed By-law and their comments have been incorporated.

The Region of York is also in the process of changing their Tree By-Law covered under the Tree Act to a Forest Conservation By-law governed under the Municipal Act. The Region's By-law regulates woodlands greater than .2 of a hectare and higher and it would be consistent with the City of Vaughan proposed By-law.

**Relationship to Vaughan Vision 2007**

The City of Vaughan will be a model community, placing citizens first through service excellence by protecting our trees and our environment.

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 8, CW Report No. 19 – Page 2

**Conclusion**

Staff recommends that Council approves the attached By-law and that the new By-law for Vaughan be announced on or just prior to Earth Day (April 22, 2005).

**Attachments**

1. DRAFT Public Property Tree Protection By-law

**Report prepared by:**

Marjie Fraser, Director of Parks, ext. 6137

(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 APRIL 11, 2005**

Item 9, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**9 AWARD OF TENDER T05-005 SUPPLY AND DELIVERY OF PORTABLE TOILETS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 4, 2005:

**Recommendation**

The Commissioner of Community Services, in consultation with the Director of Purchasing and the Director of Parks, recommends:

1. That T05-005, Supply and Delivery of Portable Toilets be awarded to Capital Environmental Resources Inc. for a total annual cost of \$71,690.00, including G.S.T per year for two years with the option of a third year; and,
2. That a by-law be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

**Purpose**

The purpose of this report is to award tender TO5-005 for supply and maintenance of portable washrooms.

**Background - Analysis and Options**

The Parks Department tenders out the supply and delivery of portable toilets for permitted sports fields where there are no washroom facilities. In addition, portable washrooms are also used for special events throughout the City of Vaughan. This cost was included in the 2005 operating budget.

Tender T05-005, Supply and Deliver of Portable Toilets was issued and advertised in the Liberal, on the ETN and the OPBA. Tenders were closed and publicly opened on March 10, 2005. Four (4) bids were issued and two (2) bids were received.

The bid required the supply of 75 portable toilets for park placements occurring from May to October and 40 single units being used for special events on a one-time basis throughout the same period.

The contract will be awarded for two years, with a City option of extending the contract for a third year. Below are the results of the bids with GST:

<u>Bidder</u>	<u>Bid Price (Includes G.S.T.)</u>
Capital Environmental Resources Inc.	\$ 71,690.00
Waste Management of Canada	\$119,620.65

**Relationship to Vaughan Vision 2007**

The report relates to Vaughan Vision 1.3: "Provide effective and efficient delivery of services".

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 9, CW Report No. 19 – Page 2

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

**Conclusion**

Parks Division Staff and Purchasing Staff have reviewed the bid submissions and it was determined that Capital Environmental Resources meet the requirements as outlined in the tender, and therefore, recommends the award of contract T05-005 Supply and Delivery of Portable Toilets for a total annual cost of \$71,690.00, including G.S.T per year for two.

**Attachments**

None

**Report prepared by:**

Tom Sudak, Manager of Parks Services, ext. 6311.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 10, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**10 CORPORATE POLICIES AND PROTOCOLS FOR EVENTS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated April 4, 2005:**

**Recommendation**

The Commissioner of Economic/Technology Development and Communications, in consultation with the Senior Management Team and the Director of Corporate Communications, recommends:

1. That the attached "Corporate Policies and Protocols For Events," dated March 10, 2005 be approved; and
2. That this policy document supersede all existing City policies, procedures or practices relating to event protocols including "Corporate Policies and Protocols For Events," dated December 15, 2003.

**Purpose**

To obtain Council approval for the Corporate Policies and Protocols For Events (March 10, 2005), which expands upon the current policy document of December 15, 2003 by adding more detailed policies and protocols relating to community events.

**Background - Analysis and Options**

On December 15, 2003, Council approved the Corporate Policies and Protocols For Events (Committee of the Whole Report 72, Item 5). Subsequently, senior management, with input from staff, determined that the policies and protocols relating to community events needed to be expanded. The director of Corporate Communications was directed to revise and expand the existing policy.

In particular, the new policy clearly defines a "community event" and outlines the protocols relating to community events that have been endorsed or sponsored by Council. As such, this revised policy document addresses the Council request for staff to develop a policy for community park events (Committee of the Whole Report No. 61, Item 38, September 15, 2003).

In addition, the revised policy provides expanded and clarified guidelines for City staff organizing or supporting City-hosted events. These include protocols relating to the Order of Speakers at City Events (Mayor or Acting Mayor or speaker designated by City Manager in the capacity as Master of Ceremonies). For community events, the order of speakers is determined by the host organization.

These provisions address the request that staff provide a report on proper protocol for City-hosted events (Committee of the Whole Report No. 78, Item 29, November 8, 2004) and the request that staff provide a report on the proper protocol at functions where the Mayor is not in attendance, but other Members of Council are present (Committee of the Whole Report No. 78, Item 30, November 8, 2004).

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 10, CW Report No. 19 – Page 2

Additional revisions have been made in response to requests at the Committee of the Whole (Working Session) of February 15, 2005: Inclusion of Regional and Ward Councillors in the protocols for Event Program and Order of Speakers; provision for a speaking opportunity for Committee Chairs; and an Order of Precedence for Council photos and other group photo opportunities. Flag Protocols have been removed from the policy, pending a new policy to be presented by the City Clerk.

**Relationship to Vaughan Vision 2007**

The establishment of a protocol policy for City and Community Events is in keeping with the emphasis on service excellence identified in the City's strategic plan, Vaughan Vision 2007, in support of the goal (6.1) to "Establish Effective Internal Communications" by expanding and strengthening the level of communication services in support of the Mayor, Members of Council, Office of the City Manager and Departments (6.1.2). In addition, this policy initiative is consistent with the goal (6.4) to "Strengthen Corporate Image and Identity" and its objective (6.4.2) to "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**

Council approval of the "Corporate Policies and Protocols For Events," dated March 10, 2005, will ensure that the City is appropriately represented by the Mayor and/or Members of Council and/or Senior Management at City and community functions, and will ensure appropriate recognition of dignitaries and non-City representatives at City events.

**Attachments**

Corporate Policies and Protocols For Events, dated March 10, 2005

**Report prepared by:**

Madeline Zito,  
Director of Corporate Communications

Ted Hallas,  
Manager of Corporate Communications

(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 APRIL 11, 2005**

Item 11, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**11                                      REQUEST TO FILL CONTRACT POSITION (12 MONTHS)  
GEOGRAPHIC INFORMATION SYSTEMS (GIS) ANALYST**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated April 4, 2005:**

**Recommendation**

The Commissioner of Economic/Technology Development and Communications, in consultation with the Director of Information Technology (IT) Services, recommends:

1. That the hiring of a contract GIS Analyst for twelve (12) months be approved.

**Purpose**

The purpose of this report is to receive Council approval to hire a contract GIS Analyst for a period of twelve (12) months.

**Background - Analysis and Options**

In 2001, Council approved a 3 year strategy to implement an enterprise Geographic Information Systems (GIS). As part of the approved strategy, additional staffing to support the GIS was identified.

The strategy identified the need for one (1) project manager, and four (4) technical/support staff. In addition to these complements, the strategy also identified the need for "outsourced services" to address maintenance and training needs for GIS. Currently, there is one (1) project manager and two (2) technical/support staff in place.

Over the past 3 years, many GIS applications have been developed for use in the planning, engineering, finance, building & facilities, parks and economic development departments. These applications cannot be properly deployed and supported due to lack of technical and support staff.

Funds were allocated in the Information Technology (IT) Services department 2005 operating budget for professional assistance with GIS support. The hiring of a GIS Analyst for a period of twelve (12) months would be a cost-effective way to obtain the much needed support for GIS applications.

Without the additional support resources, the developed GIS applications would continue to be poorly supported and underutilized by the organization. This puts a great risk on the investment the City made over the past 3 years in GIS.

To protect the significant investment into GIS applications and to ensure that the envisioned benefits of the GIS strategy are realised, it is recommended that a contract GIS Analyst position be approved.



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 11, CW Report No. 19 – Page 2

**Relationship to Vaughan Vision 2007**

Planning and Managing Growth – continual renewal and scalability of computing facilities, driven by municipal growth, enables staff to achieve higher levels of efficiency, effectiveness and customer service;

Technology and Innovation – use of information technology enables staff to effectively address various business and citizens service issues.

The recommendations made in this report and related initiatives are consistent with the priorities previously set by Council and the necessary resources have been allocated.

**Conclusion**

To protect the significant investment into GIS applications and to ensure that the envisioned benefits of the GIS strategy are realised, it is recommended that a contract GIS Analyst position be approved.

Funding for this contract position is included in the approved Information Technology Services Department 2005 Operating Budget.

**Attachments**

None

**Report prepared by:**

Dimitri Yampolsky, Director of Information Technology (IT) Services – Ext. 8352

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 12, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**12**

**EXEMPTION TO THE NOISE CONTROL BY-LAW  
BRIDGE DEMOLITION AT HIGHWAY 400 AND TESTON ROAD**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That an exemption to the City's Noise Control By-Law 270-81 be granted to permit the operation of construction equipment in connection with the demolition of the Highway 400 bridge at Teston Road for a single Sunday overnight period extending from 12:01 a.m. to 8:00 a.m. in the months of June 2005 to August 2005 (excluding holiday weekends).

**Purpose**

The purpose of this report is to seek Council's approval of an exemption to the City's Noise Control By-Law 270-81 to facilitate the demolition of Highway 400 bridge at Teston Road proposed by the Regional Municipality of York.

**Background - Analysis and Options**

The Regional Municipality of York will be undertaking a road reconstruction project on Teston Road from Highway 400 to Weston Road, on Weston Road from Teston Road south to Major Mackenzie Drive and the construction on the Teston Road/Highway 400 Interchange. The City has received a request from the Regional Municipality of York for a Noise By-Law exemption to facilitate the demolition of the existing bridge on Teston Road at Highway 400.

Council at its meeting of April 26, 2004 (Item 20, Report No. 37 of the Committee of the Whole) has already authorized the temporary closure of Teston Road from Weston Road to Jane Street to facilitate the reconstruction of the Teston Road and Highway 400 interchange.

The construction of this project is tentatively scheduled to commence in early June 2005 and be completed by the end of 2006. In order to realize significant cost savings and minimize social impacts on the general public, the Region proposes to perform the demolition of the existing structure at Teston Road and Highway 400 on a single Sunday night in June 2005 to August 2005 between the hours of 12:01 a.m. to 8:00 a.m. (excluding holiday weekends). This process will involve breaking the bridge deck using demolition equipment, collapsing it to the highway surface and subsequent removal.

Final timing related to the actual Sunday the demolition will occur will be determined once the contractor is approved and roadworks have begun.

Staff in considering this request and the resultant local impacts, have determined that in order to reduce the effects to the immediate community and the traveling public, as well as minimizing construction costs, it is appropriate to grant a limited exemption to the noise By-Law.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 12, CW Report No. 19 – Page 2

**Relationship to Vaughan Vision 2007**

This recommendation is consistent with Vaughan Vision 2007 in that it identifies and implements innovative traffic management alternatives to improve general traffic safety (1.1.3) and it supports regional and provincial initiatives on transportation infrastructure (3.2.4).

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

**Conclusion**

The Region of York will be tendering this project in April/May 2005, and will be proceeding to construction immediately after award of contract which is expected in early June 2005. To facilitate the proposed works, it is recommended that an exemption to the City's Noise Control By-Law 270-81 be granted to permit the demolition of the existing bridge at Teston Road over Highway 400 to proceed between the hours of 12:01 a.m. to 8:00 a.m. on a single Sunday night in June 2005 to August 2005 (excluding holiday weekends).

The Region of York will provide the City with the exact date of closure after the contract is awarded and a construction schedule is submitted by the contractor. The Region of York will also undertake all the necessary notifications to inform the City and the motoring public and all emergency service providers of the project and the closure. Staff will notify the Mayor and Members of Council prior to the closure.

**Attachments**

1. Location Map

**Report prepared by:**

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

PM:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 13, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

13

**IMPROVING TRAFFIC FLOW IN WEST WOODBRIDGE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

- 1) That a westbound right turn lane and a southbound right turn lane not be installed at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive; and
- 2) That no further action is required to improve the traffic flow and operations at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive.

**Purpose**

To review the feasibility of installing a westbound right turn lane and a southbound right turn lane at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive, in response to direction from Council.

**Background - Analysis and Options**

At its meeting on November 22, 2004 Council directed:

**“That staff conduct a traffic study of the intersection of Woodbridge Avenue and Forest Drive, to determine (1) if the installation of right turn lanes --- from Woodbridge Avenue onto Forest Drive, and/or from Forest Drive onto Woodbridge Avenue --- is warranted, and (2) if any other actions(s) is in order to improve the flow of traffic at this intersection.”**

Woodbridge Avenue is designed as feeder road with a 24.0 metre right-of-way width and two travel lanes. Forest Drive and Lewis Drive are designed as local roads with a 20.0 metre right-of-way and two travel lanes. There is an existing traffic signal at the intersection. The area is shown on Attachment No. 1.

The existing traffic signal is operating with a 60 second cycle length. A traffic study was conducted at the intersection on November 23, 2004. Based on the existing traffic volumes, it was determined that the intersection is operating at a Level of Service A with a 60 second traffic signal length.

The request for the installation of a westbound right turn lane on Woodbridge Avenue and a southbound right turn lane on Forest Drive was reviewed.

Southbound Right Turn Lane on Forest Drive.

The number of right turn vehicles from Forest Drive to Woodbridge Avenue during the morning, mid-day and afternoon peak periods are 36, 14 and 9, respectively. The southbound right turn lane is not warranted due to the existing low right turn vehicular volume from Forest Drive. There is minimal impact for this movement caused by opposing left turn traffic volumes from Lewis Drive. The Forest Drive volumes are clearing on each given green phase.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 13, CW Report No. 19 – Page 2

Westbound Right Turn Lane on Woodbridge Avenue.

The number of right turning vehicles from Woodbridge Avenue to Forest Drive during the morning, mid-day and afternoon peak periods are 74, 87 and 205, respectively. The typical threshold vehicle value to install a designated right turn lane in a peak hour period is 60. Although the right turning vehicles are over this threshold, there is minimal impact for this movement caused by the low opposing eastbound left turn traffic volume. The Woodbridge Avenue volumes are clearing on each given green phase.

**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 a westbound right turn lane and a southbound right turn lane not be installed at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive.

**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.)



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 14, CW Report No. 19 – Page 2

3. That the City of Vaughan Clerks Department, in consultation with Corporate Communications Department and Legal Department; prepare the necessary draft corporate policy, revision to the subdivision agreement, and/ or any other document normally provided to, or communicated to, any resident to implement these policy amendments.”

With respect to the above Recommendations 1 and 2, there currently exists a procedure requiring the delineation of all municipal services, both aboveground and underground works (including the location of sidewalks), on the Engineering Drawings. The Engineering Drawings are approved and submitted for signing by the Director of Development/Transportation Engineering prior to building permits being issued. These drawings constitute the final approved drawings for construction. They are retained by the City of Vaughan Engineering Department for review and examination by any resident or potential home purchaser.

Under the Planning Act, Builders or Developers are allowed to sell homes after a Plan of Subdivision is draft approved. The City requires that locations of sidewalks shown on the Draft Plan of Subdivision. It should be noted, however, that the locations of other municipal services such as streetlighting, utility pedestals, etc. are not determined at the time of draft plan approval.

The procedure that is currently being followed in order to advise potential new home purchasers of certain proposed infrastructure within a subdivision was previously adopted by Council. In accordance with Recommendation 1 of Item 3, Report No. 50, of the Committee of the Whole (Working Session), which was adopted by Council on June 23, 2003, all Residential Draft Plans of Subdivision are to clearly identify the location of any proposed sidewalks within the plan. (Refer to Attachment No. 1)

A standard condition of approval in all plans of subdivision requires the developer to have displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City. No building permit shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan.

- the Block Plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines etc.;
- the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval;
- the location of parks, open space, stormwater management facilities and trails;
- the location of institutional uses, including schools, places of worship, community facilities;
- the location and type of commercial sites; and
- colour-coded residential for singles, semis, multiples, and apartment units.

On occasion, after Draft Plan approval, it may be necessary to adjust or change the locations of sidewalks (due to changes in the road network, re-lotting, etc.). In these cases, any adjustments or changes to the locations of sidewalks are to be reflected on the Engineering Drawings and are to be approved by the Director of Development/Transportation Engineering. In order to advise

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 14, CW Report No. 19 – Page 3

home purchasers of any changes in the location of the municipal services after Draft Plan approval, a provisional note on the display drawings in the sales offices, refers the potential home purchasers to the Engineering Department to review the most current servicing plans. In addition, a note is also included advising purchasers to check with the builders' engineering consultant on final details of sitings of utility and transit stop locations and for detailed grading information.

**Relationship to Vaughan Vision 2007**

The recommendation is consistent with Vaughan Vision 2007 to review current customer service practice and implement enhanced and consistent customer service standards.

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

**Conclusion**

This report is intended to provide information regarding the procedures and policy that Staff are following with respect to the posting of plans within the sales offices. These plans include the location of sidewalks, walkways, stormwater management ponds, future schools and parks, etc. The plans within the sales offices include a note to direct potential home purchasers to the City's Engineering Department to review the most current Engineering Drawings showing the location of all municipal services, as well as, any revisions, additions and deletions to the municipal services including sidewalks.

**Attachments**

1. Item 3, Report No. 50, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on June 23, 2003

**Report prepared by:**

Anthony C. K. Ching, Development Engineer, ext 8711  
Mirella Doyle, Acting Development Supervisor, Engineering Planning & Studies, ext 8729  
Sherif Samaan, Senior Engineering Assistant, ext 8731  
Htay Aung, Senior Engineering Assistant, ext 8264

(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 APRIL 11, 2005**

Item 15, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**15**

**SALT MANAGEMENT PLAN**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends that the City of Vaughan Salt Management Plan dated March, 2005, as outlined in this report, be approved.

**Purpose**

To seek Council approval of the draft Salt Management Plan.

**Background - Analysis and Options**

The City of Vaughan currently has a road system that is comprised of approximately 790 kilometres (total of 1,600 lane kilometers) -of which 347 kilometers are considered primary roads and 440 kilometers secondary roads - a total of 783 kilometers of sidewalks (401 kilometer primary, 331 kilometers secondary), 40 kilometers of Park Walkways, and 12 kilometers of Walkways, and 514 cul-de-sacs and dead ends. This road system provides a safe, efficient, and affordable means of surface transportation for road users. People rely on the roadway network all year round for transport to workplaces, to recreational and leisure facilities, for transport of goods and services, and for emergency, and security services.

Snow and ice conditions on the road system have a dramatic impact on public safety, roadway capacity, travel time and economic costs. User safety is considered the most important priority for the winter maintenance operations, practices, and strategies expressed in this Salt Management Plan. The City of Vaughan, like other road authorities, must use road salt to properly and safely maintain roads and sidewalks during the winter.

In 2001, Environment Canada released an assessment report stating that road salts are entering the environment in large amounts and are posing a risk to plants, animals, birds, fish, lake and stream ecosystems and groundwater. The report recommended that salt be designated toxic under the Canadian Environment Protection Act (CEPA). It should be noted that Health Canada stated that road salts are not harmful to humans. Environment Canada has stated that it will not ban road salts, but rather encourage users in developing a salt management strategy.

In April 2004, Environment Canada published the Code of Practice for the Environmental Management of Road Salts. Its purpose is to guide road authorities in developing salt management plans to reduce environmental harm caused by road salt. The Code applies to organizations using more than 500 tonnes of road salt annually (based on a 5 year average) or those having vulnerable areas that could be potentially impacted by road salts. Municipalities using fewer than 500 tonnes of road salt annually are encouraged to follow best practices in the management of road salt.

While the development of salt management plans remains non-regulatory, Environment Canada strongly urged municipalities using 500 tonnes of road salt or more annually to submit a Letter of Intent by October 3, 2004. Vaughan did submit such a letter. Municipalities that did not submit a Letter of Intent will be contacted by Environment Canada's nearest Regional Office to discuss their intentions. Municipalities should prepare a Salt Management Plan by April 3, 2005 (i.e. one year after the publication date of the Code of Practice).

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 15, CW Report No. 19 – Page 2

Each June 30th, following the implementation of the salt management plan within the municipality, a report is required to be sent to Environment Canada encompassing the following:

1. Salt Management Plan (initial approval date and/or latest date of revision)
2. Materials used (quantities of all products used in winter maintenance)
3. Material storage
4. Road salt application practices
5. Snow disposal
6. Winter maintenance training
7. Areas vulnerable to road salt
8. Environmental monitoring

Considering the environmental concerns regarding road salt, the City of Vaughan's Public Works Department has recently developed a Salt Management Plan (SMP). The plan addresses growing concerns regarding the effect road salt has on our natural environment and at the same time, takes into account the issue of road safety by better managing the City's use of salt. As well, the SMP sets out a policy and procedural framework for ensuring that the City of Vaughan continually improves on the effective delivery of winter maintenance services and the management of road salt used in winter maintenance operations, as outlined in Environment Canada's Code of Practice for the Environmental Management of Road Salts.

The SMP is meant to be dynamic to allow the municipality to evaluate and phase-in any changes, new approaches and technologies in winter maintenance activities in a fiscally sound manner. However, any modifications to municipal winter maintenance activities must ensure that roadway safety is not compromised. While ways to reduce salt use are being reviewed, users' safety - both pedestrians and drivers - remain the most important priority within winter maintenance operations, practices and strategies contained in the Salt Management Plan.

Although there is ongoing research into the use of alternatives to road salt (sodium chloride) in winter maintenance, salt continues to be the most cost-effective de-icer across Canada. Because of the adverse effects that salt may have on the environment, the Salt Management Plan tries to minimize the amount of salt entering the environment by including best salt handling practices and new technologies to ensure the most effective use over the road system.

The review strategy in the Salt Management Plan requires new technologies to be investigated and trials conducted on promising developments and discussed in annual assessments. A brief overview of the Salt Management Plan is as follows.

*Purpose*

The intent of the Salt Management Plan is to set out a policy and procedural framework for ensuring that the City of Vaughan continually improves the management of road salt used in winter maintenance operations. It is based on a comprehensive comparison of past practices against best management practices. The plan sets out specific goals for improving the City's salt management practices.

Any modifications to the City's winter maintenance activities must be done in a way that they provide safety to the roadway and mobility to the user during the snow and ice season.

This Plan is flexible and allows the City to try new approaches and technologies according to fiscal restraints and the need to ensure that roadway safety is not compromised.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 15, CW Report No. 19 – Page 3

*Key Objectives*

The following Table summarizes the key objectives of the Salt Management Plan:

<i>Activity</i>	<i>Objectives</i>
Level of Service	Update the Level of Service Policy as required. Define more detailed description of road classifications.
Alternative De-icing Materials	Continue the usage of ClearLane and other modified salt products or additives, and monitor the performance and effects of the products.
Electronic Controls for Spreaders	Continue to require ground speed regulated electronic controllers in all of the City-owned and contracted salt spreaders.
Spreader Calibration	Develop standardized salter calibration procedures. Continue to require calibration of all spreaders each fall. Check calibration on a regular basis and recalibrating as needed.
Equipment Washing	Ensure the equipment washing is done at the JOC yard where the wastewater will pass through the oil/water separators before discharging into the sewer system.
De-Icer (Salt Ordering & Stockpiling)	Adopt measures to reduce the loss of salt during stockpiling operation.
De-Icer Record Keeping	Develop record keeping for each vehicle and each storm event and comparing periodically to set benchmarked rates for the particular year to confirm the calibrations.
Housekeeping Practices	Develop a housekeeping code of practice to improve the salt management practices at storage facilities (yards).
Weather Forecasting	Provide additional training to staff on interpreting weather information for making snow and ice control decisions.
Road Weather Information System (RWIS)	Implement RWIS stations. Provide training to staff in using RWIS.
Winter Patrolling	Develop patrol guidelines to ensure that the Level of Service Policy is met.
Training	Provide continuing training to staff in the following areas: <ol style="list-style-type: none"> <li>1. Weather interpretation</li> <li>2. Pavement conditions to make snow and ice control decisions</li> <li>3. Infra-Red thermometers</li> <li>4. Record keeping and review</li> </ol>

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 15, CW Report No. 19 – Page 4

<i>Activity</i>	<i>Objectives</i>
Snow Removal & Disposal Guidelines	Develop snow removal & disposal guidelines.
Reviewing New Technology	Conduct pilot studies using new technology and products.
Communications	Maintain and update the City's web site by providing information to the public on the City's approach to winter maintenance and salt management
Monitoring Program and Sensitive Areas	Identify environmentally sensitive areas in conjunction with TRCA for monitoring and using the results to upgrade the salt management plan
Monitoring of Salter Operations	Reinstate the use of GPS technology in all City-owned and contracted winter maintenance equipment.

As specified in the Code of Practice for the Environmental Management of Road Salts, the SMP needs the endorsement of Council.

**Relationship to Vaughan Vision 2007**

By adopting the proposed Salt Management Plan, the City of Vaughan has voluntarily agreed to look at ways of reducing road salt usage, without compromising the safety of the public.

This report is consistent with the priorities previously set by Council in terms of safeguarding the environment (A-3), and pursuing excellence in the delivery of core services (A-1). The necessary resources have been allocated and approved.

**Conclusion**

The City of Vaughan is committed to provide properly maintained roads in accordance with its level of service policy. At the same time, the City is committed to reducing the impacts that de-icing chemicals, such as salt, have on the environment. The comprehensive Salt Management Plan will allow the City to do so, and will allow for continuous improvement as newer and more innovative salt management techniques become available.

**Attachments**

1. Salt Management Plan, City of Vaughan, dated March 2005.

**Report prepared by:**

Hamid Hatami, Environmental Engineer, Extension 8250

(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 APRIL 11, 2005**

Item 16, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 11, 2005, as follows:

***By approving that the Region of York be requested to investigate the feasibility of installing north bound left turn prohibitions on Keele Street up to Rutherford Road, between the hours of 7:00 a.m. – 9:30 a.m. and 4:00 p.m. – 6:30 p.m.***

16

**SHERWOOD PARK DRIVE  
PROPOSED CENTRE MEDIAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

- 1) That a raised centre median be installed on Sherwood Park Drive at Keele Street; and
- 2) That funds in the amount of \$5,500 for the raised centre median be drawn from the Traffic Calming Account #1203.2.01 and that the works be completed as part of the 2005 Capital Program.
- 3) That Region of York be so advised of this proposal and requested to review and approve the same.

**Purpose**

To review the feasibility of installing a raised centre median on Sherwood Park Drive at Keele Street, in response to direction from Council.

**Background**

At its meeting on December 6, 2004 Council directed:

**“That a report be brought forward with respect to the feasibility and cost of installing an island on Sherwood Park Drive at Keele Street.”**

Sherwood Park Drive is a local residential roadway. Sherwood Park Drive widens out to 12 metres at Keele Street. The area is shown on Attachment No. 1.

The residential property on the southwest corner of the intersection has been damaged, specifically the landscaping, by motorists speeding southbound and losing control on Keele Street and ending up on the corner property.

The design of the raised centre median will not impede emergency vehicle movements into the subdivision. The dimension of the raised centre median would be 10 metres long x 1.5 metres wide. The estimated cost of the raised centre median is \$5,500 including all taxes, signs and pavement markings.

Given that this intersection is under the jurisdiction of the Region of York, Transportation and Works Department will need to review and approve this installation prior to construction.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 16, CW Report No. 19 – Page 2

**Relationship to Vaughan Vision 2007**

This report is consistent with Vaughan Vision 2007 as to improve community safety through design, prevention, enforcement and education (1.1) and to implement effective traffic management measures (3.3). This report is consistent with the priorities previously set by Council and the necessary resources need to be allocated and approved.

**Conclusion**

Based on staff's review, it is recommended that a raised centre median be installed on Sherwood Park Drive at Keele Street.

**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.)

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 17, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 11, 2005, as follows:

***By approving Clauses 2, 3, and 4 of the Committee of the Whole recommendation;***

***By approving the Glen Shields Avenue Traffic Calming Plan proposal for painted line narrowings;***

***By approving that the appropriate funds for the implementation of the painted line narrowings be drawn from Traffic Calming Account #1203.2.01, and that the works be completed as part of the 2005 Capital Program;***

***By approving that the Region of York be requested to schedule the widening of Dufferin Street from Steeles Avenue to Centre Street as soon as possible in their 10 Year Roads Construction Program; and***

***By adopting the following resolution and forwarding it to the City of Toronto:***

***“WHEREAS Dufferin Street is a major arterial road that carries significant volumes of traffic between the City of Vaughan and the City of Toronto, and;***

***WHEREAS the volume of traffic regularly exceeds the capacity of the roadway during peak travel periods, and;***

***WHEREAS the Region of York is commencing the Class Environmental Assessment process to identify potential transportation improvements in the Dufferin Street corridor between Steeles Avenue West and Glen Shields Avenue (North) including the Steeles Avenue West intersection, and;***

***WHEREAS the full benefit of improvements to Dufferin Street in the City of Vaughan can be enhanced through similar transportation improvements to Dufferin Street in the City of Toronto;***

***NOW THEREFORE IT IS RESOLVED THAT the Council of the City of Vaughan requests the City of Toronto to expedite improvements to Dufferin Street south of Steeles Avenue by commencing the process to identify and implement measures, including the widening of Dufferin Street between Steeles Avenue and Finch Avenue, so as to more closely match the travel demands to the capacity of the Dufferin Street corridor.”***

17

**GLEN SHIELDS AVENUE  
TRAFFIC CALMING PLAN**

The Committee of the Whole recommends:

- 1) That this matter be referred to a future Committee of the Whole meeting pending a further Community meeting to address the issues raised, and that a report be provided with the results of the meeting;
- 2) That the report of the Commissioner of Engineering and Public Works, dated April 4, 2005, be received;
- 3) That the following deputations, written submission, and petition, be received:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 17, CW Report No. 19 – Page 2

- a) Mr. George Mior, 55 Point O'Woods Drive, Concord, L4K 2E1, and written submission dated March 24, 2005, and petition; and
  - b) Mr. Joseph Iuso, 67 Crooked Stick Road, Concord, L4K 1P4; and
- 4) That the submission of Ms. Sandra DiPonio, dated March 23, 2005, be received.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

- 1) That the Glen Shields Avenue Traffic Calming Plan proposal for curb bump-outs, and painted line narrowings be approved;
- 2) That funds in the amount of \$26,000 for the implementation of the traffic calming plan be drawn from the Traffic Calming Account #1203.2.01; and that the works be completed as part of the 2005 Capital Program.
- 3) That the Region of York be requested to schedule the widening of Dufferin Street from Steeles Avenue to Centre Street as soon as possible in their 10 Year Roads Construction Program.

**Purpose**

To report on the Glen Shields Avenue Traffic Calming Plan proposal.

**Background – Analysis and Options**

At its meeting on December 6, 2004, Council directed:

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

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

The plan addresses concerns regarding neighbourhood cut-through traffic and vehicle speed issues. This traffic study area includes the entire length of Glen Shields Avenue from Dufferin Street (north) to Dufferin Street (south). Refer to Attachment No. 1.

**Public Participation**

A public meeting was held on February 16, 2005 at Our Lady of Rosary Separate School. There were 91 residents in attendance. Engineering staff introduced the traffic calming proposal for the neighbourhood to the residents in attendance. An optional plan was also introduced at the meeting showing a modified speed hump placement. Details on the overall plan of the traffic calming proposal is included further in this report.

Votes were taken at the end of the meeting for the three elements of the traffic calming plan; speed humps, curb bump-outs, and painted line narrowings. The results of each vote are as follows:



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 17, CW Report No. 19 – Page 3

<u>Speed humps</u>	Yes – 20 No – 55 Speed humps will not be considered as part of the plan.
<u>Curb Bump-outs</u>	Yes – 33 No – 30 Curb Bump-outs will remain as part of the plan.
<u>Painted Line Narrowings</u>	Yes – 58 No – 0 Painted line narrowings will remain as part of the plan.

As a result of the vote, the optional plan showing a modified speed hump placement was not considered further.

Traffic Calming Plan – General

Engineering staff, in consultation with the Local Ward Councillor's office, developed a traffic calming plan for Glen Shields Avenue composed of three separate traffic calming measure alternatives. These alternatives included speed humps, curb bump-outs, and painted line narrowings.

Staff undertook field reviews to determine appropriate locations that would be feasible for speed humps. Speed humps could be placed at the following locations:

- Glen Shields Avenue between properties # 178 / # 180 and properties # 238 / # 240.

Staff also undertook field reviews to determine appropriate locations that would be feasible for curb bump-outs. Curb bump-outs can be placed at the following locations:

- Northwest and southwest corner of Glen Shields Avenue and Oakmount Crescent (west intersection);
- Northwest and southwest corner of Glen Shields Avenue and Quaker Ridge Road;
- Northeast and southeast corner of Glen Shields Avenue and Bob O' Link Avenue; and
- Northeast and southeast corner of Glen Shields Avenue and Riviera Drive.

Painted line narrowings were included in the plan and proposed for both sides of Glen Shields Avenue for the entire length of the street from Dufferin Street (north) to Dufferin Street (south).

Turning prohibitions were considered during the peak periods at both intersections of Glen Shields Avenue at Dufferin Street to prevent the neighbourhood traffic infiltration pattern. A morning peak period southbound right turn prohibition at the north intersection and an afternoon peak period northbound left turn prohibition at the south intersection were considered. However, these restrictions would apply as well to the local residents in the neighbourhood and to parents dropping off their children to either of the two elementary schools on Glen Shields Avenue. The use of the restriction was also included in the plan.

The Vaughan Fire and Rescue Service was requested for comment on the proposed traffic calming measures for this neighbourhood. The Fire and Rescue Services is opposed to speed humps because they reduce emergency response times and potentially impact/damage their vehicles. In addition, Glen Shields Avenue is classified as a primary response route.

Additionally, York Region Transit was requested for comment on the proposed traffic calming plan. York Region Transit is opposed to speed humps on designated transit routes as per the Region's "Traffic Calming on Public Transit Routes" policy, adopted by Regional Council on June 24, 2004. Glen Shields Avenue is an existing transit route.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 17, CW Report No. 19 – Page 4

Finally, some residents were concerned that cut through traffic was using Glen Shields Avenue bypass busy Dufferin Street. Reasons cited included lack of sufficient travel lanes (capacity) on Dufferin Street. Staff confirmed that in the Region's 10 year Road Reconstruction program this section of Dufferin Street, from Steeles Avenue to Centre Street is scheduled for widening in 2006.

The total estimated cost of implementing these traffic calming measures is approximately \$26,000.

#### Environmental Assessment Act Requirements

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should traffic calming measures be approved by Council for installation on Glen Shields Avenue, then the City would be required to publish a Notice of Completion. The notices would also have to be filed with the Ministry of Environment and published in editions of the Vaughan Citizen, Lo Specchio and the Vaughan Weekly newspapers. Prior to construction, the City's normal practice is to mail letters to the residents of Glen Shields Avenue should traffic calming measures be approved, informing them of their installation.

#### Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure that the enhancement of safety standards are adhered to (1.1.2) and that effective traffic calming measures meet the City's Neighbourhood Policy and Procedures and Warrants for traffic calming (3.3.1).

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

#### Conclusion

Based on the results of the Public Meeting, the Engineering Department recommends for approval of the Glen Shields Avenue Traffic Calming Plan proposal, with the exception of the proposed speed humps between properties #178/#180, and between #238/#240. The estimated cost to provide the four sets of curb bump-outs and the continuous painted line narrowings is \$26,000. The estimated cost includes taxes, contingency allowance and associated traffic signs and pavement markings.

The Engineering Department also recommends the Region of York be requested to widen Dufferin Street from Steeles Avenue to Centre Street as soon as possible.

#### Attachments

1. Location Map

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 17, CW Report No. 19 – Page 5

**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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 18, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**18 PROVISION OF SANITARY SEWER SERVICES  
OLD YONGE STREET, THORNHILL  
AND REQUEST FOR ADDITIONAL FUNDING**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005, be approved; and
- 2) That the deputation of Ms. Suzanne White, Carter & Associates, 211 Broadway, Orangeville, L9W 1K3, representing St. Michael's Memorial Chapel, 7788 Yonge Street, Thornhill, L4J 1W3, be received.

**Recommendation**

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

- 1) That construction of sanitary sewer services on Old Yonge Street be undertaken through Sub-section 326(1) and (4) and 312(4) of the Ontario Municipal Act, 2001 Special Service By-Law;
- 2) That an additional amount of \$154,000 funded from the Sewer Reserve be approved to finance the cost of a sanitary sewer on Old Yonge Street;
- 3) That staff be authorized to bring forward the appropriate By-law at a future date;
- 4) That the inclusion of the matter on a public committee or Council agenda for the additional funding request identified as Provision of Sanitary Sewer Services Old Yonge Street, Thornhill and Request for Additional Funding is deemed sufficient notice pursuant to Section 2(1) (c) of By-law 394-2002; and
- 5) That the benefiting property owners be so notified of the approval to proceed with the subject works.

**Purpose**

To seek Council approval with respect to the enactment of Sub-section 326(1) and (4) and 312(4) of the Ontario Municipal Act, 2001 Special Service By-Law; for the construction of sanitary sewer on Old Yonge Street and request additional funding.

**Background - Analysis and Options**

Item 18, Report No. 80, of the Committee of the Whole, which was adopted as amended by the Council of the City of Vaughan on November 25, 2002, directed as follows:

- 1) That construction of sanitary sewer services on Mill Street be undertaken through a Sub-section 326(1) and (4) and 312(4) of the Ontario Municipal Act, 2001 Special Service By-Law; and that the necessary By-Law be enacted;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 18, CW Report No. 19 – Page 2

- 2) That construction of sanitary sewer services on Old Yonge Street be undertaken through a Cost-Sharing Agreement between the City and property owners who have expressed a desire to connect to sanitary sewer services;
- 3) That the City and St. Michael's chapel share equally in "front-ending" the cost-share of sanitary sewer services on Old Yonge Street attributed to properties whose current owners do not want to connect at present; and that those funds be recovered through the City's best efforts, plus interest charges, at such time as a property is connected to services in the future; and that recovered funds be reimbursed to the City and St. Michael's Chapel in equal shares;
- 4) That the Mayor and Clerk be authorized to sign an agreement with Old Yonge Street property owners who have requested sanitary sewer services and any other necessary documents."

As per Council's direction noted above the Old Yonge Street/Mill Street project (2003 Capital Project No. 1498-0-03) which included the construction of watermain, sanitary sewer and road reconstruction on Old Yonge Street and on Mill Street in Thornhill, was tendered in late 2003. The cost of the watermain and roadwork portions of the work were to be covered by the City, with the sanitary sewer component to be charged to the benefitting property owners. Subsequent to tendering, one of the proponents, St. Michael's Chapel located at 7788 Yonge Street, withdrew its support for financial reasons. Accordingly, Council at its September 22, 2003 Meeting directed that the services on Old Yonge Street be deferred until the status of the chapel site (7788 Yonge Street) is ascertained and that the Mill Street services could proceed. Consequently, the original tender was cancelled and re-tendered for the Mill Street portion of the work only, which has since been constructed in the summer of 2004. Attachment No.1 illustrates the area remaining to be serviced.

In November of 2004, the owner of 7756 Yonge Street, approached Engineering staff and requested that the City reactivate the construction of the sanitary sewer on Old Yonge Street. He indicated that he had spoken to all of the other six potentially benefitting property owners backing on to the East side of Old Yonge Street and that all but one (7780 Yonge Street) are in agreement with absorbing the cost of the sanitary sewer. (See Attachment No. 2 - Petition).

Staff reviewed the estimated cost of the project, and based on the previously tendered prices estimates the cost of the project to be as follows:

Roadwork (payable by the City):	\$170,000.00
Watermain (payable by the City):	\$115,000.00
Sanitary Sewer (payable by the benefitting property owners):	<u>\$154,000.00</u>
Project TOTAL:	<u>\$439,000.00</u>

Based on the estimated cost and the associated frontage charges, the frontage rate for sanitary sewers would be about \$630.00 per metre. This is higher than the City's previously estimated frontage charge (November 2002) of approximately \$400.00 per metre because the earlier estimate included two City owned properties on the West side of Old Yonge Street, which would have benefited from and would have shared the cost of the sanitary sewer.

The City property located at No. 42 Old Yonge Street was always intended to be connected to the Mill Street sanitary sewer as the proposed Old Yonge Street sewer would not abut the property. Further, the City park located on the west side of Old Yonge Street was undergoing major renovations to their facilities prior to the Mill Street works and as such there was some urgency

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 18, CW Report No. 19 – Page 3

for the provision of the sanitary connection and timing was an issue. The facilities were eventually connected directly to the trunk sewer via a long and more expensive 120 metre service connection, rather than to the Old Yonge Street sewer as originally planned. Consequently, the current estimated cost of the sanitary sewer on Old Yonge Street will be shared by fewer owners, thus raising the unit frontage charge.

In consultation with the City's Finance Department, it was determined that sufficient funds remain in Capital Budget Account No. 1498-0-03 to cover the financial obligations for the City components of this project, being the watermain and roadworks. However, an additional amount of \$154,000 funded from the Sewer Reserve is required for the construction of the sanitary sewer. Staff note, that this amount plus applicable interest would be recovered from the benefiting owners under Sub-section 326(1) and (4) and 312(4) of the Ontario Municipal Act, 2001 Special Service By-Law; either in one lump sum payment or in ten annual installments in the form of taxation.

As the design for the construction of watermain, sanitary sewer and roadwork on Old Yonge Street requires very little revision to make it a "stand-alone" project, staff can prepare the tender and initiate the adoption of Sub-section 326(1) and (4) and 312(4) of the Ontario Municipal Act, 2001 Special Service By-Law; for Council's consideration if approved.

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

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

#### **Conclusion**

Staff recommend that the provision of sanitary sewers to Old Yonge Street be undertaken as a City-initiated project through Sub-section 326(1) and (4) and 312(4) of the Ontario Municipal Act, 2001 Special Service By-Law. Design of the new sanitary sewer, together with needed watermain replacement and road reconstruction would be tendered in 2005 and completed as a single project, if approved.

Once all details are finalized, Sub-section 326(1) and (4) and 312(4) of the Ontario Municipal Act, 2001 Special Service By-Law; would be brought forward to Council for enactment at a future Council meeting.

An additional amount of \$154,000, to be funded from the Sewer Reserve, is also required to complete this project.

Should Council concur with the proposed additional funding request, this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act 2001, Section 291(1)(c) before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. When a capital project has been subject to a meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public committee or Council agenda is deemed to be sufficient notice pursuant to Section 2(1)(c) of By-law 384-2002. Therefore, no additional notice period is required.

#### **Attachments**

1. Location Map
2. Petition

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 18, CW Report No. 19 – Page 4

**Report prepared by:**

John Zanchettin, C.E.T. – Senior Engineering Assistant, ext. 3113  
Tom Ungar, P. Eng. – Design Engineer, ext. 3110

JZ:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 19, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

19

**AWARD OF TENDER T05-010  
KILORAN AVENUE WATERMAIN REPLACEMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

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

- 1) That Tender T05-010 for the Kiloran Avenue Watermain Replacement be awarded to CG Construction Services Ltd. in the amount of \$166,698.40;
- 2) That a contingency allowance in the amount of \$18,000.00 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 \$5,000.00 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 T05-010 for the Kiloran Avenue Watermain Replacement.

**Background - Analysis and Options**

This tender (2004 Capital Budget Project 1545-0-04) includes the watermain replacement on Kiloran Avenue from Islington Avenue to Caravan Road in Woodbridge. (See Attachment No. 1).

The tender was advertised in the Daily Commercial News and on the Electronic Tendering Network (ETN), and closed on Thursday, February 24, 2005. A total of 16 documents were picked up from the Purchasing Services Department and the following 13 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (Excl. G.S.T.)</u>
CG Construction Services Limited	\$166,698.40
Compass Sewer & Watermain Limited	\$190,371.00
Direct Underground Inc.	\$200,582.80
Tubro Contracting Ltd.	\$205,263.10
FTD Construction Inc.	\$215,160.00
Metric Contracting Services Corporation	\$221,693.00
614128 Ontario Limited o/a - Trisan Construction	\$232,157.00
FCM Construction Limited	\$279,181.23
Timbel Limited	\$291,000.00
Barra CON Construction Limited	\$312,500.00
Vigor Infrastructure Limited	\$337,970.00
Co-X-Co Construction Limited	Non-Compliant
Wasero Construction (1991) Limited	Non-Compliant



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 19, CW Report No. 19 – Page 2

The estimated cost for this project including provisional items, contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$203,000.00 and is calculated as follows:

CG Construction Services Ltd. Bid	\$166,698.40
Contingency amount (approximately 10%)	\$ 18,000.00
Geotechnical Inspection and Material Testing (estimated amount)	<u>\$ 5,000.00</u>
Sub-total	\$189,698.40
G.S.T. (7% amount 100% recoverable)	\$ 13,278.89
Treasury Administration (3%)	<u>\$ 5,690.95</u>
Total	\$208,668.24
Less G.S.T. Recoverable	<u>\$ 13,278.89</u>
Net Total Cost	\$195,389.35
	<b>ROUNDED TOTAL</b>
	<b>\$197,000.00</b>

Staff has reviewed the submitted bids, checked the references and are satisfied that CG Construction Services Ltd. is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to CG Construction Services Ltd.

**Relationship to Vaughan Vision 2007**

This project is consistent with Vaughan Vision 2007 in that the proposed works ensure that municipal operations are undertaken in an environmentally responsible manner (4.4.4.).

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

**Conclusion**

Sufficient funding in the amount of \$277,000.00 is available in the 2004 Capital Budget (Project 1545-0-04) to complete the project. Staff recommends that this contract be awarded to CG Construction Services Ltd.

**Attachments**

1. Location Map

**Report prepared by:**

John Zanchettin, C.E.T. – Senior Engineering Assistant, ext. 3113  
Tom Ungar, P. Eng. – Design Engineer

JZ:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 20, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

20

**AWARD OF TENDER T05-008  
WILLIS ROAD AND PINE GROVE ROAD RECONSTRUCTION  
AND REQUEST FOR ADDITIONAL FUNDING**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

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

- 1) That Tender T05-008 for the Willis Road and Pine Grove Road Reconstruction be awarded to Direct Underground Inc. in the amount of \$664,555.23 plus G.S.T.;
- 2) That a contingency allowance in the amount of \$68,000 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 \$8,000 plus G.S.T. be approved to ensure compliance with all applicable standards; and
- 4) That an additional amount of \$31,000 be approved to be funded from Long Term Debt Financing in order to undertake the Pine Grove Road part of the work;
- 5) That Council authorize the Regional Municipality of York to issue debentures not exceeding the amount of \$31,000.00 on behalf of the Corporation of the City of Vaughan repayable over a term not to exceed 10 years;
- 6) That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as Award of Tender T05-008 and Request for Additional Funding – Willis Road and Pine Grove Road Reconstruction is deemed sufficient notice pursuant to Section 2(1)(c) of By-law 394-2002; and
- 7) That the Mayor and Clerk be authorized to sign the appropriate documents.

**Purpose**

Council approval to award Contract T05-008 for the Willis Road and Pine Grove Road Reconstruction and request for additional funding

**Background - Analysis and Options**

The work covered by this tender calls for the reconstruction of Willis Road (2003 Capital Budget Project 1122.2.03) and Pine Grove Road (2005 Capital Budget Project 1565-0-05 and 2003 Capital Budget Project 1480-2-03) in Woodbridge. (See Attachment No. 1). Pine Grove Road was deferred last year due to a funding shortfall and therefore will be included with the Willis Road project.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 20, CW Report No. 19 – Page 2

The tender was advertised in the Daily Commercial News and on the Electronic Tendering Network (ETN) and closed on Tuesday, March 8, 2005. A total of 16 documents were picked up from the Purchasing Department and the following 9 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. G.S.T.)</u>
Direct Underground Inc.	\$664,555.23
Nuroad Construction Limited	\$695,106.88
Barra CON Construction Ltd.	\$698,126.40
Grascan Construction Ltd.	\$737,000.00
614128 Ontario Limited o/a Trisan Construction	\$823,617.74
F.C.M. Construction Limited	\$830,144.15
Metric Contracting Services Corporation	\$935,342.20
Mar-King Construction Company Limited	\$947,964.76
Wyndale Paving Co. Limited	Non-Compliant Bid

It was anticipated that tendering this project in the winter would result in very competitive bids. However this was not the case.

The estimated cost for this project including provisional items, contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$785,000 and is calculated as follows:

	Willis Road	Pine Grove Road
Direct Underground Inc. (excl. G.S.T.) Bid Price	\$151,946.40	\$512,608.83
Contingency Allowance (approximately 10%)	\$ 16,000.00	\$ 52,000.00
Geotechnical Inspection and Material Testing	\$ 3,000.00	\$ 5,000.00
Utility Relocation	<u>\$ 20,000.00</u>	-----
Sub-total	\$190,946.40	\$569,608.83
G.S.T. (7% amount 100% recoverable)	\$(13,366.25)	\$(39,872.62)
Treasury Administration (3%)	<u>\$ 5,728.39</u>	<u>\$ 17,088.26</u>
Total	\$210,041.04	\$626,569.71
Less G.S.T. Recoverable	<u>\$(13,366.25)</u>	<u>\$(39,872.62)</u>
Net Cost	\$196,674.79	\$586,697.09
Less Available Funding	<u>\$205,000.00</u>	<u>\$556,000.00</u>
Additional Funding Requires (Shortfall)	-----	\$ 30,697.09
	Say	\$ 31,000.00
 Total Project Cost (Willis Road and Pine Grove Road)		 \$783,371.88
 <b>Rounded</b>		 <b>\$784,000.00</b>

Staff have checked the bids for mathematical errors and are satisfied that Direct Underground Inc. is deemed qualified to successfully complete this project. Therefore, it is appropriate to award this contract to Direct Underground Inc.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council and the necessary resources have not been allocated, therefore approval for additional funding is requested via this report.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 20, CW Report No. 19 – Page 3

**Conclusion**

Based on the prices submitted and the proposed work schedule to complete the projects, it is recommended that Tender T05-008 for the Willis Road and Pine Grove Road Reconstruction be awarded to Direct Underground Inc. and that additional funding required for the Pine Grove Road portion of the contract in the amount of approximately \$31,000.00 be funded through the issuance of debentures. The Willis Road budget is sufficient to cover the cost of the Willis Road portion of the works.

Should Council concur with the proposed additional funding request, this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act 2001, Section 291(1)(c) before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. When a capital project has been subject to a meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public Committee or Council agenda is deemed to be sufficient notice pursuant to Section 2(1)(c) of By-law 394-2002. Therefore, no additional notice period is required.

**Attachments**

1. Location Map

**Report prepared by:**

John Zanchettin, C.E.T. – Senior Engineering Assistant, ext. 3113  
Tom Ungar, P. Eng. – Design Engineer, ext. 3110

JZ:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 21, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

21

**AWARD OF TENDER T05-018  
DONEY CRESCENT – ROAD RECONSTRUCTION AND WATERMAIN REPLACEMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

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

- 1) That Tender T05-018 for the Doney Crescent Road Reconstruction and Watermain Replacement be awarded to Direct Underground Inc. in the amount of \$1,379,524.72, plus G.S.T.;
- 2) That a contingency allowance in the amount of \$150,000 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
- 3) That the City retain SRM Associates to provide contract administration and construction inspection services including geotechnical testing and disbursements at an estimated cost of \$85,000, plus G.S.T.;
- 4) That a contingency allowance in the amount of \$10,000 for contract administration and inspection be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve additional engineering services; and
- 5) That the Mayor and Clerk be authorized to sign the appropriate documents.

**Purpose**

To award Tender No. T05-018 – Doney Crescent, Road Reconstruction and Watermain Replacement.

**Background - Analysis and Options**

This tender (2004 Capital Budget Projects 1509-0-04 and 1556-0-05) includes the reconstruction of Doney Crescent from Keele Street to the North End and Watermain Replacement. (See Attachment No. 1 – Location Map).

The tender was advertised in the Daily Commercial News and on the Electronic Tendering Network (ETN), and closed on February 22, 2005. A total of 17 sets of documents were picked up from the Purchasing Department and the following 8 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. G.S.T.)</u>
Direct Underground Inc.	\$1,379,524.72
Mar-King Construction Company Limited	\$1,442,095.06
Gazzola Paving Limited	\$1,468,403.80

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 21, CW Report No. 19 – Page 2

Trisan Construction	\$1,482,816.43
Kapp Contracting Inc.	\$1,643,236.58
Pave-AI Limited	\$1,811,822.13
Moretti Excavating Limited	\$1,897,326.92
Hollingworth Construction Company	\$2,057,199.36

The estimated cost for this project including provisional items, contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T.) is 100% recoverable) is \$1,675,000.00 and is calculated as follows:

Direct Underground Inc. (excluding G.S.T.)	\$1,379,524.72
Contingency amount (Construction) $\pm$ 10%	\$ 150,000.00
Contract Administration and Inspection – Estimated Amount	\$ 85,000.00
Contingency amount (Contract Administration and Inspection)	\$ 10,000.00
Sub-total	\$1,624,524.72
G.S.T. (7% - amount 100% recoverable)	\$ 113,716.73
Treasury Administration (3%)	\$ 48,735.74
Total	\$1,786,977.19
Less G.S.T. Recoverable	\$ (113,716.73)
Net cost	\$1,673,260.46
<b>Rounded</b>	<b>\$1,675,000.00</b>

Staff and the City's consultant for this project SRM Associates have reviewed the submitted bids and are satisfied that the low bidder Direct Underground 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 Direct Underground Inc.

**Relationship to Vaughan Vision 2007**

This report recommends a change from the priorities previously set by Council and the necessary resources have been allocated.

**Conclusion**

Sufficient funding is available in the 2004 and 2005 Capital Budget (Projects 1509-0-04, 1556-0-05) to complete the project. Funding for this project shall be as follows: \$1,224,425.00 is funded from Long Term Debt Financing and \$450,575.00 is funded from Water Reserve. Staff recommend that this contract be awarded to Direct Underground Inc. in the amount of \$1,379,524.72, plus G.S.T.

**Attachments**

1. Location Map

**Report prepared by:**

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

PM:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 22, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 11, 2005, as follows:

***By approving the following in accordance with the additional report of the Commissioner of Engineering and Public Works, dated April 11, 2005:***

- “1) That Tender T05-041 for the Langstaff Road Reconstruction and Bridge Replacement be awarded to B. Gottardo Construction Limited in the amount of \$3,015,532.43 plus G.S.T.;***
- 2) That a contingency allowance in the amount of \$310,000 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;***
- 3) That the City retain R.V. Anderson Associates Limited to provide contract administration and construction inspection services including geotechnical testing and disbursements at an estimated upset limit cost of \$235,000.00 plus G.S.T.; and***
- 4) That the Mayor and Clerk be authorized to sign the appropriate documents.”***

22

**AWARD OF TENDER T05-041  
LANGSTAFF ROAD – ROAD RECONSTRUCTION AND BRIDGE REPLACEMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

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

That Tender T05-041 for the Langstaff Road Reconstruction and Bridge Replacement be brought forward to Council.

**Purpose**

Council approval to award Contract T05-041.

**Background - Analysis and Options**

The work covered by this tender calls for the reconstruction of Langstaff Road from Highway 27 to Vaughan Mills Road and bridge construction over the Robinson Creek (Capital Budget project 1563-0-05). See Attachment No. 1 for project location.

Tenders will close for this project on April 6, 2005. Staff will prepare an additional information report for this item after the bids have been evaluated for Council's consideration at the April 11, 2005 meeting. Construction is scheduled to commence in early May and be substantially completed by December 2005.

**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).

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 22, CW Report No. 19 – Page 2

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

**Conclusion**

To be submitted in the additional information after the Tender has closed.

**Attachments**

1. Location Map

**Report prepared by:**

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

PM:mc

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



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 23, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 11, 2005, as follows:

***By approving the following in accordance with the additional report of the Commissioner of Engineering and Public Works, dated April 11, 2005:***

- “1. That Tender T05-033 for the Huntington Road Rural Road Upgrade be awarded to Wyndale Paving Co. Ltd. in the amount of \$1,396,305.15 plus G.S.T.;***
- 2. That a contingency allowance in the amount of \$140,000 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 \$15,000 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.”***

23

**AWARD OF TENDER T05-033  
HUNTINGTON ROAD – RURAL ROAD UPGRADE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

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

That Tender T05-033 for the Huntington Road Rural Road Upgrade be brought forward to Council.

**Purpose**

Council approval to award Contract T05-033.

**Background - Analysis and Options**

The work covered by this tender calls for the upgrade to Huntington Road from Langstaff Road to Kirby Road (Capital Budget project 1445-2-04 and 1578-0-05). Part of this project, Huntington Road from Major Mackenzie Drive to Kirby Road (Capital Project 1445-2-04) was deferred last year due to concerns with late fall construction and therefore included with (Capital Project 1578-0-05). See Attachment No. 1 for project location.

Tenders have closed for this project on March 29, 2005. Staff will prepare an additional information report for this item after the bids have been evaluated for Council's consideration at the April 11, 2005 meeting. Construction is scheduled to commence in early May and be completed by the end of August 2005.

**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).

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 23, CW Report No. 19 – Page 2

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

**Conclusion**

To be submitted in the additional information after the Tender has closed.

**Attachments**

1. Location Map

**Report prepared by:**

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

PM:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 24, Report No. 19, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on April 11, 2005, was dealt with by approving:

***That this matter be referred to the Committee of the Whole meeting of April 18, 2005, to allow an opportunity for discussion with Highway 407 ETR staff.***

24

**EXEMPTION TO THE NOISE CONTROL BY-LAW  
CONSTRUCTION ACTIVITY ALONG  
HIGHWAY 407 AT CENTRE STREET**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That an exemption to the City's Noise Control By-Law 270-81 be granted to permit the operation of construction equipment in connection with construction operations related to the widening of Highway 407 eastbound and westbound bridge structures over Centre Street **for one weekend** (excluding holiday long weekends) from 8:00 a.m. to 8:00 p.m. between the period from April 25, 2005 to July 11, 2005 and from 7:00 p.m. to 12:00 midnight **weekly, Monday to Friday** between the period April 25, 2005 to August 12, 2005; and
2. That the Region of York – Transportation and Works Department be so notified of the approval of the Noise Control By-law exemption related to the subject location.

**Purpose**

The purpose of this report is to seek Council's approval of an exemption to the City's Noise Control By-Law 270-81 to facilitate the widening of Highway 407 eastbound and westbound bridge structures over Centre Street proposed by the 407 ETR Concession Company Limited (407 ETR).

**Background - Analysis and Options**

407 ETR is undertaking the widening of the central section of Highway 407 from Highway 404 to Highway 400. The proposed improvements include the inside widening of Highway 407 from the existing 3 lanes to 4 lanes in both eastbound and westbound directions. A total of eight existing bridge structures within the project limits will be widened to the ultimate lane configuration. The Highway 407 bridge structures scheduled for widening within the City of Vaughan include the crossings over the CN MacMillan Yard, West Don River, Centre Street and Yonge Street.

The 407 ETR is requesting an exemption from the City's Noise Control By-Law for its construction operations related to the widening of the Highway 407 eastbound and westbound bridge structures over Centre Street (see Attachment 1). Key bridgework activities proposed outside the hours of work stipulated by the By-Law (7:00 a.m. to 7:00 p.m. Monday through Friday) include:

- Pile driving for the pier footings of bridges;
- Placement of precast concrete girders for bridge decks; and,
- Concrete pours in connection with the bridge abutments, piers and decks.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 24, CW Report No. 19 – Page 2

The construction equipment to be used during the work includes compressors, generators, pile driving equipment, excavators, backhoes, mobile cranes and a variety of trucks, including flatbeds and concrete trucks. Construction for the widening of the Highway 407 structure over Centre Street are scheduled to be initiated in mid-April 2005 and completed by November 15, 2005.

The proposed periods and hours for construction to which 407 ETR is seeking an exemption from the City's Noise Control By-Law are as follows:

<b>Period</b>	<b>Hours of Operation</b>
<u>Weekend</u>  ( <sup>1</sup> )One weekend (excluding holiday long weekends) between April 25, 2005 and July 11, 2005.	8:00 a.m. to 8:00 p.m. one consecutive Saturday and Sunday
<u>Daily/Evenings</u> ( <sup>2</sup> )April 25 to August 12, 2005.	7:00 p.m. to 12:00 midnight weekly, Monday to Friday

Notes:

- (<sup>1</sup>) A specific date for the weekend work is not provided at this time, as a detailed construction schedule and contractor are still to be determined. 407 ETR will provide a minimum of seven days notification to the City prior to the initiation of weekend construction operations.
- (<sup>2</sup>) The actual construction operations affecting the closure of Centre Street are estimated to be approximately 8-10 weeks.

The construction operations during the weekend period are to accommodate the pile driving activities for the bridge piers and will require complete closure of the westbound lanes and single lane closure of the eastbound median lane of Centre Street. The works would be undertaken during daytime hours on one weekend only.

The construction operations on weekdays at off-peak traffic hours include placing reinforcing steel and pouring of concrete for the footings, piers and pier caps and will require closure of the median westbound lane and/or closure of the median eastbound lane to minimize traffic disruption to the public as per the agreement between 407 ETR and the Regional Municipality of York, as the subject section of Centre Street is under Regional jurisdiction. The launching of the girders is also proposed in off-peak traffic hours by rolling closures of the eastbound and westbound lanes of Centre Street.

Construction operations in the evening during the weekdays and on the one weekend are expected to compress the overall construction schedule and hence minimize traffic disruption to the public.

This area is in relatively close proximity (500 to 800 metres) to several residential neighbourhoods (i.e.: Glen Shields subdivision, King High Drive and the Hillside Avenue/Baldwin Avenue area). Although the work is scheduled early in the construction season, part of it will take place at a time of year when some residents may wish to leave their windows open during the night if ambient temperatures are favourable. Staff, in considering this request and the resultant local impacts, has determined that work can still proceed on a fixed schedule as requested, while also accommodating the residents with the majority of the overnight hours free from disturbance

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 24, CW Report No. 19 – Page 3

due to construction operations. This acknowledges both the need to undertake the project while respecting citizen privacy in a fair and equitable manner. These operations are to be restricted to the Monday through Friday period only for the duration of the project, the only exception being the one weekend requested.

**Relationship to Vaughan Vision 2007**

This recommendation is consistent with Vaughan Vision 2007 in that it identifies and implements innovative traffic management alternatives to improve general traffic safety (1.1.3) and it supports regional and provincial initiatives on transportation infrastructure (3.2.4)

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

**Conclusion**

The 407 ETR will be proceeding with the widening of Highway 407 eastbound and westbound bridge structures over Centre Street. To facilitate this work plan, it is recommended that an exemption to the City's Noise Control By-Law 270-81 be granted to permit construction to proceed on one weekend (excluding holiday long weekends) between the hours of 8:00 a.m. to 8:00 p.m. between the period from April 25, 2005 to July 11, 2005 and from 7:00 p.m. to 12:00 midnight Monday to Friday between the period April 25, 2005 to August 12, 2005. Should Council concur, the recommended resolution should be passed.

**Attachments**

1. Location Map

**Report prepared by:**

Tom Ungar, Design Engineer, ext. 3110

:TU

(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 APRIL 11, 2005**

Item 25, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**25 PORTAGE PARKWAY (FORMERLY APPLEWOOD CRES.) EXTENSION  
HIGHWAY 400 FLYOVER  
LONG TERM MAINTENANCE COSTS  
AND REQUEST FOR ADDITIONAL FUNDING**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:**

**Recommendation**

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

- 1) That the necessary By-law be enacted to authorize the Mayor and City Clerk to execute an amended Agreement with the Ministry of Transportation (MTO) to include the long term structural maintenance cost of that part of Portage Parkway (formerly Applewood Crescent) Extension – Highway No. 400 overpass which is currently under 407/ETR jurisdiction, at a present value one-time lump sum cost of \$498,860.98;
- 2) That an additional amount of \$102,000 funded from City Wide Development Charges – Engineering be approved to finance the cost of the long term maintenance;
- 3) That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as Portage Parkway (Formerly Applewood Cres.) Extension – Highway 400 Flyover – Long Term Maintenance Costs and Request for Additional Funding is deemed sufficient notice pursuant to Section 2(1) (c) of By-law 394-2002; and
- 4) That the Regional Municipality of York, Highway 407/ETR and the Ontario Ministry of Transportation be so advised by copy of Council's direction.

**Purpose**

To seek authorization from Council for the Mayor and City Clerk to execute a revised agreement between the City of Vaughan and the MTO for the long term structural maintenance costs of the Portage Parkway (formerly Applewood Crescent) Extension – Highway 400 Flyover.

**Background - Analysis and Options**

The City of Vaughan will be constructing a link between Chrislea Road and Applewood Crescent with a bridge spanning Highway No. 400. The new road will connect sections of Applewood Crescent and Chrislea Road (now Portage Parkway) at a location just east of Northview Boulevard. This improvement is necessary to accommodate growth in the area and the anticipated traffic volumes. Council has previously approved this undertaking including the name change as above, and the works were the subject of a Class EA (Environmental Assessment) process which was completed in 2001. Refer to Attachment No. 1 for Location Map.

The project was recently out to tender and closed on March 15, 2005. Construction is expected to commence shortly, with completion planned by the end of 2006. In addition to spanning Highway 400, the new bridge will span two on-ramps and two off-ramps servicing Highway 407.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 25, CW Report No. 19 – Page 2

The proportion of the bridge spanning these ramps constitutes 23.9% of the total length, and is under Highway 407/ETR jurisdiction until the year 2099. Under the Highway 407 Act, 1998, S.O. 1998, c. 28, the City is responsible for future maintenance of this portion of the bridge.

The present value of the estimated cost of future structural maintenance of the 407/ETR portion of the bridge to the year 2099, is \$818,136.51. This one time cost which includes approximately \$320,000 corporate tax is a statutory requirement and would be payable as a lump sum to the 407/ETR upon commissioning of the bridge.

At a meeting between Engineering and Finance staff and representatives of the MTO and 407/ETR it was agreed to in principle, that the MTO would be willing to assume the responsibility of the 407/ETR portion of the structural maintenance, concurrent with its own maintenance program, if the City pays the associated cost to the MTO. Under this concept the City would be required to pay a one-time lump sum maintenance cost as a “flow-through” to the MTO, via the 407/ETR Corporation. Because the funds would pass from one public agency to another, the corporate tax would not be applicable and the City’s financial obligation would be reduced to \$498,860.98, a reduction of approximately \$320,000 from what would otherwise be payable. Under this plan, the City would have no further obligation toward any future structural maintenance or replacement costs associated with the bridge. Surface maintenance however (i.e. snow removal, etc.) would still remain the City’s responsibility.

The 2005 Capital Budget as approved by Council includes an amount of \$412,000 funded from City Wide Development Charges – Engineering (Project No. 1421-3-04) inclusive of Treasury Administration for this purpose. This was an estimated cost that was determined earlier in 2004. This amount however, is approximately \$102,000 (inclusive of the City’s 3% Treasury Administration costs) short of the City’s future maintenance cost obligations. As the total lump sum payment of \$498,860.98 will become due on January 1<sup>st</sup> 2007, staff will ensure that payment will not be made prior to that date.

Upon Council approval the MTO will revise the earlier Agreement with the City to reflect the structural maintenance cost and will resubmit it for execution by the City.

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

This project is consistent with Vaughan Vision 2007 in that the extension of Portage Parkway (formerly Applewood Crescent) over Highway 400 to Chrislea Road ensures that growth does not outpace the road network infrastructure (3.2.3) and that, the project incorporates road patterns in Block Plans to provide effective and efficient road and transit networks (3.3.2).

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

#### **Conclusion**

That the Mayor and City Clerk be authorized to execute a revised Agreement between the City of Vaughan and the MTO for the future structural maintenance of part of the Portage Parkway (formerly Applewood Crescent) Extension – Highway 400 Flyover at a one-time lump sum cost of \$498,860.98.

An additional amount of \$102,000, (inclusive of the City’s 3% Treasury Administration costs) to be funded from the City Wide development Charges - Engineering, is also required to complete this project.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 25, CW Report No. 19 – Page 3

Should Council concur with the proposed additional funding request, this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act 2001, Section 291(1)(c) before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. When a capital project has been subject to a meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public committee or Council agenda is deemed to be sufficient notice pursuant to Section 2(1)(c) of By-law 384-2002. Therefore, no additional notice period is required.

**Attachments**

1. Location Map

**Report prepared by:**

Tom Ungar, P. Eng., – Design Engineer (ext. 3110)

TU:

(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 APRIL 11, 2005**

Item 26, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

26

**KLEINBURG BIA CHRISTMAS TREE LIGHTING REQUEST**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

The Commissioner of Engineering and Public Works recommends that this report be received for information.

**Purpose**

To report on the cost of decorative lighting used by the Kleinburg BIA during the Christmas holiday period.

**Background - Analysis and Options**

At its meeting of November 22, 2004, Council requested staff to report back on the cost associated with permitting the Kleinburg BIA to power their Christmas tree lights from the City's streetlights.

In discussing this matter with Powerstream staff, the following factors were considered:

the number of lights  
the size of the light or wattage  
the \$/kw rate service of 4.7 cents up to the first 750 kwh and 5.5 after that.

Based on the above factors, the cost of lighting the Christmas trees in Kleinburg was calculated to be approximately \$1,367.

**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 cost of illuminating the Christmas trees in Kleinburg was approximately \$1367.

**Attachments**

N/A

**Report prepared by:**

Brian T. Anthony, CRS-S, C. Tech

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 27, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

27

**RECYCLING OF USED ASPHALT ROOFING SHINGLES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

The Commissioner of Engineering and Public Works recommends that:

1. No change be made to the City's design standard for hot mix asphalt at this time; and,
2. This report be received for information.

**Purpose**

To respond to a deputation made by Canadian Waste Recycling Inc. to Vaughan Council concerning the recycling of used asphalt roofing shingles.

**Background - Analysis and Options**

At its meeting of February 12, 2004, Mr. Gary Grant of Canadian Waste Recycling Inc. (CWR) appeared before Committee of the Whole asking the City to consider the concept of recycling asphalt shingles, and using the end product in the City's design mix for hot mix asphalt, or as a dust suppressant on gravel roads. It should be noted that Canadian Waste Recycling Inc. is not related in any way to Canadian Waste Services Inc. (a division of Waste Management), who is the City's current collection contractor for blue box and yard waste materials.

There has been a great deal of testing concerning the recycling of asphalt shingle performed in the United States. However, almost all of the information available deals with asphalt shingle cuttings from the manufacturing process known as "scrap". Used asphalt roofing shingles generated from a re-roofing project are known as "tear-offs". "Tear-offs" pose problems due to the fact that they have undergone weathering and ultraviolet degradation, the mix contains shingles produced by a number of manufacturers, and they are not uniform in terms of content. Another significant concern with recycling used asphalt roofing shingles is the potential for older shingles containing asbestos to find their way into the end product.

In Minnesota, the use of shingle byproduct from the manufacturing process in hot-mix asphalt began with laboratory research and field testing. In 1991, the Minnesota Department of Transportation (Mn/DOT), the University of Minnesota, and the Minnesota Office of Environmental Assistance (OEA) collaborated on a research project that paved the way for the use of shingle byproduct in hot-mix asphalt.

The research defined the characteristics and limitations of bituminous paving mixtures that contain ground shingle byproduct. The study investigated the influence of ground shingle byproduct on asphalt concrete properties, and at the project's conclusion, researchers recommended the development of a specification to allow up to 5 percent shingle byproduct for use in hot-mix asphalt.

The processed asphalt shingle material has also been tested as a dust suppressant on gravel roads. The material is mixed into the road during grading operations, and has proven to be somewhat effective.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 27, CW Report No. 19 – Page 2

Staff have contacted the Ontario Hot Mix Producers Association (OHMPA) and requested information on which local asphalt producers are using recycled asphalt shingle product in their hot asphalt mix. To date, staff have received no response.

The majority of “tear-off” waste (used asphalt shingles), is generated by contractors who typically dispose of the material at private transfer stations. However, there are times when homeowners do undertake small roofing jobs on their own and need a place to dispose of the materials. The City does not accept these materials in its curbside collection programs; however, the Region accepts these materials at their Georgina Transfer Station. CWR’s literature indicates that there is a 1% garbage factor involved with processing ‘tear-off’ asphalt shingles. This garbage consists of nails, paper, aluminium, metal, wood, and other materials that are used in a typical roofing operation. CWR indicated the cost for separating, cleaning and grinding used asphalt shingles is \$67.50 per tonne.

Should CWR wish to conduct a pilot project recycling “tear-off” shingles somewhere in York Region, and wish government partners, they should contact the Regional Municipality of York to determine the feasibility of establishing the necessary drop-off locations at their transfer facilities for the materials. Should the Region decide to partner with CWR and implement such a pilot project, Vaughan staff would assist the Region in promoting such a program. If the costs were comparable to current methodologies, Public Works staff would also consider participating in a trial use of the ground end product as a dust suppressant on some of the City’s gravel roads. However, given the limited information concerning the use of “tear-offs” in hot mix asphalt production, it is recommended that no change be made to the City’s current design mix for hot mix asphalt at this time.

#### **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 recycling of “tear-off” asphalt shingles would be extremely beneficial in terms of reducing materials going to landfill, as well as reducing the need for virgin petroleum based products in the production of hot mix asphalt. However, to date, most of the recycling of asphalt shingles into hot mix asphalt production has been performed with “scrap” materials generated through the shingle manufacturing process, and little data is available on “tear-off” recycling.

Notwithstanding the above, should CWR wish to pursue such a recycling initiative using “tear-offs”, they should discuss this matter with the Region of York, as the Region has the infrastructure to collect asphalt shingles for recycling.

Should the Region decide to undertake a pilot project with CWR, Public Works could consider testing the material as a dust suppressant on some of the City’s gravel roads. However, given the lack of information concerning the use of “tear-off” materials in hot mix asphalt production, it is recommended that no change be made to the City’s standard for hot mix asphalt at this time.

#### **Attachments**

N/A

#### **Report prepared by:**

Brian T. Anthony, CRS-S, C. Tech

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 28, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**28**

**ONTARIO SOCCER ASSOCIATION SITE AND  
ACCESS TO VAUGHAN GROVE SPORTS PARK**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That Block 28 on Plan 65M-2464 be dedicated as Public Highway, named Casey van Maris Way.
2. That a by-law be enacted to prohibit parking at any time on the east side of Casey van Maris Way.
3. That up to four speed humps be installed on the access roadway internal to the soccer center site at locations to be determined in consultation with Ontario Soccer Association officials.
4. That a cost sharing arrangement for the speed humps between the Ontario Soccer Association and the City of Vaughan be negotiated.

**Purpose**

To dedicate as public highway the north access to the Ontario Soccer Association site.

**Background - Analysis and Options**

Block 28 on Plan 65M-2464 was conveyed to the Town of Vaughan for future road allowance under a subdivision agreement with Woodfield Developments Limited. The agreement is dated September 15, 1986.

In 2001, the City of Vaughan constructed a standard urban cross section road on Block 28. The purpose of the road was to provide a second vehicular access to the Ontario Soccer Association site and to Vaughan Grove Sports Park. Driveway access is also available off Martin Grove Road. The area is illustrated on Attachment 1.

Although the road on Block 28 has been in use for some time, it was never dedicated as public highway. Vehicles are being parked on both sides of this roadway restricting emergency vehicle access to the site. In addition, overnight parking of commercial vehicles on the roadway has been reported. In order to regulate traffic operations on the road in Block 28, it is necessary to dedicate it as public highway. In order to ensure that emergency vehicles have unimpeded access, it is recommended that parking be restricted to one side of the road.

The Ontario Soccer Association was consulted to identify a suitable name for the road. The OSA suggested the name, Casey van Maris Way and the Region of York has advised that it has no objection to the use of the street name.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 28, CW Report No. 19 – Page 2

A representative of the Ontario Soccer Association was consulted has provided the following background information: “Casey was the President of the Ontario Soccer Association from 1991 to 1995. He is acknowledged as the primary individual responsible for the creation of the Soccer Centre from the conception level through to the final stages of construction. He unfortunately passed away a day or two before the facility opened and consequently never was able to fully realize his dream. He was the Treasurer of the OSA for many years, as well as the President of York Region. His involvement in soccer spans over twenty years and he is a life member of the OSA. The important point is that even though he has a huge list of soccer activities and positions to his credit, his name is not being put forward because of them. The naming of the roadway is solely based on his involvement with the Soccer Centre. It is widely acknowledged that without his contributions, the facility would not have been pursued by the OSA, and eventually realized. He was also the Chairman of the Soccer Centre Facility Task Force which oversaw the construction of the project.”

The subject access road extends east from Martin Grove Road connecting to Woodstream Boulevard to the north and to Vaughan Grove Sports Park and Villa Giardino to the south. The southerly road system accommodates the Amica Villa da Vinci Seniors Residence, the Villa Giardino Seniors Residence, the Shinning Through Autistic Children Centre, two soccer fields and a four baseball diamond complex at its easterly limit. (Refer to Attachment No. 1)

The subject road is not dedicated as public highway. The land on which it sits is former Parkway Belt West Land which is owned and controlled by the Province of Ontario. The road and the associated Vaughan Grove Sports Park uses are under a long-term lease between the City of Vaughan and the Province of Ontario through the Ontario Realty Corporation. This is a 50 year term lease that expires June 30, 2039. Through an agreement between the City and the Province road access is allowed for the soccer centre and the sports fields. The City of Vaughan entered into a lease agreement with the OSA for the construction of an indoor soccer centre and three outdoor soccer fields.

Due to the operational status of the access road, the City can construct such measures as speed humps on the access road it currently controls.

#### Consideration of Speed Humps

Officials from the soccer centre have expressed concerns regarding the vehicle speeds on this access road. The speeding concerns are associated with vehicles traveling to and from the sports field and parking lots. There are existing posted 30 km/h speed limit signs on the access road.

Since the access road is not registered as a City public highway, the warrant for the installation of speed humps cannot be used.

Due to the access road operations with pedestrian activity and the sports fields, it would be beneficial to install speed humps to control the speed of vehicles in this area. The intended 30km/h speed limit also cannot be enforced since the access road is not a public highway.

Engineering Staff have reviewed the access road and it is feasible to install speed humps at various locations. Legal Department staff has advised the City is within its rights to install speed humps on a private road that it controls.

Due to the narrow width of the access road, the estimated cost to install four asphalt speed humps is approximately \$9,500.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 28, CW Report No. 19 – Page 3

In 2004, Council authorized the installation of the two speed humps on the access road to the seniors residential area to the south. It is anticipated that if authorized by Council, the speed humps on the OSA lands would be constructed concurrent with those to the south.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

In order to regulate parking and traffic operations on the road constructed in Block 28 on Plan 65M-2464, it is necessary to dedicate it as public highway. A parking prohibition on one side of the road would ensure that unimpeded access is provided at all times for emergency vehicles.

The installation of speed humps on the internal roadway would be beneficial through the reduction in opportunities for speeding in an area where there are normally pedestrians and sports participants crossing the roadway at uncontrolled locations. Installation of speed humps would increase public safety in the area.

**Attachments**

1. Location Map

**Report prepared by:**

Bill Robinson, P. Eng., Commissioner of Engineering and Public Works, ext 8247

(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 APRIL 11, 2005**

Item 29, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

29

**KLEINBURG GAS STATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 4, 2005:

**Recommendation**

The Commissioner of Engineering and Public Works recommends that:

1. This report be received for information; and
2. That the Technical Standards and Safety Authority (TSSA) be requested to take further action forthwith with the property owner, in order to expedite the clean up of the Kleinburg Gas Station.

**Purpose**

At its meeting on November 8, 2004 Council directed staff to provide a report on the removal of the Kleinburg Gas Station and other objects on the site, in accordance with the Environmental Act of Ontario.

**Background Information**

The Kleinburg Gas Station is located at 10432 Islington Avenue in the Kleinburg community. The Humber River is approximately 400 metres west of the site but there is no creek or watercourse nearby. (Refer to Attachment 1)

The irregular-shaped site covers approximately 0.3 Ha and contains a residential building and an old gas station with 3 gas pumps. The pumps do not appear to be operational. There is also a mechanic shop located on the site. (Refer to Attachment 2)

Two site visits were conducted on November 6, 2004 and January 26, 2005 as part of the background information gathering.

No activities were observed during the site visits. The lands are currently used as a parking lot for heavy construction and earth moving machinery. The exact age of the gas station is unknown, but upon visual inspection the gas pumps appear to be at least 30 years old. The gas station has not been in operation for over two years.

The owner hired Terraprobe Consulting Engineering in July 2001 to conduct a hydrogeological investigation of the site. The study indicates the presence of petroleum hydrocarbons within the existing fill on the lands at concentrations above levels shown in the Ministry Of Environment's Guidelines for Use at Contaminated Site in Ontario. The site has been designated as *contaminated* or *potentially contaminated* by the Ministry of Environment.

The governing authority that is responsible for the site licensing, operation and decommissioning of a gas station is known as the Technical Standards and Safety Authority (TSSA). This agency

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 29, CW Report No. 19 – Page 2

enforces the proper use and handling of fuels for the operation of gas stations. The TSSA's Fuels Safety Program provides fuel related safety services associated with the safe transportation, storage, handling and use of hydrocarbon fuels, and it also administers the Technical Standards and Safety Act, 2000 as it relates to these fuels. Under this provincial Act, TSSA regulates fuel suppliers, storage facilities, transport trucks, pipelines, contractors and equipment or appliances that pertain to the use of fuels. According to the Technical Standards and Safety Authority, an owner of a gas station that has not been in operation for more than two years must take the following steps:

1. Empty all of the fuel tanks within 100 days after receiving an order;
2. Remove all of the fuel tanks (underground and above-ground), gas pumps, and pipes;
3. Clean up the site;
4. Notify the Local MOE office; and
5. Provide the TSSA with an Environmental Site Assessment (ESA) report to certify that there is no contamination on the site and that the site has been cleaned.

The TSSA ordered the owner of the gas station at 10432 Islington Avenue in July 2004 to comply with the above-mentioned steps. City staff subsequently contacted the Authority and were told that they are in the process of following up with the owner.

**Conclusion**

Engineering staff conducted two site visits at 10432 Islington Avenue (Kleinburg Gas Station) on November 6, 2004 and January 26, 2005, as well as, contacted the Ministry of the Environment (MOE) and the Technical Standards and Safety Authority (TSSA) as part of the background information gathering.. The investigation revealed that the subject site has been designated as contaminated or potentially contaminated by the Ministry of Environment.

Furthermore, the TSSA has issued an order for cleanup to the owner of the property and are in the process of following up on their requirements for the site cleanup.

**Attachments:**

1. Key Plan
2. Site Schematic

**Report prepared by:**

Hamid Hatami, extension 8250

(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 APRIL 11, 2005**

Item 30, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**30**

**NEW PROPERTY TAX CAPPING OPTIONS FOR 2005**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Finance, dated April 4, 2005:**

**Recommendation**

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

- 1) That Council receive this report outlining the Region of York recommendations; and
- 2) That Council note that City of Vaughan Finance staff participated in developing and support this recommendation.

**Purpose**

As reported to Council in May of last year, the 2004 Provincial budget introduced new options relating to the capping and clawback of properties in the commercial, industrial and multi-residential (business class) properties. The purpose of this report is to provide Council with background information related to the capping options and the Region of York's recommendation.

**Background - Analysis and Options**

Decisions relating to the capping and clawback are the responsibility of the Region of York (the upper tier); however, committees of the local municipal Treasurers and the local municipal property tax staff were involved in the analysis and report recommendations that are going forward to York Region Finance & Administration Committee on April 7, 2005.

Business class properties have been protected from large assessment related tax increases since 1998. Protection was introduced at 10% for 1998 and 5% for 1999 through to 2004. In addition, effective in 2001, all "new construction" and "new to class" properties have also been protected. The result of this legislated protection is that properties are not progressing toward full taxation based on their Current Value Assessment (CVA) as quickly, as anticipated. As of 2004 less than 10% of commercial properties, less than 12% of industrial properties and less than 9% of multi-residential properties are paying full CVA taxes. The Province recognized this and has therefore provided new capping tools.

**New Capping Tools:**

As indicated above, as a result of this slow progression to CVA taxation, the following tools provide some new options effective for 2005:

- The amount of the cap can be increased up to 10%, from the current 5%, of the prior year capped taxes.
- A minimum cap of 5% of the prior year CVA tax can be implemented.
- Properties that would receive a cap credit of \$250 or less can be moved directly to CVA tax.
- Properties that would be subject to a clawback of \$250 or less can be moved directly to CVA tax.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 30, CW Report No. 19 – Page 2

- New Construction and New to Class properties that would be protected through a review of comparable properties can be limited to a tax level of 70% of their CVA tax for 2005, and this percent may rise by 10% a year, to 80% for 2006, 90% for 2007 and then 100% for 2008 and beyond.

All of these options may be used singularly or in combination with the other options.

#### Regional Recommendation:

Based on detailed analysis of the new tools, and with the participation and concurrence of the local municipal Treasurers and property tax staff, the Region is recommending that we continue to encourage the movement of capped properties to their full CVA level taxation by applying a combination of all the above available tools provided by the Province.

It is also being recommended that a minimum percentage of 70% of CVA level taxes be established for new construction and new-to-class properties starting in 2005, and that the percentage increase by the maximum of 10% each year until it reaches full CVA taxation as outlined in the above Provincial legislation.

#### Impacts:

Based on the above recommendations, the analysis shows that applying all the new optional tools to the City of Vaughan business class properties results in an increase in the number of properties that will be taxed more appropriately at CVA level taxation. The impact is that commercial properties at CVA taxation increase from 10% to 64%, industrial from 12% to 46% and multi-residential from 9% to 30%. It is also important to note that as a result of the recommended new tools that some of those properties that should be experiencing a decrease in taxation will now get the benefit of paying taxes based on their CVA or a lower clawback percentage.

The tax revenue that is not collected from protected or capped properties is recovered from properties that should be receiving tax decreases (clawback). When there are insufficient decreases available across the Region to fund the protection in a particular class, there is a shortfall that is funded jointly by the Region and all the local municipalities.

In 2004 there was a shortfall in multi-residential class and a repeat was expected in 2005, however, the optional recommended tools will now eliminate that shortfall. This formula is applied across the Region, which also results in some properties paying more than CVA tax, to fund capping in other local municipalities. The recommended combination of all the tools will now lower the clawback percentage by approximately 10% in the commercial class, 14% in the industrial class and 2% in the multi-residential class when compared to not using the optional tools.

#### Achieving Full CVA Level Taxation:

Starting in 2006, all properties will be reassessed annually. During the past 8 years, while capping and clawback has been in effect, there were 3 province-wide general reassessments. What has become obvious is that any movement towards CVA taxes can often be undone following a reassessment. The objective of moving properties to CVA taxes is simply the attempt to achieve taxpayer fairness by removing the inequities that currently exist in the business classes. This legislation begins that process.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 30, CW Report No. 19 – Page 3

Fair treatment of taxpayers in the business classes could be more consistently achieved if municipalities could be assured that once a property reaches its CVA level taxes it then would remain at CVA taxes for future reassessments. The current legislation stopped short of providing that assurance. It is therefore also being recommended that Regional Council request the Province to permit municipalities to exclude properties in the business classes that have reached CVA level taxation from future capping and clawback.

The Association of Municipal Tax Collectors of Ontario (AMTCO) has recently passed a resolution in this regard, which could be brought forward to Council for consideration.

**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**

City Finance staff agree with the Region of York's recommendation to implement a combination of all the available Provincial optional tools which will expedite the movement of business class properties to full taxation based on current value assessment.

**Attachments**

None

**Report prepared by:**

Grace L. Marsh, CMM I, CMTC  
Manager of Property Tax & Assessment, ext. 8268

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 31, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**31 AMENDMENTS TO FEES AND CHARGES BY-LAW NO. 396-2002**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 4, 2005:

**Recommendation**

The City Clerk recommends:

- 1) That Schedules “B” and “E” to By-law No. 396-2002, being the Fees and Charges By-law, be amended to reflect new user fees and increases to existing user fees and that an amending by-law be forwarded to Council for enactment; and
- 2) That Schedule “H” to By-law No. 396-2002, being the Fees and Charges By-law, be amended to reflect minor modifications to the schedule.

**Purpose**

To amend By-law No. 396-2002 to include new user fees, increases to existing user fees and minor modifications to relevant schedules.

**Background - Analysis and Options**

The Municipal Act requires that any amendments to a by-law to impose fees and charges requires a public meeting to be held with appropriate notification provided. By-law No. 394-2002, provides for the form, manner and time for the provision of notice for various matters. Notice of a proposed by-law amendment to a by-law to impose fees and charges requires publication of a public meeting in a newspaper at least fourteen (14) days prior to the date the proposed by-law is to be considered and further the notice of the public meeting has to include the nature of the fee or charge to be imposed. The notice of public meeting published on March 17, 2005 included the following:

Clerk’s Office (Schedule “B” to By-law No. 396-2002)

Document Commissioning:	\$15.00 first document \$ 5.00 each additional document
Document Certification:	\$15.00 first document \$ 5.00 each additional document
Corporation’s OMB Appeal Submission Fee:	\$150.00

Vaughan Fire & Rescue Service (Schedule “E” to By-law No. 396-2002)

Dispatch of VFRS fire apparatus  
to third or subsequent nuisance  
false alarm within the calendar year: \$350.00 (per false alarm) effective May 1, 2005

**SCHEDULE “B” (Attachment 1)**

Document Commissioning and Document Certification

The following are the results of a survey of area municipalities regarding document commissioning and document certification:

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 31, CW Report No. 19 – Page 2

<b>Municipality</b>	<b>Document Commissioning</b>	<b>Document Certification</b>
Brampton	\$25.00 per document	\$25.00 first 2 pages \$5.00 each additional page
Mississauga	\$35.00 per document	\$10.00 per document
Markham	\$15.00 first document \$5.00 each additional document	\$15.00 first document \$5.00 each additional document
Richmond Hill	\$15.00 per document	\$15.00 per document
Vaughan	\$10.00 per document	\$3.00 each page

Staff are recommending an increase in commissioning fees from \$10.00 per document to \$15.00 for the first document and \$5.00 for each additional document and an increase in certification fees from \$3.00 a document to \$15.00 for the first document and \$5.00 for each additional document. Vaughan's current fees for the provision of these services is low compared to that of the municipalities surveyed. The proposed fee increases are reasonable and will bring Vaughan's fees for these services in line with those charged by neighbouring municipalities.

It should be noted that the service for commissioning pension documents is provided to seniors free of charge.

Corporation's OMB Appeal Submission Fee

Staff are recommending that a \$150.00 charge be implemented for processing, pursuant to the Planning Act, OMB appeals relating to subdivisions, official plan amendments, zoning by-laws and interim control by-laws. Since the fee is applicable to the development applications approval process, as the municipality moves towards achieving a full cost recovery of 100% it is appropriate to include this administrative fee.

**SCHEDULE "E" (Attachment 2)**

Vaughan Fire & Rescue Service False Alarm Fee

Council, at its meeting of February 21, 2005 approved, effective May 1, 2005, a \$350.00 charge on the third and successive malicious or nuisance false alarm in a calendar year. Therefore, it is appropriate to include this charge on Schedule "E".

**SCHEDULE "H" (Attachment 3)**

Minor modifications to the schedule are recommended to reflect that individual program **and service** fees are set out in the seasonal Community Services Guide to Recreation and Parks, as approved by Council in the annual operating budgets, or amendments to the budgets. Therefore, it is no longer necessary to include the charge for duplicate income tax receipts for Culture and Recreation programs on Schedule "H".

**Relationship to Vaughan Vision 2007**

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 31, CW Report No. 19 – Page 3

**Conclusion**

It is necessary to enact a by-law to amend the Fees and Charges By-law Number 396-2002 for the purpose of replacing Schedules “B”, “E” and “H”. Changes are indicated on the attached schedules as follows: ***bold and italics*** for additions to the schedules and strikethrough for deletions.

**Attachments**

1. Attachment 1 Schedule “B”
2. Attachment 2 Schedule “E”
3. Attachment 3 Schedule “H”

**Report prepared by:**

Sybil Fernandes, Deputy City Clerk, Ext. 8628

(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 APRIL 11, 2005**

Item 32, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**32**

**FLAG RAISING REQUEST -  
FILIPINO-CANADIAN ASSOCIATION OF VAUGHAN**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 4, 2005:**

**Recommendation**

The City Clerk recommends:

- 1) That the Philippine Flag be raised on Saturday, June 11, 2005 at 12:00 noon for the balance of that day at the Civic Centre to commemorate the 107<sup>th</sup> anniversary of Philippine Independence; and
- 2) That a permit be issued at no charge for the Council Chambers for a reception and luncheon.

**Purpose**

To respond to a request received from the Filipino-Canadian Association of Vaughan.

**Background - Analysis and Options**

The Filipino-Canadian Association of Vaughan (FCAV) has requested that the Philippine flag be raised at noon on Saturday, June 11, 2005 at the Civic Centre to commemorate the 107<sup>th</sup> anniversary of Philippine Independence (Attachments #1 and #2). A number of municipalities will be raising the flag including Toronto, Mississauga and Markham to commemorate the event. As well, Vaughan Council approved a similar request last year. Following the flag raising, the Association has requested permission to use the Council Chambers for a reception and a luncheon of Filipino food.

It is noted that the City of Vaughan signed a Friendship Agreement with Baguio City in the Philippines on April 25, 1997.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

It is recommended that the Philippine flag be raised at noon on Saturday, June 11, 2005 at the Civic Centre for the remainder of that day.

**Attachments**

- Attachment #1 Letter from the Filipino-Canadian Association of Vaughan (FCAV), dated March 8, 2005
- Attachment #2 Email from the Filipino-Canadian Association of Vaughan (FCAV) dated March 22, 2005

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 32, CW Report No. 19 – Page 2

**Report prepared by:**

John D. Leach, 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 APRIL 11, 2005**

Item 33, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

33

**PROCLAMATION REQUEST –  
SENIORS' MONTH**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 4, 2005:

**Recommendation**

The City Clerk recommends:

- 1) That the month of June 2005 be proclaimed as “**SENIORS MONTH**”; 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 received from the Minister Responsible for Seniors.

**Background - Analysis and Options**

The correspondence received from the Minister Responsible for Seniors, dated March 10, 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 Minister Responsible for Seniors has requested the City publicize this proclamation which will provide an excellent opportunity to pay tribute to men and women who continue to contribute so much to our communities. 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 proclamation.

**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 the month of June 2005 be proclaimed as “Seniors Month” and that the proclamation be posted on the City's website and published on the City Page, space permitting.

**Attachments**

Attachment #1 - Correspondence from the Minister Responsible for Seniors, dated March 10, 2005

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 33, CW Report No. 19 – Page 2

**Report prepared by:**

John D. Leach, 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 APRIL 11, 2005**

Item 34, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

34

**PROCLAMATION REQUEST –  
MENTAL HEALTH WEEK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 4, 2005:

**Recommendation**

The City Clerk recommends:

- 1) That the week of May 2, 2005 be proclaimed as “**MENTAL HEALTH WEEK**”; 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 received from the Chair, Mental Health Week Planning Committee.

**Background - Analysis and Options**

The correspondence received from the Chair, Mental Health Week Planning Committee, received March 17, 2005 is attached (Attachment #1).

The proclamation request meets one of the requirements of the City’s Proclamation Policy, namely, “*which are promoted by an organization that is a registered charity pursuant to Section 248 of the Income Tax Act*”.

The Mental Health Week Planning Committee has requested the City publicize this proclamation to bring awareness of this important issue within our community, and will demonstrate the significance placed on mental health by the residents of the City of Vaughan. 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 proclamation.

**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 the week of May 2<sup>nd</sup>, 2005 be proclaimed as “Mental Health Week” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Attachments**

Attachment #1 - Correspondence from the Chair, Mental Health Week Planning Committee dated March 14, 2005

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 34, CW Report No. 19 – Page 2

**Report prepared by:**

John D. Leach, 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 APRIL 11, 2005**

Item 35, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

35

**SIGN VARIANCE APPLICATION  
FILE NO: SV.05-05  
OWNER: RITAJO DEVELOPMENTS INC.  
C/O GIUSEPPE/FRANK MORELLI  
LOCATION: SOUTH WEST CORNER RUTHERFORD ROAD AND DUFFERIN ST.  
LOT 15, PLAN NO. 65R-15037, CONCESSION 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated April 4, 2005:

**Recommendation**

That Sign Variance Application SV.05-05, Ritajo Developments Inc., c/o Giuseppe/Frank Morelli, be APPROVED, on the condition that the proposed sign be removed six (6) months after the commencement of construction on the subject lands.

**Purpose**

Request to install a Development Sign at the southwest corner of Rutherford and Dufferin Street as shown on the attached site plan.

**Background- Analysis and Options**

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

- 12.1 (1) (a) Subdivision development signs must be located on lands within the plan of subdivision. For all other developments, the signs must be located on the subject lands.
- 12.1 (1) (b) Such signs may advertise only the development on the lands in which the sign is located, and not the sale of lots elsewhere or the Realtor's, Developer's, or Landowners business in general.

**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 development sign to be located only within the plan of subdivision. The applicant is proposing to install a development sign at the southwest corner of Rutherford Rd and Dufferin St located in Block 17. The proposed development is located to the north of this site in Block 18 (19T-00V14).

The Sign Variance Committee generally had no objections, as the proposed sign is to be located in close proximity to the residential lands being developed. However, committee members felt it was necessary to add a condition requiring the sign to be removed within six (6) months of the commencement of construction of the commercial plaza on the subject lands. This is to address possible complaints and concerns of future tenants of the plaza.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 35, CW Report No. 19 – Page 2

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

**Attachments**

1. Sketch of Sign

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services

/as

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 36, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

36

**SIGN VARIANCE APPLICATION  
FILE NO: SV.05-06  
OWNER: WOODLI LIMITED  
LOCATION: 4000 HIGHWAY 7  
LOT 6, CONCESSION 6**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated April 4, 2005:**

**Recommendation**

That Sign Variance Application SV.05-06, Woodli Limited, be APPROVED, on the condition that the additional signs be of the same colour and display to the satisfaction of the Urban Design Staff of the Development Planning Department.

**Purpose**

Request to install an additional 3.7 sq m (40 sq ft) of sign area to an existing pylon sign as shown on the attached drawings.

**Background- Analysis and Options**

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

- 8.1 (a) Except as otherwise permitted in Section 8.7 and 8.8, no ground sign shall be larger than 10.0 sq m in area on a single sign face, or 20.0 sq m of sign area for all faces combined.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

The By-law permits a maximum sign area of 10 sq m on a single sign face. The applicant is proposing to add an additional sign area of 3.7 sq m on each sign face for a total of 13.7 sq m per single sign face.

Members of the Sign Variance Committee have no objections to the increase in the sign area provided that the additional area be of the same colour and use a easy to read lettering style. This is to reduce visual clutter. Special graphics can be used for the different tenants provided that there are no more than two primary colours.

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

**Attachments**

1. Sketch of Sign

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 36, CW Report No. 19 – 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 APRIL 11, 2005**

Item 37, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

37

**OFFICIAL PLAN AMENDMENT FILE OP.03.027  
ZONING BY-LAW AMENDMENT FILE Z.03.105  
CORPORATION OF THE CITY OF VAUGHAN/GALCAT INVESTMENTS INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.03.027 (Corporation of the City of Vaughan/Galcat Investments Inc.) BE APPROVED, as follows:
  - a) That the implementing Official Plan Amendment:
    - i) redesignate the subject lands from "Special Complementary Use Area" within the Parkway Belt West Plan to "Prestige Area" within OPA #450 (Employment Area Plan);
    - ii) permit limited outside storage in accordance with the locational requirements to be included in the implementing zoning by-law;
2. THAT Zoning By-law Amendment File Z.03.105 (Corporation of the City of Vaughan/Galcat Investments Inc.) BE APPROVED, subject to the following conditions:
  - a) That the implementing zoning by-law:
    - i) rezone the subject lands from PB2 Parkway Belt Complementary Use Zone to EM1 Prestige Employment Area Zone, with the inclusion of limited EM2 General Employment Area Zone uses being permitted as additional uses, as identified in the staff report;
    - ii) prohibit the following uses: All Seasons Sports Facility; Autobody Repair Shop; Banquet Hall; Bowling Alley; Club/Health Centre; Contractor's Yard; Convention Centre/Hotel/Motel; Correctional or Crises Care Group Home; Eating Establishment; Funeral Home; Personal Service Shop; Public Garage; Recreational Uses; and Truck Terminal;
    - iii) require a minimum building unit size of 929 sq.m;
    - iv) limit the maximum building coverage to 50% of the lot area and accessory retail to 5% of the building's total gross floor area;
    - v) permit outside storage up to a maximum of 10% of the lot area and to be setback a minimum distance of 150 m from Highway #407 and Pine Valley Drive, and shall not be permitted between a building and Highway 407 and Pine Valley Drive;
    - vi) include any necessary exceptions to the EM1 Zone, including relief to permit indirect access to a public road;

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 37, CW Report No. 19 – Page 2

- vii) include a minimum 10 m building and structural setback from the Regional Storm Flood Plain;
- viii) include a minimum 14 m building and structural setback (including driveways and parking) from Highway 407.

#### **Purpose**

Applications to amend the Official Plan and Zoning By-law have been submitted by Galcat Investments Ltd. (prospective Owner) on behalf of the City of Vaughan, to permit employment uses on the subject lands shown on Attachment #1. The proposal is to redesignate and rezone the property from "Special Complementary Use Area" under the Parkway Belt West Plan and PB2 Parkway Belt Complementary Use Zone under By-law 1-88, respectively, to the following: the northerly 8.41 ha to "Prestige Area" and corresponding EM1 Prestige Employment Area Zone, and the southerly 4.01 ha to "Employment Area General" and corresponding EM2 General Employment Area Zone (see Attachments #2 and #3).

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

The 13.52 ha vacant site is located on the southeast corner of Pine Valley Drive and Highway 407, in Lots 2 and 3, Concession 6, City of Vaughan (Attachment #1). The subject lands are designated "Special Complementary Use Area" by the Parkway Belt West Plan and zoned PB2 Parkway Belt Complementary Use Zone by By-law 1-88. The surrounding land uses are:

- North - Highway 407 (PB1(S) Parkway Belt Linear Facilities Zone)
- South - Hydro Corridor (PB1(S) Zone)
- East - Emery Creek Stormwater Pond (PB2 Zone)
- West - Pine Valley Drive and Highway 407 on-ramp

On February 6, 2004, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. To date, no responses have been received. The recommendation of the Committee of the Whole on March 1, 2004, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on March 8, 2004.

#### **Official Plan**

The subject lands are designated "Special Complementary Use Area" by the Parkway Belt West Plan. In addition to the low intensity parkway belt uses permitted in Section 5.5.1 of the Plan, industrial uses are permitted, subject to a site-specific by-law and site plan agreement. Some of the restrictions include a maximum 20% lot coverage, and a maximum building height of one-storey, except offices that can be two-storeys. The Owner is proposing the subject lands to be redesignated to "Prestige Area" and "Employment Area General" and to be included in OPA #450 (Employment Area Plan), which when implemented through the respective EM1 Prestige Employment and EM2 General Employment Zone categories, would permit a greater range of permitted uses and more flexible provisions for development.

The subject lands have been deleted from the Parkway Belt West Plan by the Ministry of Municipal Affairs and Housing.

The Region of York has reviewed the proposal and supports the proposed land use change. The proposal is consistent with Regional Official Plan policies to direct development to existing built-up portions in urban areas; that business and industrial enterprises be directed to fully serviced

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 37, CW Report No. 19 – Page 3

employment areas; and to provide accessibility to existing and planned transit services. The location next to Highway 407 is ideal for employment use exposure and is also situated in close proximity to other employment type uses, making the site appropriate for new employment uses. The Region advises that the Amendment is of local significance, and has exempted the application from Regional approval.

Zoning

The subject lands are zoned PB2 Parkway Belt Complementary Use Zone by By-law 1-88, which does not permit employment uses. Therefore, an amendment to the Zoning By-law is required.

The prospective Owner proposes two employment zone categories; an EM1 Prestige Employment Area Zone adjacent to Pine Valley Drive and Highway 407; and an EM2 General Employment Area Zone along the south portion of the subject lands adjacent to the Hydro Corridor, as shown on Attachment #2. In order to avoid any traffic concerns in the future, the prospective Owner proposes a minimum unit size of 929 sq.m and prohibiting higher traffic generating uses from locating within the Employment Zones, including Banquet Hall, Bowling Alley, Club/Heath Centre, Convention Centre/Hotel/Motel, Funeral Home, and Truck Terminal. Planning Staff recommends expanding the list of prohibited uses to include an All Seasons Sports Facility, Autobody Repair Shop, Contractor's Yard, Correctional or Crises Care Group Home, Eating Establishments, Personal Service Shop, Public Garage and Recreational Uses. These uses would not appear appropriate given the location of the subject lands and its "Prestige Area" designation, and given the minimum unit size restriction of 929 sq.m.

Therefore, the following remaining uses would be permitted on the site:

EM1 Prestige Employment Area Zone

- Employment Use
- Accessory Retail Sales to an Employment Use (maximum 5% GFA of building)
- Accessory Office Uses to an Employment Use (maximum 49% GFA of building)
- Business & Professional Offices, not including Regulated Health Professionals
- Car Brokerage
- Office Building
- Service & Repair Shop

Additional EM2 General Employment Area Zone Uses

- Building Supply Outlet
- Car Brokerage, including trucks
- Equipment Sales/Rental Establishment
- Meat Packing and Processing, not including accessory outside storage
- Scrap Paper Storage, Sorting or Baling
- Service or Repair Shop, including repair of heavy equipment
- Accessory Outside Storage (maximum 10% of lot area)

The prospective Owner has submitted a concept plan (Attachment #3), which shows three employment buildings, each consisting of a plant with warehousing and first and second storey offices. The total gross floor area is 49,691.13 sq.m, representing 34% building coverage, with 1024 parking spaces. Access would be obtained via an all moves, signalized intersection at Pine Valley Drive, utilizing the existing driveway access easement through the Hydro One lands along the south side of the property.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 37, CW Report No. 19 – Page 4

The zone line between the proposed EM1 and EM2 Zone traverses through the buildings as shown on the concept plan (Attachment #3). Planning Staff generally does not support split zoning on one property, particularly when the zone line will potentially traverse buildings. The site does not have sufficient depth to accommodate both zones, which would typically be divided by a road, similar to Aviva Park to the east. Alternatively, Staff recommends that the entire property be rezoned to EM1 Zone, with the addition of a restricted list of EM2 Zone uses, including a site-specific location and provisions for outside storage, as shown on Attachment #4.

A minimum unit size of 929 sq.m is supported, and the high traffic generating uses as identified in this report will be deleted. A maximum building coverage of 50% of the total lot area (whereas 60% is permitted in the EM1 Zone) and 5% accessory retail (whereas 30% is permitted in the EM1 Zone), as recommended by the traffic study, undertaken by SRM Associates in 2003, will be implemented to ensure that the intersection at Pine Valley Drive will not be adversely effected. Access to Pine Valley Drive is not direct and will be provided through the hydro corridor, and will require an exception to By-law 1-88 with respect to the provision of indirect access to a public road.

The Toronto and Region Conservation Authority advises that the east portion of the subject is adjacent to a Fill Regulated area of the Humber River. TRCA staff will require a 10 m development setback from the Regional Storm Flood Plain, which will be included in the implementing zoning by-law.

#### Planning Analysis

The proposal is supportable for the following reasons:

- The proposed "Prestige Area" designation and respective EM1 Zone is consistent with the locational criteria set-out in OPA #450 (Employment Area Plan).

The subject lands are located at the southeast corner of Highway 407 and Pine Valley Drive, with high visibility and accessibility. The prospective owner is proposing the "Prestige Area" designation and EM1 Zone adjacent to Highway 407 and Pine Valley Drive, which is consistent with the "Prestige Area" designation in OPA #450. The "Prestige Area" designation provides locational opportunities for activities that require high visual exposure, good accessibility and an attractive working environment. The land uses permitted are primarily those that require the full range of processing and warehousing, storage operations, transportation and distribution facilities, and outside storage is not permitted. The proposed concept plan (Attachment #3) shows an outside storage area in the southeast corner of the site that would not be visible due to the placement of the buildings that would screen the storage area. Staff has no objections to permitting limited outside storage in accordance with the locational requirements to be included in the implementing zoning by-law, as discussed later in this section of the report.

- The proposed employment uses are compatible with the surrounding land use.

There is an existing employment area to the east on Aviva Park Drive, known as the Emery Creek Employment Area; to the north is Highway 407 and an employment area known as the Pine Valley Business Park; to the south is a hydro corridor, a planned transitway corridor, CN railway line and an employment area known as the Steeles West Employment Area, all of which extends east of Pine Valley Drive. City and Regional Planning Staff consider the subject lands as being an appropriate location for employment use.

- The proposed restriction of permitted uses will ensure proper function of the operational restraints of the Pine Valley intersection, as shown on Attachment #1.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 37, CW Report No. 19 – Page 5

Eliminating the high traffic generating uses from the list of permitted uses in the implementing zoning by-law, including a bowling alley, banquet hall, club/health centre, convention centre/hotel/motel and funeral home, as well as restricting the minimum unit size (929 sq.m) to avoid multiple unit buildings, and limiting building coverage and accessory retail to a maximum of 50% and 5% respectively, will ensure proper function of the operational restraints of the Pine Valley intersection.

- Appropriate implementation will ensure compatibility.

The proposed zoning provisions and restrictions, together with the submission of a site plan application for development approval/agreement will ensure that outside storage will not detract from the general character of the area. This will include limiting the amount of outdoor storage to a maximum of 10% of the lot area, and in an appropriate location, similar to the one shown on the concept plan, and screened from view by buildings and landscaping. Buildings will be required to face or front onto Highway 407, and loading will not be permitted to face Highway 407.

As discussed earlier in this staff report, the entire property will be zoned EM1 Zone, with the addition of a restricted list of EM2 Zone uses being permitted. Outside storage will be permitted in the rear portion of the site only, setback a minimum of 150 m from Highway 407 and Pine Valley Drive, and restricted to a maximum size of 10% of the lot area, with requirements for landscape and fence screening in accordance with the standards contained in By-law 1-88. Development of the site will be subject to site plan approval, including Council approval of elevations, and the site plan agreement shall be registered on title.

#### Access

Access to the property will be obtained from an all moves signalized intersection at Pine Valley Drive, with a driveway being provided through the hydro corridor and onto the south portion of the subject lands. There is currently an existing easement with a gravel driveway over the hydro lands permitting access from Pine Valley Drive to the subject lands. This easement requires re-location to satisfy access requirements at Pine Valley Drive, which is to be to the satisfaction of the Ministry of Transportation Ontario (MTO).

The prospective Owner submitted an updated traffic study, prepared by Sernas Transtech, dated February 2005, which examined an access alternative of providing a connection between Weston Road and Pine Valley Drive via Aviva Park Drive to the east. This examined access scenario is not recommended as the connection would facilitate through traffic between the two arterial roads and cause traffic congestion on Pine Valley Drive and the intersections to the south. It is recommended that site access be focused on a signalized intersection at Pine Valley Drive.

The MTO, 407ETR, the Region of York and the City of Vaughan will be required to review and approve a detailed development proposal(s) on the subject lands at the site plan stage, including the signalization of the access at Pine Valley Drive. Staff is satisfied that the implementing by-law, which includes a minimum building unit size, limits building coverage and percentage of accessory retail use, and prohibits higher traffic generating uses, will help ensure that the intersection will not be adversely effected.

#### Servicing

On-site stormwater management quantity and quality control is required. The prospective Owner will be required to submit a stormwater management report at the site plan stage. The Toronto &

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 37, CW Report No. 19 – Page 6

Region Conservation Authority advises that the easterly portion of the subject lands is located adjacent to the Authority's Fill Regulated Area of the Humber River, and is subject to the Fill Line Extension Program that is being conducted to identify valley and stream corridors that are currently not included in the registered Fill Schedules listed under Ontario Regulation 158 (Fill, Construction and Alteration to Waterways). Stormwater management will be addressed at the site plan stage.

Existing sanitary and water service connections are currently available adjacent to the site. A site-servicing plan will be required at the site plan stage.

Powerstream Inc. advises there is an existing pole line on the property, which will require an easement. All hydro requirements to serve the site will be required to be addressed at the site plan stage.

**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 amendment to the Official Plan and Zoning By-law to permit employment uses on the subject lands. The proposed "Prestige Area" designation is appropriate and is consistent with the locational criteria set-out in OPA #450 (Employment Area Plan), and is compatible with the surrounding land uses.

Planning Staff does not support a split official plan designation and zone scenario as proposed (EM1 and EM2 Zones) by the prospective Owner. The zone line would traverse through the buildings as shown on the prospective Owner's concept plan (Attachment #3). The property does not have sufficient depth to accommodate both designations and zones, which would typically be separated by an internal road, such as Aviva Park Drive to the east. Planning Staff recommends that the entire site be designated "Prestige Area" and zoned EM1 Zone, with a restricted list of EM2 zone uses permitted as additional uses. High traffic generating uses, such as a banquet hall, bowling alley, club/health centre, convention centre, hotel, motel, and truck terminal, will not be permitted. Further restrictions of uses are recommended that are considered inappropriate in a "Prestige Area" designation and location, and considering the proposed minimum unit size requirement of 929 sq.m, will exclude an all season sports facility, autobody repair shop, correctional or crises care group home, eating establishments, personal service shop, public garage, contractors yard and recreational uses.

Also included in the by-law will be a minimum building unit size requirement of 929 sq.m, a maximum lot coverage of 50%, and a maximum permission of 5% accessory retail of the total gross floor area of each building, to ensure that the intersection at Pine Valley Drive will maintain proper function and not be adversely effected by traffic in the future. The official plan and zoning by-law will also contain provisions restricting the size and location of outside storage areas, which will be sited at the rear of property, and away from the view of any arterial roads and highways.

On the basis of land use and compatibility, and with the appropriate implementation, Planning Staff can recommend approval of the applications, subject to conditions as set-out in this report.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 37, CW Report No. 19 – Page 7

**Attachments**

1. Location Map with Existing Zoning
2. Proposed Official Plan and Zoning (Galcat)
3. Concept Plan (Galcat)
4. Staff Recommended Official Plan and Zoning

**Report prepared by:**

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

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 38, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

38

**ONTARIO MUNICIPAL BOARD HEARING  
VARIANCE APPLICATION FILE A358/04  
PAUL KING**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005:**

**Recommendation**

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

**Purpose**

To provide information concerning an appeal of the Committee of Adjustment's refusal of Variance Application A358/04, scheduled for an Ontario Municipal Board (OMB) Hearing on April 15, 2005.

**Background - Analysis and Options**

The subject lands shown on Attachment #1 are located east of Albion-Vaughan Road, on the south side of Kirby Road (7601 Kirby Road) in Part of Lot 30, Concession 11, City of Vaughan. The 1ha site has 119.9m frontage on Kirby Road and a depth of 91.1m. The lands are designated "Rural Use Area" by OPA #600, and zoned A Agricultural Zone by By-law 1-88.

On December 2, 2004, the Committee of Adjustment refused Variance Application A358/04, to permit the construction of an accessory building (storage shed), prior to the construction of the main residential building to which it is to be accessory; a rear yard of 6.09m, whereas 15m is required; and an easterly interior side yard of 3.04m, whereas 4.5m is required.

The accessory building (storage shed) is proposed to be 375.3 sq.m (4,040.6 sq.ft) in area, and measures 13.7m by 27.4m (45ft x 90ft). The applicant has not provided the size and location of the future residential (main) dwelling.

The applicant was not present at the Committee of Adjustment Hearing, and did not have agent representation. The abutting owner to the south and west, at 11421 Albion-Vaughan Road, appeared in opposition and presented the Committee with a petition of objection from three Caledon residents (12190, 12246 and 12446 Albion-Vaughan Road), indicating that the accessory shed should not be constructed prior to the principle residence. There was no one else in attendance either in support of or in opposition to the proposal.

In the letter of appeal, the applicant did not indicate specific land use reasons as to why the application should be referred to the OMB. The applicant thought the By-law requirements were "a bit extreme, especially the rear yard setback of 15m." He stated that he needed the storage shed to store equipment, a classic car and antique farm tractor, and other construction equipment and materials while building the future dwelling. The applicant's Variance Application form also indicated the proposed storage of a camper, 2 motorcycles, 1 snowmobile, a Bob-cat (to clean snow), and gardening equipment (lawnmower and tiller).

The Development Planning Department does not consider the proposed structure (storage shed) to be accessory when it is proposed to be constructed prior to the construction of the main residential dwelling. The request for setback variances is considered to be premature since the



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 38, CW Report No. 19 – Page 2

location and size of the main residential dwelling is not known at this time. Without knowing the size of the main dwelling, it cannot be determined if the proposed storage shed is accessory, or if the proposed shed size is appropriate. Without knowing the location of the main dwelling, staff cannot determine if the proposed setbacks for the shed are appropriate in relation to the main dwelling.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

The Development Planning Department did not support Variance Application A358/04, as the proposed variances were not considered to be appropriate for the development of the lands. Staff does not support the accessory building (shed) being constructed prior to the construction of the main residential dwelling, and the reduced rear and interior side yard setbacks are premature in light of this consideration. The matter is scheduled to proceed to the OMB on April 15, 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

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 39, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

39

**SITE DEVELOPMENT FILE DA.97.059  
THE ERNEST MANSON LUBAVITCH CENTRE ADDITION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.97.059 (The Ernest Manson Lubavitch Centre Addition) BE APPROVED, subject to the following conditions:
  - a) that prior to the execution of the site plan agreement:
    - i) the final site plan, landscape plan, and building elevations shall be approved by the Development Planning Department;
    - ii) the final site servicing and grading plan, and stormwater management report shall be approved by the Engineering Department;
    - iii) parking, access and on-site circulation shall be approved by the Engineering Department;
    - v) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.; and
    - vi) the variances required to implement the proposed site plan shall be approved by the Committee of Adjustment, and shall be final and binding.

**Purpose**

The Owner has submitted a Site Development application to amend the existing site plan agreement, in order to accommodate a southerly building addition to the existing synagogue facility, on the lands shown on Attachment #1. The intention of the addition is to relocate and expand the main sanctuary area, as well as, relocate existing classrooms, and provide for additional classrooms and a gymnasium for a religious pre-school, and a 10 m x 20 m outdoor fenced playground, as shown on Attachment #2.

The proposed 1,400.7 m<sup>2</sup> building addition will be 2-storeys (12.2 m) in height, and is to be joined with the existing 2,110.4 m<sup>2</sup>, 2-storey building, totally 3,511.1 m<sup>2</sup>, on an 8,794.76 m<sup>2</sup> site. The number of parking spaces to be provided on the property will increase from 79 to 133 spaces.

**Background - Analysis and Options**

On March 30, 1998, Council approved the original Site Development File DA.97.059 (Lubavitch Youth Organization – Toronto) to permit the development of a 2-storey, 2,110.4 m<sup>2</sup> synagogue and community centre with classrooms, and 79 parking spaces. In August of 1998, the Site Plan Agreement was registered and the site was developed according to the approved site plan.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 39, CW Report No. 19 – Page 2

The site is located at the southeast corner of Bathurst Street and Flamingo Road (8001 Bathurst Street), being Block 40 on Registered Plan 65M-3182, in Part of Lots 33 and 34, Concession 1, City of Vaughan. The 8,794.76m<sup>2</sup> site has 74 m frontage on Flamingo Road and 112.17m flankage along Bathurst Street.

The site is designated “Low Density Residential” by OPA No.210 (Thornhill-Vaughan Community Plan) and zoned R2 Residential Zone by By-law 1-88. The surrounding land uses are as follows:

- North - Flamingo Road; residential (R1 Residential Zone)
- South - residential (R3 Residential Zone)
- East - Highcliffe Drive; residential (R3 Residential Zone) and walkway block (OS1 Open Space Conservation Zone)
- West - Bathurst Street; woodlot (OS1 Space Conservation Zone) and residential (R2 Residential Zone)

Official Plan

The subject lands are designated “Low Density Residential” by OPA No. 210 (Thornhill-Vaughan Community Plan). This designation permits single-detached dwellings and institutional uses, including churches and religious institutions on sites of a minimum of 0.4 ha. Such uses shall be located on arterial or collector roads preferably on a corner site, and shall require site plan approval. The existing synagogue and proposed addition located on a 0.87 ha parcel of land, and the proposed development conforms to the policies of the Official Plan.

Zoning

The subject lands are zoned R2 Residential Zone by By-law 1-88, which permits the proposed church/place of worship and community centre uses, provided the site layout can satisfy the development standards that are required for institutional uses.

The following zoning exceptions are required to the R2 Zone to facilitate the proposed building addition as shown on Attachment #2:

	<u>Required</u>	<u>Proposed</u>
Min. Exterior Side Yard (west):	15.0m	10.4m
Min. Required Parking:	139 spaces	132 spaces
Min. Required Landscaping Strip		
Width abutting an arterial road:	6.0m	5.3m
Max. Permitted Building Height:	11.0m	12.2m

In 1997, the Committee of Adjustment approved Minor Variance Application A297/97 to permit a front and exterior side yard setback of 9.0 m and a 6.0m setback to the sight triangle, whereas By-law 1-88 requires 15.0m, respectively.

The Owner has made a further application for Minor Variance to the Committee of Adjustment (File A275/04) in order to address the above-noted zoning deficiencies attributed to the proposed building addition. The Variance Application will be considered by the Committee of Adjustment at a future meeting, should Council approve the proposed site plan.

Site Design

The existing two-storey synagogue shown on Attachment #2 fronts on Flamingo Road and has

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 39, CW Report No. 19 – Page 3

flankage on Bathurst Street and is located in the northwest quadrant of the subject lands. The applicant is proposing a two-storey addition on the south side of the existing building which includes an open balcony and exterior stairs at each corner of the addition. The site is to be accessed from Flamingo Drive by an existing 7.5m wide driveway access, leading to the parking area which forms a reversed “L” shape around the building. A children’s fenced play area has been proposed between Bathurst Street and the parking area, located within the required landscape strip.

Development Planning Staff is working with the applicant to relocate the external garbage storage facility shown on the east side of the building addition to a location internal to the building. The final site plan will address the necessary adjustments to the site and building design to accommodate the internal garbage storage area, to the satisfaction of Planning Staff. Alternatively, one or two parking spaces could be removed to provide additional landscape screening surrounding the external garbage enclosure, with the final parking count reflected in the Variance application to the Committee of Adjustment.

#### Building Elevations

The multi-leveled building shown on Attachment #4 has a maximum height of 12.2m to the top of the flat roof. The building material proposed for the addition is brown brick, matching the brick façade on the existing building. The two rows of cream coloured soldier coursing used on the existing building, will be carried through onto the addition. The cream coloured coursing has also been incorporated around the windows, creating a frame and is used throughout the building as architectural accent.

The addition also proposes a 2-storey window and spandrel curtain wall along the west elevation facing Bathurst Street. The rear of the building (south elevation) has incorporated an outdoor terrace with metal railing spanning the entire width of the rear exterior wall. Exterior stairs located at each end of the terrace provide access to the ground level from the outside of the building.

#### Landscaping

Wherever possible, the existing landscaping is to be maintained on site in a healthy condition. The site will be landscaped with an extensive mix of deciduous and coniferous trees, as well as planting and sodded areas around the perimeter of the site and within the islands in the parking area as shown on Attachment #3. Specific attention has been given to the new planting to be provided along the east and south property lines in order to mitigate any intrusion upon the surrounding area residents.

A concrete walkway leading from the play area to the building has been provided, and does not interfere with vehicular activity (see Attachment #3).

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

#### Access and Parking

The site plan (see Attachment #2) proposes 132 parking spaces, whereas By-law 1-88 requires 139 spaces. Parking was calculated based on each use within the building. The applicant has applied to the Committee of Adjustment for a Minor Variance seeking relief from the required parking standards, which is considered to be a minimal reduction (5.1% or 7 spaces).

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 39, CW Report No. 19 – Page 4

Access to the site is via an existing 7.5m wide driveway from Flamingo Road. A secondary existing access from Highcliffe Drive will be removed and replaced with parking spaces and landscaping.

Servicing

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

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

Staff has reviewed the Site Plan application, to permit an addition to the existing approved synagogue and community centre, and are satisfied that the subject lands can be appropriately developed to accommodate the proposed addition. Furthermore, Staff is of the opinion that the proposed addition to the synagogue and the associated variances to facilitate the development are appropriate, and that the variances can proceed to the Committee of Adjustment, should Council approve the site plan application.

**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Building Elevations

**Report prepared by:**

Arminé Hassakourians, Planner, ext. 8368  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant A. Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 40, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

40

**SITE DEVELOPMENT FILE DA.04.081  
HIRONO DEVELOPMENT INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

**Recommendation**

The Commissioner of Planning recommends:

THAT the building elevations for Site Development File DA.04.081 (Hirono Development Inc.) BE APPROVED.

**Purpose**

The Owner has submitted a Site Development Application to permit a 11,446.87m<sup>2</sup> industrial building for the manufacturing of windows, which includes an office and a mezzanine, on a 1.85ha lot.

**Background - Analysis and Options**

The subject lands shown on Attachment #1 are located southeast of Langstaff Road and Highway #400, on the west side of Applewood Crescent through to Highway #400, being Block 58 on Plan 65M-2611, (330 Applewood Crescent), in Part of Lot 10, Concession 5, City of Vaughan.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), and zoned EM1 Prestige Employment Area Zone by By-law 1-88. The proposed site development conforms and complies with the Official Plan and Zoning By-law, respectively.

The rectangular-shaped building will be constructed to a height of 8.3m. The building materials consist of white aggregate pre-cast panels with smooth recessed banding and green spandrel and reflective windows. The primary façade is located on the west elevation, facing Highway #400. It is designed with a curve-shaped reflective glass curtain wall that increases the height to 10.4m, and a centrally located main entry. The northwest and southwest corners of the building consists of vertical glass panels and second storey windows. The east elevation, facing Applewood Crescent, consists of a square window feature surrounded by pre-cast panels and two rows of second storey windows.

The remaining two facades are of similar design, and consists of white aggregate pre-cast panels with a smooth recessed band and a series of recessed rectangular elements. Eight drive-in doors, four loading doors, and one of six man doors are located on the south elevation, with the remaining five man doors on the north and west elevations. The loading area that is located on the south elevation is recessed, and not visible from Highway #400, and is further screened from Applewood Crescent by a 4.2m high pre-cast wall.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 40, CW Report No. 19 – Page 2

**Relationship to Vaughan Vision 2007**

This report is consistent with Vaughan Vision 2007, particularly priority “A-5,” “Plan and Manage Growth.”

**Conclusion**

Staff are satisfied with the proposed elevations for the industrial building.

**Attachments**

1. Location Map
2. Site Plan
3. Elevation Plan

**Report prepared by:**

Christina Napoli, Planner I, ext. 8483  
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 APRIL 11, 2005**

Item 41, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

41

**SITE DEVELOPMENT FILE DA.04.030  
CITY OF VAUGHAN/REGION OF YORK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.04.030 (City of Vaughan/Region of York) BE APPROVED, subject to the following conditions:
  - a) That prior to the execution of a site development agreement:
    - i) the final site plan, landscape plan, and building elevations shall be approved by the Development Planning Department;
    - ii) the final site servicing and grading plans, and stormwater management report shall be approved by the Engineering Department; and,
    - iii) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.
  - b) That the site development agreement contain the following conditions and warning clauses:
    - i) all garbage shall be stored indoors until it is ready to be picked up;
    - ii) "Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound level exceeds the Municipality's and the Ministry of the Environment's noise criteria."
    - iii) "This facility has been fitted with central air conditioning/mechanical ventilation to permit windows to remain closed for environmental noise control purposes."

**Purpose**

The City of Vaughan and the Region of York have submitted a joint application for Site Development approval, to permit a 4-storey, 5805m<sup>2</sup> seniors apartment building, comprised of 60 residential units and a 493.1m<sup>2</sup> ground floor active living centre on a 0.81 ha parcel, as shown on Attachment #2.

**Background - Analysis and Options**

The subject lands shown on Attachment #1 are located northwest of Regional Road #7 and Weston Road, southeast of Blue Willow Drive and Fieldstone Drive, being Block 68 on Registered Plan 65M-3218, City of Vaughan. This parcel is irregular in shape, and relatively flat with a gradual slope towards the open space (storm pond) lands to the west.



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 41, CW Report No. 19 – Page 2

The subject lands are designated “Medium Density Residential” by OPA #434 and zoned RA1 Apartment Residential Zone by By-law 1-88, subject to Exception 9(936). The surrounding land uses are as follows:

- North - existing townhomes (RA1 Apartment Residential Zone)
- South - existing commercial plaza (C5 Community Commercial Zone)
- East - Fieldstone Drive; existing townhomes and semi-detached dwellings (RA2 and R5 Residential Zones)
- West - naturalized storm pond (OS1 Open Space Conservation Zone)

#### Official Plan

OPA #434 identifies the subject property as Block 244. However, since the approval of OPA #434, Block 244 has been subdivided and is now comprised of Blocks 67 and 68 within Registered Plan 65M-3218. The current site development application is for Block 68 only. Block 67 was previously developed with block townhomes and semi-detached dwellings.

The subject lands are designated “Medium Density Residential” by OPA #434, which permits low rise apartment buildings at a density of 30 to 60 units/ha. However, OPA #434 permits projects specifically for seniors on the subject lands at a net density of 120 units/ha. The policies further state that units for seniors should be provided within a range of 100 to 215 units and may be built in more than one building project. However, the final unit count is to be established in the Zoning By-law.

The site will be developed with a total of 60 seniors units within a 4-storey mansard type apartment building, yielding a density of 74 units/ha. The proposed development meets the intent of the Official Plan by providing housing for seniors at this location, which is to be operated by the Region of York with an active living (recreational) centre on the ground floor to be operated by the City.

#### Zoning

The subject lands are zoned RA1 Apartment Residential Zone by By-law 1-88, subject to Exception 9(936), which permits apartment buildings not exceeding 12m in height. The By-law also permits 215 units on the overall parcel comprising Blocks 67 and 68 on Plan 65M-3218. Block 67, which is developed with a combination of 54 dwelling units, plus the proposed 60 seniors units on Block 68, would yield a combined total of 114 units. The proposed development complies in all respects with the requirements of Zoning By-law 1-88.

#### Site Design

The site shown on Attachment #2 will be served by two full-movement access points, located on Fieldstone Drive. The main driveway is aligned opposite Foxchase Avenue, while the other is located towards the easterly limit of the site. The main driveway leads to the proposed building, parking areas and the City of Vaughan Active Living Centre facilities. The driveway aisle parallel with Fieldstone Drive will be used as a drop-off and pick-up and as a route for emergency vehicles

The site is triangular in shape, with the proposed building centrally located on the lot. An outdoor amenity area comprised of sod and landscaping is located south of the proposed building. The residential component of the development (60 units) will be operated by the Region of York and is specifically geared to seniors. The active living centre for the seniors will be managed by the City.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 41, CW Report No. 19 – Page 3

The garbage storage room is located within the building. An outdoor garbage pick-up area is proposed adjacent to the easterly driveway aisle. The final plans will provide additional landscaping at this location to adequately screen the garbage pick-up area. The site plan agreement will include a provision that all garbage is to be stored indoors until it is ready to be picked-up.

Parking

The proposed development is joint venture between the City and the Region of York, both being public bodies. Accordingly, Section 3.10 of By-law 1-88 applies, and exempts buildings designated for public use (including the City and the Region of York) from certain zoning requirements, such as the minimum parking requirement. The current site development proposes 82 parking spaces to serve both the residential uses and the active living centre.

Although parking is exempt, a parking study was submitted to ensure that the proposed parking supply is sufficient. The Traffic Impact and Parking Study for Blue Willow Terrace Seniors Apartments, prepared by URS indicates that 65 spaces would be required to support the complex. This number was calculated as follows:

Seniors Residential: 60 units @ 0.75 spaces/unit (Incl. visitor @ 0.25) = 45 spaces

Seniors Centre: typical occupant load of 40 persons @ Magnitude Rate of (0.47 spaces/person, Incl. 1 Staff) = 20 spaces

Total parking required: = 65 spaces

The numbers generated for the parking study were based on data observed on the average resident parking demand rate at similar sites in the Region of York and typical parking supply in several other municipalities. The study concluded that the 82 proposed parking spaces would satisfy the projected parking requirements for the site. The Engineering Department has reviewed the Study and concurs with the findings of the report.

Engineering

The site has access to municipal services, including hydro, water, and sanitary and storm sewer services. The Engineering Department has reviewed the latest engineering submission, and provides the following comments:

- The Engineering Plans and Storm Water Management Report shall be certified by the Subdivision Engineer (Schaeffers) prior to final approval.
- A noise report was received and approved.
- Details for the retaining walls must be provided and signed by a Professional Engineer and shall include the property line and privacy fence location.
- A privacy fence is to be provided adjacent to the existing commercial development along the south property line.

The proposed seniors development was part of the overall draft plan of subdivision approval (File 19T-90073 Blue Willow Crossing Phase 2) and therefore, additional water and sewage allocation is not required. The seniors block, which permitted a maximum of 120 units, was accounted for in 1997, and included in the resolution for Draft Plan of Subdivision 19T-90073.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 41, CW Report No. 19 – Page 4

A noise study prepared by Valcoustics titled “Blue Willow Seniors Building” and dated December 8, 2004 was submitted and approved by the Engineering Department. All noise recommendations outlined in the study shall be implemented to the satisfaction of the Engineering Department. The recommended warning clauses shall be included in the site agreement, and are provided in the recommendation section of this staff report.

All Hydro requirements must be addressed to the satisfaction of PowerStream Inc.

Landscaping

The proposed landscape plan is shown on Attachment #3 and includes a variety of deciduous and coniferous trees and shrubs surrounding the periphery of the site. The majority of the amenity area landscaping is located south of the proposed building and is comprised of a substantial amount trees, shrubs and landscape material, and includes concrete pathways and pads, thereby creating a park like setting. The proposed landscaping is sufficient to provide the necessary amenity for the future residents.

A 1.6m high concrete pillar and metal fence combination will be provided along the property line adjacent to Fieldstone Drive. Also, a new 1.8m high wood fence with vine planting will be provided along the south property line adjacent to the existing commercial development. A wood fence exists abutting the residential to the west, and chain link fencing exists abutting the storm pond.

The final landscape plan including minor revisions to tree species will be approved by the Development Planning Department.

Building Design

The proposed building shown on Attachment #4 is 4 storeys in height (12m) with the top storey to be incorporated within a mansard style roofline, giving the building a 3-½ storey appearance. The mansard roof is to be constructed using a metal finish, capping the structure to create a low rise appearance. The building materials include a combination of sand coloured blocks and salmon coloured brick finish interrupted by glazing in the form of typical and feature windows.

All elevations are simple in appearance and similar in construction. The north and west elevations are identical in design. The north elevation includes the main entrance, which is highlighted with a decorative column and canopy feature. The east and south elevations are also similar in appearance, both of which include a large vertical feature glazing element. Typical man doors are located along all elevations.

OPA #434 contains general design guidelines in addition to the approved Blue Willow Subdivision Design Guidelines. The general guidelines encourage buildings to be built close to the street line and sited to reflect a ground related focus to enhance the pedestrian environment. The introduction of private courtyards is also encouraged, provided they are carefully designed. The site and building as designed conforms to the general design guidelines contained in OPA #434.

Parkland Dedication

The proposed development will not require the dedication of parkland in accordance with the provisions of the Planning Act, as the 5% parkland dedication for this block was taken as part of the registration of the Blue Willow Plan of Subdivision 19T-90073 (65M-3218).

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 41, CW Report No. 19 – Page 5

**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 subject lands are designated "Medium Density Residential", which permits the proposed seniors development. The proposed development meets the general intent of OPA #434, which encourages the proposed seniors use and complies with the requirements of the zoning by-law. Staff has also reviewed the development in accordance with the both the General Urban Design Guidelines within OPA #434 and those for the Blue Willow Subdivision, and are satisfied that the proposed development conforms with the intent of these guidelines. Accordingly, Staff can support the proposed development, subject to the conditions outlined in the recommendation section of this report.

**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevation Plan

**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 APRIL 11, 2005**

Item 42, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

42

**STREET NAME APPROVAL FILE 19T-04V05  
LINVEST PROPERTIES(BATHURST MACKENZIE) LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005:

**Recommendation**

The Commissioner of Planning recommends:

THAT the following street names for Draft Plan of Subdivision File 19T-04V05 (Linvest Properties (Bathurst Mackenzie) Limited) BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'E'	Ilan Ramon Boulevard
Street 'F'	Altus Park Drive
Street 'G'	Valley Vista Drive
Street 'H'	Shale Crescent
Street 'I'	Aegis Drive
Street 'J'	Big Rock Drive
Street 'K'	Linvest Crescent
Street 'L'	Southdown Avenue
Street 'N'	Elihof Drive
Street 'O'	Greensview Drive
Street 'P'	Mill River Drive
Street 'Q'	Nosson Place
Street 'R'	Chaya Sara Gardens

**Background**

The subject lands shown on Attachment #1 are located at the southwest corner of Bathurst Street and Major Mackenzie Drive, in Lots 19 and 20, Concession 2, City of Vaughan.

The applicant has submitted street names for approval. The draft plan of subdivision (19T-04V05) shown on Attachment #2 was approved by Vaughan Council on December 6, 2004. The Planning Department for the Region of York does not have any objection to the proposed street names.

Vaughan Staff has also reviewed the proposed street names, which are considered to be satisfactory.

**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 no objection with the proposed street names for approved draft plan of subdivision 19T-04V05.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 42, CW Report No. 19 – Page 2

**Attachments**

1. Location Map
2. Plan showing proposed streets

**Report prepared by:**

Jack McAllister, Senior GIS Technician, ext. 8209  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 43, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

43

**STREET NAME APPROVAL FILE 19T-02V08  
DREAM WORKS PROPERTY INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005:

**Recommendation**

The Commissioner of Planning recommends:

THAT the following street names for Draft Plan of Subdivision File 19T-02V08 (Dream Works Property Inc.) BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Canyon Gate Crescent
Street 'B'	Crestbank Court
Street 'C'	Oak Park Crescent
Street 'D'	Greenview Circle
Street 'E'	Maple Forest Drive
Street 'F'	Salamander Court
Street 'G'	Meadow Ridge Court
Street 'H'	Woodpass Gate
Street 'I'	Peak Point Boulevard (existing)
Street 'J'	Ravineview Drive (existing)

**Background**

The subject lands shown on Attachment #1 are located on the east side of Keele Street, south of Kirby Road, in Lot 29, Concession 3, City of Vaughan.

The applicant has submitted street names for approval. The draft plan of subdivision (19T-02V08) shown on Attachment #2 was approved by the Ontario Municipal Board on February 21, 2005. The Planning Department for the Region of York does not have any objection to the proposed street names.

Vaughan Staff has also reviewed the proposed street names, which are considered to be satisfactory.

**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 no objection with the proposed street names for approved draft plan of subdivision 19T-02V08.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 43, CW Report No. 19 – Page 2

**Attachments**

1. Location Map
2. Plan showing proposed streets

**Report prepared by:**

Jack McAllister, Senior GIS Technician, ext. 8209  
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 APRIL 11, 2005**

Item 44, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

44

**STREET NAME APPROVAL FILE 19T-04V07  
MACKENZIE GLEN DEVELOPMENTS LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005:

**Recommendation**

The Commissioner of Planning recommends:

THAT the following street name for Draft Plan of Subdivision File 19T-04V07 (Mackenzie Glenn Developments Limited) BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Leor Court

**Background**

The subject lands shown on Attachment #1 are located northwest of Keele Street and McNaughton Road, on the north side of Cunningham Drive, in Lot 23, Concession 4, City of Vaughan.

The applicant has submitted a street name for approval. The draft plan of subdivision (19T-04V07) shown on Attachment #2 was approved by Vaughan Council on December 6, 2004. The Planning Department for the Region of York does not have any objection to the proposed street name.

Vaughan Staff has also reviewed the proposed street name, which is considered to be satisfactory.

**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 no objection with the proposed street name for approved draft plan of subdivision 19T-04V07.

**Attachments**

1. Location Map
2. Plan showing proposed street

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 44, CW Report No. 19 – Page 2

**Report prepared by:**

Jack McAllister, Senior GIS Technician, ext. 8209

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 APRIL 11, 2005

Item 45, CW Report No. 19 – Page 2

#### Official Plan

The subject lands are designated "Low Density Residential" and recognized as an Institutional Use Campus by OPA #600. The "Low Density" designation permits detached dwellings at a maximum permitted net density of 22 units/ha. The proposed rezoning of the severed parcel from A Agricultural Zone to RVM1(B) Residential Zone would implement the Official Plan designation and permit the lands to be used for the purpose of one (1) residential lot.

#### Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88. The proposed rezoning of the lands to be severed abutting Apple Blossom Drive to RVM1(B) Zone, would permit a detached residential dwelling on the proposed lot. The minimum and maximum required and permitted lot frontage for the RVM1(B) Zone is 9 m and 9.75 m, respectively, and the minimum required lot area is 270 m. The proposed residential lot will have 9.5 m lot frontage, and a lot area of 299.3m<sup>2</sup>, in compliance with the RVM1(B) Zone. The rezoning would provide for a consistent residential use with the surrounding area.

A Consent Application (B005/05) has been submitted to the Committee of Adjustment for consideration at its meeting on April 28, 2005. The consent would sever Parcel "A" from Parcel "B", which would create a residential lot to comply with the minimum lot frontage and lot area requirements of the RVM1(B) Zone. The retained lands, Parcel "B" will continue to be used by the Ner-Israel College and will remain as A Agricultural Zone, which permits the existing Institutional Use.

#### Engineering

The Engineering Department has confirmed that the sanitary sewers are sized adequately to accommodate the abutting lands to be severed, and that sewage and water capacity is accommodated within the tributary area of the abutting Subdivision 19T-98V11, and that no additional water and sewage allocation is required. The Owner will be required to provide grading details to the Building Standards Department for the review of the lot drainage at the time of development through the building permit process.

#### Architectural Design Guidelines/Parkland Dedication/Development Charges

The lands to be severed will be subject to the Architectural Design Guidelines, which were approved by Council for Block 10 (Thornhill Woods Community).

Cash-in-lieu of parkland dedication will be required to be paid as a condition of the severance of the one residential lot, in accordance with the Planning Act.

The Owner will also be required to pay to the City, a \$1,000/dwelling unit charge in accordance with the Special Area Woodlot Development Charge By-law, as a condition of the severance.

#### 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".

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 45, CW Report No. 19 – Page 3

**Conclusion**

Staff has reviewed the proposed zoning by-law amendment, in accordance with the policies of OPA #600, the requirements of By-law 1-88, and the comments of the Engineering Department. Staff are of the opinion that the proposed rezoning of the subject lands shown on Attachment #1, from A Agricultural Zone to RVM1(B) Residential Zone, conforms to the Official Plan and is appropriate to allow for the severance for the creation of one residential lot. For these reasons, Staff recommends approval of the Zoning By-law Amendment application.

**Attachments**

1. Location Map
2. Draft Reference Plan

**Report prepared by:**

Andrea Seca, Planner, ext. 8215  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 46, Report No. 19, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on April 11, 2005, was dealt with by approving:

***That the confidential recommendation of the Committee of the Whole (Closed Session) of April 11, 2005, be approved and that the matter be referred to the Committee of the Whole meeting of April 18, 2005; and***

***That the confidential memorandum from the Director of Legal Services, dated April 8, 2005, be received.***

46

**ONTARIO MUNICIPAL BOARD HEARING  
ZONING BY-LAW AMENDMENT FILE Z.03.086  
SITE DEVELOPMENT FILE DA.03.072  
DAVID AND HONORA REA  
REPORT #P.2004.31**

**The Committee of the Whole recommends that this matter be referred to the Council meeting of April 11, 2005 for a legal opinion.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.03.086 (David and Honora Rea) BE APPROVED, subject to the following conditions:
  - a) That upon confirmation of the development limits by the Toronto and Region Conservation Authority, By-law 1-88 be amended as follows:
    - i) rezone the tablelands portion of the subject lands from A Agricultural Zone to EM1 Prestige Employment Area Zone;
    - ii) rezone the valleylands portion of the subject property from A Agricultural Zone to OS1 Open Space Conservation Zone;
    - iii) require the following exceptions to the EM1 Prestige Employment Area Zone to implement the final site plan:
      - a minimum of 14 parking spaces, whereas 85 spaces are required,
      - a minimum 10m structural setback zoned OS1 Zone;
      - permit driveway access to be obtained from lands other than the subject lands;
      - any other exception that may be required to facilitate the final site plan.
2. THAT Site Development File DA.03.072 (David and Honora Rea) BE APPROVED, subject to the following conditions:
  - a) that prior to the registration of the site plan agreement:
    - i) the final site plan, landscape plan and building elevations, including signage shall be approved by the Development Planning Department;

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 46, CW Report No. 19 – Page 2

- ii) the final site grading and servicing plan, stormwater management report and Phase 1 Environmental Site Assessment report, shall be approved by the Engineering Department;
- iii) access, parking, and on-site circulation, shall be approved by the Engineering Department;
- iv) all requirements of the Region of York Transportation and Works Department shall be satisfied;
- v) all requirements of the Toronto and Region Conservation Authority shall be satisfied;
- vi) all hydro requirements of Power Stream Inc. shall be satisfied;
- b) that the site plan agreement contain the following provision:
  - i) the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;
  - ii) the Owner shall convey the valleylands portion of the property into public ownership to either the City or the Toronto and Region Conservation Authority.

**Purpose**

The Owner has submitted a Site Development Application to permit ten multi-unit public storage buildings with an office on the subject lands shown on Attachment #2. The Owner has also submitted a related Zoning By-law Amendment Application to rezone the subject lands from A Agricultural Zone to EM1 Prestige Employment Area Zone (tablelands) and OS1 Open Space Conservation Zone (valleylands).

**Background - Analysis and Options**

The 2.23ha site shown on Attachment #1 is located on the north side of Regional Road 7, southwest of Centre Street, being Lot 18 on Registrar's Complied Plan 10309 (1890 Regional Road 7) in Part of Lot 7, Concession 6, City of Vaughan. The vacant rectangular-shaped site has 71.77m frontage on Regional Road 7, and a lot depth of 326.37m.

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

- North - vacant (A Agricultural Zone)
- East - vacant, Don River Tributary (A Agricultural Zone and OS1 Open Space Conservation Zone)
- South - Regional Road 7; garden centre, employment (A Agricultural Zone)
- West - Concord Floral greenhouse (A Agricultural Zone)

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 46, CW Report No. 19 – Page 3

On January 9<sup>th</sup>, 2004, a Notice of Public Hearing was sent to all property owners within 120m of the subject lands and to the Concord west Ratepayers Association. To date, no responses have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 2, 2004, and to forward a comprehensive report to a future Committee meeting, was ratified by Council on February 9, 2004.

Ontario Municipal Board

On July 14, 2004, the applicant appealed Zoning By-law Amendment Application Z.03.086 (David and Honora Rea) to the Ontario Municipal Board (OMB), pursuant to Section 34(11) of the Planning Act, with respect to Council's refusal or neglect to enact a proposed amendment to By-law 1-88. The applicant also referred the site plan Application DA.03.072 to the OMB, pursuant to Section 41(12) of the Planning Act, with respect to Council's failure to approve the site plan within 30 days of the submission of the application on November 26, 2003. On February 17, 2005 the Board heard the City's motion to adjourn the hearing set for February 23, 2005, which was supported by the Toronto and Region Conservation Authority (TRCA). The City argued three grounds for adjournment.

The first ground, was the need for the City's Highway 7 Policy Review Study to be completed, in order to consider the proposed land use in the context of the results of the study.

The study is considering how to encourage transit supportive development of the lands along Highway 7 between Highway 50 and Bathurst Street, through potential amendments to the City's Official Plans and other municipal initiatives. On May 24, 2004, Staff held both the zoning and site plan applications in abeyance pending the outcome of the study, in order to consider the proposed land use in the context of the results of the study, as there would be a mutual benefit in coinciding these matters.

The Board rejected the City's argument that the outcome of the study is relevant to the applications, and referred to the case of "Clergy Properties v. City of Mississauga" in which it was held that, the policy prevailing at the time an application is made are the policies that must be applied when the application is adjudicated.

The second ground, was the need to allow sufficient time for the site development and zoning amendment applications to be reviewed and circulated by the City. The information and documents required to conduct a proper review, had been requested on several earlier occasions and had only been provided by the applicant on February 7, 2005.

The third ground was the need for the TRCA to determine the limits of development from the stable top-of-bank, which required a geotechnical study to be reviewed and approved by the TRCA. The applicant submitted the study on February 17, 2005, the date of the motion. The Board granted the adjournment until April 19, 2005, to provide the TRCA with time to review the geotechnical study and to provide the City with time to review the site plan and zoning applications.

In light of the Boards ruling, this staff report is being reviewed in consideration of the Employment Area policies in OPA #450, and the requirements of the EM1 Prestige Employment Area Zone in By-law 1-88, and does not have regard to the Highway 7 Study.

Official Plan

The subject lands are designated "Prestige Area" and "Employment Area General" by OPA #450



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 46, CW Report No. 19 – Page 4

(Employment Area Plan). The “Prestige Area” designation, which extends one lot depth (30m) in from Regional Road 7, provides opportunities for activities that require good visual exposure, good accessibility and an attractive working environment, and would permit a wide range of office, business and civic uses with no outside storage. The “Employment Area General” designation is located within the interior portion of the lot and would permit a wide variety of employment uses, including outside storage. The proposed office and public storage uses along the Regional Road 7 frontage conforms to the “Prestige Area” policies of the Official Plan. Also, the proposed public storage buildings within the interior of the site conforms to the “Employment Area General” policies. The proposed development does not include any outside storage.

#### Zoning

The subject lands are zoned A Agricultural Zone By-Law 1-88. The proposal to rezone the tableland portion of the subject lands to EM1 Prestige Employment Area Zone would implement the employment designations of the Official Plan as the proposed office and public storage uses are considered to be Employment Uses in By-Law 1-88, and would be wholly enclosed with no outside storage. The following exceptions to the EM1 Prestige Employment Area Zone have been identified:

- a minimum of 14 parking spaces, whereas 85 spaces are required;
- permit a driveway access to be obtained from lands other than the subject lands; as discussed in the “Site Plan” section of this report;
- any additional exceptions to the EM1 Zone to facilitate the final site plan, subject to the confirmation of the development limits of the tableland and valleylands by the Toronto and Region Conservation Authority, as discussed below.

A portion of the subject lands at the northeast corner of the property has been identified as being below the top-of-bank and part of the adjacent Don River tributary system, as shown on Attachment #2

#### Site Plan

The site plan (Attachment #2) shows the main building facing Regional Road 7, with an office and storage units on the ground floor. The site will be developed in two phases. During phase one, seven of ten storage buildings will be developed with the remaining three to be developed at a future date as part of the phase 2 development. The size and layout of these buildings may change once the TRCA confirms the development limits and appropriate buffers for the northeast portion of the site abutting the Don River Tributary. The site will be served by one full access onto Regional Road 7, over the lands to the west, which are under the same ownership, but under a different name, and will require an easement to be obtained. The site will be developed with 14 parking spaces, including two spaces for disabled persons, and a sidewalk around the office portion of the main building to allow pedestrian access to the office. A 9m wide landscape strip is proposed along Regional Road 7, and additional landscaped islands are proposed on the south side of Buildings “C” to “E”.

The proposed landscape plan (Attachment #3), shows a mix of coniferous and deciduous trees and shrubs within a 9m landscape strip along Regional Road 7 on the south side of Buildings “B”, “C” and “D” and within a 7.5m landscape strip. The Landscape plan shall be to the satisfaction of the Development Planning Department.

#### Building Design

The building elevations are shown on Attachments #4 and #4a). Buildings “A” and “B” (office and

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 46, CW Report No. 19 – Page 5

storage), face Regional Road 7, and will be constructed with two 8m high towers on either end of the building and one 9.3m central tower, each displaying a sign box. The building consists of a blue asphalt shingled roof with a poppy red concrete band below the roofline and blue glass windows on the ground floor surrounded by buff concrete block. Staff recommends that the colour of the roof shingles be either black or grey. The remaining nine multi-unit storage Buildings (“C” to “K”) are of the same design, consisting of a blue shingled roof, with a poppy red concrete block band below the roof line and buff coloured concrete block, and grey overhead doors and man doors. The Applicant has indicated that they are willing to work with staff to improve the colours of the buildings.

Parking

The required parking for the site is calculated as follows:

Building “A” (Office):	81m <sup>2</sup> x 3.5 spaces/100m <sup>2</sup>	= 2.835
Buildings “B-K” (Warehouse):	8211m <sup>2</sup> x 1 space/100m <sup>2</sup>	= 82.11
Total		84.945 = 85 spaces

By-law 1-88 does not contain a “Public Storage” use and classifies this use to be a warehouse. The Owner is proposing 14 parking spaces to serve the development, and has submitted a parking study prepared by Sernas Transtech dated March 7, 2005, in support of the parking supply. The applicant requires two parking spaces for employees, with the remaining spaces to serve visitors to the site, including two spaces for the physically challenged.

The parking study identified the parking standard for a “mini-warehouse” and “public storage unit” in the City of Cambridge and City of Welland zoning by-laws, which were consistent in the requirement for the provision of a minimum of 5 parking spaces for this type of use. Both municipalities also had similar definitions for these uses. The City of Welland’s by-law includes the following:

“Mini-Warehouse and Public Storage - A building used for the temporary storage of items in separately occupied, secured storage areas or lockers generally accessible by means of individual loading doors and the temporary outdoor storage of seasonal, recreational or commercial vehicles, boats, trailers, etc. which may not conveniently or legally be parked or stored elsewhere.”

The parking study also noted that the City of Vaughan had previously approved a public storage development opposite the subject lands on the south side of Regional Road 7 (Concord Storage, File DA.01.005) with a total of 12 parking spaces.

The parking study recommended that the proposed development require between 5-12 parking spaces. The parking study which was received by Staff on March 14, 2005 in support of the proposed 14 spaces has been approved by the Engineering Department.

Servicing

The subject lands are currently using septic tanks, which are not permitted in urban areas. The City will require the site to be serviced with full municipal services. The applicant will be required to extend the existing sanitary sewer on Regional Road 7, in accordance with City standards and specifications and at the applicant’s expense.

A platform will be required along the frontage of Regional Road 7 for a future public sidewalk, to the site to the satisfaction of the Engineering Department and the Region of York.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 46, CW Report No. 19 – Page 6

As noted earlier, the site is to be served by one full access on Regional Road 7, from the abutting property to the west. Written consent from the abutting property owner will need to be obtained for grading on the abutting lands prior to site plan approval and Permit issuance.

The applicant will be required to submit a Phase 1 Environmental Site Assessment (ESA) for review and approval by the Engineering Department. The ESA is required as there are contaminated PCB storage/transfer sites and waste depots in the vicinity of the property.

#### The Regional Municipality of York

The Region has prepared draft amendments to the Regional Official Plan regarding Regional Corridors to support transit initiatives in the Highway 7 Corridor. The Region will be implementing the Highway 7 Transitway in the vicinity of the subject lands in the near future. The preferred alignment identified in the Draft Individual Environmental Assessment recommends that rapid transit will operate in mixed traffic from east of Bowes Road to Centre Street. However, with the reconstruction of the GO Rail overpass of Regional Road 7, opportunities to extend the at-grade bus rapid transit facility located in the centre median area of Highway 7 and within an exclusive right-of-way will be explored. Accordingly, the Owner has been advised that upon implementation of the median transit facility, access from the subject property will be restricted to right-in and right-out movement.

The Region advises that it is protecting a 45m wide right-of-way for this section of Regional Road 7, and will require all municipal setbacks to be referenced from a point 22.5m from the centreline of Regional Road 7. Access and any required road widenings, shall be addressed to the satisfaction of the Region.

The York Region Transportation Master Plan identifies this area as a potential location for a GO Transit station. Staff have received comments from GO Transit with regards to the potential for this station and the implications it may have on the subject lands, and they have indicated that the subject lands are not required for a "Concord" GO Transit Station.

On May 27, 2004, the TRCA undertook a natural features staking and it was identified that a geotechnical study addressing slope stability would be required to establish the limits of development from the greater of the Regional Storm Flood Plain, stable top-of-bank or significant vegetation. Once these limits are established, the valleyland portion of the site, will be rezoned from A Agricultural Zone to OS1 Open Space Conservation Zone, to be conveyed in to public ownership to either the TRCA or the City. The TRCA also requires a minimum 10m structural setback to be applied to the boundary of lands zoned OS1 Zone, which will be included as an exception in the zoning by-law.

#### Parkland Dedication

The Owner will be required to pay to the City, cash-in-lieu of the dedication of parkland in accordance with provisions of the Planning Act, prior to the issuance of a building permit. A recommendation of the staff report will require the inclusion of a clause to this effect into the site plan agreement.

#### 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".

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 46, CW Report No. 19 – Page 7

**Conclusion**

Staff has reviewed the proposed Site Development and Zoning By-law Amendment applications in accordance with the policies in OPA #450, the requirements of By-law 1-88, the area context and the ruling of the Ontario Municipal Board, which requires the City to apply the policies prevailing at the time an application is made notwithstanding the City was undertaking the Highway 7 Policy Review Study. Staff is satisfied that the proposed multi-unit public storage development and rezoning of the site from A Agricultural Zone to EM1 Prestige Employment Area Zone (tableland) and OS1 Open Space Conservation Zone (Valleyland) is appropriate and compatible with the surrounding development.

Staff can support the proposed applications to develop the site and to amend the Zoning By-law, subject to the conditions contained in this report. The applications will be considered by the OMB at a hearing scheduled for April 19 – 21, 2005

**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
- 4.a Elevations Buildings “A” and “B”
- 4.b Elevation Buildings “C to K”

**Report prepared by:**

Christina Napoli, Planner I, ext. 8483  
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 APRIL 11, 2005**

Item 47, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 11, 2005, as follows:

***By approving the following in accordance with the memorandum from the Commissioner of Planning, dated April 8, 2005:***

***That Condition #2(v) of Item #47, Report #19 of the Committee of the Whole Agenda, April 4, 2005, be deleted and substituted therefore with the following:***

***“2(v) Upon site plan approval, the “H” Holding Zone applicable to the subject lands shall be lifted.”***

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**47 ZONING BY-LAW AMENDMENT FILE Z.04.063  
SITE DEVELOPMENT FILE DA.04.034  
LIMESTONE GALLERY INVESTMENTS INC.**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005, be approved;**
- 2) That the deputation of Ms. Vania Ottoborgo, History Hill Group, 8700 Dufferin Street, Concord, L4K 4S6, and written submission dated April 4, 2005, be received; and**
- 3) That the coloured renderings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.04.063 (Limestone Gallery Investments Inc.) BE APPROVED, to lift the Holding Symbol “H” from the subject lands, shown on Attachment #1.
2. THAT Site Development File DA.04.034 (Limestone Gallery Investments Inc.) BE APPROVED, subject to the following conditions:
  - i) The final site plan, elevations, landscape plan and the landscape cost estimate shall be approved by the Development Planning Department;
  - ii) The final site servicing and grading plans and stormwater management report shall be approved by the Engineering Department;
  - iii) The applicant shall submit a final signage package for review and approval by the Development Planning Department and the Ministry of Transportation;
  - iv) Prior to final site plan approval, all required variances including; a reduced parking standard of 6 spaces per 100m<sup>2</sup> of commercial floor area (rather than gross floor area) for all buildings on the subject lands; a reduced landscape strip from 6.0m to 4.5m; and, the elimination of the required loading space for Buildings “A”, “C”, “D”, “F” and “H” shall be obtained from the Committee of Adjustment, and shall be in full force and effect;

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 47, CW Report No. 19 – Page 2

- v) A site plan agreement shall be executed prior to the lifting of the “H” Holding Zone applicable to the subject lands;
- vi) The applicant shall satisfy all requirements of the Ministry of Transportation and the Region of York Transportation and Works Department;
- vii) All hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc;
- viii) The applicant shall submit the north and east elevations of Building “F” for approval by the Development Planning Department; and
- ix) The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of dedication of parkland equivalent to 2% of the value of the subject land, prior to the issuance of a building permit, in accordance with the Planning Act.

#### **Purpose**

The Owner has submitted a Site Development Application to facilitate the development of the subject lands shown on Attachment #1 with twelve one-storey retail/commercial buildings totalling 10,757.20m<sup>2</sup> and 643 parking spaces on a 4.74 ha site, as shown on Attachment #2. In addition, the Owner has submitted an application to amend the Zoning By-law to lift the “H” Holding Zone from the subject property.

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

The 4.74 ha site shown on Attachment #1 is located on the south side of Rutherford Road, between Highway 400 and Jane Street, being Part of Block 1 on Registered Plan 65M-3696 (3255 Rutherford Road), in Lot 15, Concession 5, City of Vaughan. The property is vacant, and has 255m of frontage on Rutherford Road, and is one of the six out-parcel sites located around the Vaughan Mills Shopping Centre.

The surrounding land uses are:

- North - Rutherford Road; existing commercial (C5 Community Commercial Zone)
- South - Vaughan Mills Circle; Vaughan Mills Shopping Centre (SCD Vaughan Centre Shopping Centre District Zone)
- East - vacant land; Vaughan Mills out-parcel (C1 Restricted Commercial Zone)
- West - Highway 400

#### **Official Plan**

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

#### **Zoning**

The subject lands are zoned C1(H) Restricted Commercial Zone with the “H” Holding Symbol by By-law 1-88, subject to Exception 9(1030). Three variances are required to facilitate the proposed development.

The first variance is to permit a reduction in the parking requirement set out in By-law 1-88. The applicant has filed a minor variance application (File A87/05) to permit parking to be provided at a

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 47, CW Report No. 19 – Page 3

rate of 6 spaces per 100m<sup>2</sup> of commercial floor area for all buildings on the subject lands, whereas By-law 1-88 requires that where any combination of the permitted uses is developed on a site, the parking requirement shall be subject to the shopping centre parking standard as set out in Subsection 3.8(a) provided that the gross floor area of all eating establishment does not exceed 20% of the total gross floor area of the development. The parking standard for this development is discussed in greater detail under the "Parking" section of this report.

A second variance is required to the minimum loading requirements of the Zoning By-law. By-law 1-88 requires that one loading space be provided for every commercial building between 501-2500m<sup>2</sup>. Buildings "A", "C", "D", "F" and "H" do not meet this requirement and as a result, require a variance.

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

The subject land was originally zoned with an "H" Holding Symbol to ensure that it did not develop without site plan approval and in advance of the main enclosed Vaughan Mills Mall structure. Upon execution of the site plan agreement, these conditions will be satisfied and the Holding provision can be lifted from the site.

#### Site Plan

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

The site plan shows one drive-through location on the west side of Building "B" (proposed bank) abutting Rutherford Road. None of the remaining buildings include a drive-through. Three access points are proposed to the site including a right-in from Rutherford Road, and full movement driveways from the internal ring road (Vaughan Mills Circle), and at the east limit of the property. The east driveway will align directly opposite the adjacent outparcel. Loading areas for the larger multi-unit buildings are screened from Rutherford Road with a rear service laneway that has been added for the buildings abutting Vaughan Mills Circle. All garbage areas will be enclosed and form part of the building.

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

#### Elevations

The proposed building elevations are shown on Attachments #5 to #15. A consistent architectural style and use of building materials is utilized for almost all of the buildings except for three of the single tenant buildings (Buildings "C", "D" and "F") abutting Rutherford Road. Buildings "C" and "D" are located adjacent to the right-in driveway from Rutherford Road and Building "F" is located at the northeast corner of the site. Boston Pizza, Montana's Cookhouse and Bar and Vinni Gambinis Restaurant will occupy Buildings "C", "D" and "F", respectively, as shown on Attachments #7, #8 and #10.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

#### Item 47, CW Report No. 19 – Page 4

An outdoor patio is located on the west side of the Buildings “C” and “D”. Building “F” includes a patio abutting Rutherford Road, on the north side of the building. Buildings “C” and “D”, being Boston Pizza and Montana’s Cookhouse and Bar, respectively, utilize typical corporate elevations, colours and signage. The north elevation of Montana’s Cookhouse needs to be upgraded to incorporate additional architectural detailing and glazing facing the Rutherford Road frontage, which has been agreed to by the applicant. The main entrance faces the parking area with the tenant signage above.

The exterior building elevations of Building “C” (Boston Pizza) is comprised of stucco and stone, in a brown and red colour. Montana’s Cookhouse and Bar (Building “D”) is a ranch-style building comprised of stucco, in a brown and beige colour and with a brown wrap-around porch. Building “F” (Vinni Gambinis) will consist of reddish brown brick on the interior of the site (southwest elevation). The applicant has not provided north and east elevations for Building “F”. These elevations will be approved by staff.

Buildings “A”, “B”, “E”, and “G” to “M” inclusive are similar in architectural style and use of building materials. Each building is one storey in height with towers providing additional massing at the corners of the buildings. Each tower has a peaked metal roof, in contrast to the building’s flat roofline, with decorative architectural star-shaped medallions provided as accent treatment. In addition, an arched glass covered pedestrian walkway is provided between Buildings “H” and “J”.

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

#### Vaughan Mills Urban Design Guidelines

The site is subject to the Vaughan Mills Urban Design Guidelines (VMUDG’S), approved by Council on April 26, 1999, as amended. These guidelines outline peripheral parcel development standards, including but not limited to, building setbacks and orientation, architecture and site plan design. 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 original plans submitted by the applicant, as required by the VMUDG’s. The final plans must be approved by the Design Review Committee.

#### Signage

The applicant has proposed continuous sign bands along the internal and external elevations for the multi-unit Buildings “G” to “M”, inclusive. The width of the sign band is approximately 0.71m. Buildings “B” and “E” will have future signage above the north and south entrance doors. Buildings “C” and “D” include signage on their north and south elevations. A pylon ground sign as shown on Attachment #16 having a height of approximately 10.66m is proposed abutting Rutherford Road generally between Buildings “A” and “B”. The applicant should also provide details of all directional signage for final review. The final sign package for this site must be approved by the City and the Ministry of Transportation.



CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 47, CW Report No. 19 – Page 5

Parking

The site plan (Attachment #1) shows a total of 643 parking spaces. Ten (10) additional parking spaces are proposed within the minimum 14m building setback requirement of the Ministry of Transportation (MTO), at the northwest corner of the property. These spaces do not count towards satisfying the minimum parking requirement of the zoning by-law since they can be deleted at any time should the MTO require this land in the future.

The property is zoned C1 General Commercial Zone, subject to Exception 9(1030). The By-law requires that where any combination of the permitted uses is developed on a site, the parking requirement shall be subject to the shopping centre standard (6 spaces per 100m<sup>2</sup> of gross floor area) provided that the gross floor area of all eating establishments does not exceed 20% of the total gross floor area of the development. The gross floor area includes the aggregate of the floor areas of all storeys measured to the exterior walls. The By-law also excludes patios from all parking requirements. To date, the applicant has advised that approximately 4480m<sup>2</sup> (Buildings “A”, “C”, “D”, “F”, and 743m<sup>2</sup> and 800m<sup>2</sup> in multi-unit Buildings “G” and “J” respectively) or 41.6% of the total gross floor area of the development is devoted to eating establishment uses. Based on this information, the required parking for the development is calculated as follows:

Total GFA - 10,757.20m<sup>2</sup>

GFA devoted to eating establishments – 4480m<sup>2</sup>

20% of Total GFA for eating establishment at shopping centre rate = 2151.44m <sup>2</sup> @	
6 spaces/100m <sup>2</sup>	= 129 spaces
Balance of eating establishments at By-law rate = 2328.56m <sup>2</sup> @ 16 spaces/100m <sup>2</sup>	= 373 spaces
GFA devoted to commercial uses (10,757.2-4480) = 6,277.2m <sup>2</sup> @ 6 spaces/100m <sup>2</sup>	= 377 spaces
Total Required Parking	= 879 spaces

Parking Provided	= 643 spaces
Parking Deficiency	= 236 spaces
Parking Deficiency (%)	= 26.8%

The applicant has submitted a Minor Variance application to the Committee of Adjustment (File A87/05) requesting that parking for the proposed development be calculated at a rate of 6 spaces per 100m<sup>2</sup>, based on the commercial floor area of the building, rather than gross floor area. The commercial floor area is the total floor area of the building but excludes, in this case, hallways, garbage and utility rooms. Based on this approach, the required parking for the development is 622 spaces calculated on the basis of 10,365.48m<sup>2</sup> of commercial floor area. The Vaughan Mills Mall parking requirement is calculated based on the commercial floor area approach.

A parking study, prepared by Cole Engineering, dated February 4, 2005 has been submitted to the City in support of the parking approach proposed by the applicant. The Engineering Department has reviewed the study and has indicated that they concur with the recommendations of the study and can support the proposed parking supply.

Landscape Plan (Attachments #3 and #4)

The landscape treatment along Rutherford Road includes trees, shrubs and fencing along Rutherford Road, with dense vegetation between Buildings “A” and “B” to screen the view of the drive-through from the street. Additional coniferous trees and a decorative screen containing black metal lattice panels and etched/frosted glass as shown on Attachment #4, will also be used to screen the drive-through and garbage room in between Buildings “E” and “F”. The landscape strip abutting Rutherford Road is reduced to 4.5m in front of Buildings “A”, “B”, “C”, “D”, “E”. Staff are satisfied that the reduction is minor and can be supported.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 47, CW Report No. 19 – Page 6

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

The landscaping along Vaughan Mills Circle and the internal streets located to the east of the site must be consistent with the Master Landscape Plan for the Vaughan Mills development. Prior to final site plan approval, the landscape plan and cost estimate must be approved by Staff. The site and landscape plans indicate snow storage areas primarily around the perimeter of the site, which total 2.15% of the total lot area (minimum required is 2%).

#### Parkland Dedication

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

#### 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. Waste disposal services and snow removal will be carried out by private contractors.

#### 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 Official Plan, Zoning By-law, and in the context of the applicable design guidelines for the Vaughan Mills development. Staff can support the proposed site plan application, which is considered to be an appropriate development of the site and compatible with the planned out-parcel development surrounding the Vaughan Mills Shopping Centre. Accordingly, Staff can also recommend approval of the Zoning By-law Amendment Application to lift the Holding "H" provision on the subject lands.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 47, CW Report No. 19 – Page 7

**Attachments**

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

**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.)

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 48, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

48

**NAMING PARK IN HONOUR OF VETERANS**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Mayor Di Biase, dated April 4, 2005, be approved;
- 2) That staff provide a report with suggestions for a quick clean-up of the site; and
- 3) That TRCA be informed of this matter.

**Recommendation**

Mayor Michael Di Biase recommends that Council approve the naming of the parkette, located at the south west corner of Highway 7 and Islington Avenue "Veteran's Park" and that the official ceremony would take place on April 30, 2005 at the parkette with the Royal Canadian Legion.

**Purpose**

The purpose of this naming, "Veteran's Park", is to honour the memories of those veterans of World Wars 1 and 2, as well as the Korean conflict who gave their lives to ensure the freedoms of all Canadians. A great many residents of Vaughan made the ultimate sacrifice so that all of us could live in peace. Additionally, this park would honour those that were fortunate enough to come home and then played crucial roles in the growth and success of the City of Vaughan.

**Background - Analysis and Options**

The Federal government has declared 2005 as "The Year of the Veteran" and has called on all Canadians to honour those who have served their country. Many commemorative events will be held this year, including several in and around May 7, 2005, the 60<sup>th</sup> anniversary of VE Day, the Victory in Europe.

The MacKenzie (Ontario Number 414) Branch of the Royal Canadian Legion (the only Legion branch in the City of Vaughan) has asked Vaughan council to honour our veterans by naming the parkette. Letter attached.

**Relationship to Vaughan Vision 2007**

The naming of this parkette "Veteran's Park" follows the Vaughan Vision 2007 mandate of community involvement. This day will be celebrated by the citizens of Vaughan and this parkette will be a constant reminder to all of the great contributions and sacrifices our service men and women made during those troubling years and even today as Canada continues working towards keeping peace in all troubled locations throughout the world.

**Conclusion**

In conclusion, this parkette naming will allow the community to come together on April 29, 2005 to honour our veterans and also allow for future generations to remember that our City has played an important role in fighting for the freedoms of all Canadians.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 48, CW Report No. 19 – Page 2

**Attachments**

Attached is a copy of the letter from the Royal Canadian Legion, MacKenzie Branch, Ontario Number 414 requesting the naming of the parkette.

**Report prepared by:**

Bruce Kurta

(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 APRIL 11, 2005**

Item 49, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**49**

**SITE DEVELOPMENT FILE DA.04.042  
TEMPLE KOL AMI**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development Application DA.04.042 (Temple Kol Ami) BE APPROVED, subject to the following conditions:
  - a) that prior to the execution of the site plan agreement:
    - i) the final site plan, landscape plan and building elevations shall be approved by the Development Planning Department;
    - ii) the final site servicing and grading plan and stormwater management report shall be approved by the Engineering Department;
    - iii) parking, access and on-site circulation shall be approved by the Engineering Department;
    - iv) the required Committee of Adjustment Application for Consent (severance) shall be approved and be final and binding;
    - v) all hydro requirements shall be addressed to the satisfaction of Power Stream Inc.; and
    - vi) all requirements of the Region of York Transportation and Works Department shall be addressed to their satisfaction.

**Purpose**

The Owner has submitted a Site Plan Application to develop a synagogue with classrooms for religious teaching on a 24,076.10m<sup>2</sup> site, as shown on Attachment #3.

**Background - Analysis and Options**

The subject lands are located at the northeast corner of Summeridge Drive and Dufferin Street, being 8777 Dufferin Street (Planning Block 10), in Part of Lot 12, Concession 2, City of Vaughan. The subject lands all designated "Medium Density Residential/Commercial" by OPA #600, and have a split zoning, with the subject northern parcel being zoned A Agricultural Zone and the southern parcel being zoned RVM2 Residential Zone to permit a block townhouse development, upon the future severance of the lands. Of the 24,076.10 m<sup>2</sup> site, only 15,732.0m<sup>2</sup> of the northerly portion of the property is subject to this application, as shown on Attachment #1. The subject parcel has 85m frontage on Dufferin Street, and a depth of 125 m. The surrounding land uses are:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 49, CW Report No. 19 – Page 2

North - vacant; Toronto Reservoir (A Agricultural Zone)  
South - proposed townhouse development (RVM2 Residential Zone)  
East - residential (RVM1 (WS-A) Residential Zone)  
West - Dufferin Street; commercial (C7 Service Commercial Zone); employment (EM1 Prestige Employment Area Zone)

#### Official Plan

The site is designated “Medium Density Residential/Commercial” by OPA No. 600. This designation is located along major arterial roads and primary streets and permits places of worship. The proposed development of a synagogue conforms to the Official Plan.

#### Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88, subject to site-specific Exception 9(1210). The A Agricultural Zone permits institutional uses, including a synagogue, provided the proposed site layout can accommodate the development standards set forth for institutional uses. The proposed site development complies with the requirements of the Zoning By-law.

Site-specific Exception 9(1210) also rezoned the southern portion of the site from A Agricultural Zone to RVM2 Residential Zone to permit a proposed 32 unit townhouse development by Elm Developments (File DA.04.047) as shown on Attachment #2. The site-specific exception amended the standards for lot frontage and lot area for the A Agricultural Zone on the subject synagogue lands, to a minimum of 85m and 1.5ha, respectively. The reduction to the lot frontage and lot area are required to facilitate the future severance of the lands (currently both parcels are owned by Temple Kol Ami) for use as a synagogue on the northern parcel, and a townhouse development on the southern parcel to be obtained and developed by Elm Developments.

Should Council approve the subject site plan application, the applicant can proceed to the Committee of Adjustment to obtain a land severance and a cross-easement to provide access from Summeridge Drive to the synagogue site.

#### Site Design

The proposed 685 m<sup>2</sup> synagogue (Attachment #3) is centrally located on the irregular-shaped property, and is surrounded by forested area. Directly to the north is the existing house (129 m<sup>2</sup>) on the subject lands to be used for office purposes, and to operate in conjunction with the main place of worship use. Parking has been provided to the north and east of the proposed synagogue.

Landscaping has been provided around the periphery of the site. The existing treed area along Dufferin Street and to the south of the synagogue is to remain in its natural form as shown on Attachment #4.

#### Access

The site is to be serviced by two accesses. A 7.5m wide right-in/right-out only access will be provided along Dufferin Street and operate as the fire route for the site. A second indirect access to the site will be a shared access from Summeridge Drive, extending north to the synagogue property through the townhouse development along the easterly property line. The final location and design of the driveway accesses are to be approved by the Region of York Transportation and Works Department and the City of Vaughan Engineering Department.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 49, CW Report No. 19 – Page 3

Parking

The site plan shows a total of 116 parking spaces located to the north and east of the synagogue building, whereas By-law 1-88 requires a minimum of 96 spaces to be provided as follows:

- Place of Worship (685 m<sup>2</sup> x 11 spaces/100 m<sup>2</sup>) = 76 spaces
- 9 classrooms + 1 multi-purpose room (1.5 spaces/teaching classroom) = 15 spaces
- Office (129 m<sup>2</sup> x 3.5 spaces/100 m<sup>2</sup>) = 45 spaces
- TOTAL REQUIRED = 96 spaces

The proposed site development exceeds the required parking with a surplus of 20 spaces.

Building Elevations

The synagogue (see Elevations on Attachments #5 and #6) will be constructed with a masonry base. The roofline varies throughout the building, but at its highest point, does not exceed the maximum height of 11.0m. The main material used throughout the building is wood siding in complimentary tones of taupe and brown. Metal trim has been used along the roofline and stone accent has been incorporated on the east and north elevations.

The majority of the building has been constructed with horizontal brown wood siding, with taupe-toned vertical wood siding to be used on the east elevation to frame the rectangular shaped linear windows. The main access to the building is comprised of glass double doors on the north elevation and covered by a canopy support by two columns.

Landscaping

The landscape plan is shown on Attachment #4, and will maintain the existing treed area to the south, along Dufferin Street, and around the periphery of the site as much as possible. The area is treed with local species and an attempt will be made to incorporate additional new planting of these species into the development. Planting has also been incorporated into the parking area in an attempt to visually soften the paved parking area. The final landscape plan, detailed cost estimate, and Tree Inventory Study, must be approved to the satisfaction of the Development Planning Department.

Servicing

The site has access to hydro, water, and sanitary and storm sewer services. The site is presently on a well and septic system, which is to be decommissioned, and replaced with municipal services. The applicant 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.

Parkland Dedication

The Real Estate Division advises that the City's Cash-in-lieu of Parkland Dedication By-law exempts Institutional uses. Therefore, no cash-in-lieu is payable for the synagogue development.

**Relationship to Vaughan Vision 2007**

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



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 49, CW Report No. 19 – Page 4

**Conclusion**

Staff has reviewed the Site Development Application in accordance with the Official Plan and Zoning By-law, and have no objections to its approval. The proposed site plan will facilitate the construction of a new synagogue and make use of the existing building as an office operating in conjunction with the synagogue. Accordingly, Staff recommends approval of the Site Development Application, subject to conditions.

**Attachments**

1. Location Map
2. Composite Site Plan
3. Site Plan
4. Landscape Plan
5. Building Elevations – South & East
6. Building Elevations – North & West

**Report prepared by:**

Arminé Hassakourians, Planner, ext. 8368  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant A. Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 50, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**50            ACCESS VAUGHAN CITIZEN SERVICE COORDINATOR POSITION (M293)**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated April 4, 2005:**

**Recommendation**

The Commissioner of Economic/Technology Development and Communications, in consultation with the City Manager, and the Manager of Access Vaughan recommends:

1. That Council approve the hiring for the Access Vaughan Citizen Service Coordinator position (M293); and
2. That the title of this position be referred to as "Coordinator – Access Vaughan".

**Purpose**

To obtain Council approval to hire the Access Vaughan Citizen Service Coordinator.

**Background - Analysis and Options**

At the February 28, 2005 Council meeting, Council ratified recommendations from February 22, 2005 Operational and Strategic Planning Committee Item 2, Report No. 2 (replacing only Clause 6). Therefore, Clause 3 "That staff proceed in the immediate hiring of a contract person to be responsible for the development of a Service Standards Manual and that the said individual report directly to the Commissioner of Economic/Technology Development and Communications;" and Clause 4 "That the hiring for the position of Supervisor be deferred;" were adopted as is.

The purpose of the deferral to hire the Coordinator was to use those unspent funds and apply them towards the consultant who would assist the Commissioner to develop and complete the Service Standards Manual. The consultant was hired effective March 29, 2005 and the Service Standards Manual, as well as a Training Manual, will be completed by April 29, 2005.

It is necessary that the Coordinator be hired at this time so that the Coordinator can be involved in all interviews as well as oversee Access Vaughan staff. Due to Council's request to have Access Vaughan operational by September 2005, it is vital that the Coordinator be hired within the next two months. The Human Resources hiring process is lengthy and we anticipate that it will take approximately 4 to 6 weeks to complete. Immediate approval is required to allow for posting and the entire hiring process that follows.

Funds are allocated in the budget for this position.

**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.

1.0        Service Delivery Excellence

6.4        Communications and Public Relations – Strengthen Corporate Image and Identity

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 50, CW Report No. 19 – Page 2

7.0 Technology and Innovation

**Conclusion**

Due to time restrictions and phasing transition for the implementation of Access Vaughan, staff is recommending that the process of hiring the Coordinator commence immediately.

(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 APRIL 11, 2005**

Item 51, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 11, 2005, as follows:

***By approving that Clause 3 of the recommendation of the Commissioner of Planning be deleted and replaced with the following:***

***“That, given the magnitude and importance of the Draft Growth Plan, the Minister of Public Infrastructure Renewal, The Honourable David Caplan, be advised that the Council of the City of Vaughan requests a commenting extension of (6) months from April 18, 2005 to permit a detailed analysis of the proposed Draft Growth Plan, its implementation and required infrastructure; and***

***Should an extension not be granted, the following recommendations be endorsed in addition to those set out in the Committee of the Whole Report No. 19, Item 51:***

- a) ***The Province be advised that the City of Vaughan cannot support Provincial Growth Forecasts as proposed in the Draft Growth Plan because of the disconnect between the proposed Provincial Plans and the lack of Provincial commitment to long term infrastructure plans and funding;***
- b) ***The contents of the Sub-Area-Growth Strategies should be limited to high level issues, including Provincial infrastructure, and not intrude into local planning decisions, such as the assignment of population on local municipal level and assignment of intensification locations.***
- c) ***The Province be requested to hold a Growth Summit and invite the regions, municipalities and other stakeholders to participate.”; and***

***By approving that this report be forwarded to AMO and all municipalities with a population of 100,000 and over.***

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51                                   **"PLACES TO GROW, BETTER CHOICES. BRIGHTER FUTURE. -  
DRAFT GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE"  
ONTARIO MINISTRY OF PUBLIC INFRASTRUCTURE RENEWAL - FEBRUARY 2005**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 4, 2005:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT the City of Vaughan advise the Ministers of Public Infrastructure Renewal and Municipal Affairs and Housing that the recently released, “Places to Grow - Better Choices. Brighter Future. – Draft Growth Plan for the Greater Golden Horseshoe” contains proposed policies that infringe upon long standing areas of local jurisdiction in land use planning; and,
2. THAT the respective Ministers be advised that in consideration of the above, the City of Vaughan strongly objects to those portions of the Draft Growth Plan that enter into established areas of local planning interest; and,
3. THAT, in consideration of the short time made available to municipalities to review and comment on “Places to Grow - Better Choices. Brighter Future. – Draft Growth Plan for the Greater Golden Horseshoe”, the City of Vaughan requests additional time be made available in order to prepare a proper response/comments; and,

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005

Item 51, CW Report No. 19 – Page 2

4. THAT the Region of York be requested to withhold any comments to the province on the “Places to Grow – Better Choices. Brighter Future. – Draft Growth Plan for the Greater Golden Horseshoe” until such time as the City of Vaughan, and other local municipalities in York Region have had an opportunity to jointly discuss and determine their respective responses to the “Draft Plan” document.
5. THAT the Minister of Public Infrastructure Renewal and the Regional Municipality of York be advised of the above concerns of the City of Vaughan and be requested to provide sufficient additional time for municipalities to respond with a proper response.

#### **Purpose**

The purpose of this report is to provide preliminary comments and advice to Council with respect to the provincial document, “Places to Grow – Better Choices. Better Future. – Draft Growth Plan for the Greater Golden Horseshoe”, February 2005.

#### **Background**

In June of 2004 the Ontario Minister of Public Infrastructure Renewal released a Discussion Paper entitled, “Places to Grow, Better Choices, Brighter Future – A Growth Plan for the Greater Golden Horseshoe” On October 13, 2004 Staff reported to the Committee of the Whole Working Session with a number of conclusions on the “Places to Grow” Growth Plan Discussion Paper document. The Committee comments from that meeting formed the basis for the recommendations to the October 25, 2004 meeting of Council. Council’s direction was subsequently sent to the Ministers of Public Infrastructure Renewal and Municipal Affairs and Housing, and Region of York, for their consideration (Attachment 1).

It should also be noted that previous to the release of the “Places to Grow” document, three Consultation Discussion Papers respecting planning reform in Ontario were released by the Minister of Municipal Affairs and Housing: Discussion Paper #1 - “Planning Act Reform and Implementation Tools; Discussion Paper #2 - “Provincial Policy Statement: Draft Policies”; and, Discussion Paper #3 - “Ontario Municipal Board Reform”. Council considered a Staff Report on these documents also on October 25, 2004.

Further, during this period, MMAH also enacted the Greenbelt Protection Act to freeze development within the “Greenbelt Study Area. The Greenbelt Act came into effect on February 24, 2005, and the Greenbelt Plan was finalized on February 28, 2005. Both are effective retroactively to December 16, 2004. The revised Provincial Policy Statement was released on March 2, 2005.

On February 16, 2005 the Ontario Minister of Public Infrastructure Renewal released the “Places to Grow - Better Choices. Brighter Future. – Draft Growth Plan for the Greater Golden Horseshoe” (Attachment 2) prepared by the Ministry following receiving input on the 2004 Discussion Paper. The ministry requested that municipalities provide their comments by April 18, 2005.

It is the “Draft Growth Plan” that is the subject of this Staff Report.

#### **Analysis**

Staff has been able to complete a preliminary review of the “Draft Growth Plan” document within the time frame requested by the province. However, staff feels strongly that a thorough review, including important consultation with other local municipalities and York Region, is essential for such an important provincial planning document. Additional time will be needed to carry out this detailed review.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 51, CW Report No. 19 – Page 3

The Draft Growth Plan proposes a vision and strategy for managing growth in the Greater Golden Horseshoe to the year 2031. Staff review of the document to date indicates that the Draft Growth Plan addresses many of the concepts presented in the earlier Discussion Paper and adds a number of new initiatives. The Draft Growth Plan is more complex than the Discussion Paper and is structured into eight main sections followed by a Glossary, Schedules (primarily maps) and Appendices. The main sections are, “where and how to grow”, “infrastructure to support growth”, “sub-area growth strategies”, “implementation”, and, “a provincial multi-year infrastructure strategy”. There is also a section on “the role of the citizen” dealing with public consultation and information.

Much of the Draft Growth Plan may be supportable and contains useful policy for the coordination for infrastructure delivery. However, it also, unacceptably, enters into policy areas that have long been the established responsibility of local municipal land use planning. This is of particular concern considering the Draft Growth Plan, “would derive its authority from the proposed ‘Places to Grow Act’ and, if passed, through an Order in Council made by the Lieutenant Governor in Council under that act. Section 14 of the proposed act states that planning decisions made by municipalities, the Province and other authorities would conform to (the Growth Plan prepared under the Act). Official plans of municipalities located within the growth plan shall also conform to this growth plan.” (pp 9 & 10, Draft Growth Plan)

To illustrate the potential implications of this strategy, staff would draw Council's attention to the section on “sub-area growth strategies”, Section 5.

The concept of sub-area growth plans uses the approach of partnerships and collaboration to achieve the vision in the Growth Plan. These plans are to be prepared by the province with the participation of Regional and local municipalities and other agencies. However, the Province does not clarify whether only the province can initiate such plans or whether or not local municipalities will be able to initiate sub-area growth plans. In any event, sub-area growth plans concept appears to be inserting the province into established areas of local land use planning jurisdiction. For this reason, the City of Vaughan should make its opposition to provincial involvement at such a local scale. Rather, the Province should support the establishment of plans at the wide provincial/regional scale in support of Regional and local municipality initiatives.

Other sections of the Draft Growth Plan contain policies respecting provincial policy control over changes to urban boundaries, land use designations in employment areas and the establishment of population and employment targets for municipalities.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

The Growth Plan, should it become legislation, has the potential to provide a better match of infrastructure with growth. However, as currently structured, it enters into several areas that have been long established as, and are appropriately, the responsibility of local municipalities. These sections of the draft document require more detailed review by the City and will require change.

In consideration of the relatively short time available to Staff to prepare comments on the Draft Growth Plan, the City should reserve the opportunity to provide additional comments to the Region and the Province.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 51, CW Report No. 19 – Page 4

The recommendation of this report should be adopted and forwarded to the Ministers of Public Infrastructure Renewal and Municipal Affairs and Housing, and the Region of York for their consideration.

**Attachments**

1. October 25, 2004 Staff Report and Council Direction on “Places to Grow” Discussion Paper, June 2004 - **Councillors Only**
2. “Places to Grow - Better Choices. Brighter Future - Draft Growth Plan for the Greater Golden Horseshoe” Ministry of Public Infrastructure Renewal, February 2005 - **Councillors only**

**Report prepared by:**

Wayne McEachern, Manager, Policy Planning/Urban Design (8026)

/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 APRIL 11, 2005**

Item 52, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**52** **PINE VALLEY DRIVE ROAD ALLOWANCE**

**The Committee of the Whole recommends:**

- 1) **That the recommendation contained in the following report of Mayor Di Biase, dated April 4, 2005, be approved; and**
- 2) **That correspondence be sent to the TRCA confirming the City's ownership of the subject lands.**

**Recommendation**

Mayor Michael Di Biase in consultation with the Commissioner of Legal and Administrative Services recommends that this report be received.

**Purpose**

To provide information regarding the City-owned lands comprising the unopened Pine Valley Drive Road allowance south of Rutherford Road.

**Background - Analysis and Options**

On March 7, 2005 Elizabeth Bottos, an area resident and lawyer wrote a letter stating the following:

"It may be wise to fence off the road allowance and widening to prevent any possibility of the TRCA advancing a possessory or adverse claim to the unopened road allowance based on use."

She went on to note her concern that the TRCA and their sub-group the Humber Alliance might assume the road allowance to be a part of the Boyd Park.

The Legal Services Department advises as follows:

1. The lands are in Land Titles and possessory title cannot generally be claimed against lands in Land Titles.
2. TRCA has clearly recognized and acknowledged the City's ownership of the road allowance through the OMB hearing and the Environmental Assessment process.

The Engineering Department has estimated the cost to install a farm type fence along both sides of the unopened road allowance to be in the order of \$60,000 to \$80,000. The estimate is based on installing approximately 1800 linear metres of fence along the right of way limits staked following a survey layout. Given the treed and uneven nature of the terrain, the fence materials would have to be carried in mainly by hand and installed through labour intensive means. With an appropriate estimating allowance prior to receiving detailed quotes, a cost estimate of \$80,000 should be carried.

An alternative to fencing the right of way could be to send a letter to TRCA indicating that they are aware of the City's ownership and are fully participating in the EA process. The letter would clarify that the allowance is not part of the park and advise that the City will be surveying and staking the allowance so that the TRCA does not mistakenly include it in any trail plans. They could also be sent a copy of Council's resolution sent to the province.



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 52, CW Report No. 19 – 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**

Although the ownership of the unopened Pine Valley Drive Road allowance is clearly the City's, it would be appropriate to confirm to the Toronto Region Conservation Authority that the land is the City's and is not part of Boyd Park. This would preclude the TRCA mistakenly including the road allowance in any trail plans. In order to fence the limits of the unopened road allowance, funding in the order of \$80,000 would be required.

**Attachments**

1. Location Map

**Report prepared by**

Mayor Michael Di Biase

(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 APRIL 11, 2005**

Item 53, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

53

**A CHARACTER COMMUNITY CONFERENCE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Frustaglio, dated April 4, 2005:

**Recommendation**

Regional Councillor Joyce Frustaglio recommends:

1. That the appropriate staff participate at the 2<sup>nd</sup> Annual York Region Character Community Council's Building Communities of Character Conference being held April 14 and 15, 2005.
2. That the City of Vaughan embraces and adopt the principles of "A Character Community".

**Purpose**

To build communities of character, and to elevate the awareness level of the importance of good character in business, education and our communities.

**Background - Analysis and Options**

York Region adopted the Character Community philosophy and established a Council in 2003 and held the first Building of Communities Character Conference in April 2004. The conference was well attended and received unanimous support to become an annual event!

Vision into Action will take place on April 25 and 15 at the Sheraton Parkway North in Richmond Hill. As well as offering informative workshops, enriching panel discussions, and dynamic speakers, this conference will also highlight the importance of building partnerships and offer suggestions on how Vision into Action will enable us to make a difference that can extend beyond our immediate community.

**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.

**Attachments**

A Character Community Newsletter #13.

(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 APRIL 11, 2005**

Item 54, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

**54 2005 YORK REGION'S SECOND ANNUAL ACCESSIBILITY PLAN – MOVING FORWARD**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Frustaglio, dated April 4, 2005:**

**Recommendation**

Regional Councillor Joyce Frustaglio recommends:

1. That the draft 2005 York Region's Second Annual Accessibility Plan – Moving Forward be received for information, and
2. That the City Clerk forward the draft copy to the City of Vaughan Accessibility Advisory Committee for their review.

**Purpose**

The purpose of this report is to meet the legislated requirements of the Ontarians with Disabilities Act, 2001 (ODA) by presenting the final version of Moving Forward: York Region's 2005 Accessibility Plan (see Attachment). As well, this report and the 2005 Plan highlight the results of the implementation of the Region's 2004 accessibility plan. Finally this report also presents the release strategy for making the 2005 Accessibility Plan available to the public.

To provide this information to the City of Vaughan Accessibility Advisory Committee for their review, to ensure that the City of Vaughan's accessibility plan has regard for the Region's plan and that the two plans are 'barrier free'.

**Background - Analysis and Options**

The ODA includes specific requirements for all municipalities, including York Region. One requirement is the development of an annual accessibility plan. Under the ODA, the annual accessibility plan must address the identification, removal and prevention of barriers to persons with disabilities in municipal by-laws, policies, practices, programs, services and facilities. The ODA also requires that the accessibility plan is developed in consultation with persons with disabilities and made available to the public.

Even before the ODA was created, the City of Vaughan had begun to remove barriers for people with disabilities in many of its programs, services and facilities.

**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.

**Attachments**

Draft - Moving Forward: 2005 York Region's 2005 Second Annual Accessibility Plan

(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 APRIL 11, 2005**

Item 55, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

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**55**

**NEW BUSINESS – REQUEST FOR STAFF ATTENDANCE  
AT A COMMUNITY MEETING**

**The Committee of the Whole recommends that staff attend a community meeting on April 26, 2005 at Garnet A. Williams Community Centre, with respect to Official Plan Amendment File OP.04.014 and Zoning By-law Amendment File Z.04.039.**

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



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 57, Report No. 19, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 11, 2005, as follows:

***By approving the following in accordance with the additional report of the Commissioner of Engineering and Public Works, dated April 11, 2005:***

- “1) That an additional amount of \$450,000 be approved to undertake the replacement of the sanitary sewer and full depth road reconstruction on Hillside Avenue; and***
- 2) That the funding source for this work be \$450,000 from the Sewer Reserve; and***
- 3) That the inclusion of the matter on a public committee or Council agenda for the additional funding request identified as Hillside Avenue Sanitary Sewer Replacement Request for Additional Funding is deemed sufficient notice pursuant to Section 2(1)(c) of By-Law 394-2002.”***

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**57                    NEW BUSINESS – HILLSIDE AVENUE RECONSTRUCTION PROJECT**

The Committee of the Whole recommends that staff provide a report to the Council meeting of April 11, 2005, with respect to the Hillside Avenue Reconstruction Project and that the cost implications and funding be identified.

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2005**

Item 58, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

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**58                    PRESENTATION – THE MIKEY NETWORK AND CANAC KITCHENS  
WITH RESPECT TO DONATING DEFIBRILLATORS TO THE CITY OF VAUGHAN**

Mr. Hugh Heron, President, Heathwood Homes, and Chairman of The Mikey Network, presented the City of Vaughan with twelve defibrillators donated by The Mikey Network, for use in City-owned facilities. One of the units was sponsored by Canac Kitchens and is to be installed at the Al Palladini Community Centre. Mr. Mike Jessop, York Region EMS, provided a demonstration on the use of the defibrillator. Mayor Di Biase and Regional Councillor Frustaglio, on behalf of Members of Council, expressed words of gratitude for the generous donation.