

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 1, CW Report No. 68– Page 2

City of Vaughan and York Region staff work together to review the above issues and report back as to how best to address the residents concerns.

Relationship to Vaughan Vision 2007

This request is consistent with Vaughan Vision 2007, particularly A-2 Promote Community Safety, Health & Wellness.

Conclusion

It is our belief that the safety and wellness of the residents in this area should be protected and that the City of Vaughan in conjunction with the Region of York investigate the various possibilities to ensure that the concerns expressed are dealt with in the best possible manner.

Attachments

None.

Report prepared by:

Joyce Frustaglio, Regional and Local Councillor
Peter Meffe, Councillor Ward 1

CITY OF VAUGHAN

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Item 2, Report No. 68, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 12, 2005, as follows:

By receiving the memorandum from the City Clerk, dated December 12, 2005.

2

LOCAL COUNCILLORS' TITLE CHANGE

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Intergovernmental Relations Committee, dated December 5, 2005, be approved, subject to inserting the words "for these members" after the words "Councillor" in the third line of the recommendation;
- 2) That staff review the Municipal Act to determine any effect this title change may have, and provide a report for the Council meeting of December 12, 2005; and
- 3) That the memorandum from Councillor Carella, dated November 28, 2005, be received.

Recommendation

The Intergovernmental Relations Committee recommends that the five (5) members of the Intergovernmental Relations Committee, (that is, other than the Mayor) be hereinafter referred to as "Ward" or "City" Councillors and that the use of the term "Local" Councillor cease when this recommendation takes effect.

Economic Impact

No economic impact.

Purpose

That the members of the Intergovernmental Relations Committee, other than the Mayor, be referred to as "Ward" or "City" Councillors and the use of the title "Local" Councillor cease.

Background - Analysis and Options

At the Intergovernmental Relations Committee meeting of November 22, 2005, the committee recommended the following:

The Intergovernmental Relations Committee requests the City Clerk to refer to the five (5) members of the Intergovernmental Relations Committee, other than the Mayor, as "Ward" or "City" Councillors and cease the title "Local" Councillors.

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

That the five (5) members of the Intergovernmental Relations Committee, other than the Mayor, be referred to as "Ward" or "City" Councillors and the use of the title "Local" Councillors cease.

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Attachments

No attachments.

Report prepared by:

Adelina Bellisario,
Assistant City Clerk

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Item 3, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

3

NEW ADOPT-A-PARK BROCHURE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated December 5, 2005:

Recommendation

The Commissioner of Community Services in consultation with the Director of Parks and Forestry Operations recommends:

That the revised "Adopt-A-Park" program and brochure be approved.

Economic Impact

There is no economic impact as it is anticipated that the \$5,000 estimate for printing the brochure in addition to the cost for signage associated with the parks to be adopted, will be absorbed in the annual operating budgets.

Purpose

To provide information regarding improvements to the Adopt-A-Park program and to seek Council approval for the program and brochures.

Background - Analysis and Options

The City of Vaughan have experienced an increase in civic pride in our communities. With the City of Vaughan success in the Communities in Bloom program, the message to become involved in the community is widespread. This is evident by the increase in requests from residents/groups to get involved in their community by adopting a park in their neighborhood.

In order to engage and assist our residents, the Adopt-A-Park brochure was revised with detailed and helpful information highlighting the benefits of the Adopt-A-Park program. A copy of the brochure will be made available at the meeting.

The improvements to the brochure includes:

- More colourful pictures
- User friendly design for ease in registering
- More informative and helpful details highlighting the groups responsibilities
- Annual renewal for continued involvement
- On line registration

It is anticipated that the reader board indicating the newly adopted parks will cost approximately \$500 and the reader boards will be affixed to the 911 signage in each of the parks. The costs of the reader board will be offset by the community involvement gained by the adopt-a-park program.

Relationship to Vaughan Vision 2007

Encouraging the community to take an active role by adopting their local park has direct impact on safeguarding our environment.

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

Conclusion

With the recent international status that the City of Vaughan has received under the Communities in Bloom program, the timing is ideal to engage the public with opportunities to become more involved in their community. This is another example of Vaughan's commitment to protecting the environment through responsible leadership practices and education.

Attachments

None

Report prepared by:

Marjie Fraser, Director of Parks and Forestry Operations, Ext. 6137

CITY OF VAUGHAN

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Item 4, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

4

BOULEVARD GRASS CUTTING

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated December 5, 2005:

Recommendation

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

That a by-law be enacted to require homeowners and businesses to maintain the grass on the City boulevard abutting their properties.

Economic Impact

Requiring all homeowners and businesses to maintain boulevards abutting their properties could save up to \$5,000 per year from our Boulevard Maintenance Contract.

Purpose

To obtain Council approval for a by-law to ensure that all property owners in Vaughan maintain the City boulevards abutting their property.

Background – Analysis and Options

Generally, responsible Vaughan residents and business owners maintain the boulevards abutting their properties by cutting the grass. However, some property owners only cut the grass within their own fence line or only between the sidewalk and their homes leaving the boulevard area uncut. This is particularly problematic and unsightly on residential corners and side lots.

In addition, some developers have erected entrance feature walls adjacent to businesses such as gas stations. Some business owners only maintain the area behind the entrance feature. The City of Vaughan receives several complaints with regard to these poorly maintained boulevards and properties.

When a complaint is received regarding uncut grass on boulevards and side lots, the By-Law Enforcement Department usually leaves a notice with the owner to cut the grass. However, under the former Municipal Act, there was no authority to enforce such maintenance. If the owner ignored the notice, staff would have no other option than to have the grass cut by the Boulevard Maintenance Contractor. Each additional hectare of boulevard grass added to the contract, costs an average of \$2,800 per hectare plus administration costs per year under the current contract. The number of refusals to cut side and front lots is growing; the average yearly cost is in the range of \$2,500 to \$5,000.

New powers granted in the New Municipal Act (2001) authorize municipalities to enact by-laws requiring owners to maintain the boulevard, similar to sidewalk snow clearing. Enforcement of the by-law would be similar to sidewalk snow clearing, where a notice is sent and if ignored, the City does the work and adds the costs to the tax roll.

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Relationship to Vaughan Vision 2007

Implementation of this bylaw will enable staff to provide effective and efficient delivery of service for the residents of the City of Vaughan, and is consistent with the priorities previously set by Council.

Conclusion

Residents and businesses that do not maintain their boulevards have a negative impact on Vaughan's streetscapes. Homeowners have the option of hiring contractors or students to perform property maintenance if they do not wish to do the work themselves.

Homeowners and businesses are generally proud of their properties and realize the benefit of enhancing the value through landscape maintenance. A by-law that requires businesses and homeowners to cut the grass on boulevards abutting their property would ensure a consistent well-maintained look within the community and would give staff the authority to recover costs if required to do this work.

Attachments

None

Report prepared by:

Marjie Fraser, Director of Parks & Forestry Operations, ext. 6137

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Item 5, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

5 YORK REGIONAL POLICE SATELLITE OFFICES

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Community Services, dated December 5, 2005; and**
- 2) That a copy of the recommendation be forwarded to Mr. Julian Fantino, Chair of the Mayor's Task Force on Community Safety and Security in Vaughan.**

Recommendation

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

1. That Council receives this report for information purposes; and,
2. That staff continue to work with the York Regional Police to enhance safety and promote public awareness and education in the community.

Economic Impact

There is no economic impact.

Purpose

The purpose of this report is to provide Council with the feasibility of implementing York Regional Police satellite offices in City of Vaughan facilities.

Background - Analysis and Options

At the Committee of the Whole meeting of March 1, 2004 Council directed staff to explore the possibility of implementing York Regional Police satellite offices at various City of Vaughan facilities. This was intended to encourage community safety, and enhanced communications between police officers, staff and the residents of Vaughan. This would also provide a location for police officers to have a satellite location to assist their Community Policing Program and establish a presence in city facilities.

Through the recommendation of York Regional Police Chief La Barge, staff met several times with representatives from York Regional Police to discuss the opportunity of creating satellite offices and to explore opportunities to enhance communication between the two organizations. During these discussions, York Regional Police briefed the City of Vaughan on their community policing program. The City also provided York Regional Police with information on the community recreation facilities and services that are provided to the residents of Vaughan and also expressed their wishes to establish satellite police offices to enhance community safety.

While York Regional Police were appreciative of the opportunity to partner with the City of Vaughan to create satellite offices, they concluded that this initiative was not feasible at this time due to other commitments and limited resources. Both parties agreed that more needs to be done to support Council's vision of enhancing community safety and several other opportunities/initiative were discussed.

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York Regional Police agreed to add all community centres and designated city-owned heritage buildings as part of their community beat for police officers. City of Vaughan staff will provide York Regional Police officers with access to facilities and services (access to phones/workstation, washroom facilities, etc.) as required. City staff will also provide the names, addresses and hours of operation for city-operated facilities to York Regional Police and update the facility information on an as needed basis.

York Regional Police through their community relations program will also provide public education presentations to residents on an as needed basis. Staff will explore these opportunities with various user groups such as senior's clubs and youth drop-in programs as part of the ongoing programming at the centres.

City of Vaughan staff will also display community safety information provided by York Regional Police at city-operated facilities. This will enhance public education and awareness of various community safety topics.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set by Council in Section 1.1.4 -- Identify and implement improvements to existing City facilities and parks to optimize community safety of Vaughan Vision 2007.

Conclusion

City of Vaughan staff was directed to explore the possibility of implementing York Regional Police satellite offices at City of Vaughan community centre facilities. Staff met with representatives from York Regional Police. Due to other community policing resource priorities satellite offices are not feasible at this time. The City of Vaughan agreed to provide York Regional Police with community centre and city-operated heritage buildings information so police officers can include the facilities as part of their community police beat. City of Vaughan will also provide police officers when visiting the community centre with access to services such as telephones and a workstation on an as needed basis. Community safety information (i.e. brochures) will be displayed in the community centres and staff will also invite York Regional Police representatives as future guest speakers for Senior's Clubs and youth drop-in programs.

Attachments

None

Report Prepared By

Diane LaPointe-Kay, Director of Recreation and Culture, ext. 8117

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Item 6, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

6 DESIGNATED PROPERTY GRANT, ST. PAUL'S PRESBYTERIAN CHURCH
10150 PINE VALLEY DRIVE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated December 5, 2005:

Recommendation

The Commissioner of Community Services, in consultation with the Director of Recreation & Culture recommends approval of the following Heritage Vaughan recommendation:

1. That the payment of a Designated Property Grant to St. Paul's Presbyterian Church in the amount of \$1,911.56 for the repair and painting of the exterior windows and entrances of the church structure, be approved.

Economic Impact

Funds for the Designated Property Grant program have been budgeted for in the 2005 Cultural Services Budget.

Purpose

The purpose of this report is to seek Council approval of the Heritage Vaughan recommendation to approve the Designated Property grant payout for the repair and restoration work to St. Paul's Presbyterian Church.

Background - Analysis and Options

The church officials of St. Paul's located at 10150 Pine Valley Drive applied for a Designated Property Grant to repair and paint the windows and entrances of the church structure.

St. Paul's Presbyterian Church was constructed in 1888 and designated under Part IV of the Ontario Heritage Act in 1988. The structure is an excellent example of the Romanesque Revival style, distinguished by an elaborate tower and polychromatic brickwork.

The Designated Property Grant is funded by the City of Vaughan. The Grant program was initiated in 1985 to assist heritage property owners in the maintenance and restoration of Designated heritage structures in the City of Vaughan. All work eligible under the terms and conditions of the said program requires Designated property owners to restore heritage property using original materials and restore property to original design, form and structural soundness.

In order to receive a Grant, property owners must submit proposed work to Heritage Vaughan committee for review of work eligibility and receive approval prior to initiating the project as per Grant guidelines. After completion of the restoration/renovation work, Heritage Vaughan reviews all completed work and submitted invoices to determine eligible grant amounts. The subject grant program was initiated with the intention of offsetting increased costs as a result of the restoration/reproduction of original features and materials. Property owners must match all grant amounts. The maximum grant amount is \$5,000.00 per Designated property.

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Church officials of St. Paul's have completed the repair work to the church building as required under the Designated Property Grant guidelines/requirements. An invoice in the amount of \$3,823.11 was submitted to City staff for the total amount of the work. Under the grant guidelines, the City may pay up to 50% of the total cost of the eligible restoration/repair work, to a maximum \$5,000 per property. Culture staff have inspected the building and can confirm the painting and repair work to the building was completed as per the Grant requirements.

Heritage Vaughan reviewed and recommended approval of the subject Designated Property Grant at its meeting of November 16, 2005.

Relationship to Vaughan Vision 2007

Section 4.6 of the Vaughan Vision encourages the preservation and enhancement of the natural and built heritage environment and encourages the preservation of significant historical structures and communities.

This report is consistent with the priorities previously set by Council and the necessary resources to implement all points outlined in this report have been allocated and approved.

Conclusion

Heritage Vaughan reviewed and recommended at the November 16, 2005 committee meeting that a Designated Property Grant in the amount of \$1,119.56 be approved and provided to the St. Paul's Presbyterian Church by the City of Vaughan. The Designated Property Grant program assists property owners in the repair and/or restoration of designated heritage property and helps in offsetting the increased costs due to the restoration/reproduction of original features and materials. The painting and repair of the windows and entrances to St. Paul's Church has been completed using original materials and paint colours and all work has been inspected by City of Vaughan Culture staff to ensure the work was done as per Designated Property Grant requirements.

Attachments

None

Report prepared by:

Angela Palermo, Manager, Cultural Services, ext. 8139

CITY OF VAUGHAN

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Item 7, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

7 ECONOMIC & TECHNOLOGY DEVELOPMENT ANNUAL REPORT 2004

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 December 5, 2005:

Recommendation

The Commissioner of Economic/Technology Development and Communications recommends:

That this report be received as information only.

Economic Impact

There is no economic impact.

Purpose

To provide an analysis and summary report of Vaughan's economic conditions, development trends and the activities of the Economic & Technology Development Department.

Background - Analysis and Options

The year 2004 was an active year for the Vaughan business community. In addition to a robust real estate market, the number of firms and employment grew by 9% and 11%, respectively. Development and construction in the industrial and commercial sectors continued to be strong, despite a slight decline in the overall value of construction.

The Economic & Technology Development Department expanded its mandate in 2004. In addition to business attraction, retention and small business development activities, the Department also undertook steps to develop programs in the Environmental and Tourism sectors. These new initiatives required the involvement and participation of public sector agencies and private sector partners.

The Annual Report provides a summary of the Department's activities as well as an analysis of the economic conditions that will impact local businesses as they plan and prepare to meet the challenges of local and global competitiveness. Preparation of the Annual Report was delayed due to staffing constraints. However, the importance of the Annual Report as year-to-year reporting mechanism and as a marketing and research tool for site selectors, realtors and investors, compelled the completion of this document. Hence, this popular document has been posted on the City's website as well as being forwarded to federal, provincial and regional agencies.

Relationship to Vaughan Vision 2007

The Annual Report meets Goal 6.4 of Vaughan Vision 2007 to create increase 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.

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Item 7, CW Report No. 68– Page 2

Conclusion

The Annual Report documents the achievements of the Economic and Technology Development Department, but more importantly, it demonstrates to future investors the dynamic nature of our community.

Attachments

Annual Report 2004

Report prepared by:

Frank Miele, Commissioner of Economic/Technology Development and 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.)

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Item 8, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

8 ASSUMPTION – NORTH HUMBER (SUNSET RIDGE ONLY) – PHASE 1 19T-97V07/ 65M-3278

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3278 and that the municipal services letter of credit be reduced to \$20,000 for minor repairs to the landscaping features within the median, as per the Development Planning Department's request. Once these works are completed to the satisfaction of City staff, the letter of credit will be released.

Economic Impact

Upon assumption of this development, approximately 1.2 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The remaining portion of Sunset Ridge that is proposed to be assumed is a part of a residential subdivision that was previously assumed. The development is located south of Major Mackenzie Drive, west of Islington Avenue as shown on Attachment 1.

The Subdivision Agreement for the subdivision was signed on October 21, 1998. The municipal services in Plan 65M-3278 were installed in May 1998 and the top course asphalt was placed in September 2001.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, and Clerks. The Development Planning Department is requesting that \$20,000 be held back as securities for minor repairs to the landscaping works within the median. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

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

CITY OF VAUGHAN

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Item 8, CW Report No. 68– Page 2

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

Conclusion

It is therefore appropriate that the municipal services along Sunset Ridge in 65M-3278 be assumed and the municipal services letter of credit be reduced to \$20,000. Once the landscaping works on the median have been rectified to the satisfaction of the City, the letter of credit will be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

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Item 9, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

9 **ASSUMPTION – ROYAL GARDENS HOMES**
19T-97V38/ 65M-3351

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3351, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 1.5 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 66 lot development is a residential subdivision. The development is located south of Teston Road, west of Keele Street as shown on Attachment 1.

The Subdivision Agreement was signed on July 12, 1999. The municipal services in Plan 65M-3351 were installed in June 1999 and the top course asphalt was placed in October 2002.

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

Relationship to Vaughan Vision 2007

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

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

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Item 9, CW Report No. 68– Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-3351 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

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Item 10, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

10

**ASSUMPTION – MARTINGALE SUBDIVISION
19T-97V04/ 65M-3325 & 65M-3326**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3325 and 65M-3326 and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 4.2 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 178 lot development is a residential subdivision. The development is located south of Rutherford Road, west of Dufferin Street as shown on Attachment 1.

The Subdivision Agreement was signed on July 7, 1999. The municipal services in Plan 65M-3325 and 65M-3326 were installed in June 1999 and the top course asphalt was placed in September 2002.

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

Relationship to Vaughan Vision 2007

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

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

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Conclusion

It is therefore appropriate that the municipal services in 65M-3325 and 65M-3326 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

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Item 11, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

11

**ASSUMPTION – REDGROVE SUBDIVISION
19T-97V03/ 65M-3355**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3355 and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 2.9 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 123 lot development is a residential subdivision. The development is located south of Rutherford Road, west of Dufferin Street as shown on Attachment 1.

The Subdivision Agreement was signed on June 30, 1999. The municipal services in Plan 65M-3355 were installed in June 1999 and the top course asphalt was placed in September 2002.

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

Relationship to Vaughan Vision 2007

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

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

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Conclusion

It is therefore appropriate that the municipal services in 65M-3355 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 12, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

12 **ASSUMPTION – LIVIO BREDA – PHASE 3 (HUMBERVIEW)**
19T-95099/ 65M-3479

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3479 and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 0.6 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 39 lot development is a residential subdivision. The development is located south of Teston Road, east of Jane Street as shown on Attachment 1.

The Subdivision Agreement was signed on December 5, 2000. The municipal services in Plan 65M-3479 were installed in September 2000 and the top course asphalt was placed in July 2003.

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

Relationship to Vaughan Vision 2007

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 12, CW Report No. 68– Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-3479 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 13, CW Report No. 68– Page 2

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

Conclusion

It is therefore appropriate that the municipal services along Sunset Ridge in 65M-3305 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 14, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

14

**ASSUMPTION – KEELANG TUDOR– PHASE 3
19T86053/ 65M-3077**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3077 and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 1.6 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 10 lot and 4 block development is an industrial subdivision. The development is located east of Keele Street, south of Rutherford Road as shown on Attachment 1.

The Subdivision Agreement was signed on May 23, 1995. The municipal services in Plan 65M-3077 were installed in July 1995 and the top course asphalt was placed in July 1999.

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

Relationship to Vaughan Vision 2007

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 14, CW Report No. 68– Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-3077 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/FC

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 15, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

15

**ASSUMPTION – BAY VILLAGE HOMES
19T-97V35/ 65M-3412**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3412, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 0.8 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 42 lot development is a residential subdivision. The development is located south of Rutherford Road, west of Weston Road as shown on Attachment 1.

The Subdivision Agreement was signed on March 21, 2000. The municipal services in Plan 65M-3412 were installed in October 1999 and the top course asphalt was placed in June 2003.

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

Relationship to Vaughan Vision 2007

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

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 15, CW Report No. 68– Page 2

Conclusion

It is therefore appropriate that the municipal services in 65M-3412 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 16, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

16

**SUMMERIDGE DRIVE AND LOIRE VALLEY DRIVE
PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Summeridge Drive and Loire Valley Drive.

Economic Impact

The cost to install the stop signs is an initial impact to the 2005 Operating Budget, and the cost to maintain the signs would be a future budget impact.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Summeridge Drive and Loire Valley Drive, in response to requests from area residents.

Background - Analysis and Options

Summeridge Drive is a primary feeder road with a 23.0 metre right-of-way width and two travel lanes. Loire Valley Drive is a major local road with a 20.0 metre right-of-way width and two travel lanes. The existing speed limit on both streets is a statutory 50 km/h. The existing stop controls are located on Loire Valley Drive. The area is shown on Attachment No. 1.

Residents have expressed concerns regarding vehicle speeds and overall safety at the intersection.

Staff conducted a turning movement count on Wednesday, November 2, 2005 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00am to 9:00am and 3:00pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- | | |
|---|----------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 132% |
| • Warrant 2 – Accident Hazard | Warranted 0% |
| • Warrant 3 – Sight Restriction | Warranted 0% |

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at the intersection.

There are no sight distance restrictions noted at this intersection. There were zero reported vehicle collisions in the past year at this intersection.

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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 an all-way stop control be installed at the intersection of Summeridge Drive and Loire Valley Drive.

Attachments

1. Location Map

Report prepared by

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 17, Report No. 68, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 12, 2005, as follows:

By approving the recommendation of the Commissioner of Engineering and Public Works, dated December 5, 2005, subject to the following:

That staff be authorized to negotiate an agreement for the payment of the approximate costs of \$300,000 by the Region for the resurfacing of the two concessions with hot mix asphalt prior to the noise exemption being granted; and

By receiving the memorandum from the Director of Engineering Services, dated December 8, 2005.

**17 KING-VAUGHAN ROAD – DUFFERIN STREET TO BATHURST STREET
WATERMAIN AND ROAD UPGRADE
TEMPORARY ROAD CLOSURE
AND AN EXEMPTION TO THE NOISE CONTROL BY-LAW**

The Committee of the Whole recommends that this matter be referred to the Council meeting of December 12, 2005 and that staff provide a report addressing the issues identified.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the temporary road closure on King-Vaughan Road between Dufferin Street and Bathurst Street be approved from December 12, 2005 to December 31, 2005 as requested by the Region of York, in order to complete the watermain installation and road upgrades;
2. That an exemption to the Noise Control By-Law be granted to the Region of York from December 12, 2005 to December 31, 2005 for the construction of a watermain and road upgrade on King-Vaughan Road from Dufferin Street to Bathurst Street from 7:00 p.m. to 11:00 p.m. from Monday to Friday and from 8:00 a.m. to 8:00 p.m. on Saturdays only (excluding holiday weekends and/or statutory holidays).
3. That the Mayor and Clerk be authorized to sign the appropriate By-Laws.
4. That the Region of York – Transportation and Works Department be so notified of the approval of the temporary road closure extension and Noise Control By-Law exemption related to the subject location and that Regional staff so advise the affected residents of the noise by-law exemption.

Economic Impact

Not Applicable.

Purpose

The purpose of this report is to seek Council's approval of a request from the Region of York for a temporary road closure on King-Vaughan Road from Dufferin Street to Bathurst Street from December 12, 2005 to December 31, 2005 and an exemption from the City's Noise Control By-Law (270-81) from December 12, 2005 to December 31, 2005 in order to complete the construction of a watermain and road upgrades.

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

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Background - Analysis and Options

Council at its meeting of January 24, 2005 approved the temporary road closure on King Vaughan Road from Keele Street to Dufferin Street from May 1, 2005 to September 15, 2005. However, the Region's contractor (Clearway Construction Inc.) was not issued a Notice of Commencement from the Region of York until August 15, 2005. Due to the delay in agency approvals and the difficulties in constructing the 1200mm diameter concrete trunk watermain through a very sensitive King-Vaughan Wetland which requires piles and concrete cradles, the contractor issued a revised construction schedule which indicated that the watermain installation and roadwork along King-Vaughan Road from Keele Street to Dufferin Street was expected to be substantially completed by December 31, 2005.

A request was received on September 7, 2005 from MacViro Consultants Inc. on behalf of the Region of York for an extension of the temporary road closure from September 15, 2005 to December 31, 2005 to facilitate the installation of the trunk watermain and road upgrade, and also an exemption to Noise Control By-Law during the same time period.

Council at its meeting of October 17, 2005 approved the extension of the temporary road closure and an exemption to the Noise Control By-Law as requested by MacViro Consultants on behalf of the Region of York.

Another request was received on November 8, 2005 from MacViro Consultants Inc. on behalf of the Region of York for a temporary road closure from December 12, 2005 to December 31, 2005 for the installation of a 1200mm diameter concrete trunk watermain and road upgrade on King-Vaughan Road from Dufferin Street to Bathurst Street and also an exemption to the Noise Control By-Law from December 12, 2005 to December 31, 2005. (See Attachment No. 1).

Further, in order to expedite the planned works and to meet this schedule, the contractor must also perform work outside the regular work hours of Monday to Friday 7:00 a.m. to 7:00 p.m. Therefore, an exemption from the Noise Control By-Law to allow work until 11:00 p.m. in the evening on weekdays and from 8:00 a.m. to 8:00 p.m. on Saturdays only (excluding holiday long weekends and/or statutory holidays) is being requested.

Local access to the affected residences within the area, including all emergency services (fire, police and ambulance) will be maintained and coordinated by the Region of York administration staff at all times. Emergency services will be informed at all times by the Region of York construction staff with regards to the available access to the affected area during the closure. (i.e. either from Dufferin Street, Bathurst Street, or both).

Staff note that an interim approval of the temporary road closure extension was granted on November 16, 2005 by the Commissioner of Engineering and Public Works via a memorandum to the Mayor and Members of Council.

Relationship to Vaughan Vision 2007

The 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.).

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

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Conclusion

Based on the revised construction schedule of proposed works for King-Vaughan Road which includes watermain construction and road upgrades as provided by the Region of York's consultant (MacViro Consultants Inc.), City Engineering staff recommend the temporary road closure and the Noise By-Law exemption as recommended, from Dufferin Street to Bathurst Street from December 12, 2005 to December 31, 2005, to facilitate construction of the watermain and road upgrades.

The Region of York is requested to continue to keep all stakeholders, including the City of Vaughan, Emergency Service providers, area residents and others, fully informed of the project schedule and workplan as it progresses so that all parties can modify their schedules/operations as necessary to respond to any road closures.

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 18, Report No. 68, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 12, 2005, as follows:

By receiving the memorandum from the Director of Engineering Services, dated December 9, 2005.

18

WOODBIDGE HIGHLANDS AND AREA TRAFFIC REVIEW

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of January 16, 2006 to provide an opportunity for public input.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the existing traffic calming measures are performing well within the Woodbridge Highlands area;
2. That no additional traffic calming measures are required for this traffic committee area.

Economic Impact

Not Applicable.

Purpose

To review the impact of the traffic calming measures installed in the Woodbridge Highlands area, in response to direction from City Council.

Background - Analysis and Options

At its meeting on November 1, 2004, Committee of the Whole recommends:

“That staff review the impact of the Woodbridge Highlands Traffic Calming measures 6 months after they have been in effect.”

Traffic calming measures were installed in the Woodbridge Highlands Area in 2004 following Council approval through the traffic calming committee procedure. Traffic calming measures installed included speed humps, raised crosswalks, raised centre medians, and painted road narrowings. Refer to Attachment No. 1 for traffic calming measure locations.

Staff collected speed and volume data in the Woodbridge Highlands Area with Automatic Traffic Recorders over a 24-hour time period on Vaughan Mills Road, Avdell Avenue, and Thomson Creek Boulevard. All three roadways are classified as feeder designs with a right-of-way of 23.0 metres. Radar speed data was collected on Shamrock Crescent and on Roselawn Drive. The two tables below summarize this data.

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Item 18, CW Report No. 68– Page 2

November 8-10, (Tuesday-Thursday) 2005 Data Summary

<u>Location</u>	<u>Direction</u>	<u>24 Hour Volume</u>	<u>Average Speed</u>
Vaughan Mills Road north of Cipriano Court	Northbound	2079	47 km/h
	Southbound	2052	47 km/h
	Total	4131	
Avdell Avenue between Carstad Crescent (W) and Carstad Crescent (E)	Eastbound	440	43 km/h
	Westbound	567	41 km/h
	Total	1007	
Avdell Avenue east of St. Michelle Place (E)	Eastbound	810	43 km/h
	Westbound	978	43 km/h
	Total	1788	
Thomson Creek Boulevard east of Roselawn Drive	Eastbound	1365	43 km/h
	Westbound	1442	41 km/h
	Total	2807	

The speed limit on Vaughan Mills Road, Thomson Creek Boulevard, and Roselawn Drive are posted at a reduced 40 km/h limit, and the speed limit of Avdell Avenue is a statutory 50 km/h.

Radar Speed Data Summary – November 8, (Tuesday) 2005

<u>Location & Date</u>	<u>Time</u>	<u>Direction</u>	<u>Average Speed</u>
Shamrock Crescent near Millrun Crescent (S)	7:30am-8:30am	Northbound	41 km/h
		Southbound	43 km/h
	4:15pm-5:30pm	Northbound	44 km/h
		Southbound	49 km/h
Roselawn Drive near Shamrock Crescent (N)	7:30am-8:30am	Northbound	44 km/h
		Southbound	42 km/h
	4:30pm-6:00pm	Northbound	37 km/h
		Southbound	44 km/h

The speed limit on Roselawn Drive is posted at a reduced 40 km/h, and the speed limit on Shamrock Crescent is a statutory 50 km/h.

In addition, staff conducted observations at the intersection of Thomson Creek Boulevard and Roselawn Drive on Wednesday, November 9, 2005 to determine the effectiveness of the new centre median islands installed on the east and west approaches to the intersection. Observations showed vehicles, including larger school buses, had no trouble negotiating the intersection, and completed their turns in a proper and safe manner.

Prior Traffic Studies Conducted

Staff collected speed and volume data in the Woodbridge Highlands Area in 2003 prior to the installation of the traffic calming measures. The collected volume data covered a 24-hour time period, and the speed data covered the indicated peak time periods and are summarized below.

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Item 18, CW Report No. 68– Page 3

April 28-30, 2003 Data Summary

<u>Location</u>	<u>Direction</u>	<u>24 Hour Volume</u>
Vaughan Mills Road south of Dunforest Gate	Northbound	1460
	Southbound	1524
	Total	2984
Vaughan Mills Road south of Rutherford Road	Northbound	2130
	Southbound	2245
	Total	4375
Avdell Avenue west of St. Michelle Place	Eastbound	798
	Westbound	808
	Total	1606
Thomson Creek Boulevard west of Clarence Street	Eastbound	2298
	Westbound	2164
	Total	4462

Radar Speed Data Summary – November 7, (Thursday) and November 12, (Tuesday) 2002

<u>Location & Date</u>	<u>Time</u>	<u>Direction</u>	<u>Average Speed</u>
Vaughan Mills Road north of Cipriano Court – November 7, 2002	8:00am-9:00am	Northbound	53 km/h
		Southbound	52 km/h
Avdell Avenue east of Carstad Crescent (West intersection) – November 7, 2002	4:00pm-5:00pm	Eastbound	51 km/h
		Westbound	51 km/h
Roselawn Drive south of Shamrock Crescent (North intersection) – November 12, 2002	8:00am-9:00am	Northbound	41 km/h
		Southbound	45 km/h

In comparing the speed and volume data from ‘before’ traffic calming measures were installed to ‘after’ installation, average speeds were found to be consistently lower in the ‘after’ installation traffic studies:

1. Vaughan Mills Road north of Cipriano Court – reduction in speed of 6 km/h.
2. Avdell Avenue east of Carstad Crescent – reduction in speed range of 8 to 10 km/h.
3. Roselawn Drive near Shamrock Crescent – speeds are relatively consistent.

Traffic volumes in the ‘after’ studies are consistent or lower than the corresponding ‘before’ studies, and are well within the capacities of their respective roadway classifications. Thomson Creek Boulevard shows the highest reduction in traffic volumes of 1,655 vehicles.

Staff conclude that the traffic calming measures installed in the Woodbridge Heights area are successfully working to consistently lower speeds in comparison to speed data collected prior to installation of traffic calming measures. Traffic volumes are either consistent or lower than prior to traffic calming installation, and are well within their respective roadway capacity.

Relationship to Vaughan Vision 2007

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

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Item 18, CW Report No. 68– Page 4

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

Conclusion

Staff concludes that traffic calming measures installed in the Woodbridge Heights area are working to lower speeds, and maintain or reduce traffic volumes.

Attachments

1. Location Map

Report prepared by:

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

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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 'No Stopping' signs with the time periods of 7:30 am to 9:00 am and 2:30 pm to 4:00 pm be installed on the north side of Mistysugar Trail between the east and west property lines of Bakersfield Public Elementary School.

Attachments

1. Location Map

Report prepared by:

Sabrina Naccarato, Traffic Analyst, ext. 8759

Mike Dokman, Supervisor Traffic Engineering, ext. 8031

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 20, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

**20 NON RESIDENTIAL/MIXED-USE ESTABLISHMENTS THAT CURRENTLY RECEIVE
MUNICIPAL WASTE/RECYCLING COLLECTION SERVICES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends that

1. Waste/recycling collection services continue to be provided to the non-residential/mixed use establishments identified in Appendix 1, as long as:

The current owner/tenant complies with all municipal requirements for waste and recycling collection

The collection services can be provided curbside only, i.e. no bulk containers

There is no change to the use of the establishment as identified in Appendix 1;

2. Those establishments identified in Appendix 1 who do not, or cannot, comply with the City's requirements for collection services, be permanently removed from the City's list of approved non-conforming locations upon receipt of 60 days notice to the owner/tenant by the City's Public Works Department; and,
3. No additional institutional, commercial, mixed-use, or non-residential establishments be approved to receive municipal waste collection services.

Economic Impact

There is nominal financial impact on the 2006 Operating Budget estimated to be approximately \$2,500 per year with respect to the continued collection services of the non-residential/mixed-use establishments identified in Appendix 1. The estimated cost of collection at these non-residential/mixed use establishments has been included in the 2006 draft Operating Budget.

Purpose

To inform Council of non-residential/mixed-use establishments that currently receive municipal garbage and recycling collection services, and to establish a formal list of those non-residential locations that will be entitled to receive municipal collection services until such time as they become ineligible to receive to receive such services.

Background - Analysis and Options

As with most other municipalities, non-residential/mixed-use establishments typically are not intended to receive municipal curbside waste/recycling collection services. The City's curbside waste and recycling collection services, the collection By-law, and the Greening Vaughan initiative, are designed to serve the City's residential population. Non-residential establishments

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that are built in residential areas (i.e. churches, private schools etc.), are not entitled to receive municipal collection services. Similarly, establishments used for commercial or institutional purposes such as professional offices, medical clinics, daycares and schools (public and private) are also not entitled to receive municipal collection.

Notwithstanding the above, at this point in time, there are a limited number of non-residential/mixed use establishments that are receiving municipal collection services. Most of these establishments were allegedly “grand-parented in” when Vaughan’s waste/recycling collection by-law was established in 1994. However, there is no documentation or record to substantiate this claim.

Many of these establishments are located in the older downtown districts of Kleinburg, Woodbridge, and areas of Thornhill where former residential dwellings have been converted to non-residential or mixed-use establishments. Some of the non-residential and mixed-use establishments that receive municipal collection services have done so as a result of contractor error.

Staff has made concerted efforts to identify all locations that the contractors currently collect from, even though they do not qualify for collection services, and these are shown in Appendix 1. These locations have been identified through various means, including discussions with the current collection contractors, follow-up site inspections, and having staff follow the collection vehicles. Despite these efforts, there may be a few non-residential/mixed-use establishments that staff have not identified in the appendix, but are receiving municipal collection services from the contractors.

As noted in Appendix 1, the locations identified are not necessarily sequential or adjacent to one another, but are random and interspersed between legitimate residential collections and non-residential/mixed-use establishments that have undertaken private waste collection services. In preparation of the new waste collection contract, staff identified one hundred and nine such locations. Some of the locations identified have multiple businesses operating out of them and/or are a combination of non-residential and residential uses. Approximately 75 of the locations identified share the commercial/institutional use with a residential dwelling(s) (i.e. mixed use).

The City’s waste and recycling collection contracts of the past have not specified what non-residential or mixed-use establishments were permitted to receive municipal garbage and recycling collection services. In an effort to clarify collection issues with these establishments in the future, and to give a clear directive to the City’s new collection contractor (starting Jan. 1/2006), it is important that the City formally identify whether the establishments identified in Appendix 1 will continue to receive municipal waste and recycling collection services, and if so, under what conditions.

Should Council wish to continue to provide collection to the aforementioned establishments, all owners/tenants of locations identified in Appendix 1 would be required to comply with the same collection requirements as the curbside residential sector, including those requirements approved under the Greening Vaughan initiative. For example, upon implementation of Phase 3 of Greening Vaughan in September 2007, all of the establishments identified in Appendix 1 would only be entitled to receive every-other-week garbage collection, and would need to comply with the 3 bag limit. As with the residential population that receives curbside collection, non-residential/mixed-use establishments would be required to purchase garbage tags for any garbage set-outs over and above the 3 item limit. Given the restrictive nature of the program, it is possible that some of these establishments will “de-list” themselves voluntarily as our Greening Vaughan initiative evolves.

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Notwithstanding the above, some limits may have to be set in place to curb the excessive set outs of recycling material (or organic green bin material) at these non-residential establishments. This is not a means to discourage waste diversion practices; however, due to the excessive volume of materials, some on these non-residential/mixed-use establishments receiving curbside collection should be forced to secure private collection services at some point in the near future. It is not uncommon that to see in excess of 10-20 bags and/or blue boxes set out at some locations identified in Appendix 1.

Given that the establishments identified in Appendix 1 are anomalies, and therefore deviate from the intended purpose of the City's curbside municipal waste collection services, it is recommended that no further commercial, institutional, non-residential or mixed-use establishments be added to the list of approved locations as identified in Appendix 1.

Other Non-residential/Mixed Use Establishments

The Public Works Department has prepared "Requirements for Garbage and Recycling Collection for Developments and Redevelopments".

Consistent with the garbage/recycling collection by-law and collection contract, this document clearly states that collection services for non-residential and mixed-use establishments are the responsibility of the 'Owner' as identified in the development agreement. Hence most non-residential/mixed use establishments are collected privately.

Any non-residential/mixed-use establishment that is not identified on Appendix 1 will be responsible to secure private collections for garbage and recycling (including organics and leaf and yard).

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, specifically Vaughan Vision A-1 "Pursue Excellence in the Delivery of Core Services."

Conclusion

In order to provide clear direction to the new collection contractor, it is recommended that the establishments listed in Appendix 1 continue to receive municipal collection services as long as:

- The current owner/tenant complies with all municipal requirements for waste and recycling collection;
- The collection services can be provided curbside only, i.e. no bulk containers;
- There is no change to the use of the establishment as identified in Appendix 1; and,
- Those establishments identified in Appendix 1 who do not, or cannot, comply with the City's requirements for collection services, be permanently removed from the City's list of approved non-conforming locations upon receipt of 60 days notice to the owner/tenant by the City's Public Works Department.

It is further recommended that no additional commercial, institutional, mixed-use or non-residential establishments be approved to receive municipal waste collection services. Commercial, mixed-use, or non-residential establishments not listed in the appendix will be required to provide for private collection services.

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Attachments

Appendix 1: Non-Residential and Mixed-Use Establishments that Currently Receive Municipal Collection Services.

Report prepared by:

Caroline Kirkpatrick, C.E.T., M.C.I.P.
Manager of Solid Waste Management

(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.)

Regional Councillor Jackson declared an interest with respect to the foregoing matter, as her husband leases a unit at the subject address, and did not take part in the discussion or vote on the matter.

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Item 21, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

21 ON-LINE TICKET PAYMENT AND PARKING PERMITS

The Committee of the Whole recommends:

- 1) That staff provide a comprehensive report, identifying the costs to implement a pay by telephone system, to a Committee of the Whole (Working Session) meeting in 2006; and**
- 2) That the following report of the Commissioner of Legal and Administrative Services, dated December 5, 2005, be received.**

Recommendation

The Commissioner of Legal and Administrative Services recommends:

That this report be received for information purposes.

Economic Impact

While a firm price for this project would need to be negotiated, it is estimated that the online ticket payment would cost approximately \$10,000. for set up and then a recurring annual cost to a maximum of \$24,000. An internally developed system would cost between \$25-30,000.

The online visitor parking permit costs have not been determined but are estimated at between \$25-30,000.

Purpose

To provide information relating to the online payment of parking fines and obtaining of visitor parking permits.

Background - Analysis and Options

Staff have inquired with the Town of Richmond Hill as they use an online ticket payment process through an external company, Paytickets.ca. Staff there indicated that there has not been a significant increase in tickets being paid and there has not been a decrease in the number of disputes of tickets. Further, Richmond Hill estimates that less than 15% of their tickets are being paid online.

Information from Paytickets.ca is that initial set up costs are approximately \$10,000. This cost is to set up the backend processes to communicate live with the ticket database that the City uses. There is also an additional cost to the City per transaction of up to \$1.30 to a maximum of \$12,000. per year, in addition to a monthly service fee of \$500.

Using an estimate of 15% usage and the monthly service fee, the cost to the City to have this option available would be \$13,000. If usage increased to 25% or above the annual cost would be \$24,000.

There is also a cost component to the user. The consumer will also be charged a \$1.50 "handling fee" by the company to use this method of payment.

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Preliminary estimates provided by the Chief Information Officer are that an in-house developed program would have a one time cost of between \$25,000. - \$50,000. Should this be a desirable option the cost could be fine tuned. The benefit to this option is that there is no ongoing costs like those from Payticket.ca.

The online payment process would reduce the workload of the Parking Coordinator, but only minimally. It is estimated that online payments would save no more than 20 hours of work for the position of the course of a year.

Online Visitor Parking Permits

The City of Vaughan has offered Visitor Parking Permits for two years. This initiative was approved on June 23, 2003 (Item 60, Report 51). These permits are offered for sale for \$5.00 each with a monthly maximum of 5 per household. In order to obtain a permit the homeowner or representative must attend to the Enforcement Services office during business hours. Permits are not available after 4:30 p.m. Monday to Friday.

The cost for the development of an online parking permit system would have to be finalized by the Chief Information Officer, but the estimated cost would be similar to the projection for online ticket payments. To date, less than 500 permits have been sold in 2005. At that rate, repayment of the investment is many years away.

Relationship to Vaughan Vision 2007

This report is in keeping with Vaughan Vision by delivering the best service possible. The necessary resources have yet to be allocated or approved.

Conclusion

While online parking ticket payment and online visitor parking permits are value added services, the cost of development and operation is excessive when compared to the rate of return that can be expected.

Attachments

None.

Report prepared by:

Tony Thompson
Senior Manager, Enforcement Services

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Item 22, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

22

**SIGN VARIANCE APPLICATION
FILE NO: SV.05-21
OWNER: ROBERTO CLAUSI
LOCATION: 4855 HIGHWAY NO. 7
LOT 5, PLAN 9831, CONCESSION 7**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 5, 2005:

Recommendation

That Sign Variance Application SV.05-21, Roberto Clausi, be APPROVED.

Economic Impact

None.

Purpose

To provide a report to Council respecting any comments the Region of York may have respecting the subject application.

Background- Analysis and Options

The applicant has applied for a sign variance to allow for a window sign and a wall sign having a sign area of 1.0 sq m and 1.8 sq m respectively on the north and east elevations of the building. The applicant is also proposing to maintain the existing ground sign having an area of 1.2 sq m for which a permit was issued in error in 1996.

City Council at its September 12, 2005 meeting approved the following respecting Sign Variance Application SV.05-21:

“That this matter be referred to Staff for further comments from York Region.”

Building Staff have met with York Region Engineering and they advise that they have no comments respecting the application. They further advised that it is up to the City through its sign by-law to regulate the amount of signage located on private properties. The Region has no formal sign by-law and regulates permanent signs like other street hardware that may be found within or abutting Regional right-of-ways. The Region is generally satisfied if the proposed signage is located on private properties and does not present a danger to the travelling public. (eg. Flashing red sign close to an intersection.)

Since the time of the Committee of the Whole and Sign Variance meetings, Building Staff have been contacted by a home owner that resides in the immediate area. The homeowner strongly objects to the 1.8 sqm. wall sign located on the east elevation of the building. However, Staff have visited the site and found that the sign does not directly impact the residential properties as the sign is located more than 30 metres from the closest residential property on the opposite side of the street.

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Committee members at the Sign Variance Meeting noted that the subject property abuts Highway No.7 and was subject to a Minor Variance approving up to 50% of the ground floor area to be used for a doctor's office. Members of the Sign Variance Committee were generally of the opinion that the application can be supported as it attempts to strike a balance between what is permitted within a residential area (0.30 sqm.) vs. what is permitted within a commercial area (8 sqm. +).

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

Members of the Sign Variance Committee have no objections to the application as submitted, and are of the opinion that the general intent and purpose of the sign by-law is being maintained.

Should Council find merit in the application, a Sign Permit is required to be issued by the Building Standards Department.

Attachments

Appendix 1 –Copy of the September 6, 2005 Committee of the Whole item.

1. Site Plan
2. Sketch of Sign

Report prepared by:

Leo Grellette, Director of Building Standards
John Studdy, Manager of Customer & Administrative Services

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

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Item 23, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

23

**SIGN VARIANCE APPLICATION
FILE NO: SV.05-23
OWNER: HISTORY HILL GROUP
LOCATION: 9200 WESTON ROAD, BUILDING "C"
BLOCK NO. 173, PLAN NO. 65M-3359**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 5, 2005:

Recommendation

That Sign Variance Application SV.05-23, History Hill Group, be APPROVED, in accordance with the revised drawings submitted.

Economic Impact

None.

Purpose

Request to install an three (3) additional wall signs having a total overall sign area of 5.1 sq m as shown on the attached drawings.

Background- Analysis and Options

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

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

Relationship to Vaughan Vision 2007

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

Conclusion

The By-law permits only those wall signs approved on the site plan agreement. The applicant is proposing to install an additional wall signage (5.1 sqm.) onto three different elevations of the existing building as shown on the attached drawings.

Members of the Sign Variance Committee have no objections to the revised plans as submitted, and are of the opinion that the general intent and purpose of the sign by-law is being maintained.

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

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Attachments

1. Drawing No. 050852-A
2. Drawing No. 050852-B

Report prepared by:

John Studdy, Manager of Customer & Administrative Services

/as

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

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Item 24, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

24

**SIGN VARIANCE APPLICATION
FILE NO: SV.05-28
OWNER: TORO ALUMINUM
LOCATION: 330 APPLEWOOD CRESCENT
BLOCK 58, PLAN 65M-2611**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated December 5, 2005:

Recommendation

That Sign Variance Application SV.05-28, Toro Aluminum, be APPROVED as proposed.

Economic Impact

None.

Purpose

The applicant is proposing to install an additional wall sign having a Sign Area of 4.7 sqm. onto the west elevation of the existing building as shown on the attached drawings

Background- Analysis and Options

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

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

Relationship to Vaughan Vision 2007

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

Conclusion

The By-law permits only those wall signs approved on the site plan agreement. The applicant is proposing to install an additional wall sign (Sign Area -4.7 sqm.) onto the west elevation of the existing building as shown on the attached drawings.

Members of the Sign Variance Committee have no objections to the application as submitted, and are of the opinion that the general intent and purpose of the sign by-law is being maintained.

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

Attachments

1. Schedule A – Location Map
2. Schedule B – Sketch of Sign

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Item 24, CW Report No. 68– 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.)

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Item 25, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

25 **OFFICIAL PLAN AMENDMENT FILE OP.04.017**
BOCA EAST INVESTMENTS LTD.
REPORT P.2005.32

The Committee of the Whole recommends:

- 1) That this matter be referred to staff for a further report addressing the issues identified, as soon as possible;**
- 2) That the deputation of Mr. James Kennedy, KLM Planning Partners Inc., 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, on behalf of the applicant, be received; and**
- 3) That the written submission of Mr. Adrian J. Smith, The Corporation of the City of Brampton, Brampton City Hall, 2 Wellington Street West, Brampton, L6Y 4R2, dated December 5, 2005, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment Application, File OP04.017 (Boca East Investments Ltd.), BE APPROVED as follows:
 - a) That the implementing Official Plan Amendment:
 - i) amend Schedules "A", "E", "F", "G1", "G2", "G3" and "H", in OPA No. 600 to remove the subject lands from the "Rural Use Area" designation and related policies of OPA No. 600, and; add and redesignate the subject lands as "Prestige Area", "Employment Area General" and "Valley Lands" to OPA No. 450 by amending Schedules "1", "2", "2A", "3" and "7" contained therein;
 - ii) include Heritage Conservation policies that recognize the importance of the existing heritage buildings (8700 and 8934 Huntington Road) and ensure their preservation and reuse in the context of an employment area;
 - iii) include Transportation policies that:
 - recognize planned road widenings of the arterial boundary roads (eg. Regional Road 50) that may require conveyance of land for such purposes in accordance with the Planning Act;
 - require the provision for a mid-block collector road connecting Langstaff Road and Rutherford Road;
 - require additional traffic impact studies in support of plans of subdivision and site development applications for development blocks created within the primary collector road network;

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- iv) include a policy requiring Council's approval of Urban Design Guidelines and a Streetscape/Landscape Master Plan;
- v) include a policy requiring the middle east-west collector road and associated services within the subject lands to be located in a manner that provides an equal opportunity for all landowners that are adjacent to the collector road to proceed with development.

Economic Impact

The development of the subject lands at the build out stage will generate a significant tax base for the City and provide employment opportunities. The fees associated with building permits and development charges for the lands will be significant.

Purpose

An application to amend the Official Plan has been submitted by one of the Owners (Boca East Investments Ltd.) within the subject lands (Block 64) to permit employment uses. The Owner proposes to redesignate the subject lands from "Rural Use Area", and identified as a "Employment Secondary Plan Study Area" under OPA No. 600, to "Prestige Area", "Employment Area General" and "Valley Lands" under OPA No. 450 (Employment Area and Growth Management Plan).

Background – Analysis and Options

Location

The subject lands, also known as "Block 64", comprise an area of approximately 175 ha (430 acres) and is bounded by Langstaff Road, Rutherford Road, Huntington Road and Regional Road 50, in Lots 11 to 16, Concession 10, City of Vaughan (Attachment #1). Block 64 forms part of the lands known collectively, as the "Vaughan Enterprise Zone".

Existing Conditions

Block 64 consists of 15 parcels of land with lot areas ranging from approximately 4 ha to 109 ha. Access to each parcel of land is achieved by individual driveways connecting to the adjacent arterial road. Some properties have multiple access points.

The current land uses within Block 64 include a golf course, service station, agricultural use (vacant, crop lands), single family dwellings (including two Heritage dwellings), and a school (training centre).

The topography of the land is generally flat, with the exception of the valleylands associated with the West Rainbow Creek, which is a tributary of the Humber River. There is a woodlot located in the north-central part of the Block.

The subject lands are currently serviced by on-site water and sewage disposal systems.

The surrounding lands uses are:

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- North - Rutherford Road, Sears Distribution Warehouse/CP Intermodal Lands (EM1 Prestige Employment Area/A Agricultural Zone)
- South -Langstaff Road/vacant (zoned A Agricultural Zone)
- East -Huntington Road/vacant (zoned A Agricultural Zone)
- West -vacant/City of Brampton - proposed “Castlemore Crossing Block Plan” including residential, commercial, and industrial

Overview of Proposal

Proposed Land Use

The application to amend the Official Plan proposes to redesignate the subject lands (currently designated “Rural Use Area” and “Employment Secondary Plan Study Area” under OPA No. 600) to “Prestige Area”, “Employment Area General” and “Valley Lands” under OPA No. 450. Within the Prestige Area designation, a Service Node and Retail Warehousing is proposed at the northwest corner of the of the subject lands, as shown on Attachment #2. The areas devoted to each designation and use are as follows:

Proposed Designation/Use	Approximate Area
Prestige Area	50 ha
Employment Area General	80 ha
Service Node	3.4 ha
Retail Warehousing	9.1 ha
Valleylands	14.7 ha
Stormwater Management	10.2 ha
Roads	7.6 ha
 Total Area:	 175 ha

The “Prestige Area” designation is proposed along the exterior of the subject lands adjacent to the arterial roads, while the “Employment Area General” designation is assigned internal to the block. The “Valley Lands” designation applies to the West Rainbow Creek that traverses the subject lands. These lands also encompass the storm water management facilities associated with the development of the employment area.

In addition to the employment area designations, the Applicant proposes a Service Node and a Retail Warehousing site. The Service Node corresponds to the existing gas station property located at the northwest corner of the subject lands, at the intersection of Rutherford Road and Regional Road 50. The Retail Warehouse site is located immediately south, adjacent to Regional Road 50. The Applicant submitted a market study in support of the proposed commercial-related uses for this area.

Transportation/Roads

The proposed transportation network for the subject lands consists of one north-south and two east-west roads that will function as the primary collector roads within the employment block. These roads will be complimented by a series of secondary local roads and/or a series of private accesses to large development parcels within the subject lands. The Applicant submitted a traffic study in support of the proposal. Comments received on the traffic study that are relevant to this application as well as the proposed Highway No. 427 extension are provided in this report.

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Servicing

There are currently no municipal water and sanitary services available within the subject lands. Full municipal services are proposed by the Applicant in accordance with the Master Environmental Servicing Plan (MESP). The MESP also recognizes the valley lands associated with the West Rainbow Creek and includes a comprehensive storm water management plan. The comments received on the MESP that are relevant to this application are identified in this report.

Background/Application Process

The Applicant (Boca Investments Limited) submitted an application to amend the Official Plan for the entire Block 64 on July 30, 2004, which was circulated by Staff to relevant departments and agencies for review and comment. Subsequent submissions of supporting studies were also circulated.

On May 12, 2005 a Notice of Public Hearing was published in the Vaughan Citizen. A Public Hearing was held on June 8, 2005. The recommendation of the Committee of the Whole on June 8, 2005, 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 June 15, 2005.

The applicant's agent provided a deputation at the Public Hearing. No one else spoke either in favour or against the proposal. Staff has received inquiries from other (non-participating) landowners within Block 64 with respect to timing and procedural matters regarding the application process, and questions related to participation in the process. In addition to associated staff meetings, a series of meetings between Staff and the Applicant have occurred on a regular basis with respect to the various issues related to the proposal. The Applicant has also submitted a Block Plan application (File: BL.64.2005), which will be forwarded to Council with a staff report in the near future.

Planning Analysis / Technical Review

Legislative Context

The planning documents that have been reviewed and considered when processing this application include the Provincial Policy Statement, the Region of York Official Plan and City of Vaughan Official Plans No. 600 and 450. The following provides an analysis of these documents in relation to the proposal.

Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) provides direction to municipalities on land use decisions. Such decisions "shall be consistent with" the PPS. The relevant sections are as follows:

Section 1.3 "Employment Areas", outlines the goals related to economic development and provision of lands for employment uses. The proposal addresses these goals by establishing land use designations that provide a wide variety of employment uses, and ensures that an adequate transportation and servicing plan is provided.

Section 1.6 provides guidance with respect to the servicing of lands and goals associated with transportation networks. The proposed MESP establishes the basis for providing services for the

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development of the subject lands. With respect to transportation, the provision of continuous collector roads within the development block is consistent with existing employment areas in Vaughan. The Applicant has submitted a traffic study that provides analysis of transportation matters affecting the subject lands and surrounding area, which has been reviewed by the relevant authorities, including the Region of Peel, York Region and City of Vaughan. Additional information and further refinements will be required as part of the ongoing planning process, including the Block Plan and plans of subdivision. The planned road network within the block will allow for development to occur in a manner consistent with Sections 1.6.5 and 1.6.6 of the PPS.

The West Rainbow Creek, a tributary of the Humber River, traverses the subject lands. Section 2 of the PPS is intended to ensure that natural heritage is preserved, protected and enhanced when development is taking place. Subject to the ongoing review of the Toronto Region Conservation Authority and City Staff, the proposal will be consistent with the policies in the section of the PPS, and implemented by the required Block Plan, plan of subdivision, zoning and site plan approval process.

From a land use standpoint, the proposal appears consistent with the intent of the Provincial Policy Statement.

Region of York Official Plan Amendment 19 (ROPA 19)

The Region of York Official Plan 19 (ROPA 19) was approved by the Ontario Municipal Board on October 22, 2001. The intent of ROPA 19 was to expand the “Urban Area” within the City of Vaughan to enable the City to meet its employment land needs to the year 2026. The subject lands represents approximately 15% of the 1000 ha included in ROPA 19. The proposed amendment to the City’s Official Plan will add approximately 175 ha of employment lands within OPA No. 450, the City’s Employment Area Plan, and is therefore in keeping with the intent of ROPA 19.

The proposal implements and conforms to the general intent of ROPA 19.

City of Vaughan OPA No. 600

The subject lands are designated “Rural Use Area” and form part of the “Employment Secondary Plan Study Area” under OPA No. 600, in anticipation of their future incorporation as employment lands within OPA No. 450 (Employment Area Plan), as shown on Attachment #4. This “Study Area”, now designated as “Urban Area” for employment use by ROPA 19, is expected to accommodate much of the City’s long-term employment land demand.

Section 4.2.3 of OPA No. 600 requires a number of transportation related matters to be addressed prior to the adoption of a Secondary Plan within the ROPA 19 area, as follows:

- i) The necessary transportation studies shall be completed to identify the transportation infrastructure within and beyond the secondary plan area necessary to serve the proposed land uses;
- ii) The Highway 427 alignment shall have been determined by an Environmental Assessment (EA) or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, a secondary planning process may be commenced prior to the finalization of the EA or determination of the preferred alignment for the Highway 427 extension, provided that any secondary plan, adopted as a result of this process, identifies and protects all feasible potential alignments;

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- iii) Appropriate phasing mechanisms shall be identified to ensure the orderly provision of transportation infrastructure including the construction of the Highway 427 extension, as needed to serve the land uses within and beyond the secondary plan area including previously approved urban expansion areas; and
- iv) The City of Vaughan in the preparation of the transportation studies shall seek the input of the Region of York, the Region of Peel, the City of Brampton and the Town of Caledon. The City will ensure that cross boundary concerns over the provision of transportation infrastructure will be addressed in the study and the results reflected in the implementing secondary plan.

The Applicant submitted a traffic study prepared by URS Consultants (August 2004), and an addendum traffic report included in the MESP document, that responds to the initial comments received from Peel Region, City of Brampton and the Region of York. The Applicant also submitted a Block Plan report prepared by KLM Planning Partners Inc., which identifies the above policies and how they have been addressed.

On November 1, 2005, the Ministry of Environment approved the Ministry of Transportation's Terms of Reference for an Environmental Assessment for the future Highway 427 extension north of Regional Road 7. Notwithstanding that all opportunities for an alignment will be examined, proceeding with the redesignation of the subject lands for future development would not appear to prejudice the alignment options of the future highway given the existing and planned development in the immediate area. This includes maintaining the existing CP Intermodal Yard and associated employment uses to the north, Huntington Road which functions as an important north-south arterial road, and approved planned development to the west within the City of Brampton.

Staff have reviewed the MESP, which includes the Transportation Study. The proposed development and infrastructure generally comply with the intent of the requirements of OPA No. 600. Specific comments related to the transportation network are presented in greater detail under the Transportation/Roads section of this report.

City of Vaughan OPA No. 450 (Employment Area Growth and Management Plan)

OPA No. 450 establishes the major structural elements and their role within the Employment Area shown on Attachment #5. The Applicant proposes to add the subject lands to OPA No. 450 by redesignating the lands to "Prestige Area", "Employment Area General" and "Valley Lands".

Prestige Areas

The "Prestige Area" designation is proposed along the perimeter of the subject lands abutting the arterial roads. Access will be achieved via direct access to the arterial roads and from the proposed internal road network. Prestige Areas under OPA No. 450 are characterized by their high visual profile and their accessibility. Uses permitted within the "Prestige Area" designation include a wide range of industrial office, business and civic uses. The zoning category that would implement this designation is an EM1 Prestige Employment Area Zone under Comprehensive Zoning By-law 1-88.

Employment Area General

The "Employment Area General" designation is proposed within the interior of the subject lands and will be accessed from the internal road network. In addition to the uses permitted in the Prestige Area, the Employment Area General designation permits outside storage and uses which would be undertaken outdoors. These uses would include a full range of processing, warehousing and storage operations, and transportation and distribution facilities. The implementing zone category is an EM2 General Employment Area Zone under By-law 1-88.

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Service Nodes

Service Nodes are intended to provide for the day to day needs of businesses, industries and their employees. Generally, they are located at prominent sites in employment areas such as intersections of arterial roads and the intersections of arterial and collector roads. The implementing zoning category is a C7 Service Commercial Zone under By-law 1-88. The proposed service node corresponds with the existing gas station property located at the intersection of Rutherford Road and Regional Road 50. OPA No. 450 states that service nodes shall be approximately 1.2 ha but may exceed this area if the site is developed in conjunction with a predominant use such as an office complex, hotel or retail warehousing. The proposed service node has an area of 3.4 ha. The gas station property is currently zoned C7 Service Commercial Zone under By-law 1-88, subject to Exception 1129. Given its existing C7 Zone, the gas station property is deemed to conform to the Service Node policies of OPA no. 450.

Retail Warehousing

The Applicant proposes retail warehousing within a large block located immediately south of the Service Node adjacent to Regional Road 50. OPA No. 450 indicates that retail warehousing shall generally be directed to locations characterized by high visibility and accessibility, in comprehensively planned groups or centres. The Official Plan also defines retail warehousing as a business engaged in the retailing and/or wholesaling of goods or products which by nature of its size, market area or sales format, is not readily located in neighbourhood and community oriented shopping centres. The proposed 9 ha site is relatively large and conducive to a comprehensively planned site, and is highly visible and accessible given it's location adjacent to Regional Road 50 and the north-south collector road.

Retail warehousing does not fall within a particular structural class under OPA No. 450. The use is only permitted on the basis of a site specific amendment to the zoning by-law. The implementing zone category is an EM3 Retail Warehouse Employment Area Zone by By-law 1-88. In support of the proposal, the Applicant submitted a market study entitled "Retail Market Opportunity and Impact Analysis – Rutherford Road/Regional 50", prepared by urbanMetrics. The study includes an evaluation of commercial potential associated with the subject lands in the context of potential impacts to existing and planned sites within the trade area. The City of Brampton reviewed this report and provided comments. They requested updated information and confirmation that the planned retail space in Brampton is not compromised. The Applicant provided an addendum to the market study to address Brampton's concerns. The Applicant would be required to include the Retail Warehouse Zone category (EM3 Zone) at the implementing zoning stage.

Valley Lands

The "Valley Lands" designation applies to the West Rainbow Creek that traverses the subject lands. These lands also encompass some of the storm water management facilities associated with the development of the employment area. OPA No. 450 contains extensive policies with respect to environment, open space and valley lands, including the requirement for a Master Environmental Servicing Plan. The precise valley and stream corridor will be established through the Block planning process to the satisfaction of the City and TRCA. The Applicant submitted a MESP for review and approval. The limits of the development includes a 10 m buffer beyond the combination of the Regional Floodline, staked top-of-bank, fisheries setbacks, meander belt widths, and the 100 year erosion limit.

The proposed land use designations are consistent with the locational criteria set-out in OPA No. 450, the City's Employment Area and Growth Management Plan.

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Urban Design

Being located on the westerly limits of the City and adjacent to the neighbouring municipality of the City of Brampton/Region of Peel, the subject lands will function as a “gateway” into the City of Vaughan. The image of the City will be reflected in the quality of the design of streetscapes and buildings, particularly within the “Prestige Area” designation adjacent to the highly visible arterial roads. The Applicant submitted Urban Design Guidelines in support of the Block Plan that are intended to identify the design principles that will establish an identity, character and quality for the Block Plan. City staff has reviewed the proposed guidelines and advise that additional work on the document is required. In addition to these guidelines, a detailed Landscape/Streetscape Master Plan will be required.

OPA No. 450 contains a number of urban design policies that are applicable throughout the Employment Area and indicate that supporting documents “may” be required to support the objectives of the plan. Given the location of Block 64, staff recommends that a policy be included in the Secondary Plan that requires Council’s approval of the Urban Design Guidelines and the associated Landscape/Streetscape Master Plan.

Transportation/Roads

The Applicant proposes one north-south and two east-west roads that will function as the primary collector roads within the employment block, together with a series of secondary local roads and/or private accesses to large development parcels within the subject lands. The adjacent boundary roads fall under various jurisdictions, including the Region of Peel (Regional Road 50), Region of York (Langstaff Road and Rutherford Road) and the City of Vaughan (Huntington Road).

The Applicant submitted a traffic study prepared by URS Consultants (August 2004), which was circulated to Peel Region, City of Brampton, Town of Caledon, Region of York, and the Vaughan Engineering Department. There are no major transportation issues that would warrant refusing this application. The commenting agencies requested additional information with respect to specific aspects of the study. These include: identifying future road widening; recognize public transit and the importance of Regional Road 50 as a shared jurisdictional road. The Applicant provided an addendum report in response to the comments received to date, which will be addressed during the Block Plan approval stage.

The primary transportation issue that has been identified with respect to the development of the subject lands is regarding the Ministry of Transportation’s concern with allowing development to proceed in advance of determining, and possibly jeopardizing, the final alignment of the Highway No. 427 extension. A second transportation-related matter involves the required widening of the arterial boundary roads. A third issue involves the proposed internal road network and the potential to alter this network to reflect market, development and property ownership conditions. These issues are discussed in more detail below.

a) Highway No. 427 Extension

Highway No. 427 is planned to be extended north from the Regional Road 7 terminus to a point to be determined through the Environmental Assessment process. The Highway No. 427 Transportation Corridor Environmental Assessment is expected to commence early in 2006. The Ministry of Transportation (MTO) indicates it may need to protect for a 110 m highway right-of-way and an adjacent 60 m wide transitway corridor on its west side, once a highway is established/approved by the E.A.

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Issues identified by the MTO include:

- the potential alignments could fall within Block 64 and approval might limit or preclude such options identification and protection of a corridor for Hwy 427 and potential transit way;
- development should not proceed until the E.A. process is further advanced;
- no access to Rutherford Road should be permitted until the extent and location of a potential interchange at Rutherford Road is determined; and
- concern about future utilities and/or municipal or regional water and sewer crossings of the future Highway.

Staff generally concur with the applicant's findings identified in the Block Plan report which indicate that development of the subject lands will not likely impact the future extension of Highway No. 427 given the surrounding and planned development and infrastructure, including:

- the CP intermodal yard facility and associated employment uses to the north;
- the existing and planned residential development to the west, including the recently approved Castlemore Crossing Block Plan, which was approved by the City of Brampton on August 29, 2005; and
- the protection of the surrounding arterial road network and the anticipated improvements to them to accommodate growth, including an expanded role for Huntington Road.

The EA process and further development process within the subject lands (eg. Block Plans, Zoning, plans of subdivision) will be running in parallel. The City will endeavor to include any determined requirements associated with the highway extension as they become known.

b) Arterial Boundary Roads

Regional Road 50 is a shared jurisdiction road between the Region's of Peel and York Region, but is managed by Peel Region. The design and location of proposed access points and intersections onto Regional Road 50 will ultimately require approval from the Region of Peel. Due to the importance of Regional Road 50, it is suggested that the location of roads and access points be identified as early as possible in the planning process. Due to the development planned on the westerly side of Regional Road 50, there should be a concerted effort to align all intersections and or major access points in a manner that promotes safe access and provides opportunity to signalize intersections as required. The final approval of intersections and major access points along Regional Road 50 is the responsibility of Peel Region.

Regional Road 50 has been identified for widening from five to seven lanes, and the Environmental Assessment has been completed. Any lands required for this widening should be conveyed to the appropriate agency. The Region of York advises Langstaff Road has been identified for widening from two to four lanes and a jog elimination at Huntington Road. Rutherford Road was recently widened to four lanes. The Planning Act requires that lands required for road widening be identified in an official plan. Schedules 6 and 7 in OPA No. 450 identifies planned City and Regional roads throughout the employment area. With the exception of Regional Road 50, planned road widenings are shown for Rutherford Road, Huntington Road and Langstaff Road. As a condition of approval, all planned road widenings of arterial boundary roads shall be identified in the Secondary Plan.

c) Internal Road Network

OPA No. 450 provides for a hierarchy of roads. The applicant proposes to construct a north-south collector road and two east-west collectors roads. The supporting Block Plan report identifies a secondary (local) road network and or private access connections from large blocks

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onto adjacent arterial roads. This approach is proposed by the Applicant to offer some flexibility depending on market conditions and proposed end users. The Applicant has proposed that an incremental traffic analysis approach be utilized to delete roads and or make minor modifications to the proposed secondary road network and access points. Based on comments received from the various agencies, this approach is generally acceptable. As a condition of approval, the Amendment will contain a policy requiring additional traffic impact studies in support of plans of subdivision and site development applications for development blocks created within the primary collector road network. Any further refinements or conditions with respect to the road network will be addressed at the Block Plan, plan of subdivision and site plan stages.

While the Region of York has expressed concerns related to traffic levels expected on the north-south road, a road that crosses West Rainbow Creek is required in order to provide a continuous link between Langstaff Road and Rutherford Road. Due to the valley lands associated with the watercourse, the TRCA has provided initial comments. A road crossing of the creek will require the completion and approval of the appropriate studies and the use of appropriate construction techniques. The submission of these reports and related construction details can occur at a later stage of the approval process. As a condition of approval, it is recommended that the Amendment to the Official Plan include a provision requiring a mid-block collector road that connects Langstaff Road and Rutherford Road.

Servicing and Environment

The Applicant submitted a Master Environmental Servicing Plan (MESP), prepared by Schaeffers Consulting Engineers, in support of the proposed Block Plan development. The MESP recognizes the valley lands, comprehensive stormwater management and servicing. An addendum report was submitted in September 2005 to address the detailed comments received from the various agencies, including the Toronto and Region Conservation Authority (TRCA) and Vaughan Engineering Department. The document provides technical analysis associated with natural environment features, groundwater resources, surface water resources, stormwater management and water and wastewater servicing.

Vaughan Engineering advises that local sanitary capacity for development within the subject lands may be accommodated within the proposed sanitary sewers associated with Blocks 57 and 58 to the south. Regional capacity within the sanitary trunk system must be approved by the Region of York. Water distribution is available from local Pressure Districts 5 and 6. Servicing allocation will be subject to confirmation of available capacity by the Region of York.

The TRCA has provided detailed comments with respect to development limits, water budget/groundwater recharge, stormwater management, road crossing of the valley, water and sanitary servicing and natural heritage resources.

OPA No. 450 contains policies with respect to Environment, Open Space and Valley Lands, including the requirement for submission and approval of Block Plans and a MESP. The detailed comments regarding matters such as the proposed road crossing of the valley and extension of services to the subject lands, will be required to be addressed and approved at the Block Plan approval stage and subject to further refinements at the plan(s) of subdivision and site development stage.

Cultural Heritage Preservation

OPA No. 450 contains cultural heritage policies that provide a framework for the identification, conservation and preservation of individual buildings, structures, sites and landscapes.

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Vaughan's Cultural Services Department advises that there are two residential buildings located within the subject lands that are listed on the City's "Inventory of Significant Heritage Properties", and as such, are defined as buildings of cultural heritage value. The buildings are located at 8700 Huntington Road (Robert Agar House) and 8934 Huntington Road (James Somerville House). The consulting archaeologists for the Applicant advises that in addition to a Stage 1 Assessment, a Stage 2 Assessment will be undertaken for all areas that will be disturbed by development and construction activities. Cultural Services concurs with this recommendation, which will occur at the latter stages of the planning process.

The welfare and condition of these heritage buildings should be considered when approving any development application for the properties on which they are situated. While the Ontario Heritage Act provides for the protection of these structures, the significance of these local heritage buildings should be reiterated in the Amendment to the official plan. Further, staff recommends that a policy(s) be included that ensure their preservation and reuse/integration into the development of the employment area.

Other Planning Considerations

In addition to assessing the proposal against the Provincial Policy Statement, ROPA 19 and OPA's 600 and 450, there are items that should be considered as general planning considerations. These items include compatibility with adjacent land uses, promotion of an orderly development pattern, and land ownership.

Compatibility

The proposed employment designations/uses within the subject lands are compatible with the existing and planned land uses in the surrounding area.

The subject lands and surrounding lands to the north, south and east, are located within a designated "Urban Area" by the Region of York Official Plan and a planned Employment Secondary Plan Study Area for purposes of accommodating the City's long-term employment land demand.

Within the immediate area surrounding the subject lands, there is an existing CP Intermodal Yard and associated employment uses (eg. Sears Distribution Warehouse) located on the north side of Rutherford Road. To the south is an approved Block Plan for employment development, known as Blocks 57/58. To the west is Regional Road 50, a relatively important north-south artery which has a planned widening to accommodate seven lanes. Lands on the west side Regional Road 50 are designated "Urban System" by the Region of Peel. The Castlemore Crossing Block plan immediately to the west of the subject lands, consisting of a mix of commercial/industrial, valley lands and residential uses adjacent to Highway 50, was approved by the City of Brampton on August 29, 2005. The residential portion should not be adversely impacted but rather positively enhanced by development within the subject lands, given the planned profile of Regional Road 50 and the high level of development (building form, streetscape/landscaping) that is required in the proposed "Prestige Area" designation within the subject lands.

Orderly Development

With the approval of Block 57/58 for employment land uses to the south, and the adjacent CP Intermodal Yard lands to the north, the development of the subject lands for employment uses will contribute to an orderly development pattern and enable a rational servicing plan. While on the whole the development of the subject lands contributes to orderly development, the relationship

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between participating and nonparticipating land owners may affect the timing of development in different parts of the block. In order to ensure orderly development of the subject lands, a phasing plan for servicing and construction should be outlined and presented within the Block Plan.

Furthermore, notwithstanding that the City is prepared to consider this application, and in consideration that a comprehensive land use study will be undertaken for the ROPA 19 Urban Area, approval of an OPA for Block 64 should not be interpreted as pre-determining the outcome of any future secondary plan for the wider area.

Land Ownership

For the most part, the proposed location of roads and infrastructure is allocated in a manner that promotes cooperation between landowners, contributes to the orderly development of the subject lands and creates lots and parcels that are of a suitable size for development. Staff notes that the alignment of the “middle” east-west road may create a series of undersized parcels of lands that will limit their development potential. While it is recognized that this east-west road must intersect with Regional Road 50 and a proposed road in Brampton, the internal alignment, for example, should be adjusted to allow properties of adjacent landowners to front onto and gain access from this road. The applicant has indicated a concern related to the recovery of construction costs of this road and related infrastructure. During the Block Plan approval stage, reasonable effort will be made to promote the location of roads and other infrastructure in a manner that meets the needs of all landowners. In situations where a landowner would like to proceed with a development ahead of other land owners the use of “front-end” agreements and the associated levies for non-participating land owners may be suitable. As a condition of approval, it is recommended that the Amendment to the Official Plan include a provision requiring the middle east-west collector road be located in a way that provides equal opportunity for all landowners that abut it to proceed with development.

Relationship to Vaughan Vision 2007

The development of Block 64 is in keeping with various sections of Vaughan Vision 2007. Specifically, this application will increase the amount of employment lands for development and implement portions of OPA 600.

Conclusion

The application to amend the Official Plan to redesignate the subject lands from “Rural Use Area” in OPA No. 600 to “Prestige Area”, “Employment Area General” and “Valley Lands” in OPA No. 450 is supportable. The proposal is consistent with the Provincial Policy Statement, aids in the implementation of the planned “Urban Area” by the Region of York Official Plan Amendment 19 and is consistent with the policies OPA No. 450 (Employment Area and Growth Management Plan). Proceeding with the redesignation of the subject lands for future development would not appear to prejudice the alignment options of the future Highway No. 427 extension given the existing and planned development in the immediate area. This includes maintaining the existing CP Intermodal Yard and associated employment uses to the north, Huntington Road which functions as an important north-south arterial road, and approved planned development to the west within the City of Brampton. The proposal is also compatible with the surrounding land use context.

Staff recommends approval of the application to amend the Official Plan, subject to the conditions set-out in this report.

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Attachments

1. Location Map
2. Proposed Land Use
3. Surrounding Land Use Map
4. Schedule “A” to OPA No. 600
5. Schedule “1” to OPA No. 450 (Employment Area Plan)

Report prepared by:

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Wayne McEachern, Manager of Policy Planning/Urban Design, ext. 8026

/DM

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

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Item 26, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

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**DRAFT PLAN OF SUBDIVISION FILE 19T-05V07
ZONING BY-LAW AMENDMENT FILE Z.04.045
SITE DEVELOPMENT FILE DA.05.038
2294 MAJOR MACKENZIE LTD.
REPORT #P.2005.61 & #P.2005.1**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 5, 2005, be approved;
- 2) That the deputation of Mr. Alan Young, Weston Consulting Group Inc., on behalf of the applicant, be received; and
- 3) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Subdivision File 19T-05V07 (2294 Major Mackenzie Ltd.) as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1.
2. THAT the Subdivision Agreement shall contain a provision requiring the Owner to pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands for the residential component and 2% for the commercial component, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-In-Lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

3. THAT the following street name for Draft Plan of Subdivision File 19T-05V07 (2294 Major Mackenzie Ltd.), as shown on Attachment #12, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Golden Spruce Lane (continuation of previously approved street name)

4. THAT Council pass the following resolution with respect to the allocation of sewage and water servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-05V07 be allocated sewage capacity from the Maple Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 7 of the York Water Supply System, for a total of 27 townhouse units, following the execution of a subdivision agreement to the satisfaction of the City."

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5. THAT Zoning By-law Amendment File Z.04.045 (2294 Major Mackenzie Ltd.) BE APPROVED, subject to the following:
 - a) That By-law 1-88, be amended, as follows:
 - i) rezone the subject lands from R1 Residential Zone to C1 Restricted Commercial Zone with an exception to permit a three-storey, mixed-use building abutting Major Mackenzie Drive with 315m² of ground floor business and professional office uses and eight (8) residential units above; and, four individual three-storey townhouse blocks comprising a total of nineteen (19) dwelling units within the interior of the site, as shown on Attachment #3;
 - ii) permit the required zoning exceptions to implement the proposed site plan shown on Attachment #3 as follows:
 - deem the subject lands to be one lot for the purposes of zoning compliance regardless of the number of buildings on the lot, future severance or easements;
 - permit a minimum front yard (Major Mackenzie Drive) of 1.9m; whereas 9m is required
 - permit a minimum rear yard (north) of 7.5m; whereas 9m is required;
 - permit a minimum building setback to an “R” Residential Zone of 7.5m; whereas 15m is required;
 - permit a maximum building height of three (3) storeys;
 - permit a maximum porch encroachment of 1.6m into the front yard and 2.4m into the rear yard;
 - require a minimum of 10 parking spaces for the business and professional office use; whereas 11 spaces are required; and
 - include any other zoning exceptions as may be required to implement the final approved site plan.
6. THAT Site Development File DA.05.038 (2294 Major Mackenzie Ltd.) BE APPROVED, subject to the following:
 - a) that prior to the registration of the site plan agreement:
 - i) the Development Planning Department shall approve the final site plan, landscaping plan, and building elevations;
 - ii) the landscape plan shall include a wood privacy fence around the perimeter of the site and between each residential townhouse unit to the satisfaction of the Development Planning Department and Engineering Department;
 - iii) the Engineering Department shall approve the final site servicing and grading plan(s) and stormwater management report;
 - iv) all hydro requirements of PowerStream Inc. shall be satisfied;
 - v) all access and transportation requirements of the Region of York Transportation and Works Department shall be satisfied; and
 - vi) the related Draft Plan of Subdivision 19T-05V07 shall have been registered; and

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- b) That the site plan agreement include the following provisions:
- a clause requiring the Owner to agree to prepare the appropriate reference plan(s) and provide all easements (vehicular, maintenance, etc.), as may be required in favour of the lands to the east (10028-10036 Keele Street), prior to the issuance of a building permit; and,
 - a clause requiring the Owner to implement the final recommendations of the approved Noise Study.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted the following applications to implement the proposed development:

1. A Zoning By-law Amendment Application to rezone the subject lands shown on Attachment #3 from R1 Residential Zone to C1 Restricted Commercial Zone with a site-specific exception;
2. A Draft Plan of Subdivision Application for the subject lands shown on Attachment #4 to create one block, under a single registered M-Plan, which will facilitate the development of the 0.64 ha parcel for a mixed-use, 27-unit townhouse and office/commercial development, on a common element condominium road; and,
3. A Site Development Application to facilitate the development of the subject lands shown on Attachment #3 with the following:
 - i) two, three-storey mixed-use buildings having 315m² of ground floor business and professional office uses and eight (8) residential units above, along the Major Mackenzie Drive frontage; and,
 - ii) four separate three-storey street townhouse blocks with a total of nineteen (19) units located within the interior of the site.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the north side of Major Mackenzie Drive, west of Keele Street, (2294 Major Mackenzie Drive), being Part of Lot 21, Concession 4, City of Vaughan. The vacant 0.64ha rectangular-shaped parcel has 70m frontage on Major Mackenzie Drive, and an average lot depth of 99.3m.

The surrounding land uses are:

- North - detached residential (R3 Residential Zone)
- South - Major Mackenzie Drive; Jason Street; existing mix of commercial and residential uses (C1 Restricted Commercial Zone and RM2(H) Multiple Residential Zone with a Holding Symbol "H")

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- East - existing commercial – Shoppers Drug Mart (C1 Restricted Commercial Zone) and vacant lot/approved residential and commercial connecting to the subject proposal (C1 Restricted Commercial subject to Exception 9(1149))
- West - existing commercial (C1 Restricted Commercial Zone)

A Notice of Public Hearing for the Zoning By-law Amendment and Draft Plan of Subdivision Applications were circulated on December 23, 2004 and September 30, 2005, respectively. The notices were circulated to all property owners within 120 metres of the subject lands, and to the Maple Village Ratepayer Association and the Gates of Maple Ratepayers Association. To date, no comments have been received. The recommendations of the Committee of the Whole to receive the respective Public Hearing reports of January 17, 2005 and October 24, 2005, for the zoning subdivision applications, respectively and to forward a comprehensive report to a future Committee meeting were ratified by Council on January 24, 2005 and October 31, 2005, respectively.

Official Plan

The subject lands are designated “Maple Commercial Core Area” by OPA #350 (Maple Community Plan), as amended by OPA #533 (Maple Focus Review) which permits the proposed mixed-use commercial/residential development. OPA #533 requires that the review of development applications in the Maple Core Area have regard to certain sections of the Maple Streetscape and Urban Design Guidelines. The relevant policies of the Maple Official Plan are identified below, as follows:

a) Proposed Land Use

OPA #350 as amended, permits mix-use development to a maximum height of three storeys.

Section A, Planning Strategy and Policies, Subsection III, Paragraph 6, of OPA #350 states the following with respect to the Maple Commercial Core Area (in part):

“The vitality and function of the existing commercial areas of Maple at the Major Mackenzie Drive and Keele Street crossroads is to be reinforced by encouraging the redevelopment and intensification of property for businesses, residential and commercial purposes.”

The Maple Community Plan also includes a policy under Section II, Goals, subparagraph f), which identifies the provision of a full range and mix of housing types as a goal of the plan.

The proposed mixed use development at a height of 3-storeys conforms to the Official Plan.

b) Minimum Frontage Requirement

The Official Plan requires that buildings comprise a minimum of 70% of the lot frontage at grade level for street-related retail, office and service uses. The main buildings on Major Mackenzie Drive include grade related business and professional office units with a length equal to 78% of the lot frontage.

c) Vehicular Circulation

OPA #350, as amended, requires that a vehicular circulation system be developed that minimizes impact on Keele Street and Major Mackenzie Drive. The proposal contemplates business and professional office uses and a total of 27 residential units with one access onto Major Mackenzie Drive, and with a road connection to the adjacent approved development (Tonlu Holdings Ltd., File DA.04.069), which has a single access to Keele Street.

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d) Pedestrian Linkages

The Official Plan promotes the creation of new pedestrian linkages and references Sections 2.4, 2.6 and 2.7 of the Maple Streetscape and Urban Design Guidelines (MSUDG's). The proposed site plan includes unit pavers along the Major Mackenzie Drive frontage and hard surface landscape on both sides of the main driveway into the site. A sidewalk is also provided along the north side of the main road, which will ultimately provide a pedestrian connection from Major Mackenzie Drive to Keele Street.

The Owner has been requested by the Development Planning Department to extend the interlocking stone to be used in the sidewalk Major Mackenzie to the walkway on each side of the front buildings at the main access. The applicant is required to satisfy the requirements of the Maple Streetscape Guidelines with respect to the treatment of the Major Mackenzie Drive boulevard respecting, street furniture and materials.

e) Parking/Lay-by Parking

OPA #350, as amended, requires that adequate and convenient off-street parking facilities be provided and that regard be had for Sections 5.2 and 5.3 of the Maple Streetscape and Urban Design Guidelines. The MSUDG's indicate that parking should be located at the rear of the buildings or in underground facilities. The parking areas for the proposed development are located behind the buildings and away from Major Mackenzie Drive.

As encouraged by the Guidelines, the Owner originally proposed two (2) lay-by parking spaces on Major Mackenzie Drive, however due to the proximity of these spaces to the main site access and to Jackson Street on the south side of Major Mackenzie Drive, the Region of York Transportation and Works Department advised that lay-by parking spaces at this location would be dangerous and conflict with vehicles turning left heading west-bound from Jackson Street, and that the lay-by spaces were to be removed. Accordingly, the applicant's proposal no longer includes the lay-by parking spaces.

f) Massing Scale and Building Height

Policies are included in the Official Plan respecting the massing, scale and building height of a new development in the Maple Commercial Core Area. The policies require that the scale and form of the building be complementary with adjacent development, that buildings fronting onto Major Mackenzie Drive not exceed three storeys, and that regard shall be had to Section 6.4 of the Maple Streetscape and Urban Design Guidelines. The main buildings on Major Mackenzie Drive are a maximum of three storeys in height, and are compatible with adjacent development from a scale and massing perspective, and also to the similar Tonlu development that is being constructed directly to the east. The townhouse blocks abut commercial development, and low density residential to the northwest of the site. The massing, design, and building form for the townhouse blocks is compatible with the adjacent development.

g) Site Plan Control

OPA #350, as amended, requires that development in the Maple Core Area be subject to a site plan agreement. The Applicant has applied for site plan approval (File DA.05.038), which is also the subject of this report.

h) Servicing

OPA #350 states that development or redevelopment will be permitted only where adequate water and sewer services are available. On November 14, 2005, Council adopted a Strategy for

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Designation/Allocation of Servicing Capacity which identified the subject application as a priority 2 category application and recommended that servicing capacity be reserved and allocated to at the site development application stage. In this respect, the Engineering Department has advised that servicing is available for the development, and an allocation resolution is provided in the recommendation section of this report.

OPA #350, as amended, further requires engineering plans (i.e. storm water management and grading) to be prepared for the proposed development. A condition of approval has been included requiring that the Engineering Department approve all necessary engineering plans.

Summary

In view of the above, the Development Planning Department is satisfied that the Zoning By-law Amendment and Site Development Applications are consistent with the development criteria in the Official Plan, as amended.

Region of York Official Plan

The Region of York Official Plan establishes as objectives, the need to promote a transit supportive urban structure that includes compact development, and a broad mix and range of housing including different housing forms, types and tenures to satisfy the needs of the Region's residents. The Regional Plan identifies that the housing stock in the Region is primarily detached units. The housing market is faced with demands for a broader variety of housing forms to meet the needs of different kinds of households. The proposed development provides intensification on Major Mackenzie Drive and introduces live/work and townhouse units into the Maple Commercial Core Area, which are currently limited in availability. The proposal is consistent with the goals and objectives of the Regional Plan.

Provincial Policy Statement

The Provincial Policy Statement (PPS) includes policies that encourage residential intensification, densities which make more efficient use of land and public infrastructure, public transit supportive development, and the provision of a full range of housing types. The proposed development is consistent with the goals and objectives of the PPS.

Zoning

The subject lands are zoned R1 Residential Zone by By-law 1-88, which permits one single detached dwelling unit. The current proposal does not comply with the zoning by-law. By-law 1-88 does not include a mixed-use zone category and accordingly, an amendment to the zoning by-law is required. The Owner has submitted a Zoning By-law Amendment Application to rezone the subject lands from R1 Residential Zone to C1 Restricted Commercial Zone, and has identified the necessary site-specific zoning exceptions that will be required to implement the proposed site plan shown on Attachment #3. In order to implement the policies of the Official Plan, the Development Planning Department can support the rezoning of the subject lands to C1 Restricted Commercial Zone, with the following site-specific zoning exceptions to implement the mixed-use development, in the absence of mixed-use zoning standards in By-law 1-88:

- permit a minimum front yard setback to Major Mackenzie Drive of 1.9m; whereas, 9m is required;
- permit a minimum rear yard setback (north) of 7.5m; whereas 15m is required;
- permit a minimum setback to an 'R' Residential Zone (north of) 7.5m; whereas, 9m is required;

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- permit a maximum building height of three (3) storeys;
- permit a maximum porch encroachment into the 1.9m front yard of 1.6m and into the 7.5m rear yard of 2.4m;
- require a minimum of 10 parking spaces for the business and professional office uses, whereas the by-law requires 11 spaces; and
- include any other zoning exceptions as may be required to implement the final approved site plan

A clause will be included in the implementing zoning by-law that deems the subject lands to be one lot for the purposes of zoning regardless of future conveyances, severances, etc. This will ensure that technical variances will not be created when the condominium application is considered.

The zoning exceptions noted above are considered to be technical in nature from the perspective that By-law 1-88 does not have a mixed-use zone category and the C1 Restricted Commercial Zone was not originally intended to implement the proposed form of development.

Subdivision Design

The Draft Plan of Subdivision shown on Attachment #4 consists of one 0.61ha block (Block 1) with 70m of frontage on Major Mackenzie Drive, an average lot depth of 99.3m, and a block for a Regional road widening. The ultimate development of Block 1 will consist of four (4) townhouse blocks (19 units) accessed by a private driveway, and two mixed-use buildings having approximately 315m² of ground floor business and professional office uses and eight (8) residential units above, along the Major Mackenzie Drive frontage, as shown on Attachment #3.

The co-ordination of land use, servicing, and traffic connections with the adjacent easterly Tonlu lands, is being considered in the context of the Site Development Application (DA.05.038) and Zoning By-law Amendment Application (Z.04.045), as discussed in this report. Both applications facilitate the proposed townhouse development, which will be sited on freehold lots, with access onto a common element road, and provided with common amenity areas.

The proposed block within one registered M-Plan will enable the individual townhouse lots to be created through the lifting of Part Lot Control. The common blocks for the private road and amenity areas will be created through a Draft Plan of Condominium.

Compatibility

i) Land Use

The “Maple Commercial Core Area” designation, as amended by OPA #533 permits the proposed business and professional office and residential uses. The subject property is located adjacent to existing commercial uses to the west and east, Major Mackenzie Drive and existing low-density (detached dwellings) residential uses to the north and south.

From a planning perspective, including residential uses in the core area is appropriate and can result in many positive contributions, such as, increased pedestrian traffic and vitality; a population to support viable commercial uses and public transit initiatives; and, a reduced dependency on the automobile resulting from the close proximity of office, commercial and residential uses. The applications propose a three-storey mixed-use office/residential building fronting onto Major Mackenzie Drive, which is a development form often found on an arterial road in a core area. The interior of the site will be developed with a compact residential development in the form of three-storey townhouses.

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The Official Plan policies encourage the proposed use in two specific ways. First, the Plan encourages a variety of housing types in the Maple area. The Region Official Plan and the Provincial Policy Statement further reinforce this policy objective. Second, the Plan encourages the redevelopment and intensification of the property for business, residential and commercial purposes at the Major Mackenzie Drive and Keele Street crossroads. The site is located on a major arterial road, providing future residents accessibility to many services.

In view of the above, the proposed land uses are compatible with adjacent land uses.

ii) Building Form

Compatibility of the proposed building form with adjacent development is important and required by the Official Plan. Compatibility of building forms does not necessarily mean that new development is identical to the existing development. Certain building designs, architecture and site planning techniques can successfully integrate a new structure with its surroundings.

The lands to the immediate west and the southerly half of the lands to the east of the subject lands are occupied with commercial buildings. The remainder of the easterly lands are approved and under construction for townhouse and mixed-use development as shown on Attachment #12 that is consistent with this proposal.

The proposed buildings are a maximum of three-storeys in height as permitted by the Official Plan, and the main buildings fronting onto Major Mackenzie Drive incorporate variations in the roofline and building height in order to provide relief to the massing of the building. The interior townhouse units are also three-storeys in height and there are many examples of townhouse development successfully integrated adjacent to existing residential and commercial uses. Given the proposed building heights and those surrounding the site, the Development Planning Department is satisfied that compatibility between the existing and proposed structures from a building massing and form perspective is acceptable. Landscaping and fencing will be further utilized to achieve compatibility between the adjacent properties.

Site Design

The proposed site plan is shown on Attachment #3. The plan consists of six buildings developed around a private road providing access into the site from Major Mackenzie Drive. Abutting Major Mackenzie Drive are two mixed-use buildings, one on each side of the access road, which are three-storeys in height, and contain ground floor commercial uses and four residential units in each building. The building setback is close to front lot line (after the required road widening), and each has a porch structure in the front yard. Parking for the commercial units is provided at the rear of the buildings. A deck above the driveway and commercial parking spaces provides private amenity area for the residential live/work units.

The other four buildings located in the interior of the site are townhouse blocks containing a total of 19 units. These buildings will be three storeys in height, with at-grade access to a single car garage. The buildings are proposed to have an architectural design that is consistent with the two mixed-use buildings fronting onto Major Mackenzie Drive.

The site is accessed from a proposed private road that will ultimately connect Major Mackenzie Drive to Keele Street through the adjacent property to the east (Tonlu 10028-10036 Keele Street) for which, a Zoning By-law Amendment (File Z.03.094) and a Site Development Application (File DA.04.069) have been approved and construction has commenced. The overall concept plan for the two parcels is shown on Attachment #12. The two parcels will be developed independently and will contain reciprocal easements from each landowner to facilitate private vehicular movement between the two sites. A condition of site plan approval has been included in this respect.

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The proposed parking area at the rear of the mixed/use buildings are immediately adjacent to proposed townhouse Units #9C and #27C as shown on Attachment #3. The applicant has provided landscaping to screen the parking area from the adjacent townhouse units.

It is intended that the project will proceed by way of a draft plan of condominium, which will be submitted at a future date.

Transportation

Access to the proposed development is from Major Mackenzie Drive, which is a Regional road. The Region of York Transportation and Works Department has reviewed the applications and has no objections to the development concept in principle.

As discussed earlier, the proposed site plan previously showed lay-by parking on Major Mackenzie Drive. The Region of York Transportation Works Department has advised that there is insufficient separation distance from the intersection of Major Mackenzie Drive and Jackson Street with the proposed site access (ie. no lay-by spaces within 15m either side of the site access), and have therefore, recommended that the lay-by parking spaces be deleted.

Building Elevations

The proposed building elevations are illustrated on Attachments #6 to #11 inclusive. The Major Mackenzie Drive elevations are comprised of a variety of materials containing brick, stone and stucco articulated in a manner to create visual interest to the building and address the massing of the structure. The elevations for each building includes half of the structure finished in red brick, with the balance of each completed with stone at the ground floor level and stucco at the upper level as shown on Attachments #6 and #7. The Owner has not submitted plans identifying proposed signage requirements for the commercial portion of the buildings. However, the Owner has verbally advised that the commercial units will be identified using yard arm and gooseneck lighting fixtures. Prior to final approval of the proposed elevations by the Development Planning Department, the applicant must submit a detailed signage plan.

The four remaining buildings are comprised of townhouse blocks, shown on Attachments #8 to #11 inclusive with a total of 19 units, fronting onto a private road. These units are three-storeys in height with grade level garages and will be finished in red and buff masonry brick that is complementary to the mixed-use buildings fronting onto Major Mackenzie Drive. Parking for each unit is provided in a single car garage and a driveway space.

Maple Streetscape and Urban Design Guidelines (MSUDGs)

The Maple Community Plan, requires that development applications have regard for specific sections of the Maple Streetscape and Urban Design Guidelines. In addition, the balance of the guidelines are used to assess development proposals in the Major Mackenzie Drive and Keele Street corridors within Maple. The vision for the Maple Core Area from a physical built form perspective is implemented through the Maple Streetscape and Urban Design Guidelines. In this context, Council has established the Maple Streetscape Advisory Committee (MSAC) to implement the MSUDG's. The Committee has considered the proposed development, and is satisfied with the proposal. In addition, the Major Mackenzie Drive elevations have been reviewed and approved by Phillip H. Carter, the principle consultant for the Maple Heritage Conservation District Study.

Parking

The proposed site plan indicates that 71 parking spaces will be provided. By-law 1-88 requires that parking for the development be calculated as follows:

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	<u>Required</u>	<u>Provided</u>
• 27 residential units X 1.5 spaces/per unit	= 41 spaces	54 spaces
• Visitor Parking @ 0.25 spaces/unit	= 7 spaces	7 spaces
• <u>Office Uses: 315m² @ 3.5 spaces/100m²</u>	<u>= 11 spaces</u>	<u>10 spaces</u>
TOTAL PARKING REQUIRED	59 spaces	71 spaces

Although, the overall parking supply complies with the By-law requirements, the amount of parking provided for the Office use is deficient by one (1) space. This parking deficiency is considered minor and a zoning exception is provided in this report.

The site plan currently identifies both the residential visitor and commercial parking as visitor spaces. Ultimately on-site demarcation is required to ensure on-site parking spaces are appropriately allocated for both residential visitor and commercial purposes. The final site plan must be revised to identify residential and commercial parking spaces, to the satisfaction of the Development Planning Department.

Landscaping

A landscape plan on shown Attachment #5 has been submitted to the City for review and approval. The plan provides for a street tree where possible and a rear yard landscaped patio for each townhouse unit. The plan must incorporate all the requirements of the Maple Streetscape and Urban Design Guidelines including the prescribed sidewalk treatment, street furnishing, lighting and landscaping, to the satisfaction of the Development Planning. Development Planning Staff is generally satisfied with the proposed landscape plan, however the additional walkway treatments discussed earlier and the provision of additional privacy fencing around the site and between each unit must be addressed.

Environmental

a) Noise

A noise study has been prepared by Valcoustics Canada Inc., dated July 29, 2005 which has been approved by the Engineering Department.

b) Phase 1 Environmental Report

The Engineering Department has reviewed the Phase 1 and 2 Environmental reports prepared by Winchurch Environmental Inc. and the findings are acceptable.

Servicing

The Engineering Department has reviewed the proposed development plan and has advised that the subject lands is located within the Maple Service Area and is a natural tributary to the Keele Street Collector. Based on the current Vaughan Water Pressure Districts (2026 Condition) Plan, the development falls within the servicing area of Pressure District 7 of the York Water Supply System. The existing watermains, and storm and sanitary sewers on Keele Street will provide connections for this development. Connections to the existing infrastructure will be subject to confirmation that there are no downstream constraints in the existing system.

Financial contributions for the proportionate share towards any external municipal services that have been designed and oversized by others to accommodate the plan will be required from the subject development.

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The Engineering Department has advised that allocation is available for this development and a resolution is provided in this respect.

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The Owner is required to contact PowerStream Inc. in order to assess the electrical requirements for the proposal. The Owner will be required to comply with all hydro requirements of PowerStream Inc.

Parkland Dedication

The implementing Subdivision Agreement will contain a provision that cash-in-lieu of parkland dedication in accordance with the Planning Act shall be paid at the rates stipulated in accordance with the City's approved Cash-In-Lieu of Parkland Policy.

Region of York

The Region of York has no objection to the approval of the draft plan of subdivision, or site plan approval, provided water and sewage capacity has been allocated, and subject to the conditions of approval provided in Attachment #1, and the Owner satisfying all access, transportation and servicing requirements in accordance with site plan approval.

School Boards

The York Region District School Board York Catholic District School Board and Conseil Scolaire de District Catholique Centre-Sud do not have any objections to the proposed draft plan of subdivision and site plan applications.

Canada Post

Canada Post Corporation has no objection to the proposed plan of subdivision, subject to the conditions of approval provided in Attachment #1.

Street Name

The Vaughan Development Planning Department and the Region of York have reviewed the proposed street name of "Golden Spruce Lane", which is identified as "Private Drive" on Attachment #3, and have no concerns regarding the name. The report includes a recommendation to approve the proposed street name, which will form an extension to the private road that was approved for the easterly adjacent Tonlu Holdings Ltd. (File Nos. 19T-05V03, DA.04.069 and Z.03.094).

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

The Development Planning Department has reviewed the proposed applications in accordance with the goals and objectives of the Provincial Policy Statement, Regional Official Plan, OPA #350 as amended, and the Maple Streetscape and Urban Design Guidelines. The proposed development concept is considered to conform to the intent of the Maple Community Plan (OPA #350) and the Region of York Official Plan. The concepts inherent in the proposal, specifically as they relate to residential intensification and providing for a mix and broad variety of housing are further supported by the Provincial Policy Statement. With respect to density, the proposal complies with the Official Plan and Maple Streetscape and Urban Design Guidelines, which

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implements density through site design and by limiting the maximum building height to three storeys.

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The Development Planning Department has reviewed the proposed application for Draft Plan of Subdivision to facilitate the creation of one (1) block, in consideration of the Official Plan, Zoning By-law 1-88, the proposed site plan, and the existing and planned land uses in the surrounding neighbourhood. The proposed single subdivision block will facilitate the creation of freehold townhouse lots to be created through the lifting of Part Lot Control, with the common blocks for the private road and amenity areas to be created through a Draft Plan of Condominium. The Development Planning Department is satisfied that the proposed Draft Plan of Subdivision, Zoning By-law Amendment with site-specific exceptions, and Site Development Plan is appropriate to facilitate a future townhouse and office/commercial mixed-use development.

Accordingly, the Development Planning Department can support the approval of Draft Plan of Subdivision application, subject to the conditions of approval provided in Attachment #1 and the Zoning By-law Amendment and Site Development applications, subject to the conditions of approval that are provided in the recommendation of this report.

Attachments

1. Conditions of Draft Approval
2. Location Map
3. Site Plan
4. Draft Plan of Subdivision 19T-05V07
5. Landscape Plan
6. Elevations - Block A
7. elevations - Block B
8. Elevations - Block C
9. Elevations - Block D
10. Elevations - Block E
11. Elevations - Block F
12. Comprehensive Design Scheme

Report prepared by:

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

/LG

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

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Item 27, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

27

**SITE DEVELOPMENT FILE DA.05.032
LANDUCON DEVELOPMENT (2004) LIMITED**

The Committee of the Whole recommends:

- 1) That this matter be referred to staff and that the applicant be requested to work with the Local Councillor to review opportunities to modify the building architecturally; 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.05.032 (Landucon Development (2004) Limited) BE APPROVED.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted an application to permit a 4,568.16m² single-storey, multi-unit industrial building on a 1.21 ha lot, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1, are located on the west side of Keele Street, south of Rutherford Road, in Part of Lot 13, Concession 4, 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 U-shaped building will be constructed to a height of 6.7m, with the height increasing to 8.83m at the dominant corners (northeast and southeast) of the building facing Keele Street as shown on Attachment #3a. The building materials on the north, east and south elevations, consist of light grey precast concrete panels with two 1.6m wide white coloured precast panel bands that wrap around the building for architectural detail. Blue double-glazed windows are evenly spaced along the lower and middle portions of the building. Each of the 25 units will have an entry door, and a sign box located above.

The westerly and the interior courtyard elevations consist of light grey insulated pre-cast panels. There are 26 man-doors and 21 overhead doors located within the interior courtyard as shown on Attachment #3b. The roof-top mechanical equipment will be screened from the view of streets.

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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

The Development Planning Department is satisfied with the proposed elevations for the multi-unit industrial building.

Attachments

1. Location Map
2. Site Plan
- 3a. Elevation Plan (North, South, East, West)
- 3b. Elevation Plan (Interior courtyard)

Report prepared by:

Andrea Seca Planner, ext. 8215
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 28, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

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**SITE DEVELOPMENT FILE DA.05.027
EMBEE PROPERTIES LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 5, 2005, be approved; and
- 2) That the deputation of Mr. Bruce Thom, Embee Properties Limited, 88 Sheppard Avenue West, Suite 200, Toronto, M2N 1M5, be received.

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.027 (Embee Properties Limited) BE APPROVED, for five stand-alone commercial buildings, as shown on Attachment #2, subject to the following conditions:

- a) that prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, access, parking and on-site vehicular circulation shall be approved by the Engineering Department;
 - iii) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) all requirements of Canada Post shall be satisfied;
 - v) all hydro requirements of PowerStream Inc. shall be satisfied; and
- b) that the site plan agreement contain the following provisions:
 - i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

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Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to permit five (5) single-storey, stand-alone commercial buildings (6,265m²), in addition to the existing Royal Bank building (512m²), for a total gross floor area of 6,777m², on a 3.19 ha site, as shown on Attachment #2.

Background - Analysis and Options

The 3.19ha site is located on the northeast corner of Jane Street and Avro Road, in Part of Lots 19 and 20, Concession 4, City of Vaughan (Attachment #1). The site is developed with an existing Royal Bank building. The surrounding land uses are:

- North - existing commercial use (C2 General Commercial Zone)
- South - Avro Road; existing commercial/residential uses (C2 General Commercial Zone and RVM1(B) Residential Zone)
- East - Kale Crescent; existing residential use (RVM1(A) Residential Zone)
- West - Jane Street; Paramount Canada's Wonderland (Theme Park Commercial Zone)

Official Plan

The subject lands are designated "General Commercial Area" by OPA #350 (Maple Community Plan), as amended by OPA #513, which permits retail stores for the buying, leasing and exchanging of goods and services, restaurants, banks, and business and professional offices. The proposed development conforms to the Official Plan.

Zoning

The subject lands are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(1106). The proposed development complies with the requirements of By-law 1-88.

Site Design

The proposed site plan shown on Attachment #2 includes five (5) single-storey, stand-alone commercial buildings and an existing Royal Bank building all located around the periphery of the site with a common central parking area. The proposed setback from Jane Street for "The Beer Store" and Retail Building 'A' is 6m, consistent with the setback of the existing Royal Bank building and the adjacent commercial developments to the north and south.

The access to the site will be from an existing shared driveway with the commercial development to the north and from Avro Road to the south. In addition to the Beer Store loading space facing the interior of the lot, Retail Buildings 'B', 'C', and 'D' along Kale Crescent will have a total of six (6) loading spaces that will be screened from the residences to the east by way of a 2m high brick wall flanked by masonry piers with a transition to 1.2m high black metal fencing. Additional screening will include a double row of a mix of deciduous and coniferous trees along Kale Crescent. Pedestrian connections are proposed throughout the site linking each of the buildings. The proposed driveway aisles within the parking area have been designed to be slightly wider to facilitate the movement of trucks to the loading areas (Attachment #8). The Development Planning Department has worked with the Owner to incorporate a substantial number of trees within the parking lot in order to maintain a parking area that is functional for truck loading movements, and balanced with a pedestrian-friendly environment.

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Parking

The required parking for the site for the five new buildings and the existing Royal Bank building (total combined GFA of 6,777m²) is based on 5 parking spaces/100m² gross floor area, in accordance with Exception 9(1106), as follows:

Required Parking:	339 parking spaces
Provided Parking:	370 parking spaces

The total parking spaces provided includes nine (9) spaces for the physically challenged. The proposed development meets the minimum parking requirement of By-law 1-88, with a surplus of 31 parking spaces. As a condition of site plan approval, parking, access and on-site vehicular circulation will be approved to the satisfaction of the Engineering Department.

Services and Utilities

The proposed development is to be fully serviced on the municipal system, including hydro, water, and sanitary and storm sewers. The Owner has submitted site-servicing, grading and stormwater management plans, of which the final plans must be approved to the satisfaction of the Engineering Department.

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

Landscaping

The proposed landscape plan (Attachment #3) shows a mix of coniferous and deciduous trees and shrubs within the 6m wide landscape buffer strips along the street lines that surround the subject property. The buffer along Kale Crescent will consist of a mix of deciduous and coniferous trees that will assist to screen the loading spaces for Retail Buildings 'B', 'C', and 'D', together with a 2m high brick wall flanked by masonry piers with a transition to 1.2m high black metal fencing to soften the impact of the development on the residences to the east. A mixture of lockstone pavers and deciduous trees are proposed within the interior of the parking area. One of the main pedestrian connection features is the mid-lot pedestrian walkway connecting Building 'A' with Kale Crescent. This pedestrian spine will be lined with landscaping through the parking area.

The Owner has agreed to enhance the three (3) pedestrian entrances along the edge of Jane Street by placing pillars on either side of the entrances, together with decorative lighting in accordance with the Maple Streetscape Design Guidelines. In keeping with the consistency of the landscape treatment with the property to the south, 1.2m high black ornamental fencing will be provided along the parking area between Retail Building 'A' and the proposed "The Beer Store" in order to provide a transition between the south and north properties.

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

Building Elevations

The proposed building elevations are shown on Attachments #4, #5, #6, and #7. The proposed buildings are one-storey high with the main entrances to the respective units facing the interior parking areas. The elevations for Retail Building 'A' (Attachment #4) are comprised of a mixture

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of brick and stucco, finished in a Brookline beige and coral colour. There is sufficient amount of glazing on all four elevations of Building 'A'. The elevations for Retail Buildings 'B', 'C', and 'D' (Attachments #5 and #6) are predominately wood siding in a Pewter finish with metal flashing and fascia in Stonington Gray. Upper level glazing and a stone base have been provided on the east elevations and on the south elevation of Building "D" in order to enhance the look of the building elevations facing the residential area to the east and south, together with tree planning that will screen the lower portion of the buildings. The Beer Store elevations (Attachment #7) reflect the typical new corporate standard with gold and black Exterior Insulation Finish System (EFIS) cladding and spandrel glass. Signage and logo identifying the corporate "The Beer Store" name is proposed on the upper portion of the north, south and west elevations.

The Development Planning Department is generally satisfied with the elevations of the proposed buildings as they are consistent and complementary to the commercial developments to the north and south of the subject lands. As a condition of site plan approval, the final building elevations must be approved to the satisfaction of the Development Planning Department.

Parkland Dedication

Cash-in-lieu of parkland dedication was previously paid on 0.48 ha of the total 3.19 ha site, in accordance with the development of the Royal Bank building. The Owner is required to submit a real estate appraisal report to determine the remaining cash-in-lieu that will be required to be paid on the 2.71 ha to be developed as part of the subject site plan application, to the satisfaction of the Vaughan Legal Development, Real Estate Division.

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

The Development Planning Department has reviewed the proposed Site Plan application in accordance with the policies of the Official Plan, the requirements of the Zoning By-law, and the area context, and is satisfied that the proposed commercial development is appropriate at this location. The proposed building elevations and site plan layout are satisfactory, subject to the comments in this report. Accordingly, the Development Planning Department can support the approval of the Site Plan application, subject to the conditions in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations – Building 'A'
5. Elevations – Buildings 'B' and 'C'
6. Elevations – Building 'D'
7. Elevations – The Beer Store
8. Truck Turning Radius Plan

Report prepared by:

Stephen Lue, Planner I, ext. 8210

Mauro Peverini, Senior Planner, ext. 8407

Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 29, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

29

**SITE DEVELOPMENT FILE DA.05.022
WHEEL WRIGHT INVESTMENTS LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 5, 2005, be approved;**
- 2) That the deputation of Mr. David Hacking, Lanhack Rankin Inc. Engineers and Architects, 4031 Fairview Street, Suite 103, Burlington, L7L 2A4, on behalf of the applicant, be received; and**
- 3) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.05.022 (Wheel Wright Investments Limited) BE APPROVED, to permit a two-storey office building and a one-storey single-use warehouse building, as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, and landscaping plan shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, access, parking, and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
 - iv) all requirements of GO Transit shall be satisfied; and
 - v) the required variances to implement the final site plan shall be approved by the Committee of Adjustment to address the reductions to the number of loading spaces and parking spaces, and such variances shall be final and binding.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Site Plan Application to permit the development of a two-storey office building and a one-storey single-use warehouse building, as shown on Attachment #2.

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Background - Analysis and Options

The 0.57 ha vacant site shown on Attachment #1 is located south of Rivermede Road, on the west side of Ortona Court, being Block 28 on Registered Plan 65M-2330, in Part of Lot 7, Concession 3, City of Vaughan.

The subject lands are designated “Employment Area General” by OPA #450 (Employment Area Plan), and zoned EM2 Employment Area General Zone by By-law 1-88. The surrounding land uses are:

- North - employment use (EM2 General Employment Area Zone)
- East - Ortona Court; employment use (EM2 General Employment Area Zone)
- South - employment use (EM2 General Employment Area Zone)
- West - GO Transit rail line; vacant employment lands (EM2 General Employment Area Zone)

Official Plan

The subject lands are designated “Employment Area General” by OPA #450 (Employment Area Plan), which accommodates a wide range of industrial, office, business and civic uses. The proposed office building and warehouse development conforms to the Official Plan.

Zoning

The subject lands are zoned EM2 General Employment Area Zone by By-law 1-88, which permits an office building and a single use warehouse building.

In the EM2 Zone, By-law 1-88 requires a minimum of one loading space to be provided for each of the two buildings. A loading space is being provided for the warehouse building only. The Owner has indicated that a loading space is not required for the operation of the office. The Development Planning Department has no objection to the absence of the loading space for the office building.

The Owner is also proposing a reduction in the required number of parking spaces from 74 to 67 spaces (7 space or 9.45% deficiency) in order to implement the development. Given the warehouse use on the site, the Development Planning Department is satisfied that the reduction is minor in nature.

The above-noted variances to address the reduction in the required number of loading and parking spaces must be approved by the Committee of Adjustment, and shall be final and binding, prior to the registration of the site plan agreement.

Site Design

The site plan (Attachment #2) shows a two-storey office building on the front half (facing Ortona Court) of the property and a one-storey warehouse building on the back half of the property (facing the GO Transit Rail line). The site is served by two accesses onto Ortona Court. There is appropriate vehicular circulation and parking throughout the site to service both buildings. Landscaping is proposed along Ortona Court and surrounding the office building which will be the focal point of the site. The external garbage storage enclosure is proposed in the southwest corner of the site, and the Development Planning Department will ensure proper screening at this location.

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The portion of the railway tracks abutting the subject lands is owned and operated by GO Transit and the Owner will have to satisfy any requirements of GO Transit, if applicable.

Parking

The minimum required parking for the site is calculated as follows:

Office Building:

Office Area:	1465.4 m ² @ 3.5 spaces/100 m ² GFA	= 51.2 spaces
Warehouse Area:	732.7 m ² @ 2.0 spaces/100 m ² GFA	= <u>14.6 spaces</u>
		65.8 spaces

Warehouse Building (Single Use):

Warehouse Area:	760 m ² @ 1 space/100 m ² GFA	= <u>7.6 spaces</u>
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Total Parking Required:	= 74 spaces
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Total Parking Provided:	= 67 spaces
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The site is deficient 7 spaces (9.4%). As noted earlier, the Development Planning Department is satisfied that the parking shortage is minor in nature, and that the parking variance can be supported by way of the Committee of Adjustment.

Services/Utilities

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

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

Landscaping

The proposed landscape plan (Attachment #3) shows a variety of deciduous and coniferous trees and shrubs concentrated along Ortona Court and the front of the office building. Landscaped islands are provided adjacent to the parking areas, and a 2.1 m wide walkway is provided along the north side of the building leading to the main entranceway. The final landscape plan, detail drawings and a landscape cost estimate, must be approved to the satisfaction of the Development Planning Department.

Building Design

The proposed office building and warehouse building elevations are shown on Attachments #4 and #5, respectively. The two-storey office building will be constructed to a height of 9.48 m. The building materials consist of blue-tinted glazed windows and light grey coloured architectural blocks. The large vertical windows span along the entire east and north elevations becoming intermittent along the south and west elevations. The main entrance at the northeast corner of the office building consists of a double glass door with aluminum canopy above. A similar larger canopy also spans along the upper portion of the east and north elevations to provide architectural detail. A steel guardrail is provided along the main steps, together with a handicapped access ramp along the north side of the building to the main office entrance.

The warehouse building consists of grey architectural block. Long vertical windows (similar in design to the office building for consistency) are located at the sides of the east, north and south

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elevations. A smooth band in a darker shade of grey wraps around the lower portion to break up the massing of the building. The warehouse has three (3) man-doors (one on the east and two on the west facades) and four (4) overhead doors (on the west façade).

The Development Planning Department is satisfied with the proposed elevations for both buildings.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the Site Plan Application in accordance with the policies of OPA #450, the requirements of By-law 1-88, and the area context, and is satisfied that the proposed development for a two-storey office building and a one-storey single use warehouse building is appropriate for the subject lands. Accordingly, the Development Planning Department can support the approval of the Site Plan Application, and the required variances that are necessary to implement the proposal, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevation Plan – Office Building
5. Elevation Plan – Warehouse Building

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.)

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 30, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

30

**SITE DEVELOPMENT FILE DA.05.024
1609985 AND 1609986 ONTARIO LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 5, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.024 (1609985 and 1609986 Ontario Limited) BE APPROVED, to permit 10 residential blocks, comprised of 57 townhouse units, as shown on Attachment #2, subject to the following conditions:

- a) that prior to the registration of the site development agreement:
 - i) the final site plan, elevation plan and landscape plan, shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plans, stormwater management report, and on-site vehicular circulation shall be approved by the Engineering Department;
 - iii) all required road widenings and access onto Regional Road #7 shall be approved to the satisfaction of the Region of York Transportation and Works Department;
 - iv) all hydro requirements of PowerStream Inc. shall be satisfied;
 - v) the approved Plan of Subdivision 19T-04V14 shall be registered;
 - vi) the subject lands shall be appropriately zoned; and,
- b) that the site development agreement contain the following provisions:
 - i) snow removal and garbage pick-up shall be privately administered and the responsibility of the condominium corporation; and,
 - ii) the Owner shall agree to obtain and provide the necessary easements (vehicular, pedestrian, maintenance, etc.) to the satisfaction of the City.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Site Development Application to develop a 1.14ha parcel of land with 10 residential townhouse blocks comprised of 57 units, served by a private condominium road as shown on Attachment #2. A total of 128 parking spaces are proposed for the development, including 2 spaces for each townhouse unit and 14 visitor parking spaces.

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Background - Analysis and Options

The subject lands shown on Attachment #1 are currently comprised of an assembly of 3 separate residential lots and are located on the south side of Regional Road #7, east of Bruce Street, being Lots 38, 39 and 40 on Registrar's Compiled Plan 9831 (4785, 4795 and 4803 Regional Road #7), in Lot 5, Concession 7, City of Vaughan. The related draft plan of subdivision 19T-04V14 was approved by Council on June 27, 2005, and will facilitate the site development application by assembling the lots into a single parcel under one 65M-Plan allowing the eventual creation of individual freehold townhouse units through Part Lot Control. The surrounding land uses are:

- North - Regional Road #7; detached residential (R2 and R4 Residential Zones)
- South - Woodbridge College High School (A Agricultural Zone)
- East - proposed townhouse development (United Capital Inv. Ltd - DA.04.080; RM2 Multiple Residential Zone)
- West - vacant residential lot, detached residential (R1 Residential Zone)

Official Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #623, which permits the proposed residential townhouse development. The proposal conforms to the Official Plan.

Zoning

The subject lands are zoned R1 Residential Zone by By-law 1-88. Council, on January 24, 2005, approved the related Zoning By-law Amendment Application Z.04.053 to rezone the subject lands from R1 Residential Zone to RM2 Multiple Residential Zone to implement the site-specific OPA #623.

The implementing site-specific zoning by-law will be enacted upon Council's approval of the site development application, to ensure that all required exceptions to facilitate the proposed residential development are addressed. To date, the following zoning exceptions are required to implement the proposed site plan:

- a minimum front yard of 3m, whereas 4.5m is required;
- a minimum parking space size of 2.1m x 6m for the two parallel visitor parking spaces located directly south of Block 3 on Attachment #2, whereas 2.7m x 6m is required;
- a maximum site driveway access width along Regional Road #7 of 9m, whereas 7.5m is permitted; and
- any other exceptions required to facilitate the site plan shall be included in the implementing zoning by-law, if approved.

A condition is included in the recommendation section requiring that the lands be appropriately zoned.

Site Design

The subject lands are currently comprised of three properties, all under a Registrar's Compiled Plan. On June 27, 2005, Council approved Draft Plan of Subdivision File 19T-04V14 to facilitate

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the merging of the lots into one registered plan to allow the residential block to be developed through the site development process and with the individual freehold lots to be created through Part Lot Control. The common element areas, including the amenity areas, visitor parking areas and road will be created through the subsequent Draft Plan of Condominium process. Prior to the registration of the site plan agreement, the plan of subdivision must be registered.

The proposed site plan as shown on Attachment #2 includes a total of 57 freehold residential units to be serviced by a common element condominium road which connects to a larger comprehensive townhouse development to be developed by others as shown on Attachment #9. A majority of the units utilize a traditional design with front entrances and garages having access from the internal private road and with private rear yards, with the exception of the block abutting Regional Road #7 where the main unit entrances and front yards face Regional Road #7 with the garages located at the rear of the dwelling accessed from the private internal road. Unlike the Stone Manor Development to the east, this proposal does not provide a central common amenity area and instead provides amenity area in the form of traditional rear yards similar to the immediate neighbour to the east, United Capital Investments (Deluca Group).

The site will be served by a direct vehicular access point on Regional Road #7 as shown on Attachment #2. Pedestrian walkways will be provided within the subject development and will connect to the walkways in the adjacent townhouse developments. Easements are required to ensure appropriate vehicular, pedestrian and servicing connectivity for the subject lands with the adjacent lands to the east and west. The site development agreement will contain a clause requiring the Owner to obtain and provide the appropriate servicing easements and cross-easements with the adjacent lands.

Parking and Access

The proposed site plan provides 128 parking spaces, which includes 2 spaces for each dwelling unit and 14 visitor parking spaces. Based on the residential parking standards in By-law 1-88, the required parking for the development is calculated as follows:

$$57 \text{ units} \times 1.75 \text{ spaces/unit (Inc. 0.25 spaces/unit for visitor parking)} = 100 \text{ spaces}$$

The proposed parking supply exceeds the minimum requirement of By-law 1-88.

Block Elevations

The proposed typical building elevations are shown on Attachments #4 to #8, inclusive. A total of 10 residential blocks are proposed of which, 9 are comprised of 4 to 6 units each with a minimum width of 6m and one is comprised of 7 units. Seven different models are proposed for the 57 unit condominium project. The units will be constructed using a stone and brick combination as the predominant wall cladding material with elements of stucco, precast and masonry detailing. The use of large windows, architectural moulding and prefinished aluminium railings provide a greater level of interest to each residential block. A variation of traditional roof types are utilized including dormers and gables with the applicable roof pitches and the use of decorative columns and entablature detailing surrounding the rooflines.

The elevation of Block 10, along Regional Road #7 is comprised of 6 units and is enhanced by the use of large palladium and feature windows. The extensive use of glazing together with decorative block and stucco surrounds and boxed window elements results in an attractive streetscape along Regional Road #7. The rear elevations of Block 10 facing the internal private road incorporates both the garage and front entrance-like features and balconies, which provide a consistent appearance with the other dwellings in the development.

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Architectural Guidelines have been prepared and approved for the subject lands and the adjacent lands to the east {Stone Manor Developments and United Capital Investments (DeLuca Group)}. The guidelines will ensure that a high quality product is provided to compliment the existing community. The final building elevations must be approved by the Development Planning Department, in accordance with the approved Architectural Guidelines.

Landscaping

The proposed landscape plan shown on Attachment #3 consists of an abundance of landscaping material comprised of a mixture of deciduous and coniferous trees, and ornamental trees and shrubbery. The landscape plan utilizes a typical street tree planting plan including a deciduous tree in front of each residential dwelling unit where possible and enhanced landscaping adjacent to all end units and flankage lots for appearance and privacy. The central east/west walkway through the proposed development has been landscaped with additional landscape material creating a passive pedestrian area. The rear yard of each lot, although private have been treated with landscaping and each unit is separated by a 1.8m high privacy fence.

A master landscape plan has been submitted to fulfill a condition of subdivision approval, which will be utilized to ensure that landscaping is consistent throughout the comprehensive development plan area shown on Attachment #9, and specifically with the future developments to the east. A chain link fence with some landscape planting has been provided for the lots abutting the school yard. Additional landscape material in the form of coniferous trees should be placed along this lot line in order to provide an appropriate buffer from the school activities. The applicant is proposing an asphalt sidewalk for the central east/west walkway and sidewalks in front of Blocks 1 to 9. The visitor parking area adjacent to Block 9 includes a sidewalk located along the north edge of the parking area. The Development Planning Department recommends that this sidewalk be relocated between the parking stalls and the residential end unit of Block 9, to ensure pedestrian visibility and safety in this location. The final landscape plan and cost estimate must be approved to the satisfaction of the Development Planning Department.

Servicing

The Vaughan Engineering Department has reviewed the site plan and has indicated that the municipal services for this development must be in accordance with the approved Servicing Report and any subsequent plan and reports as amended for the Regional Road #7 and Helen Street comprehensive townhouse development. The Engineering Department has red-lined the site servicing and grading plans for revision.

The development is located within the Woodbridge Service Area, which is a natural tributary to the Islington Avenue Collector and within the servicing area of Pressure District 4 (PD4) of the York Water Supply System. On June 27, 2005, Council approved the draft plan of subdivision for this property and passed a resolution, which allocated sewage capacity for a total of 58 residential units. The final servicing and grading plans must be approved to the satisfaction of the Engineering Department.

All hydro requirements must be approved to the satisfaction of PowerStream Inc.

Snow removal and garbage pick-up at curb side will be privately administered and the responsibility of the condominium corporation.

The parkland dedication requirement under the Planning Act will be satisfied through cash-in lieu to be paid through the registration of the related subdivision agreement.

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Region of York

The Owner is required to satisfy all requirements of the Region of York Transportation and Works Department, including access and any required road widenings on Regional Road #7.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed Site Development Application in accordance with the site-specific Official Plan and the comments provided by City Departments and external public agencies. The proposed development is consistent with the prescribed policies of the Official Plan. The implementing site-specific zoning by-law will be enacted upon Council's approval of the site development application to ensure that all zoning exceptions required to facilitate the development are addressed. The development of the subject lands for townhouse units is consistent with the adjacent lands and is an appropriate development form for this site. The proposed building elevations and site plan layout are considered to be satisfactory, subject to the comments in this report. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Typical Elevations - Blocks 1 and 2
5. Typical Elevations - Blocks 3 and 4
6. Typical Elevations - Blocks 5 and 6
7. Typical Elevations - Blocks 7 and 8
8. Typical Elevations - Blocks 9 and 10
9. Comprehensive Development Plan

Report prepared by:

Eugene Fera, Planner, ext. 8064
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 31, Report No. 68, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 12, 2005, as follows:

By approving the revised site plan submitted by the applicant; and

By receiving the memorandum from the Commissioner of Planning, dated December 9, 2005.

**31 SITE DEVELOPMENT FILE DA.05.029
BATH-VON LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 5, 2005 be approved;**
- 2) That the applicant meet with staff and the Local Councillor to address concerns raised respecting safety and the park;**
- 3) That staff confirm the road width and report on any emergency vehicle access concerns; and**
- 4) That the deputation of Mr. Luch Ognibene, Bath-Von Limited, 7501 Keele Street, Suite 100, Vaughan, L4K 1Y2, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.05.029 (Bath-Von Limited) BE APPROVED, to permit 9 residential blocks, comprised of 48 townhouse units as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the registration of the site development agreement:
 - i) the final site plan, elevation plan, and landscape plan shall be approved by the Development Planning Department and Watchorn Architect Inc.;
 - ii) the final site servicing and grading plans, stormwater management report; and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iii) all required road widenings and access onto Ner Israel Drive shall be approved to the satisfaction of the Region of York Transportation and Works Department;
 - iv) all hydro requirements of PowerStream Inc. shall be satisfied;
 - v) the required variances to address the landscape and retaining wall design and treatment adjacent to the parking areas that are necessary to implement the approved site plan shall be obtained from the Committee of Adjustment, and shall be final and binding; and
 - b) that the site development agreement contain the following provisions:

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- i) snow removal and garbage pick-up shall be privately administered and the responsibility of the condominium corporation;
 - ii) the Owner shall provide public sidewalks along the street frontages of Bathurst Street and Ner Israel Drive; and,
 - iii) the Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the Planning Act and conform to the City's "Cash-in-lieu of Parkland Policy". If required, non-participating owners shall be required to pay additional cash-in-lieu to the City.
2. THAT Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated November 14, 2005:

"IT IS HEREBY RESOLVED THAT Site Development Application DA.05.029 is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 48 residential units."

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Site Development Application to develop a 1.32 ha parcel of land with 9 residential townhouse blocks comprised of 48 units, and served by a private condominium road as shown on Attachment #2. A total of 108 parking spaces have been proposed for the development, including 2 spaces for each townhouse unit and 12 visitor parking spaces.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the southwest corner of Ner Israel Drive and Bathurst Street (Planning Block 10), being Block 249 on Registered Plan 65M-3618, Part of Lot 13, Concession 2, City of Vaughan. The 1.32 ha site has 145 m frontage along Ner Israel Drive and 152 m flankage along Bathurst Street. The surrounding land uses are:

- North - Ner Israel Drive; vacant future residential (RVM2 Residential Urban Village Multiple Family Zone Two).
- South - stormwater management facility and open space conservation area (OS1 Open Space Conservation Zone)
- East - Bathurst Street; Town of Richmond Hill
- West - stormwater management facility and open space conservation area (OS1 Open Space Conservation Zone)

Official Plan

The subject lands are designated "Low Density Residential Area" by OPA No. 600. However, the approved Block 10 Plan further describes the lands as "Medium Density Residential Area" and

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permits a maximum of 37 units per hectare for a maximum of 53 units. The "Medium Density Residential/Commercial Area" designation permits street and en bloc townhouse uses at a density of between 17-40 units/ha. At a net density of 36.36 units/ha, the subject proposal consisting of 48 block townhouse units conforms to the Medium Density Residential/Commercial" designation and to the Council approved Block 10 Plan.

Zoning

The subject lands are zoned RVM2 Residential Urban Village Multiple Zone Two by By-law 1-88, subject to site-specific Exception 9(1063). The RVM2 Zone permits the proposed block townhouse dwellings.

By-law 1-88 requires parking areas for multiple unit dwellings to be screened by an earth berm or an evergreen hedgerow, at a minimum height of 1.2m. This landscaping requirement would not be suitable for the proposed development. The landscaping plan also includes deciduous trees, shrub planting and fencing as shown on Attachment #3. The proposed landscaping plan provides consistent landscape treatment along Bathurst Street and within the site, creating an identity for the development. On this basis, the Development Planning Department can support the approval of a landscaping variance to be obtained from the Committee of Adjustment.

The applicant also requires a retaining wall around the visitor parking area located centrally on the subject lands. In order for the retaining walls to comply with the zoning standards, an effort should be made by the Owner to ensure the design and material of the retaining wall compliments the proposed landscaping and can be considered hard surface landscaping treatment. Otherwise, it will be necessary to obtain a variance from the Committee of Adjustment to permit the retaining wall, in lieu of the landscaping that is required to be provided adjacent to the parking areas.

Site Design

The site plan is shown on Attachment #2. The triangular-shaped lot proposes one full-movement access at the northwest corner of the site along Ner Israel Drive and a second right-in/right-out only movement access at the northeast corner of the site.

The plan proposes a total of 48 units, which will be serviced by a private common element condominium road. Blocks 1, 2, 3, 4, 7, 8 and 9 have a combined number of 40 units fronting on the condominium road. The remaining 8 townhomes (Blocks 5 and 6) front directly onto Ner Israel Drive with driveway access available from the public street.

Visitor parking for the site has been provided in clusters situated in three different locations on the subject lands. Five of the required 12 parking spaces have been provided at the southeast corner of the subject lands. Another five parking spaces are situated in a central location on the lot and the remaining 2 spaces are located directly west of Block 7 (see Attachment #2). Each townhouse unit has been provided with a minimum of 2 parking spaces. For each unit, one space has been provided in the private garage and the second on the driveway.

Landscaping has been provided along Ner Israel Drive and Dufferin Street, in the common element areas of the development, and at the front of the individual units. Walkways have been provided throughout the development, and will connect to the public sidewalks that the Owner will be constructing along Bathurst Street and Ner Israel Drive as is outlined in the subdivision agreement.

The Condominium Corporation will arrange for private garbage collection and snow removal.

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Access

The internal site development is to be serviced by two driveway access points along Ner Israel Drive, including a 12.5m wide full movement access at the west end of the subject lands and a 7.0m wide right-in/right-out only access at the east end of the site as shown on Attachment #2. The final design details of the driveway access will be subject to the approval of the Region of York Transportation and Works Department and the City of Vaughan Engineering Department.

Parking

The required number of residential parking spaces for the townhouse units is 2 spaces/unit, plus 0.25 spaces/unit for visitor parking. Each townhouse unit will be providing the required minimum 2 parking spaces, with one in the driveway and the second in the garage. The site plan also shows a total of 12 visitor parking spaces located centrally and at the southeast corner of the site.

The proposed development meets the minimum parking requirements of the Zoning By-law.

Building Elevations

The building elevations for all 9 blocks are provided on Attachments #4a to #4i. The townhouse units are constructed with pitched roofs to the maximum height of 11m, and constructed with dark grey asphalt shingles. The main building material used is brick in a buff/terra cotta colour, with a complimentary stone base in a charcoal colour.

Bay windows framed in beige coloured stucco are provided above the garage. The entranceways to the townhouse units have all been provided with covered porches. Two variations of the porches have been proposed, one with a flat roof supported by columns and constructed with the same shingles as the roof of the unit. The alternate roof design is a pitched roof constructed in the same stucco finish as the bay windows.

The streetscape view along Dufferin Street is provided on Attachments #4g and #4h. The main elevations for these two blocks differ slightly from the rest of the development as the garages for the individual units are provided at the rear of the units, having access from the private condominium road. Although the same materials have been used for these elevations, a two storey bay window takes the place of the garage door and only porches with flat shingled roofs have been proposed. The end most north unit for Block 7 has a stepped back building configuration in order to accommodate the daylighting triangle and required subdivision entry feature as shown on Attachment #2 and #4g.

The streetscape view along Ner Israel Drive however, is identical to the units located interior to the development as driveway access to these units is from Ner Israel Drive and therefore the garage doors are located on the main elevation as shown on Attachments #4e, #4f and #2.

The end units for the most part have been provided with window treatments, and for Blocks 5 and 9, a slight variation proposing a two-storey bay window exists for the units with alternative building configurations.

The final building elevations for each townhouse will be approved by Watchorn Architect Inc, the Design Control Architect for Block 10, and to the satisfaction of the Development Planning Department.

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Landscaping

The site will be landscaped with an extensive mix of deciduous and coniferous trees and shrubs as well as planting and sodded area between the townhouse blocks as shown on Attachment #3. Landscaping has been provided around the periphery of each townhouse block with the exception of the rear of Blocks 1 through 4 which is not as intensely landscaped as it abuts the open space conservation area and a stormwater management facility. Specific attention has been given to the planting areas located at the southeast corner of the site where a seating area for residents has been proposed, and at the northeast corner where the landscaping treatment compliments the required subdivision entry feature.

Pedestrian connections will be provided from Dufferin Street and Ner Israel Drive linking the public streets to the interior of the development. A walkway will also be provided that creates a ring around the seating area at the southeast corner of the development.

A 1.8m high wood privacy fence will be provided to create private backyards for each townhouse unit. Also, a 1.2m high wood rail fence with stone columns will be provided along Dufferin Street.

The final landscape plan and detailed cost estimate must be in keeping with the Master Landscape Plan for the Block 10 community and approved to the satisfaction of the Development Planning Department.

Parkland Dedication

The Owner will be required to pay cash-in-lieu of parkland dedication in accordance with the Planning Act and the "City's Cash-in-lieu of Parkland Policy". The report includes a recommendation to this effect.

Servicing

The site will have access to hydro, water, and sanitary and storm sewer services. Water and sewage allocation has been reserved for the proposed development. The City also requires documentation on the Region of York's approval for connecting the sanitary sewer service into the proposed trunk sewer. The Applicant has submitted detailed engineering drawings, including servicing and grading plans, and a stormwater management report. An Environmental Noise Analysis Report has been submitted addressing the levels and impact of noise in the area on the proposed residential development. The final drawings/reports must be approved to the satisfaction of the Engineering Department

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

The Development Planning Department has reviewed the proposed application to permit a residential condominium townhouse development in accordance with the Official Plan and Zoning By-law, and the comments provided by City departments and external agencies. The proposed site plan will facilitate the development of a 48 unit condominium development with an internal private road system. The development of the site for townhouse units is an appropriate development form for the site. The proposed elevations and site plan layout are satisfactory, subject to comments in this report. For these reasons, the Development Planning Department can support the approval of the site plan application, subject to the conditions contained in this report.

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Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
- 4a. Elevations – Block 1
- 4b. Elevations – Block 2
- 4c. Elevations – Block 3
- 4d. Elevations – Block 4
- 4e. Elevations – Block 5
- 4f. Elevations – Block 6
- 4g. Elevations - Block 7
- 4h. Elevations – Block 8
- 4i. Elevations – Block 9

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
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 DECEMBER 12, 2005

Item 32, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

32

**STREET NAME APPROVAL
SITE DEVELOPMENT FILE DA.03.042
1376018 ONTARIO LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 5, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT the following street names for Site Development File DA.03.042 (1376018 Ontario Limited) as shown on Attachment #2, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Lebovic Campus Drive
Street 'B'	Thomas Cook Avenue (existing)
Street 'C'	Ilan Ramon Boulevard (existing)

Economic Impact

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

Background

The subject lands shown on Attachment #1 are located on the west side of Bathurst Street, north of Rutherford Road, in Lot 17, Concession 2, City of Vaughan.

The subject Site Development File DA.03.042 (1376018 Ontario Limited) was approved by Vaughan Council on June 28, 2004, to permit Phase 1 development of the overall UJA campus consisting of a secondary school, community services complex, and a special needs facility in Quadrant "A" as shown on Attachment #2. The remaining quadrant will be developed as future phases of the campus. The applicant has submitted street names for approval. The Planning Department for the Region of York does not have any objections to the proposed street names. Two of the three street names are extensions of streets with existing names which are identified above.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has no objection with the proposed street names for approved Site Development File DA.03.042 (1376018 Ontario Limited). It is recommended that the street names be approved.

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Attachments

1. Location Map
2. 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.)

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Background - Analysis and Options

The subject lands are located on the west side of Regional Road 27, south of Kirby Road in Part of Lot 29, Concession 9, City of Vaughan as shown on Attachment #1. The subject property has an area of 40.52ha and is currently developed with a single detached residential dwelling.

The subject lands are designated “Future Residential” (Humber North Extension) and “Valley and Stream Corridor” by OPA #601 (Kleinburg-Nashville Community Plan), and zoned A Agricultural Zone, OS1 Open Space Conservation Zone and OS3 Open Space Commercial Zone by By-law 1-88. The surrounding land uses are:

- North - residential (A Agricultural Zone); open space/valley lands (OS1 Open Space Conservation Zone)
- South - residential (RR Rural Residential Zone), open space/valley lands (OS1 Open Space Conservation Zone and OS3 Open Space Commercial Zone)
- West - open space/valley lands (A Agricultural Zone and OS1 Open Space Conservation Zone)
- East - Regional Road 27; Copper Creek Golf Course (OS2 Open Space Park Zone)

The Committee of the Whole report dated September 19, 2005, as prepared by Councillor Meffe and considered by Council on September 26, 2005 identified that the Kleinburg Area Ratepayers Association, Hedgerow Lane residents and the Owner support a 30m wide east-west buffer at the south limit of the subject lands as shown on Attachment #1.

The buffer lands are part of Official Plan Amendment Application OP.03.007, Zoning By-law Amendment Application Z.03.008 and Draft Plan of Subdivision Application 19T-03V02, of which a preliminary report was considered at a Public Hearing held on March 24, 2003.

Official Plan

The subject lands are designated “Future Residential” (Humber North Extension) and “Valley and Stream Corridor” by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #2. The Official Plan allows single-detached dwelling units, schools, parks/open space, and home occupation and private home day-care uses. However, prior to development proceeding in this neighbourhood, an official plan amendment is required to address the extent of the housing and population growth in the community, the completion of the Kleinburg-Nashville Servicing Strategy and the development of a comprehensive plan for the Humber North Neighbourhood.

The “Future Residential” designation provides for an urban serviced extension of the existing development along Regional Road 27. These areas are to be developed only once water and sanitary servicing capacity has been identified through the completion of the Kleinburg-Nashville Servicing Strategy. The Region of York is currently undertaking an environmental assessment to identify the preferred servicing option for the Kleinburg-Nashville Community.

Subsection 4.6 of the Official Plan permits linear parks, subject to certain criteria, including creating a linkage(s) to connect parks, open spaces and environmental features of a minimum of 25m wide, and includes public trails, bicycle paths, seating areas, signage and lighting. The Official Plan policies exclude valley lands and community edge buffer lands in the calculation of parkland dedication for linear parks.

Subsection 4.7 of the Official Plan also requires that a naturalized community edge buffer of 30m to 50m be provided on the lands abutting Regional Road 27. The proposed east/west buffer would include this community edge buffer at the southeast corner of the property adjacent Regional Road 27.

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The location of the proposed 30m east-west buffer will also encompass the open space/valley lands in the westerly portion of the property. Subject to the review of the official plan amendment, zoning amendment and draft plan of subdivision applications for the property, the Development Planning and Parks Department could support the east-west buffer as a linear park provided the valley land and community edge buffer portions of the linear park are excluded from parkland dedication, in accordance with the Official Plan Policies.

Zoning

The subject lands are zoned A Agricultural Zone, OS1 Open Space Conservation Zone and OS3 Open Space Commercial Zone by By-law 1-88. In the future, if the development applications are approved, the linear park buffer lands and community edge buffer would be zoned OS2 Open Space Park Zone and the valley land portion would be zoned OS1 Open Space Conservation Zone.

The Owner will be required to undertake a Phase 2 Environmental Site Assessment (ESA) in accordance with the Ministry of Environment's Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for the 30m wide linear park, open space/valley lands and community edge buffer. The Phase 2 ESA is to occur prior to the enactment of any implementing by-law and the conveyance of the lands to the City and/or the Toronto and Region Conservation Authority.

Plan of Subdivision

The Parks Department has advised that should in the future, the draft plan of subdivision be approved, that the following conditions must be satisfied:

- i) the Owner is to provide detailed plans, including a Master Environmental and Servicing Plan, that delineates the lands that from the open space/linear park for establishing the lands to be included in the parkland dedication, and the other lands that would comprise the open space/valley and community edge buffer, to the satisfaction of the City and the Toronto and Region Conservation Authority;
- ii) the Owner shall design and build the pedestrian linkages and associated landscaping to the Humber Valley to the satisfaction of the City;
- iii) the Owner shall design and convey the lands by plan of subdivision and subdivision agreement to the City and/or Toronto Region Conservation Authority; and,
- iv) the conditions of draft plan of subdivision approval shall include a warning clause in the subdivision agreement advising potential purchasers of a residential lot of the presence of the pedestrian corridor/valley land and community edge buffers.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the development concept respecting the principle of establishing an east-west linear park along the southern limit of Draft Plan of Subdivision File 19T-03V02 as shown on Attachment #1. The proposed linear buffer area would be permitted by the Official Plan. The buffer area could be considered as parkland dedication

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excluding those portions located within the valleylands and the community edge buffer adjacent to Regional Road 27, in accordance with the policies in the Official Plan and the subject to the review of Draft Plan of Subdivision File 19T-03V02.

Attachments

1. Location Map/Zoning
2. Kleinburg-Nashville Community Plan (OPA 601) – Land Use Schedule

Report prepared by:

Judy Jeffers, Planner, ext. 8645
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 34, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

34

**ZONING BY-LAW AMENDMENT FILE Z.05.037
SITE DEVELOPMENT FILE DA.05.036
SEVENBRIDGE DEVELOPMENTS LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 5, 2005, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be approved.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.037 (Sevenbridge Developments Limited) BE APPROVED, to remove the Holding "H" symbol on the portion of the subject lands currently zoned C10(H) Corporate District Zone as shown on Attachment #2, to facilitate the expansion to an existing retail store (Walmart).
2. THAT Site Development File DA.05.036 (Sevenbridge Developments Limited.) BE APPROVED, to permit a 6,065.36m² addition to the existing retail store (Walmart), as shown on Attachment #4, subject to the following conditions:
 - a) that prior to the registration of the amending site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, access, parking and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iii) the transportation and servicing requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) all hydro requirements of Power Stream Inc. shall be satisfied;
 - v) the required variance for parking to implement the final site plan shall be approved by the Committee of Adjustment, and shall be final and binding.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

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Purpose

The Owner has submitted a Site Development Application to permit a 6,065.36 m² addition to an existing retail store (Walmart), as shown on Attachment #4; and, a Zoning By-law Amendment Application to remove the “H” Holding symbol from a portion of the site that is currently zoned C10(H) Corporate District Zone, as shown on Attachment #2 in order to facilitate the development.

Background - Analysis and Options

The 6.45 ha site shown on Attachment #1 is located on the southeast corner of Applewood Crescent and Edgeley Boulevard, being Blocks 79-82 and Blocks 83-84 on Plan 65M-2545, (101 Edgeley Boulevard), in Part of Lots 6 and 7, Concession 5, City of Vaughan.

The subject lands are designated “Corporate Centre District” by OPA #500 (Corporate Centre Plan) and zoned C10 Corporate District Zone and C10 (H) Corporate District Zone with a “H” ‘Holding’ Symbol by By-Law 1-88, subject to Exception 9(959). The surrounding land uses are:

- North - Applewood Crescent; employment use (EM1 Prestige Employment Area Zone)
- East - Millway Avenue; vacant (C10(H) Corporate District Zone)
- South - Applemill Road; vacant (C9(H) Corporate Centre Zone)
- West - Sam’s Club/commercial use (C10 Corporate District Zone)

Official Plan

The subject lands are designated "Corporate Centre District" by OPA #500 (Corporate Centre Plan), which provides opportunities for land uses that require visual exposure, good vehicular accessibility, and large development sites. The proposed use and development of the subject lands conforms to the Official Plan.

Schedule ‘B’ in OPA #529 identifies the Transportation Plan for the Corporate Centre (Attachment #3). One of the elements of the plan includes a planned 23m public transit right-of-way near Millway Avenue. In the Minutes of Settlement between the Owner and the City dated January 8, 2001, Sevenbridge agreed not to contest at any time the City’s right and ability to obtain, pursuant to Section 41(7)(d) of the Planning Act, by dedication from Sevenbridge, an interest in land in the area designated as “Public Transit Right-of-Way” in OPA 529. The proposed development will not encroach into the future right-of-way locations at this time, however, the Owner should be aware that this will likely occur with the next easterly phase of development.

Zoning

The subject lands are and zoned C10 Corporate District Zone and C10 (H) Corporate District Zone with the “H” Holding symbol by By-Law 1-88, subject to Exception 9(959), which permit the proposed retail use and building expansion, subject to the removal of the Holding provision.

The proposed development complies with all By-law requirements, except for the deficiency in the minimum required number of parking spaces. As identified in the parking section of this report, the Walmart site requires a total of 1,092 parking spaces, whereas 995 spaces are being provided, resulting in a deficiency of 97 parking spaces (8.88%). The Engineering Department reviewed and approved a parking justification report submitted by the applicant. Accordingly, the Development Planning Department can support the parking variance, and the Owner will be required to obtain approval of the variance from the Committee of Adjustment, which shall be final and binding, prior to the registration of the implementing site plan agreement.

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Holding (H) Provision

The Walmart site is located within a larger 26 hectare landholding owned by Sevenbridge Developments Limited. As Development is approved, including Sam's Club and the Home Outfitter's/Future Shop, the City has enacted by-laws to remove the Holding "H" symbol. The conditions for the removal of the Holding "H" symbol include approval of the urban design guidelines and an updated traffic study for the entire Sevenbridge lands, which were both approved by the City in July 2001. As identified on the Zoning Schedule on Attachment #2, the "H" Holding symbol remains on the balance of the Sevenbridge lands until such time as individual site plan applications are submitted and approved by Council on their lands. As the subject proposal is for an expansion of the existing Walmart building and site, which does not impact upon the future development of the vacant lands to the east, or the transportation plan in OPA #529, or the Minutes of Settlement identified earlier in this report, the Development Planning can support the removal of the "H" Holding provision only on the portion of the Walmart site identified on Attachment #2, which will facilitate the proposed building and parking lot expansion.

Site Design

The site plan (Attachment #4) shows the existing Walmart building and the proposed 6,065.36 m² addition (5,710.56m² expansion on the east side, and 354.8m² garden centre at the southwest corner). The site is served by the 3 existing access locations on Edgeley Boulevard, Applemill Road and Applewood Crescent. Additional parking and landscaping has been added around the lot to accommodate the addition.

Parking

The minimum required parking for the site is calculated as follows:

Retail: 12,122.70m ² at 6 spaces/100m ²	= 1092 spaces
Total Parking Required:	= 1092 spaces
Parking Provided:	= 995 spaces

The site is deficient by 97 parking spaces (8.88% deficiency). The applicant has submitted a parking justification report prepared by Itrans Consulting Inc, which concluded that the proposed parking will meet the peak parking demands of Walmart. The City's Engineering Department and the Region of York Transportation Works Department have reviewed the parking justification report and are satisfied with the results. In turn, Staff can support a minor variance for the reduced parking on site.

Over and above the 995 parking spaces, there is an additional 20 parking spaces also being provided in the snow storage locations within the northeast and southeast corners of the parking lot, so that customers, can utilize these additional spaces when there is no snow coverage. However, the Engineering Department has determined that these 20 parking spaces are not to be included in the calculation of the required parking for the site.

Services/Utilities

A grading and servicing plan and stormwater management report were submitted, and the final plans and reports must be approved to the satisfaction of the Engineering Department and the Region of York Transportation and Works Department. All hydro requirements must be to the satisfaction of PowerStream Inc.

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Landscaping

The landscape plan (Attachment #5) shows a variety of existing and proposed deciduous and coniferous trees and shrubs. The majority of the landscaping exists, with additional planting being placed along Applewood Crescent adjacent to the new development and within the parking areas and curbs. The final landscape plan, including detail drawings and a landscape cost estimate must be approved to the satisfaction of the Development Planning Department.

Building Design

The proposed building elevations are shown on Attachment #6. The existing front elevation is also shown on Attachment #6 in order to help distinguish the improvements to the corporate image of the Walmart building. The main portion of the building will be constructed to a height of 6.25m to a maximum of 11.54m in the areas of the entrance features and architectural elements. The elevations are being revised based on the new corporate image and colours of Walmart. The existing building facades will remain as pre-cast concrete panels, but will now be beige in colour in comparison to the existing grey colour. The two main entries will be on the south elevation. Corporate signage in red and blue will be located above the entry doors. Cream coloured concrete panels surround each entranceway, with a peaked roof structure overhead. It is use along Blue banding this portion of the façade where additional signage is proposed. The main 'Wal-Mart' signage in white colours is mounted on a blue background. Two full-length pillars in a dark brown color, bind this sign for architectural treatment. The remainder of the building will consist of the beige precast (new panels for the expansion areas and existing panels to be stained), with the dark brown precast use as accent treatment, and signage consisting of white lettering on a blue background. Two new overhead doors have been added at the northeast corner of the building. Grey coloured ornamental fencing surrounds the garden centre at the northwest corner of the building, and translucent polycarbonate roofing is provided above this area in a dark grey colour to match the fencing.

The final building elevations must be approved to the satisfaction of the Development Planning Department.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the Site Development Application in accordance with the policies of OPA #500, OPA #529, the requirements of By-law 1-88, and the area context. The Development Planning Department is satisfied that the proposed 6,065.36m² addition to the existing retail store (Walmart) is appropriate for the site and the Corporate Centre. Accordingly, the Development Planning Department can support the approval of the site plan application, and the required variance for a reduction in parking that is necessary to implement the proposal, subject to the conditions contained in this report.

The Development Planning Department also recommends approval of the Zoning By-law Amendment Application to remove the Holding "H" Symbol from a portion of the subject lands, which will facilitate the development of the overall site in accordance with the C10 Corporate District Zone.

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Attachments

1. Location Map
2. Zoning (Current/Proposed)
3. Schedule 'B' to OPA #529 - Transportation Plan (Corporate Centre)
4. Site Plan
5. Landscape Plan
6. Elevation Plan

Report prepared by:

Andrea Seca, Planner, ext. 8215

Arto Tikiryan, Senior Planner, ext. 8212

Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 35, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

35

**ZONING BY-LAW AMENDMENT FILE Z.05.046
SITE DEVELOPMENT FILE DA.05.054
2019625 ONTARIO INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 5, 2005, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.046 (2019625 Ontario Inc.) BE APPROVED, to remove the 'H' Holding symbol from the subject lands, zoned C1 (H) Restricted Commercial Zone, as shown on Attachment #1, to facilitate the development of a motor vehicle sales establishment.
2. THAT Site Development File DA.05.054 (2019625 Ontario Inc.) BE APPROVED, to permit the development of a 4,503m² motor vehicle sales establishment (Honda Dealership), as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations and landscape plan shall be approved to the satisfaction of the Development Planning Department;
 - ii) the final site servicing and grading plans and stormwater management report shall be approved by the Engineering Department;
 - iii) access and on-site vehicular circulation shall be approved by the Engineering Department and the Region of York Transportation and Works Department;
 - iv) all hydro requirements of PowerStream Inc. shall be satisfied; and,
 - v) the required variances to implement the approved Site Plan shall be obtained from the Committee of Adjustment, and shall be in full force and effect.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Site Development Application to permit the development of a 4,503m², two-storey motor vehicle sales establishment (Honda Dealership) on a 1.54ha site, as shown on Attachment #2.

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In addition, the Owner has submitted a Zoning By-law Amendment Application to remove the 'H' Holding Symbol on the subject lands, currently zoned C1(H) restricted Commercial Zone.

Background - Analysis and Options

Location

The subject lands shown on Attachment #1 are located on the southwest corner of Jane Street and Auto Vaughan Drive, (89 Auto Vaughan Drive), being Part of Block 3 on Registered Plan 65M-3766 in Part of Lots 16 and 17, Concession 5, City of Vaughan. The vacant 1.54ha rectangular site has 81.8m frontage on Jane Street and 152.1m of flankage on Auto Vaughan Drive.

The surrounding land uses are:

- North - Auto Vaughan Drive; Maple Toyota (C1 Restricted Commercial Zone)
- South - vacant land (C1(H) Restricted Commercial Zone)
- West - vacant land (C1 (H) Restricted Commercial Zone)
- East - Jane Street; vacant (A Agricultural Zone)

Official Plan

The subject lands are designated "General Commercial-Special Policy" by OPA #600, which permits general commercial uses such as retail stores for the buying, leasing and exchanging of goods and services, restaurants and banks. The proposed development of the site for a motor vehicle sales establishment conforms 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(1031), which permits a motor vehicle sales establishment use, including the open display and storage of new and used motor vehicles. The proposed motor vehicle sales establishment use is permitted by the Zoning By-law.

The proposed development complies with the zoning standards in By-law 1-88, with the exception of the following:

- a minimum landscaping strip width of 4.5m and 5m is proposed abutting Jane Street and Auto Vaughan Drive, respectively, whereas 6.0m is required; and,
- a maximum building height of 11.25m, whereas 11m is permitted.

The Development Planning Department is satisfied that the proposed exceptions to the by-law are minor and appropriate in the context of the overall development of the site. The Owner will be required to submit a minor variance application to the Committee of Adjustment for approval of these variances to implement the final approved site plan. The Committee's decision must be final and binding, prior to the execution of the implementing site plan agreement.

The subject lands are zoned with the "H" Holding Symbol, which can be removed upon Council's approval of the subject Site Development Application.

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Site Design

The proposed two-storey, 4,503m² building, as shown on Attachment #2, is centrally located on the property, with two vehicular driveway access points on Auto Vaughan Drive. The main entrance to the building and the indoor showroom are located on the north-east side of the building. The service bays are located on the south, north and west sides of the building. Parking spaces are located throughout the site. Garbage storage will be internal to the building.

Building Elevations

The proposed building elevations are shown on Attachments #4 and #5. The main elevation of the irregular-shaped building faces northeast, towards the site triangle of Jane Street and Auto Vaughan Drive. A pre-finished red aluminum canopy that contains the sign tower extends around the main glass entry door. The building material for the front sales area consists of glass curtain wall within aluminum frames. White-coloured, pre-finished aluminum panels comprise the top portion of the building. The south, north and west elevations include drive-in overhead doors, associated with the service portions of the building. The main service related areas of the building consist of white precast panels on the south and west elevations, and red panels on the north facade. The building has a flat roof with parapet to a height of 9.75m, with main signage tower increasing the height to 11.25m.

The Development Planning Department is satisfied with the proposed building elevations.

Landscaping

The landscape plan shown on Attachment #3 consists of a mix of shrubs, and coniferous, deciduous and ornamental trees along the perimeter of the site within 4.5m and 5m wide landscaped strips abutting Jane Street and Auto Vaughan Drive, respectively. In addition to the soft landscaping surrounding the site, an armour stone boulder feature will be placed intermittently along the north and east property lines, together with benches at the northeast corner of the property.

The main entrance to the building is connected to the corner of Jane Street and Auto Vaughan Drive by a unit paver walkway. Landscaping will also be provided along the base of the front façade of the building. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

Parking

The required parking for the proposed development is calculated as follows:

Motor Vehicle Sales Establishment: 4,503m² @ 3.0 spaces/100m² GFA = 135 spaces

Total Parking Required = 135 spaces (incl. 2 handicapped spaces)

Total Parking Provided = 199 spaces (incl. 2 handicapped spaces)

The proposed development exceeds the minimum parking requirement of By-law 1-88, with a surplus of 64 spaces.

Services and Utilities

The final site servicing and grading plan and storm water management report shall be approved to the satisfaction of the Engineering Department and the Region of York Transportation and Works Department.

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

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

The Development Planning Department has reviewed the proposed Site Plan Application in accordance with the policies of the Official Plan and the requirements of the Zoning By-law. The Development Planning Department is satisfied that the subject lands can be appropriately developed to accommodate the proposed motor vehicle sales establishment, subject to the conditions of this report. Exceptions to the zoning by-law are required and must be obtained from the Committee of Adjustment, and be in full force and effect, prior to entering into site plan agreement.

The Development Planning Department also recommends approval of the Zoning By-law Amendment Application to remove the "H" Holding Symbol on the subject lands, which will facilitate the development of the site in accordance with the C1 Restricted Commercial Zone standards.

Attachments

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

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

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Item 36, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

36 PIERRE AND JANET BERTON TRAIL AT BOYD CONSERVATION AREA

The Committee of the Whole recommends that this matter be referred to staff to request TRCA to provide details on any potential trail locations.

Recommendation

Councillor Tony Carella recommends that the City of Vaughan endorse the request made to the Toronto and Region Conservation Authority by the Friends of Boyd Park, to name an existing trail within the conservation area after Pierre and Janet Berton.

Economic Impact

Nil

Purpose

To indicate the City of Vaughan supports recognizing the contributions made to our community by both Pierre *and* Janet Berton.

Background - Analysis and Options

The late Pierre Berton, and his widow Janet, have a long history in the City of Vaughan, having moved here in the 1950's. In recognition of his contribution to his local community and to Canadian letters in general, the Vaughan Public Library Board named its newest resource library after Pierre Berton, shortly before his death last year.

The Friends of Boyd Park now propose that the Toronto and Region Conservation Authority recognize the contribution both of the Bertons have made to the environmental and conservationist movements, by naming an existing trail within Boyd Conservation Area after Pierre *and* Janet Berton. The TRCA has indicated informal support for the proposal, but has suggested that an expression of support for the proposal by the City of Vaughan would be helpful in bringing this matter to fruition.

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 appropriate that the City of Vaughan support the Toronto and Region Conservation Authority's naming of a trail in the Boyd Conservation Area for two of its most prominent citizens.

Attachments

Map of Boyd Conservation Area showing location of subject-trail

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Report prepared by:

Councillor Tony Carella

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

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Item 37, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

**37 REQUEST FOR STOP SIGNS- CASTILLIAN DR. & SONOMA BLVD.
CENTURY GROVE & MONTEBELLO AVE. AND AMELYNN CRESCENT & MONTEBELLO AVE.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated December 5, 2005:

Recommendation

Councillor Tony Carella recommends:

That stop signs be installed at Castillian Drive and Sonoma Boulevard, Century Grove and Montebello Avenue and at Amelynn Crescent and Montebello Avenue.

Economic Impact

To be determined upon analysis.

Purpose

To control traffic issues in the vicinity of St. Andrew's Catholic School and the neighbourhood.

Background - Analysis and Options

Councillor Carella's office has received numerous complaints with regards to the need for stop signs at the above-noted locations. The Sonoma Heights Phase I Traffic Calming Committee endorses the petition of local residents to this effect, and strongly recommends that these stop signs be installed immediately in order to prevent a serious accident.

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

In response to concerns by area residents, as well as the Traffic Calming Committee, and in order to maintain community safety, it is recommended that these stop signs be approved.

Attachments

Petition from the residents of the area and support letter from the Sonoma Heights Phase I Traffic Calming Committee.

Report prepared by:

Councillor Tony Carella

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

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Item 38, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

38

SITE DEVELOPMENT FILE DA.05.034
CANADIAN TIRE REAL ESTATE LIMITED

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated December 5, 200, be approved; and
- 2) That the coloured elevation of the site plan submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.034 (Canadian Tire Real Estate Limited) BE APPROVED, to permit a 2,343m² addition to the existing retail store, and the relocation of the existing garden centre, as shown on Attachment #2, subject to the following conditions:

- 1. That prior to the execution of the amending site plan agreement:
 - a) the final site plan, landscape plan and building elevations shall be approved by the Development Planning Department;
 - b) the final site servicing and grading plan, stormwater management report, parking, access and on-site vehicular circulation shall be approved by the Engineering Department;
 - c) all requirements of the Region of York Transportation and Works Department shall be satisfied; and,
 - d) the required variances to implement the final approved site plan shall be obtained from the Committee of Adjustment, and shall be final and binding.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Site Development Application to permit a 2,343m² addition to an existing Canadian Tire store, and the relocation of the existing garden centre from the south limit of the existing building to the south limit of the proposed expansion, as shown on Attachment #2. The pertinent site statistics are as follows:

Site Area	3.39 ha
Existing GFA	8,929m ²
Proposed GFA	<u>2,343m²</u>
	11,272m ²
Parking Provided	420 spaces

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The Owner is also proposing to stain the exterior walls of the building with the new Canadian Tire corporate colours being a predominantly putnam ivory (beige) colour with green banding.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the northeast corner of Regional Road #7 and Nova Star Drive (3850 Regional Road #7), in Part of Lot 6, Concession 6, City of Vaughan. The property has an area of 3.39 ha and road frontage of 165m and 167m on Regional Road #7 and Nova Star Drive, respectively. The site is currently developed with a Canadian Tire Store as shown on Attachment #2.

The surrounding land uses are:

- North - Windflower Gate; existing commercial uses (C5 Community Commercial Zone)
- South - Regional Road #7; commercial and employment uses (C5 Community Commercial Zone and EM1 Prestige Employment Area Zone)
- East - automobile dealership (C2 General Commercial Zone) and existing commercial uses (C5 Community Commercial Zone)
- West - Nova Star Drive; existing commercial uses (C5 Community Commercial Zone)

Official Plan

The subject lands are designated "Corporate Centre District" by OPA #500 (Corporate Centre Plan), which permits the proposed commercial use.

Zoning

The subject lands are zoned C5 Community Commercial Zone by By-Law 1-88, subject to Exception 9(487), which permits the proposed commercial use. The proposed site plan has been reviewed, and requires the following variances to By-law 1-88:

- a minimum side yard (east) of 20.0m is required, whereas 3.69m is provided; and,
- 494 parking spaces are required, whereas 420 spaces are proposed (14.81% deficiency).

The reduced 3.69m sideyard occurs at the southeast corner of the proposed addition and increases to approximately 12m at the northeast corner of the new addition. The site abuts a car dealership and the proposed addition would replace the bins currently used to store goods. In light of the above, this variance can be supported. The Owner has submitted a parking study, which has been approved by the Engineering Department in support of the proposed parking deficiency. Should Council approve the site plan application, the Owner will be required to obtain approval for these variances from the Committee of Adjustment, and its' decision shall be final and binding, prior to the execution of the site plan agreement.

Site Design

The existing 8,929m² building is located on the easterly portion of the site as shown on Attachment #2. The proposed 2,343m² expansion is to the east and south sides of the existing building and will allow for additional storage/warehouse space. The existing temporary storage bins located within the parking lot to the east of the existing building will be removed.

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The existing driveway access points and aisles will not be changed as a result of the proposed expansion. The final site plan must be approved to the satisfaction of the Development Planning Department.

Parking

The required parking for the proposed development is calculated at a rate of 5.5 spaces/100m² of Commercial Floor Area (CFA), in accordance with Exception 9(487).

As such, the parking required for the expanded store is as follows:

Shopping Centre: 5.5 spaces/100m² @ 8,976m² CFA (existing & proposed) = 494 spaces

The proposed site plan includes 420 parking spaces, resulting in a parking deficiency of 74 spaces (14.81%).

The Owner has submitted a parking impact study in support of the proposed deficiency. The report, prepared by Paradigm Transportation Solutions Limited, and dated September 12, 2005, concludes that:

1. The provision of 420 parking stalls is a sufficient supply to meet the projected demand.
2. In the most extreme conditions during June and December, forecasted demands indicate that there will be operational concerns between 12:00 PM and 4:00 PM most weekends as available stalls in the most convenient/desired location at the front of the store (to the west) will be limited and customers must seek parking at the side or rear of the store. However, 15% of the total parking supply will remain available throughout the site and the total parking supply will meet the projected demand.
3. Outside of these months, there appears to be ample supply to meet the needs of the site.

The Engineering Department has reviewed the Parking Study and concurs with the conclusions.

Building Design

The proposed building elevations are shown on Attachments #4 and #5. The materials used for the proposed additions will match the existing building comprised primarily of precast concrete panels. However, the elevations of the building will be stained to a putnam ivory (beige) colour with green banding, to reflect the new Canadian Tire corporate colours.

The south elevation of the building will be partially screened by the proposed garden centre which is enclosed by a 3.04m high black iron fence accented with putnam ivory coloured concrete piers.

The final building elevations must be approved to the satisfaction of the Development Planning Department.

Landscaping

The landscape plan shown on Attachment #3 shows a mix of deciduous and coniferous trees,

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shrubs, and sodded area along Regional Road 7 and throughout the property. Since the application proposes additions to an existing building, the majority of the landscaping is already in place. The applicant is willing to work with the Development Planning Department to enhance the landscape plan and where possible, existing trees impacted by the expansion will be saved and integrated into the new landscape design. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

Region of York

The subject lands abut Regional Road 7, and approval of the site plan is subject to the requirements of the Region of York. The Owner will be required to satisfy all requirements of the Region of York, prior to the execution of the implementing 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”.

Conclusion

The Development Planning Department has reviewed the Site Plan Application in accordance with the policies of the Official Plan and the requirements of the Zoning By-Law, and is satisfied that the proposed expansion of the existing Canadian Tire retail store will facilitate an appropriate development of the site, subject to the conditions of approval identified in this report, including obtaining the required variances from the Committee of Adjustment. Accordingly, the Development Planning Department can support the approval of the Site Plan Application subject to the conditions contained in this report.

Attachments

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

Report prepared by:

Clement Messere, Planner, ext. 8409
Mauro Peverini, Senior Planner, ext. 8407
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.)

Regional Councillor Ferri declared an interest with respect to the foregoing matter, as his daughter is employed by Canadian Tire, and did not take part in the discussion or vote on the matter.

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Item 39, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

39

**REQUEST FOR STAFF TO INSTALL A SLOW SIGN
AT 266 TREELAWN BLVD.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated December 5, 2005:

Recommendation

Councillor Peter Meffe recommends:

That staff be directed to install by December 20th, 2005, a Slow Sign near 266 Treelawn Blvd. as indicated on the attached Site /Grading Plan, approximately 18" from the curb.

Economic Impact

Nil.

Purpose

The purpose of this recommendation is to deter drivers from taking the bend too quickly and causing unnecessary damage to City property.

Background - Analysis and Options

The design of this section of the road is at such an angle that drivers constantly jump the curb and run onto the boulevard causing damage to the grass and curb.

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 my feeling that this is a reasonable request and it would be in the City's best interests to have this slow sign installed. It will prevent the likelihood of having to be in a position where we are constantly repairing damages. It will have no adverse effect on any of the neighbours on Treelawn Blvd.

Attachments

Site/Grading Plan of 266 Treelawn Blvd., Kleinburg

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

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Item 40, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

40

FOOD BANK SANTA PICTURE DRIVE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated December 5, 2005:

Recommendation

Councillor Peter Meffe recommends that staff be directed to permit the use of a section or room at the Maple Community Centre for the purposes of receiving non-perishable food donations for the food bank on Saturday, December 10, 2005, from 10:00 a.m. to 2:00 p.m.

Economic Impact

Nil.

Purpose

The purpose of this event is to encourage residents in the community to make non-perishable food donations to the food bank. It is important that we assist them to ensure that they will have sufficient supplies to help those in need during the holiday season.

Background - Analysis and Options

At this event we will have Santa Clause pose for pictures with children in return for a non-perishable food donation. As everyone is aware, this is the time of year when supplies at all food banks are at their lowest. As it is the holiday season, it is also the time that they need to replenish and raise as many non-perishable food items as possible. Through this event we hope to raise public awareness of this need. I feel that having Santa Clause there to take pictures in exchange for a donation of a non-perishable food item will encourage the community to get involved. It will also afford parents the opportunity to teach their children that we should help those less fortunate.

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

I believe that this is a wonderful initiative that will allow the residents to participate in helping those in need.

Attachments

None.

Report prepared by:

Adele Panicali, Council Executive Assistant

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 41, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

**41 SPADINA-YORK SUBWAY EXTENSION COMMITTEE
ENVIRONMENTAL ASSESSMENT STUDY AND RESOLUTION TO THE CITY OF TORONTO**

The Committee of the Whole recommends:

- 1) That the following resolution, submitted by Councillor Yeung Racco, dated December 5, 2005, be approved;

WHEREAS the City of Toronto and the Toronto Transit Commission have initiated an Individual Environmental Assessment Study for the extension of the Spadina Subway Line to Steeles Avenue and such study is approaching finalization;

AND WHEREAS the Spadina Subway Extension will result in a comprehensive range of economic, educational, social and economic benefits for the residents and businesses of both the City of Toronto and the broader Greater Toronto Area;

AND WHEREAS the subway extension will facilitate improved linkages to transit systems in adjacent municipalities thereby supporting the transition toward compact urban form and transit supportive development, consistent with contemporary policy at all levels of government;

AND WHEREAS the subway extension will be one of the fundamental building blocks of a new Greater Toronto Area, one that will be more economically competitive, more environmentally sustainable and a better place to work and live;

AND WHEREAS the Environmental Assessment Study was approved for submission to the Ministry of the Environment by the Toronto Transit Commission at its meeting on November 28, 2005 and by the Toronto Planning and Transportation and Works Committees at their joint meeting on November 30, 2005;

AND WHEREAS the aforementioned recommendations are proceeding to the Council of the City of Toronto for ratification at its meeting, which commences on December 5, 2005.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF VAUGHAN HEREBY RESOLVES:

THAT the City of Vaughan strongly supports the extension of the Spadina Subway to Steeles Avenue;

AND THAT it is respectfully requested that Toronto Council approve the Environmental Assessment Study and proceed with its submission to the Ministry of the Environment for approval;

AND THAT the City of Vaughan is committed to working with the City of Toronto, the TTC , York Region, the Federal and Provincial Governments and all other public and private sector stakeholders in planning for the implementation of the of the Spadina Subway Extension;

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AND THAT this resolution be forwarded to City of Toronto Council, the Members of Parliament and the Provincial Legislature that represent the City of Vaughan, the Chair of the Region of York and the members of the Spadina-York Subway Extension Committee; and

- 2) That Councillor Yeung Racco be acknowledged for her dedication and commitment to this initiative.**

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 42, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

42

**DEPUTATION – MR. MICHAEL BROOKE
WITH RESPECT TO AN OUTDOOR CONCRETE SKATEBOARD PARK IN VAUGHAN**

The Committee of the Whole recommends that the deputation of Mr. Michael Brooke, Publisher, Concrete Wave Magazine, 1054 Center Street, Suite 293, Thornhill, L4J 8E5, and written submission dated November 3, 2005, the Concrete Wave magazine and the Best of the West Skatepark Guide submitted, be received and referred to staff for a report.

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Item 43, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

**43 DEPUTATION – MS. NATHALIE KARVONEN, TORONTO WILDLIFE CENTRE
 WITH RESPECT TO WILDLIFE RELATED SERVICES PROVIDED**

The Committee of the Whole recommends that the deputation of Ms. Nathalie Karvonen, Executive Director, Toronto Wildlife Centre, 60 Carl Hall Road, Unit 4, Toronto, M3K 2C1, and written submissions dated November 25, 2005 and December 5, 2005, be received and referred to staff.

CITY OF VAUGHAN

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Item 44, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

44

**DEPUTATION – MR. GAETANO IUORIO
WITH RESPECT TO EXPRESSING GRATITUDE TO THE CITY OF VAUGHAN**

The Committee of the Whole recommends that the deputation of Mr. Gaetano Iuorio, 22 Curtiss Court, Maple, L6A 1Y4, be received.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2005

Item 45, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 12, 2005.

45

NEW BUSINESS – PASSING OF MR. MARCO MUZZO

The Committee of the Whole recommends that the verbal tribute to the late Mr. Marco Muzzo, a prominent land developer and resident of Vaughan, by the Mayor and Members of Council, in recognition of his generosity, commitment and support for the community, be received.

The foregoing matter was brought to the attention of the Committee by Mayor Di Biase.