

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 1, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

1

**AWARD OF TENDER T06-003
DUFFERIN CLARK COMMUNITY CENTRE EXPANSION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated February 20, 2006:

Recommendation

The Commissioner of Community Services, in consultation with the Directors of Purchasing Services, Building and Facilities, Parks Development and Reserves and Investments recommends:

1. That T06-003, Expansion of Dufferin Clark Community Centre be awarded to Anacond Contracting for the amount of \$2,509,471.00; and,
2. That a contingency allowance in the amount of 10% be approved within which the Commissioner of Community Services is authorized to approve amendments to the contract; and,
3. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Capital project #7965-0-04 was approved in the 2004 budget. The annual operating cost of \$52,000.00 is required to maintain this expansion once completed, and funding has been included in the 2006 Operating Budget.

Purpose

The purpose of this report is to seek approval to award tender T06-003 for the expansion of the Dufferin Clark Community Centre.

Background - Analysis and Options

Project #7965-0-04 was approved in the 2004 capital budget in order to provide the outdoor ice rink and expanded facilities at the Dufferin Clark Community Centre located at 1441 Clark Avenue. This expansion was necessary due to the high number of user groups. The demand at this location exceeds the current program space. The proposed design was developed with community consultation. Staff held two public meetings where the residents and user groups were invited to provide comments. The project involves the addition of two activity rooms, change rooms, washroom facilities, mechanical rooms and an outdoor ice rink.

This tender was advertised in the Daily Commercial News and the Electronic Tender Network (ETN). Tenders were closed and publicly opened on Tuesday, February 7, 2006 at 3:30pm. Seventeen (17) bid documents were received. The bid results are as follows:

<u>Contractor</u>	<u>Total Tendered Price</u>
Anacond Contracting	\$2,509,471.00
Grenwitch General Contracting	\$2,900,490.73
M. J. Dixon Construction	\$2,933,000.00

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 1, CW Report No. 9 – Page 2

Struct-Con Construction	\$3,034,269.00
Maystar General Contractors	\$3,049,500.00
Varcon Construction	\$3,105,141.63
Hawkins & Gadsby Construction	\$3,113,071.00
Commonwealth Canada	\$3,143,660.00
Ross Clair Contractors	\$3,155,216.00
Bondfield Construction	\$3,172,550.00
Percon Construction	\$3,177,900.00
Deciantis Construction	\$3,187,102.00
Steelcase Construction	\$3,216,419.00
Quinan Construction	\$3,255,977.00
Sona Construction	\$3,256,384.00
Frank Pellegrino	\$3,452,030.00
Martinway Contracting	\$3,563,635.00

Relationship to Vaughan Vision 2007

In keeping with Vaughan Vision, this award of tender provides service delivery excellence for the community.

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

Conclusion

Building and Facilities and Purchasing Department staff have reviewed the bid submissions and have determined that the low bid contractor, Anacond Contracting, have met the requirements of the contract. The low bid is within the approved capital budget. This project will commence immediately after Council approval and the completion of the necessary documents.

Attachments

None

Report prepared by:

Jeff Peyton, Director of Building and Facilities, Ext. 6173

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 2, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

2 JOINT WASTE DIVERSION STRATEGY BETWEEN THE REGION OF YORK AND THE LOCAL AREA MUNICIPALITIES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 20, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends that:

1. Council support the development of a joint waste diversion strategy involving the Region of York and the nine local municipalities;
2. The City of Vaughan be a willing partner in the development of the joint waste diversion strategy; and,
3. The City of Vaughan contribute monies not exceeding \$4,000 (including \$2,000 in-kind staff time) subject to:
 - a. The need for additional public consultation events is deemed warranted in the City of Vaughan; and,
 - b. The monies will be partially reimbursed through the Federation of Canadian Green Municipalities Fund.

Economic Impact

The Region has set aside \$35K for the consultant and up to \$30K for public consultation for the development of this joint waste diversion strategy. However, if a municipality wants to do their own focus group(s), survey(s) or additional public meetings with their residents, it is at that municipalities' cost.

As such, if the City wanted to conduct public consultation events over and above the public consultation events that will be identified in the early stages of this initiative, the City would be required to absorb that cost. The additional costs would include possible room rental (if a City facility is unavailable), advertising for the event, refreshments as well as staff time. This cost is not expected to exceed \$4,000 including in-kind services.

The Region of York is applying for funding for the Strategy from the Federation of Canadian Green Municipalities Fund. If the City elects to proceed with additional public consultation events, it is possible that a portion of the costs may be reimbursed through this fund.

Purpose

This report discusses the need and justification for developing a joint waste diversion strategy involving the Region and the nine local municipalities.

Background - Analysis and Options

At a Regional Council meeting (Solid Waste Management Committee) of January 26, 2006, it was recommended, *"That Council request the nine local municipalities in the Region to participate in the development of a joint waste diversion strategy"*.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 2, CW Report No. 9 – Page 2

The Region's current waste management strategy is over eight years old and in many ways is dated in terms of the current waste management issues facing the Region (and its municipalities) and the Province of Ontario. The Region's current waste management study is also silent on local municipalities' waste management objectives and fails to identify the challenges and opportunities that exist at the local municipal level.

Waste management service delivery is a two-tier function in York Region with the local municipalities providing collection and the Region providing processing, transfer and disposal.

The Region of York recognizes the need to include the voice of the front-end service providers for waste collection – the local municipalities. As such, the revised strategy will require participation and agreement of both levels of government.

The joint waste diversion strategy will discuss current waste diversion efforts and possible paths to increase diversion rates throughout the Region and the cost implications associated with each option provided. The waste diversion strategy will address the role and responsibilities of the Region and local municipalities in implementing the various options available.

It is proposed that a draft report be completed by May of 2006. The proposed timeline for the joint waste diversion strategy is identified in Table 1.

Table 1: Proposed Timeline for the Joint Waste Diversion Strategy

Date	Activity
January 2006	Project initiation
February 2006	Local Municipal Councils agreement to participate in study
February 2006	Discussions with local municipalities
March 2006	Joint strategy development
April 2006	Draft Report
May 2006	Endorsement of the draft strategy by Regional and local councils
Summer 2006	Public Consultation
Fall 2006	Report to Committee and council on Public Feedback
Fall 2006	Endorsement of final strategy of by Regional and local municipal councils

Source: RMY Report 1 of SWMC Regional Council Mtg. January 26, 2006

The Region has budgeted approximately \$65,000 for this undertaking. The Region has retained Lura Consulting for \$35,000 to assist staff in the facilitation and development of the proposed waste diversion strategy. Public consultation and/or surveys may cost up to an additional \$30,000.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and is consistent with the Greening Vaughan initiatives previously approved by Council, specifically A-3 "Safeguard Our Environment", and D-2 "Develop Internal/External Collaborative Solutions".

Conclusion

Given the inter-relationship between the local municipalities and the Region of York for waste management service delivery, it is imperative that a Region-wide waste diversion strategy involves both tiers of government.

A renewed strategy would help to identify and prioritize various waste diversion initiatives and assist in clarifying the roles and responsibilities for the Region of York and the local municipalities.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 2, CW Report No. 9 – Page 3

Attachments

N/A

Report prepared by:

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 3, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

3

**STATION STREET
PROPOSED NO PARKING PROHIBITION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 20, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That By-law 1-96, the Consolidated Parking By-law, be amended to remove the 3-hour parking regulation on the west side of Station Street between Hill Street and the southerly limit of Station Street, on the south side of Hill Street adjacent to the Maple United Cemetery; and
2. That By-law 1-96, the Consolidated Parking By-law, be amended to allow parking from 6:00 am to 6:00 pm, Monday to Friday on the west side of Station Street, between Hill Street and the southerly limit of Station Street and on the south side of Hill Street adjacent to the Maple United Cemetery.

Economic Impact

The cost to install the Parking Prohibition signs can be accommodated in the 2006 Operating Budget. The on-going costs to maintain the signs would be an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing 'No Parking' signs on the west side of Station Street between Hill Street and the southerly limit of Station Street and removing the 3-hour parking regulation on Station Street.

Background - Analysis and Options

Requests from residents have been received to review the parking activity on Station Street south of Hill Street. Station Street is a local residential roadway with a rural cross-section with approximately a 7.0 meter traveled road width. It is an offset cul-de-sac adjoining Maple United Cemetery access at the south end of the street and leads directly into the Maple Go Train Station at the north end. There are existing parking prohibition signs north of Hill Street on the east side of Station Street installed by Go Transit. The signs read '**Emergency Access Route - Improper Parked Vehicles May Be Tagged And/Or Towed At Owners Expense**'. On the west side, there is angled parking spaces for Go Transit patrons. South of Hill Street, there is an existing parking prohibition on the east side of Station Street in front of the corner house #11. On the west side of Station Street in this area parking is permitted in accordance with the City-wide Consolidated Parking By-law. Refer to Attachment No. 1.

A parking review was conducted on Tuesday, November 22, 2005 during the time periods of 8:30 am to 9:00 am, 11:45 am to 12:15 pm and from 3:30 pm to 4:00 pm. The greatest number of vehicles parked on Station Street south of Hill Street was 12 during each time period. The vehicles were parked on the west side, leaving less than 6.0 meters of road width, which is insufficient for 2-way traffic. Further, when vehicles are parked on either side of Station Street, south of Hill Street, the reduced road width impacts accessibility for emergency vehicles.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 3, CW Report No. 9 – Page 2

As observed during the study, the same vehicles were parked on Station Street for longer than 3 hours throughout the day, which is in violation with the Consolidated Parking By-law. Up to 5 additional vehicles were also observed illegally parking in the area during the same time period - 2 across the dead end and 3 others along the east side. Given the short length of street with no residences impacted, along with the demand for Go Transit parking in the area, it is prudent to remove the 3-hour parking regulations and allow parking on the west side of Station Street.

It was also noted during the study that over 20 vehicles are angle parked daily along the south side of Hill Street, east of Station Street and adjacent to the Maple United Cemetery, also in contravention of the Consolidated Parking By-law. In addition to the revisions related to Station Street parking, staff are recommending that the amendments to the Consolidated Parking By-law also be applied consistently to this section of Hill Street as well.

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 on-street parking be allowed, and signed accordingly, from 6:00 am to 6:00 pm, Monday to Friday, on the west side of Station Street between Hill Street and the southerly limit of Station Street and on the south side of Hill Street adjacent to the Maple United Cemetery; that By-law 1-96, the Consolidated Parking By-law, be amended to remove the 3 hour parking regulation on subject sections of Station Street and Hill Street.

Attachments

1. Location Map

Report prepared by:

Sabrina Naccarato, Traffic Analyst, ext. 8759
Mike Dokman, Supervisor Traffic Engineering, ext. 8031

:SN

(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 FEBRUARY 27, 2006

Item 4, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

4 **WOODBIDGE AVENUE**
REVISED PARKING PROHIBITIONS

The Committee of the Whole recommends:

- 1) That the “No Standing” by-law be repealed for the north side of Woodbridge Avenue and that staff bring forward provisions for a “No Parking” prohibition during rush hour between 4:00pm and 6:00pm Monday to Friday, a 2 hour parking limit on the south side and a “No Parking” prohibition for service and moving vehicles;
- 2) That the deputation of Ms. Clara Astolfo, Italian Canadian Savings & Credit Union, 53 Woodbridge Avenue, Unit 6, Woodbridge, L4L 2S6, be received;
- 3) That the written submission of Mr. Fausto Gaudio, Chief Executive Officer, Italian Canadian Savings & Credit Union, 53 Woodbridge Avenue, Unit 6, L4L 2S6, dated February 15, 2006, be received; and
- 4) That the following report of the Commissioner of Engineering and Public Works, dated February 20, 2006, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That By-Law 1-96, the Consolidated Parking By-Law, be amended to add ‘2 Hour Parking Permitted’ between the hours of 9:00am and 6:00pm, on the south side of Woodbridge Avenue from 75 metres west of Islington Avenue to 155 metres west of Islington Avenue; and
2. That By-law 1-96, the Consolidated Parking By-law, be amended to add a weekday time period of Monday to Friday to the existing “No Parking” prohibition 7:00am to 9:00am on the south side of Woodbridge Avenue.

Economic Impact

The cost to install the additional signs and replacement signs is an initial impact to the 2006 Operating Budget, and the cost to maintain the signs would be an annual future budget impact.

Purpose

To review the feasibility of providing available parking on the south side of Woodbridge Avenue between Clarence Street and the bridge, in response to the local business community.

Background - Analysis and Options

Staff were requested to review the feasibility of providing parking on Woodbridge Avenue in front of the Italian Canadian Savings and Credit Union and the Hospice Vaughan buildings. The Hospice Vaughan building does not allow parking on site for their workers or patrons and are forced to park on Woodbridge Avenue. The employees of the Italian Canadian Savings and Credit Union park in the underground parking lot beneath this building.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 4, CW Report No. 9 – Page 2

The intersection of Woodbridge Avenue and Clarence Street has an existing designated westbound right turn lane. A “No Standing” prohibition on the north side of Woodbridge Avenue for the designated lane was installed in the Fall 2005. There is an existing “No Parking – 7:00am to 9:00am” prohibition on the south side of Woodbridge Avenue from 57 metres west of Islington Avenue to 155 metres west of Islington Avenue. The area is shown on Attachment No. 1.

There is a concern for the customers to the Hair Salon and the Bank that a definite time parking period should be available for them directly in front of these buildings. This will avoid all day parking by the Hospice Vaughan workers and allow for parking for customers to the Hair Salon and/or the Bank. A 2-Hour time period from 9:00 am to 6:00 pm would provide the customer ample time for an appointment to either business and allow workers a place to park up to two hours. There would be approximately 14 parking spaces available in this section. The existing time period prohibition for this section of Woodbridge Avenue should remain between 7:00 am and 9:00 am to ensure the traffic flow eastbound is not impeded. However, there should be an amendment the By-law to include a weekday prohibition from Monday to Friday.

The total traffic volumes for westbound traffic turning right onto Clarence Street during study times was 1413 vehicles and is sufficient to designate the existing westbound curb lane on Woodbridge Avenue as an exclusive right turn lane. It is recommended that no revisions to the north side prohibitions be made to ensure proper traffic flow of the designated westbound right turn lane.

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.

Conclusion

Based on staff’s review, it is recommended, that the above revised parking prohibition be approved on the south side of Woodbridge Avenue east of Clarence Street.

Attachments

1. Location Map

Report prepared by

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

:MD

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 5, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

**5 VILLAGE GREEN DRIVE AND VELMAR DRIVE (EAST INTERSECTION)
PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends:

- 1) That Clause 1 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 20, 2006, be approved;
- 2) That the speed limit on Village Green Drive be reduced to 40 km/h from 50 km/h; and
- 3) That staff review opportunities to construct a centre median on the south leg of the intersection, to be funded by the developer.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control be installed at the east leg intersection of Village Green Drive and Velmar Drive; and
2. That the statutory 50 km/h speed limit on Village Green Drive not be reduced to 40 km/h.

Economic Impact

The cost to install the stop signs and pavement markings would be an initial impact to the 2006 Operating Budget, and the cost to maintain the signs and pavement markings would be a future budget impact.

Purpose

To review the feasibility of implementing additional traffic controls at the east leg intersection of Velmar Drive and Village Green Drive, in response to direction from City Council.

Background - Analysis and Options

At its meeting on November 28, 2005, under Item 10, Report No. 64 Council adopted the following recommendation:

“By approving that staff provide a report on traffic management measures for the east intersection of Velmar Drive and Village Green Drive.”

Velmar Drive and Village Green Drive are feeder roads with a 23.0 metre right-of-way width. The existing speed limit on Village Green Drive is a statutory 50 km/h, and the speed limit on Velmar Drive is posted at a reduced 40 km/h. The existing stop control is located on Velmar Drive. The area is shown on Attachment No. 1.

Staff conducted a turning movement count on Thursday, January 19, 2006 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. On the day of the traffic study the weather was overcast and the roads were dry. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 5, CW Report No. 9 – Page 3

Conclusion

Based on staff's review, it is recommended that an all-way stop control be installed at the east leg intersection of Velmar Drive and Village Green Drive and that the statutory 50 km/h speed limit not be reduced to 40 km/h on Village Green Drive.

Attachments

1. Location Map

Report prepared by:

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

:MR

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 6, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

6

**EXPROPRIATION 11141 KEELE STREET
HEARING OF NECESSITY REPORT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Legal Services, dated February 20, 2006:

Recommendation

The Director of Legal Services in consultation with the Commissioner of Community Services and the Manager of Real Estate recommends.

1. THAT Council approve the expropriation of the lands municipally known as 11141 Keele Street for the reasons set out in Attachment 2.
2. AND THAT a By-law be enacted to approve the expropriation and authorize the taking of all steps necessary to obtain the possession of those lands.

Economic Impact

Should Council approve the expropriation, a Section 25 offer pursuant to the Act will be served on the owners, with payment in accordance with an Appraisal made later this year.

Purpose

The purpose of this report is to provide Council with the Report of the Inquiry Officer on the Hearing of Necessity for its consideration and to seek approval for the expropriation.

Background - Analysis and Options

Council enacted By-law 180-2003 to provide for the making of an application for Approval to Expropriate and to Serve a Notice of Expropriation on the property at 11141 Keele Street, shown on Attachment 1, for the Maple Valley Plan. The ½ acre parcel is owned by Mr. Charles Jennings and his sister, Mrs. Elizabeth Sutherland. Mrs. Sutherland would like to sell to the City, however, Mr. Jennings does not wish to leave the property, where he has lived for many years. Mr. Jennings requested a Hearing of Necessity and the expropriation was commenced.

The Hearing was held on November 28th, 2005 with Mr. John Stevens, a planning consultant on the Maple Valley Plan, appearing for the City.

The City adopted Official Plan Amendment Number 535 to facilitate the Maple Valley Plan. The City has previously acquired the lands surrounding this parcel for the park. The acquisition of this property is necessary to implement the plan, and for land use compatibility. There would be land use conflicts between the small residential parcel and the large intensive park use. If the parcel were not included, the City would have difficulty in designing and constructing infrastructure.

The Inquiry Officer found the proposed taking is fair, sound, and reasonably necessary and is reasonably defensible in the achievement of the objective of the expropriating authority of a park and works ancillary thereto.

Once Council has approved the expropriation, staff will proceed with the steps identified in the Expropriation Act. An expropriation plan will be registered on title; a Notice of Expropriation will

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 6, CW Report No. 9 – Page 2

be forwarded. Then a Section 25 Offer to Purchase based on an Appraisal Report will be submitted to the owner.

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

Council is both the expropriating and the approving authority. Section 8 of the Expropriation Act provides that the approving authority shall consider the report of the Inquiring Officer and shall approve or not approve the expropriation and shall give written reasons for its decision.

The expropriation may be approved for the Reasons set out in Attachment 2.

Attachments

1. Location Map
2. Reasons
3. Report of Inquiry Officer
(Mayor and Members of Council only)

Report prepared by:

Heather A. Wilson
Director of Legal 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 7, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

7

SIGN VARIANCE APPLICATION
FILE NO: SV.04-11
OWNER: CANADIAN PACIFIC RAILWAY
LOCATION: N/S RUTHERFORD ROAD
PART OF LOT 16, CONCESSION 9

The Committee of the Whole recommends:

- 1) That this matter be deferred to a future Committee of the Whole meeting to provide an opportunity for the applicant to meet with the Ward Councillor to resolve outstanding issues; and
- 2) That the deputation of Mr. Allan Peck, Outdoor Opportunities, 33 Weldrick Road East, Suite 1410, Richmond Hill, L4C 8W4, on behalf of the applicant, be received.

Recommendation

That Sign Variance Application SV.06-01, be REFUSED.

Economic Impact

None.

Purpose

Request to install two Poster Panel signs on the north side of Rutherford Road as shown on the attached plan.

Background - Analysis and Options

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

15.2(b) Poster Panel erected in accordance with this sub-section shall:

- b) be located within the limits of the industrial area of Official Plan Amendment No. 450 as shown on Schedule "D".

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

Section 15.2 of the City of Vaughan Sign By-law provides that one Poster Panel Sign may be erected on a developed lot zoned Industrial or commercial subject to among other siting restrictions that all signs must be located within the Industrial Area of Official Plan No. Amendment 450.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 7, CW Report No. 9 – Page 2

The subject property is presently zoned "A" (Agricultural) under City of Vaughan Zoning By-law 1-88 as amended. The property is presently owned by Canadian Pacific Railway and being used for railway classification/intermodel railway yard. Both the zoning by-law and official plan permit this use.

This application was originally heard by the Sign Variance Committee on January 19, 2005 where it was recommended for approval by the committee. Subsequent to the meeting, additional revised planning comments were received. In their opinion the application is not minor and has the effect of:

- opening up an additional area of the City available for Poster Panels where the by-law restricts all poster panel signs to a specific area of the City. (Schedule "A" to Official Plan Amendment No. 450 being Schedule "D" to the City Sign By-law.)
- permitting additional poster panel signs in an area of the City where the by-law promotes the removal of existing signs with bonusing. (See attached sign by-law history)

The owner was advised of the comments and he indicated that they did not want to pursue the application further. Subsequent to this, the Owner advised the City that the application should be reactivated.

The Sign Variance Committee at its February 1, 2006 meeting reconsidered the application based on the revised comments received. Committee acknowledged the revised comments and are recommending that the application be refused, as in their opinion, the intent and purpose of the sign by-law is not being maintained.

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

Attachments

1. Site Plan showing the location of the proposed signs
2. A sketch of the proposed sign
3. Plan showing the location of the subject signs related to the permitted areas.
4. Sign By-law history for Poster Panels.

Report prepared by:

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 8, CW Report No. 9 – Page 2

Purpose

The Owner has submitted the following applications:

1. An application to amend the Official Plan, specifically the "Low Density Residential" policies in OPA #240 (Woodbridge Community Plan), to permit an increase of one additional residential lot in the Intersite Place subdivision from a maximum of 11 to 12 lots, for the subject lands shown on Attachment #1; and,
2. An application to amend Zoning By-law 1-88, to rezone the subject lands shown on Attachment #1 from RR Rural Residential Zone to R1 Residential Zone including the required zoning exceptions as discussed in this report to implement the proposal.

The proposed amendments will facilitate the severance of the 0.4 ha parcel of land into two residential lots as shown on Attachment #2. The proposed lots will have frontages of 35m (Lot 1) and 32m (Lot 2), and lot areas of 0.24 ha and 0.16 ha, respectively. Lot 1 will contain the existing single detached dwelling.

Background - Analysis and Options

The 0.4 ha site shown on Attachment #1 is located on the west side of Pine Valley Drive, north of Langstaff Road, being 8550 Pine Valley Drive, in Part of Lot 11, Concession 7, City of Vaughan. The subject lands are currently developed with one residential dwelling.

The surrounding land uses are as follows:

- North - detached residential (RR Rural Residential Zone)
- South - Intersite Place (road); detached residential (RR Rural Residential Zone)
- West - valley land (OS1 Open Space Conservation Zone)
- East - Pine Valley Drive; National Golf Course (OS2 Open Space Park Zone)

On September 16, 2005, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Islington Woods Community and Weston Downs Ratepayers Association. A Public Hearing was held on October 11, 2005. To date, no comments have been received from the public. The recommendation of the Committee of the Whole to receive the Public Hearing and to forward a technical report to a future Committee Meeting was ratified by Council on October 17, 2005.

Policy Context

a) York Region Official Plan

The subject lands are within the "Urban Area" of the York Region Official Plan, which is intended to accommodate growth. The Region has indicated that the proposed official plan amendment is of local significance and is exempt from approval by the Regional Planning Committee and Council. The Region also notes that as there is an ongoing Environmental Assessment being undertaken for Pine Valley Drive, the siting of the house on the lot should not preclude any of the options being considered by the Environmental Assessment.

b) OPA #240 (Woodbridge Community Plan)

The subject lands are designated "Low Density Residential" by OPA #240 (Woodbridge Community Plan), which would permit the proposed use of the subject lands for detached

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 8, CW Report No. 9 – Page 3

dwellings. OPA #240 includes a site specific policy that limits the maximum number of units in this subdivision to 11 units. An Official Plan Amendment is required to increase the maximum number of units in this subdivision from 11 to 12 units.

c) OPA #167

Together with the lands to the north and south (numbered 1-11 on Attachment #1), the property was the subject of site-specific OPA #167, which was approved by the Ministry of Municipal Affairs and Housing on February 2, 1984, and subsequently incorporated into OPA #240. The amendment permits a maximum of ten residential lots on the basis of municipal water supply and private septic systems. The restriction on the number of lots was to ensure the lots were large enough to support a septic system. This is no longer a concern as sanitary service is now available to the subject lands.

On April 17, 2001, Council approved similar applications to the subject subdivision to amend the Official Plan and Zoning By-law (Paul Perovich Jr. – Files OP.00.023 and Z.00.108), specifically the "Rural Residential" policies and RR Rural Residential Zone standards, to facilitate the severance of the lot directly to the north of the subject lands into two residential lots (identified as "9" and "10" on Attachment #1), each having 45m frontages and lot areas of 0.22 ha and 0.17 ha, respectively thereby increasing the maximum number of lots permitted for the subdivision in the Official Plan from 10 to 11 lots.

d) OPA #94

OPA #94 provides general severance policies for the City and five (5) criteria to evaluate a proposed severance, including adjacent uses, access, services, conservation and financial implications. The policies further state that regard must be given to the compatibility of the proposed lots with respect to size, shape and use with the current and future uses in the adjacent areas.

The average lot frontage and lot area on Intersite Place to the south is 25m and 2,405m², respectively, with the smallest lot being 2,078m² and the largest being 3,212m² in size. The 2 lots to the north of the subject lands (that were created as per the previously referenced Paul Perovich Jr. applications have lot frontages of 45m and areas of 2200m² and 1790m². The proposed subject lots have frontages of 35m and 32m and areas of 2,400m² and 1,550m² based on the proposed severance plan as shown Attachment #2. The lot sizes for the original Intersite Place subdivision needed to be larger to accommodate the septic systems. The proposed lots do not require a septic system, as full municipal services are now available.

Zoning

The subject lands are zoned RR Rural Residential Zone by By-law 1-88, subject to Exception 9(404), which created one building envelope (for the existing dwelling) for the subject property (Lot 8), therefore an amendment is required. In order to facilitate the severance of the subject lands, the amending zoning by-law must identify 2 new building envelopes, include the appropriate building setbacks, and incorporate the Open Space buffer area required by the Toronto Area Region Conservation Authority along the rear of these properties.

The applicant has requested that the subject lands shown on Attachment #1 be rezoned from RR Rural Residential Zone to R1 Residential Zone. However, given the RR Rural Residential zoning on the balance of the subdivision, the Development Planning Department recommends that the subject lands remain zoned RR Rural Residential Zone with amendments to the existing Exception 9(404) to accommodate the proposal as discussed below.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 8, CW Report No. 9 – Page 4

Based on the conceptual site plan (Attachment #2), the following exceptions to the RR Rural Residential Zone, Exception 9(404) will be required:

- require a minimum lot frontage of 32m, whereas 45m is currently required;
- require a minimum lot area of 1550m², whereas 4000m² is currently required;
- require a minimum rear yard setback of 10m, whereas 15m is currently required;
- permit a maximum lot coverage of 25%, whereas 10% is currently permitted; and,
- require a minimum interior side yard of 1.5m for the corner (retained) lot, whereas 4.5m is currently required.

The following table compares the 2 proposed lots with the general standards for the RR Rural Residential Zone in By-law 1-88, and the site-specific zoning for the lots in the surrounding area.

	BY-LAW 1-88 (RR ZONE)	INTERSITE SUBDIVISION LOTS 1-7 ATTACHMENT #1 EXCEPTION 9(734)	LOTS 9 & 10 ATTACHMENT#1 EXCEPTION 9(404)	PROPOSED SEVERANCE OF LOT 8, AS PER ATTACHMENT #2
Minimum Lot Frontage	45m	20m	45m	*32m
Minimum Lot Area	4000m ²	2000m ²	*1790m ²	*1550m ²
Minimum Front Yard	15m	9m	15m	15m
Minimum Rear Yard	15m	15m	7.5m	10m
Minimum Interior Side Yard	4.5m	4.5m	4.5	*1.5m
Minimum Exterior Yard	9m	9m	9m	15m
Maximum Lot Coverage	10%	20%	15%	25%
Maximum Building Height	9.5m	9.5m	9.5m	9.5m
* The site-specific by-laws use/or will use building envelopes on a lot-by-lot basis. The lesser of the lot areas and frontages, and the smallest of the minimum setbacks have been identified for illustration purposes.				

The proposed two lots are consistent and compatible with the remainder of the subdivision, and accordingly the Development Planning Department can support the proposed severance and development of Lot 8 into two lots as discussed in this report.

The Engineering Department has advised that the allocation of servicing for the additional lot is not available at this time. Accordingly, the Development Planning Department recommends that the lands be zoned with the Holding Symbol "H" which will prevent development on the additional lot until servicing becomes available at which point the Holding Symbol "H" will be lifted.

Services

The Engineering Department has advised that there are watermain and sanitary services on Pine Valley Drive, which are available to service the subject lands. If approved, the allocation of servicing for the additional lot shall be a condition of severance.

Valley Land

The subject lands are adjacent to a valley corridor of the Humber River, and partially within the Toronto and Region Conservation Authority's (TRCA) fill regulation limit. The TRCA has no objection to the approval of the applications, and has agreed to a reduction in the minimum 10m building setback from the natural features, subject to the following conditions:

1. That all lands within 2.5m from the rear lot line be zoned open space, or other suitable zoning category, which has the effect of prohibiting development, to the satisfaction of the TRCA. The Official Plan designation should be reflective of the zoning, such that all lands within 2.5m from the rear lot line be placed in an appropriate open space designation to the satisfaction of the TRCA.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 8, CW Report No. 9 – Page 5

2. That a permanent fence be erected on the subject property at the limit the open space zone/designation, being 2.5m from the rear lot line.
3. That all lands within 2.5m from the rear lot line be planted with native, non-invasive species to the satisfaction of the TRCA.
4. The applicant obtaining any necessary permits under Ontario Regulation 158.

Attachment #2 illustrates the 2.5m wide Open Space area that will be held in private ownership. The 2.5m wide buffer area will be included in the implementing Official Plan and Zoning By-law as requested by the TRCA, if the applications are approved.

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 to amend the Official Plan and Zoning By-law in order to facilitate a future severance of the subject lands into two (2) lots. The original official plan and zoning by-law for the subject lands included policies to control the form of development based largely on the lack of municipal services in the area at the time. Municipal services have since been extended to service the subject lands. In addition, the applications would facilitate the severance of the subject lands into two lots that are consistent with those in the immediate area and result in development that is compatible with the surrounding context. Accordingly, the Development Planning Department can support the applications to amend the Official Plan and Zoning By-law, subject to the recommendations in this report.

Attachments

1. Location Map
2. Proposed Site Plan/Severance Plan

Report prepared by:

Clement Messere, Planner, ext. 8409
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 FEBRUARY 27, 2006

Item 9, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

9

**ZONING BY-LAW AMENDMENT FILE Z.05.025
DRAFT PLAN OF SUBDIVISION FILE 19T-05V04
ST. MAGNUS DEVELOPMENTS INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 20, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.025 (St. Magnus Developments Inc.) BE APPROVED, to rezone the subject lands shown on Attachment #3, to facilitate a draft plan of subdivision, as follows:
 - i) rezone Parcel "1" (St. Magnus Lands) as shown on Attachment #3, from A Agricultural Zone to RVM1 (A) Residential Urban Village Multiple Zone One, to permit 7 townhouse blocks (for 28 street townhouse units); and 1 semi-detached block (for 1 unit to be combined with another unit in the adjacent future subdivision block);
 - ii) rezone Parcel "2" (Vellore Lands) as shown on Attachment #3, from RVM1 (WS-A) Residential Urban Village Multiple Dwelling Zone One (Wide & Shallow Lot) to RV4 (WS) Residential Urban Village Zone Four (Wide & Shallow Lot) to match the zoning of the existing townhouse lots to the west; and,
 - iii) rezone Parcel "3" (Vellore Lands) as shown on Attachment #3, from RVM1(WS-A) Residential Urban Village Multiple Dwelling Zone One (Wide & Shallow Lot) to RVM1 (A) Residential Multiple Family Zone One to match the existing zone on the abutting lands to the east.
2. THAT Draft Plan of Subdivision File 19T-05V04 (St. Magnus Developments Inc.) as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report.
3. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-05V04 (St. Magnus Developments Inc.) shall contain a provision that the Owner pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in lieu payment.
4. THAT Council pass the following resolution with respect to the allocation of sewage 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:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 9, CW Report No. 9 – Page 2

“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision Application 19T-05V04 is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 7 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

St. Magnus Developments Inc. (St. Magnus) has submitted the following development applications for lands owned by St. Magnus Developments Inc. (St. Magnus) and for other lands owned by Vellore Village Estates Inc. (Vellore) as shown on Attachment #2:

1. An application to amend Zoning By-law 1-88, to rezone the subject lands shown on Attachment #3, as follows:
 - i) rezone the St. Magnus lands shown as Parcel “1” on Attachment #3, from A Agricultural Zone to RVM1 (A) Residential Urban Village Multiple Dwelling Zone One, to permit 7 townhouse blocks (for 28 street townhouse units); and 1 semi-detached block (for 1 unit to be combined with another unit in the adjacent subdivision block);
 - ii) rezone a portion of the Vellore lands shown as Parcel “2” on Attachment #3, from RVM1 (WS-A) Residential Urban Village Multiple Dwelling Zone One (Wide & Shallow Lot) to RV4 (WS) Residential Urban Village Zone Four (Wide and Shallow Lot) to match the zoning of the existing townhouses to the west; and,
 - iii) rezone a second portion of the Vellore lands shown as Parcel “3” on Attachment #3, from RVM1 (WS-A) Residential Urban Village Multiple Dwelling Zone One (Wide & Shallow Lot) to RVM1 (A) Residential Multiple Family Zone One to match the existing zoning on the abutting Vellore owned lands to the east.
2. An application for approval of a Draft Plan of Subdivision for the St. Magnus lands shown on Attachment #4, consisting of the following:
 - 7 townhouse blocks (Blocks 1 to 7) for 28 street townhouse units each with a minimum lot frontage of 6.1 m and each block will require the lands to be developed with other part Blocks in adjacent plans of subdivision; and,
 - 1 block for a semi-detached unit (Block 8) to be combined with another block in a future adjacent plan of subdivision.

Background - Analysis and Options

The subject lands shown on Attachment #2, are located on the west side of Weston Road, south of Davos Road, in Part of Lot 18, Concession 6, City of Vaughan. The St. Magnus and Vellore lands have an area of 0.819 ha and 0.751 ha, respectively.

The site is vacant and relatively flat with no significant vegetation. The St. Magnus lands are located adjacent to an existing residential plan of subdivision (File 19T-89024) owned by Vellore, as shown on Attachment #3 and which, has been developed in several phases. The Vellore

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 9, CW Report No. 9 – Page 3

subdivision was approved by the Ontario Municipal Board on February 28, 1998, and the zoning was implemented by By-law 324-98.

Vellore has developed the majority of the land around the St. Magnus property with townhouses and semi-detached dwellings. St. Magnus is working with Vellore to jointly develop the remaining parcels shown on Attachment #3, consistent with the existing residential development.

The surrounding land uses around the St. Magnus property (and existing zoning) are:

- North - vacant (future residential approved draft plan of subdivision (Vellore Plan) 19T-89024) (RVM1(A) Residential Urban Village Multiple Family Zone One)
- South - vacant (future residential approved draft plan of subdivision (Vellore Plan) 19T-89024) (RVM1 (WS-A) & RVM1 (A) Residential Urban Village Multiple Family Zone One)
- East - Weston Road; existing commercial (C3 Local Commercial Zone)
- West - existing residential (RVM1 (WS-A) Residential Urban Village Multiple Family Zone One (Wide and Shallow Lot))

Public Hearing

On May 27, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands and to the Vellore Woods and Rimwood Ratepayers Associations. To date, no comments have been received. The recommendation of the Committee of the Whole, to receive the Public Hearing report of June 20, 2005, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on June 27, 2005.

Block 39 Plan

On October 20, 1997, Council approved a revised Block Plan for the Block 39 Planning Area as shown on Attachment #6. A significant portion of the land in Block 39 was included in one subdivision plan for the area, the Vellore Subdivision (File 19T-89024).

The St. Magnus owned portion of the subject lands was not included in that original Vellore subdivision application, however, the Block 39 Plan and the Vellore Subdivision (File 19T-89024) provides for the future road connections and lot layouts for the area as shown on Attachment #5 to enable the adjacent non-participating owners to develop their properties in the future.

The original Block 39 Plan and the Vellore Subdivision (File 19T-89024) proposed the future development of street townhouses and semi-detached dwellings for the subject lands on a road through the St Magnus lands that curved north to connect to Davos Road as shown on Attachment #5. St. Magnus and Vellore now propose a minor revision to the road pattern to eliminate the connection to Davos Road. In addition, minor changes to the mix of street townhouses and semi-detached dwellings to match existing development on Lucerne Drive and Neuchatel Avenue are proposed, as shown on Attachment #3.

The proposed road pattern for the proposed St. Magnus subdivision as shown on Attachment #4 will alter the road pattern and lotting in the approved Vellore Subdivision (File 19T-89024) and Block 39 Plan, as shown on Attachment #5. Accordingly, St Magnus, on behalf of Vellore, is requesting that the existing zoning be changed on the Vellore owned lands to be consistent with the zoning on the adjacent lands. These changes to the Vellore subdivision will be addressed by Vellore through the final plan registration of their plan (File 19T-89024).

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 9, CW Report No. 9 – Page 4

Official Plan

i) Land Use Designation

The subject lands shown on Attachment #2 are designated “Medium Density Residential/Commercial” by OPA #600. The Official Plan permits semi-detached dwellings and street townhouse housing forms on the subject lands.

ii) Density

The “Medium Density Residential-Commercial” policies of OPA #600 permit a minimum net residential density on any one site of 17 units per hectare and a maximum net residential density of 40 units per hectare. The net residential density on the St. Magnus owned land is 35 units per hectare and conforms to the density requirements of the Official Plan.

Zoning

In order to facilitate the draft plan of subdivision proposed by St. Magnus, shown on Attachment #4, and implement the proposed zoning changes to the Vellore lands, as shown on Attachment #3, a by-law amendment is required to rezone the subject lands in accordance with the standard requirements of Schedule “A2” in By-law 1-88 as follows:

- i) rezone the St. Magnus lands (shown as Parcel 1 on Attachment #3) from A Agricultural Zone to RVM1 (A) Residential Urban Village Multiple Dwelling Zone One, to permit the development of 7 townhouse blocks (being Blocks 1-7 inclusive as shown on Attachment #4 (for 28 street townhouse units) and 1 semi-detached block shown as Block 8 on Attachment #4 (for 1 unit to combined with another unit in the adjacent subdivision block);
- ii) rezone the Vellore lands (shown as Parcel 2 on Attachment #3) from RVM1 (WS-A) Residential Urban Village Multiple Dwelling Zone One (Wide & Shallow Lot) to RV4(WS) Residential Urban Village Zone Four (Wide and Shallow Lot) to match the zoning of the existing semi-detached dwellings to the west; and,
- iii) rezone the Vellore lands (shown as Parcel 3 on Attachment #3) from RVM1 (WS-A) Residential Urban Village Multiple Dwelling Zone One (Wide and Shallow Lot) to RVM1 (A) Residential Multiple Family Zone One to match the zoning for future street townhouses on the abutting undeveloped land to the east.

The St. Magnus and Vellore zoning amendments Application will facilitate the future residential development of the subject lands since it was not developed at the same time as the surrounding lands. One non-participating landowner remains to the southeast of the subject lands. The approved Block 39 Plan proposes lotting and a road pattern to accommodate future residential development on that remaining parcel. The proposed St. Magnus plan does not change the approved Block 39 Plan as it applies to the future development of this remaining parcel.

The Development Planning Department supports the proposed residential zones as it will facilitate development that is consistent and compatible with the surrounding area and the approved Block 39 Plan.

iii) Subdivision Design

The 0.819 ha St. Magnus Draft Plan of Subdivision (File19T-05V04) shown on Attachment #4, consists of 7 blocks for 28 street townhouse units and 1 part block. There are 7 complete lots within the proposed draft plan of subdivision and the balance of lots must be joined with part lots

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 9, CW Report No. 9 – Page 5

in adjacent plans of subdivision to form 22 additional complete building lots. The lots for the street townhouses and semi-detached units will have minimum lot frontages of 6.1m and 7.85m, respectively.

The proposed street townhouses will front onto the existing Davos Road (23 m right-of-way), Weston Road and the new east west road (17.5 m right-of-way) to be developed through the Vellore lands. These street townhouses will be serviced by rear lanes having a width of 7.5 metres, which connects to these roads.

The development details for the draft plan of subdivision are as follows:

Blocks 1-7 (28 street townhouses)	0.644 ha
Block 8 (1 semi-detached dwelling)	0.006 ha
Blocks 9 and 13 (0.3m reserves)	0.002 ha
<u>Streets</u>	<u>0.143 ha</u>
Total Draft Plan Area	0.819 ha

All development in the Block 39 Planning Area is subject to architectural approval. On March 8, 1999, Council approved the Block 39 (Vellore Village Community) Architectural Guidelines, prepared by Watchorn Architects Inc. (dated February 1999), who is the control architect.

The Vellore Village Landscape Masterplan (February 1999) prepared by MBTW Consultant is also approved, and applicable to the subject lands.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comments in this report, and the conditions of draft approval in Attachment #1.

Engineering Department

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

i) Environmental Site Assessment

The subject lands are within the Waste Disposal Assessment Area (Passer Estate) and subject of the policies of OPA #600, which require that studies be carried out to the satisfaction of the City and the Ministry of the Environment to show development is compatible and can safely take place. The Engineering Department has reviewed and approved the Phase 1 ESA report.

ii) Engineering Services

The subject lands are to receive sewage capacity on an interim basis from the York/Durham Servicing Scheme and the York Water Supply System for 7 units. The proposed draft plan for the St. Magnus subdivision would facilitate the development of 29 residential units comprised of 7 street townhouse units located entirely within the draft plan and 22 additional units (21 street townhouses & 1 semi-detached unit) relying on part blocks on the adjacent draft plans of subdivision to form complete buildable lots.

The Engineering Department has advised that the servicing allocation for the 22 lots comprising of adjacent lands has been accounted for in the Vellore Plan of Subdivision (File 19T-89024) under the Priority 1 allocation recommended on the Servicing Capacity Distribution Protocol dated November 7, 2005 and approved by Council on November 14, 2005. Due to relotting and decreased density in previous phases of the Vellore Plan of Subdivision (File 19T-89024) lands, 7 additional units are available to facilitate the proposed draft plan of subdivision. A resolution to this effect has been provided in the recommendation section of this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 9, CW Report No. 9 – Page 6

The St. Magnus draft plan of subdivision will be serviced through the Vellore approved draft plan of subdivision for municipal services (road, watermain, sanitary and storm drainage). The municipal services shall be in accordance with the approved M.E.S.P and any subsequent plans or reports which are amended for Block 39.

The Engineering Department has no objections to the approval of the proposed subdivision, subject to the conditions of approval in Attachment #1.

Parkland/Cash-in-Lieu

The parkland dedication for the plan, as required by the Planning Act, has been addressed through the Block 39 overall parkland/cash-in-lieu agreement with the City. However, should additional cash-in-lieu of parkland dedication than what was provided through that agreement, be required, the Owner shall pay to the City, the difference at the rates stipulated in the City's approve "Cash-In-Lieu of Parkland Policy".

Archeological Assessment

The Cultural Services Department requires that prior to final approval of the subdivision or prior to the initiation of any grading, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation's approved Archaeological Assessment Technical Guidelines, for approval by the City and Ministry. The City and Ministry have reviewed the Stage 1 and 2 archaeological assessments prepared by Archaeological Services Inc., dated August 2005 (which indicated that no archaeological resources were documented), and have concurred with the assessments.

Region of York

The Region of York has no objection to the approval of the proposed subdivision, subject to the conditions of approval in Attachment #1.

Agency Comments

Canada Post, PowerStream, and the Toronto and Region Conservation Authority have advised that they have no objections to the draft plan of subdivision, subject to the conditions of approval, set out in Attachment #1.

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 applications to amend the Zoning By-law to rezone the subject lands in the manner shown on Attachment #3, and for approval of Draft Plan of Subdivision 19T-05V04 as shown on Attachment #4, in accordance with the applicable policies of the Official Plan and the requirements of By-law 1-88. The proposed draft plan of subdivision consisting of 7 blocks for 28 street townhouse units, and 1 block for 1 semi-detached dwelling, as shown on Attachment #4, is an appropriate form of development for the lands, conforms to the policies of OPA #600, and is consistent with the overall pattern of development of the Block 39 Planning Area.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 9, CW Report No. 9 – Page 7

The Development Planning Department can support the approval of the Zoning By-law Amendment Application (File Z.05.025) and the proposed Draft Plan of Subdivision (File 19T-05V04), subject to the conditions of approval, set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Proposed Zoning (and showing proposed revisions to Block 39)
4. Draft Plan of Subdivision File 19T-05V04
5. Site Location within Approved Block 39 Plan
6. Block 39 Plan

Report prepared by:

Laura Janotta, Planner, ext. 8634
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 FEBRUARY 27, 2006

Item 10, Report No. 9, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 27, 2006, as follows:

By approving the recommendation of the Commissioner of Planning, dated February 20, 2006.

10 **SITE DEVELOPMENT FILE DA.05.049**
KEELEVISTA INVESTMENTS INC.

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of February 27, 2006 for the applicant to provide Members of Council with a coloured rendition of the site; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.05.049 (2067095 Ontario Inc.) BE APPROVED, to permit a three-storey 4,692.75m² office building, as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, soils/geotechnical report, access, parking and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iii) all requirements of Hydro One Networks Inc. shall be satisfied;
 - iv) all hydro requirements of PowerStream Inc. 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 landscape strip width and number of loading spaces, and increase in the maximum permitted height, and such variances shall be final and binding.
2. That the site plan agreement shall contain the following provision:
 - a) the Owner shall pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands in accordance with the Planning Act, prior to the issuance of a building permit. 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; and
 - b) the Owner shall enter into a Development Agreement with the City for the proposed municipal storm sewer to the satisfaction of the Engineering Department.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 10, CW Report No. 9 – Page 2

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 on the subject lands shown on Attachment #1 to permit a three-storey 4,692.75m² office building, as shown on Attachment #2.

Background - Analysis and Options

The 1.01 ha acre vacant site as shown on Attachment #1 is located east of Keele Street, north of Steeles Avenue West, on the east side of Ronrose Drive, in Part of Lot 2, Concession 3, City of Vaughan.

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan) and zoned PBM7 Parkway Belt Industrial, Zone by By-law 1-88, subject to Exception 9(889). The surrounding land uses are:

- North - employment use (PBM7 Parkway Belt Industrial Zone)
- South - hydro corridor (PB1(S) Parkway Belt Linear Facilities Zone)
- East - employment use (PBM7 Parkway Belt Industrial), hydro corridor (PB1(S) Parkway Belt Linear Facilities Zone)
- West - Ronrose Drive; vacant (PBM7 Parkway Belt Industrial Zone)

Official Plan

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

Zoning

The subject lands are zoned PBM7 Parkway Belt Industrial by By-law 1-88, subject to Exception 9(889), which permits an office building.

The Owner will be required to obtain variances from the Committee of Adjustment for landscaping, loading spaces and building height. A minimum 7.5m wide landscape strip is required abutting the Hydro Corridor lands, whereas 3m is proposed. The Development Planning Department circulated the site plan to Hydro One Networks Inc. who did not express a concern or objection with the reduced landscaped strip width, which will be planted with a mix of landscape materials shown on Attachment #4. The Development Planning Department can support the variance for the reduced landscape strip width.

An office building of the proposed size requires two (2) loading spaces to be provided, whereas the site plan only shows one (1). The proposed building will be utilized for the purposes of a head office by a single-user, therefore there is no concern with this reduction, and the Development Planning Department can support the required variance.

The maximum permitted building height is 11m whereas 16.76m has been proposed. The majority of the building (two storeys) stands at 13.165m. The height increase to 16.76m is in the vicinity of the main entrance tower only, which will serve as an architectural element feature. The Development Planning is satisfied with the building design as discussed later in this report, and

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 10, CW Report No. 9 – Page 3

the 2.165m to 5.76m additional height increase is considered to be minor and appropriate within the employment area context provided the building is constructed in accordance with the proposed heights as per Attachment #3.

Site Design

The site plan (Attachment #2) shows the three-storey office building situated approximately in the middle of the site. The site is served by a full movement 7.5m wide public access as well as an existing 6.2m wide private road access which extends across the north portion of the site through and along the south side of the hydro corridor to serve the existing industrial buildings within the subdivision, as shown on Attachment #1. There is vehicular circulation with parking around the entire building. Landscaping is provided around the building, with a courtyard in the vicinity of the main building entrance. A pedestrian walkway is provided, with a connection from the building to Ronrose Drive. Garbage storage is to be internal to the building.

Parking

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

Office (excluding basement):	4,629.00m ² at 3.5 spaces/100m ²	= 165 spaces
Total Parking Required:		= 165 spaces
Parking Provided:		= 165 spaces

There is a sufficient amount of parking on the site to accommodate the development.

Services/Utilities

A final grading and servicing plan and stormwater management report must be approved to the satisfaction of the Engineering Department and Hydro One Networks Inc. All hydro requirements must be to the satisfaction of PowerStream Inc. and Hydro One. The current plans indicate that the private drive will extend across the Hydro Corridor lands to connect with the private road located on the south side of the hydro corridor. The Engineering Department has also advised that a Soils/Geotechnical Report must be submitted and approved, to their satisfaction.

In addition, the Owner is to enter into a Development Agreement with the City for the proposed municipal storm sewer required due to the temporary pond located on the subject land.

Landscaping

The landscape plan (Attachment #4) shows a variety of existing and proposed deciduous and coniferous trees and shrubs around the building and parking areas. A 1.8m wide pedestrian walkway surrounds the building and leads into the courtyard and seating area in front of the main building entrance. Two stone feature walls are located on the north side of the walkway that leads to Ronrose Drive. The final landscape plan, including detail drawings and a landscape cost estimate must be approved to the satisfaction of the Development Planning Department. Hydro One has also requested that the applicant obtain approval from their authority.

Building Design

The proposed building elevations are shown on Attachment #3. The three-storey building will be constructed to a height of 13.165m, increasing to 16.76m in the vicinity if the rounded pillar structure of the main entrance. The building materials consists of a combination of buff coloured limestone veneer on architectural precast and blue spandrel glazed windows. A pre-finished champagne coloured metal canopy spans around the north, east and west elevation in the vicinity

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 10, CW Report No. 9 – Page 4

of the entry doors for additional architectural treatment. One entry door is proposed on the upper portion of the north elevation, which opens onto an outdoor terrace. A 1.07m high brushed stainless steel guard spans along the terrace area for safety. Two aluminum overhead doors with reflected blue spandrel panels are located on the south elevation for entry into the garbage room.

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 #450 and the requirements of By-law 1-88. The Development Planning Department is satisfied with the proposed three-storey 4,692.75m² office building, and can support the approval of the site plan application, and the required variances for a reduction in landscape strip width abutting the hydro corridor, a reduction in the number of loading spaces, and the increase in building height. According, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions identified in the recommendations.

Attachments

1. Location Map
2. Site Plan
3. Elevation Plan
4. Landscape 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 FEBRUARY 27, 2006

Item 11, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

11 **SITE DEVELOPMENT FILE DA.05.025**
YORK MAJOR HOLDINGS INC.

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 20, 2006, be approved;
- 2) That the applicant be requested to consider changing the proposed building material for the roof of the gas bar from metal sheets to a preferred shingle roof;
- 3) That the deputation of Mr. Jim Kotsopoulos, Armstrong Goldberg Hunter, 2171 Avenue Road, Suite 301, Toronto, M5M 4B4, on behalf of Imperial Oil Limited, be received; and
- 4) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.025 (York Major Holdings Inc.) BE APPROVED, to permit an automobile gas bar, car wash, vacuum area, and a convenience store and eating establishment with drive-through, on the subject lands shown on Attachment #1, subject to the following conditions:

- a) that prior to the registration of the site development agreement:
 - i) the final site plan, building elevations, signage, landscape plans, and landscape cost estimate shall be approved by the Development Planning Department;
 - ii) the final grading and servicing plans, stormwater management report, Phase 1 Environmental Site Assessment report, on-site vehicular circulation, parking and traffic shall be approved by the Engineering Department;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
 - iv) the requirements of the Region of York Transportation and Works Department shall be satisfied;
 - v) the requirements of the Toronto and Region Conservation Authority shall be satisfied;
 - vi) the required amendments to the Keele Valley Certificate of Approval No. A230610 shall be approved by the Ministry of the Environment, including but not limited to, the removal of the subject lands from the Secondary Buffer Area of the Keele Valley Landfill Area, and/or to permit the uses and buildings/structures proposed;
 - vii) the "H" Holding Symbol on the subject lands shall be lifted in accordance with the requirements of OPA #332, as amended;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 11, CW Report No. 9 – Page 2

- viii) the Minor Variance Application A034/06 shall be final and binding for the subject lands;
 - ix) if applicable, the Owner shall pay to the City 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 of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment; and,
- b) that the site development agreement contain the following clauses:
- i) if applicable, the Owner shall develop the lands in accordance with the applicable Notice, and its supporting documentation, terms, and conditions of approval for the amendment to Keele Valley Certificate of Approval No. A230610, dated May 26, 1983, as amended, to permit the construction of an automobile gas bar, car wash, vacuum area, and a convenience store and eating establishment with drive-through, and associated infrastructure within the southern Secondary Buffer Zone of the Keele Valley Landfill Site as approved by the Ministry of the Environment.
 - ii) the Owner shall include the following warning clause in all offers of purchase and sale or lease, including any agreements with tenants, licencees, and other occupants for the lands, during the cessation of the Keele Valley Landfill Site:

"Purchasers, tenants, licencees, and other occupants are advised that the property is located within the Secondary Buffer Lands of the Keele Valley Landfill Site. The purchasers, tenants, licencees, and other occupants are aware that the Landfill, including any on-going associated monitoring and maintenance activities, may create noise, odours, dust, and/or visual impacts, which may, from time-to-time or under certain atmospheric conditions, create a nuisance."
 - iii) that no development is to occur within the 9m wide non-accessible environmental buffer strip or the 5m wide accessible environmental buffer strip unless associated with the Keele Valley Certificate of Approval No. A230610 and/or monitoring and remediation requirements for the Waste Disposal Assessment Area.

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 (File DA.05.025) to facilitate the development of the subject lands shown on Attachment #1 with a proposed automobile gas bar, car wash, vacuum areas, and a convenience store and eating establishment with drive-through, as shown on Attachment #2. The development statistics for the proposal are as follows:

Site Area:	0.703ha
Frontage (Dufferin Street):	52.89m

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 11, CW Report No. 9 – Page 3

Frontage (Major Mackenzie Drive):	56.67m
Convenience Retail Store GFA:	297.00m ²
Parking Spaces Provided:	26 (includes 1 handicap space)
Parking Spaces Required:	21 (includes 1 handicap space)

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the northwest corner of Dufferin Street and Major Mackenzie Drive, in Lot 21, Concession 3, City of Vaughan.

The subject lands are designated “General Commercial”, “Waste Disposal Assessment Area” and “Oak Ridges Moraine Settlement Area” by OPA #332, as amended by OPA #535 (Maple Valley Plan) and OPA #604 (Oak Ridges Moraine Conformity Plan). The subject lands are zoned C1(H) Restricted Commercial Zone with the “H” Holding Symbol, by By-law 1-88, subject to Exception Paragraph 9(1097), as shown on Attachment #1. The subject lands are vacant commercial lands. The surrounding land uses are:

- North - valleylands (OS5 Open Space Environmental Protection Zone); golf course (OS2 Open Space Park Zone)
- South - Major Mackenzie Drive; vacant/future commercial (C4 Neighbourhood Commercial Zone)
- West - commercial (C1(H) Restricted Commercial Zone)
- East - Dufferin Street; valleylands (OS5 Open Space Environmental Protection Zone); commercial (C4 Neighbourhood Commercial Zone)

Official Plan

The subject lands are designated “General Commercial”, “Oak Ridges Moraine Settlement Area”, and “Waste Disposal Assessment Area” by OPA #332, as amended by OPA #535 (Maple Valley Plan) and OPA #604 (Oak Ridges Moraine Conformity Plan). The “General Commercial” designation permits a service station/gas bar use. The proposed use of the subject lands conforms to the Official Plan, as amended. The subject lands are further designated “Oak Ridges Moraine Settlement Area” and are required to address the applicable policies of the Official Plan.

Oak Ridges Moraine

The subject lands are designated “Oak Ridges Moraine Settlement Area” by OPA #332, as amended, and are required to conform to the Oak Ridges Moraine Conservation Plan. The Owner submitted a conformity report dated October 4, 2005, prepared by MHBC Planning. The proposal appears to address the requirements of the conformity report subject to addressing concerns of the Toronto and Region Conservation Authority respecting on-site stormwater infiltration. The Owner, as a condition of site development approval, is required to satisfy the conditions of the Toronto and Region Conservation Authority.

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(1097), as shown on Attachment #1. The uses proposed for the subject lands, as shown on Attachment #2, which include an automobile gas bar, a convenience retail store and eating establishment with drive-through, a car wash and accessory uses are permitted by the Zoning By-law.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 11, CW Report No. 9 – Page 4

The C1(H) Restricted Commercial Zone provides for the following development standards:

Minimum Front Yard	9m
Minimum Rear Yard	15m
Minimum Exterior Yard	9m
Maximum Lot Coverage	50%
Minimum Lot Depth	60m
Maximum Building Height	11m
Minimum Setback to a Residential Zone	9m
Maximum Convenience Retail Store Gross Floor Area	280m ²
Minimum Parking Spaces	21 (includes 1 handicap space)
Minimum Driveway Width	9m

The Zoning By law permits an eating establishment with a drive-through as an accessory use to a convenience retail store provided the eating establishment does not exceed 25% of the gross floor area of the convenience retail store. The proposal includes an eating establishment with a drive-through that is 13.79% (40.87m²) in gross floor area, which complies with the zoning by-law.

In order to facilitate the proposed development, an exception to the Zoning By-law is required to permit a convenience retail store with a gross floor area of 297m², whereas a maximum gross floor area of 280m² for a convenience retail store in association with an automobile gas bar is currently permitted. The Owner has submitted an application to the Committee of Adjustment for a Minor Variance (File A034/06) in this respect, which is tentatively scheduled to be considered in March 2006. The application requests an exception to the Zoning By-law to permit a gross floor area of 300m² for the convenience retail store in association with an automobile gas bar. The slight increase from the proposal of 297m² allows for some flexibility should there be modifications to the proposal. The Development Planning Department has no objections to this variance since it is minor in nature and in keeping with the general intent of the Zoning By-law. The Committee's decision must be final and binding prior to the execution of the site development agreement. A condition of approval has been included in this respect.

Holding Symbol

The subject lands are located in the Secondary Buffer Area of the former Keele Valley Landfill. Lands within the Secondary Buffer Area are zoned with the Holding Symbol "H", including the subject lands as shown on Attachment #1, and therefore, the Owner is required to address the "Waste Disposal Assessment Area" policies of the Official Plan, which requires the approval of reports, including but not limited to, stormwater management, hydrogeology, and environmental reports, by the commenting Departments/Agencies in order to determine that the proposed uses and/or buildings/structures can be accommodated safely on the subject lands. Once these items are addressed to the satisfaction of the appropriate Department/Agency, the "H" Holding Symbol can be lifted from the subject lands. A condition of approval is included in this respect.

Ministry of the Environment Approval

The proposal is currently under review with the Ministry of the Environment. Prior to the lifting of the "H" Holding Symbol and the registering of the site development agreement on the subject lands, any use and/or building/structure is contingent on the subject lands being removed from the Secondary Buffer Area by the Ministry of the Environment and/or Certificate of Approval No. A230610 being amended by the Ministry of the Environment to permit the proposed uses and buildings/structures. A condition of the site development approval is included to comply with this requirement. In addition, a condition will be included in the site development agreement requiring the subject lands to develop in accordance with the applicable Notice, and supporting documentation, terms, and conditions of approval for the amendment to the Keele Valley Certificate of Approval.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 11, CW Report No. 9 – Page 5

Environmental Site Assessment

The subject lands, as shown on Attachment #1, are subject to the Waste Disposal Assessment Area policies in OPA #332, which require that studies be carried out to the satisfaction of the City and the Ministry of the Environment to show that the development is compatible and can safely take place. The Engineering Department requires that a Phase I Environmental Site Assessment be undertaken in accordance with the requirements of Ontario Regulation 153/04 (Soil, Ground Water and Sediment Standards) and submitted for review and approval. A condition of approval has been included in this report.

Tenure

The Owner intends to lease the site to Imperial Oil Limited to operate a proposed Esso automobile gas bar with a Tim Hortons eating establishment including a drive-through. Imperial Oil advised that the lands will be leased for 15 years with an option to extend the lease to 21 years. Therefore, a consent application, under Subsection 50(15) of The Planning Act is not applicable as the lease is not to exceed 21 years.

Site Design

The proposed site plan, as shown on Attachment #2, consists of 2 buildings, comprised of a convenience retail store including an eating establishment with drive-through, and a car wash, together with a 5-bay canopy covered gas bar on the 0.703ha site. The convenience retail store building is located on the north portion of the site and has an east-west orientation, with its main entrance facing Major Mackenzie Drive. The eating establishment drive-through window is located at the rear of the convenience retail store building, facing north toward the golf course lands. The drive-through lane commences to the east of the convenience retail store building and loops north behind the building and terminating to the west of the structure.

The car wash building is located on the west portion of the site and has a north-south orientation. The car wash stacking lane initiates east of the building and travels north and turns south towards the entrance of the car wash, with the exit facing Major Mackenzie Drive. There is a refuse enclosure building attached to the west end of the convenience retail store building. The 5-bay canopy covered gas bar is in the middle of the site. An access driveway is proposed on both Dufferin Street and Major Mackenzie Drive.

The development statistics for the proposal are as follows:

Frontage (Dufferin Street)	52.89m
Frontage (Major Mackenzie Drive)	56.67m
Landscaped Area	2,538.00m ²
Paved Area	3,771.40m ²
Convenience Retail Store Floor Area	256.13m ²
<u>Eating Establishment Area</u>	<u>40.87m²</u>
Convenience Store Floor Area	297.00m ²
Gas Bay Canopy Area	320.00m ²
Car Wash Building Area	109.50m ²

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 11, CW Report No. 9 – Page 6

Parking Spaces Provided	26 (includes 1 handicap space)	
Parking Spaces Required		
Convenience Store: 256m ² @ 5.5 spaces/100m ² GFA	14	
<u>Eating Establishment</u> : 40.8m ² @ 16 spaces/100m ² GFA	<u>7</u>	
Total Required Parking	21 (includes 1 handicap space)	
<u>Stacking Spaces</u>	<u>Provided</u>	<u>Required</u>
Eating Establishment Drive-Through	8	8
Car Wash Stacking Spaces	10	10
Vacuum Spaces	2	2

The Development Planning Department is generally satisfied with the overall site layout, subject to the comments in this report being addressed.

Elevations

The proposed building elevations are shown on Attachments #3 to #5 inclusive. A consistent architectural style and building material is proposed for the development. The one-storey convenience retail store and car wash buildings are both generally rectangular shaped buildings with sloped roofs. The base and sides of the buildings are clad in brown/grey coloured wiarion limestone and the façade is in a brown coloured brick. The roof material consists of a copper coloured standing seam metal. The main door entrance and glazing on the convenience retail store building consists of clear glass panels. The drive-through consists of clear anodized aluminum windows and panels. The car wash building utilizes mullionless glazing facing east towards Dufferin Street, where the vehicles in the car wash can be viewed. The car wash building provides for clear anodized overhead doors for the car wash entrance and exit. All rooftop mechanical equipment is to be screened.

The proposed canopy elevations are shown on Attachment #6. The 5-bay canopy covered gas bar is 7m high, and is proposed using an architectural style and materials consistent with the convenience retail store and car wash buildings. The canopy has a copper coloured standing seam metal sloped roof with a sign band at the bottom.

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

Signage

The elevations for the main building as shown on Attachments #3 and #4, include an illuminated sign band with a yellow background and “On the Run” signage in blue lettering surrounding the convenience retail store main entrance, facing Major Mackenzie Drive and along the east elevation, facing Dufferin Street. Two illuminated signs including an oval sign east of the main entrance and a rectangular sign band above the drive-through window are proposed, both with a red background and “Tim Hortons” signage in white lettering above. The main signage for the car wash is located on the east elevation over the glazing and is comprised of a sign banner in blue with “Touchless Car Wash” signage with white lettering, as shown on Attachment #5.

The canopy covered gas bar will include an illuminated red band surrounded by a white panel around the canopy and the word “Esso” facing Major Mackenzie Drive and Dufferin Street, as shown on Attachment #6. Two, 8.17m high, white pre-finished metal, 2-sided sign poles are located at the driveway entrances at Major Mackenzie Drive and Dufferin Street as shown on Attachment #7. The sign poles are generally to include the “Esso”, “On the Run”, “Tim Hortons Drive Thru”, “Self Service”, “Diesel”, and “Touchless Wash” signage.

The Development Planning Department is generally satisfied with the signage.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 11, CW Report No. 9 – Page 7

Access/Parking

The proposal originally included two full-movement driveways, one each from Dufferin Street and Major Mackenzie Drive, as shown on Attachment #2. However, both driveways have been restricted to right-in and right-out movements only by the Region of York Transportation and Works Department. The Owner will be required to construct and/or extend the raised concrete medians at the intersection of Dufferin Street and Major Mackenzie Drive to a point 30m beyond both the proposed driveway accesses.

The Region of York Transportation and Works Department requires the Owner to revise the site plan, as shown on Attachment #2, to incorporate a concrete pedestrian walkway along the Dufferin Street driveway access to connect the convenience retail store to the easterly property line of the subject lands. The walkway will facilitate a future sidewalk connection, as the subject lands are in the vicinity of the existing YRT transit service at Major Mackenzie Drive, and will provide continuous access for pedestrians to access the convenience retail store.

A condition of approval is included requiring the Owner to satisfy all requirements of the Region of York Transportation and Works Department.

Landscaping

The proposed landscape plan, as shown on Attachment #8, provides for a range of coniferous and deciduous trees, and other plantings on the subject lands. The Owner is required to modify the landscape treatment to address the requirements of the Region of York Transportation and Works Department and the Toronto and Region Conservation Authority, as discussed in this report.

The landscape plans, as shown on Attachments #8 and #9, identify a 1m high masonry stone accent wall feature comprised of wiarion limestone with metal fence sections to be located along the property line from the east side of the driveway access on Major Mackenzie Drive to the north side of the driveway access on Dufferin Street.

The Owner is required to modify the final landscape plans and provide a detailed cost estimate for the review and final approval of the Development Planning Department.

Environmental Buffer Strips

The site plan, as shown on Attachment #2, provides for two environmental buffers at the north portion of the subject lands stretching from Dufferin Street to the west limit of the site required as a result of its' location within the Secondary Buffer Area of the Keele Valley Landfill area. There is the 9m wide non-accessible environmental buffer strip located along the north property line with a 5m wide accessible environmental buffer strip to the immediate south. No development is to occur on these lands unless associated with the Keele Valley Certificate of Approval No. A230610 and/or monitoring and remediation requirements for the Waste Disposal Assessment Area. A condition is to be included in the site plan agreement respecting no development in the environmental buffers.

Services

The Owner is required to satisfy all requirements of the Engineering Department respecting grading, servicing, stormwater management report, on-site vehicular circulation, parking, and traffic for the subject lands shown on Attachment #1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 11, CW Report No. 9 – Page 8

The Owner is required to address the Fire Prevention Department comments regarding the provision of a fire hydrant to service the subject lands. All hydro requirements shall be to the satisfaction of PowerStream Inc.

The Owner is required to address By-law Enforcement Department comments respecting exterior lighting not spilling onto any street or adjoining lands and proper refuse containment for the subject lands, to the satisfaction of the Development Planning Department.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) advises that the northeast corner of the subject lands shown on Attachment #1 are within the Authority's Fill Line Extension Program of the Don River, and Valley and Stream Corridor Management Program. A Fill Permit is required from the TRCA prior to permitting or constructing any building or structure on the subject lands. Further, the 10m development setback from the Regional Storm Flood Plain needs to be applied to the subject lands. The Owner has to remove the manhole located within the 9m wide non-accessible environmental buffer strip and provide native sod and tree species within both buffer areas. The Owner is required to address the water management and ecology comments raised to the satisfaction of the TRCA.

Parkland Dedication

If applicable, the Owner shall pay to the City 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. There was an August 30, 2001, agreement of purchase and sale between the Owner and the City that may have addressed parkland dedication for the subject lands. This agreement is being reviewed to determine if cash-in-lieu of the dedication of parkland is required for the subject lands.

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 Site Development Application DA.05.025 (York Major Holdings Inc.) in accordance with the applicable policies of OPA #332, as amended by OPA #535 (Maple Valley Plan) and OPA #604 (Oak Ridges Moraine Conformity Plan), and find that the proposal conforms to the policies of the Official Plan. The Development Planning Department has also reviewed the proposal in accordance with the Zoning By-law, and finds that the proposed uses and variance to increase the gross floor area from 280 m² to 300m² for the convenience retail store in association with an automobile gas bar are considered to be appropriate for the subject lands.

A condition of site development approval will require the Ministry of the Environment to remove the subject lands from the Secondary Buffer Area and/or amend the Certificate of Approval No. A230610 to permit the proposed uses and buildings/structures prior to the lifting of the "H" Holding Symbol and the registration of the site development agreement for the subject lands.

Accordingly, the Development Planning Department can support the approval of the Site Development Application for the subject lands, shown on Attachment #1, subject to the conditions contained in this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 11, CW Report No. 9 – Page 9

Attachments

1. Location Map/Zoning
2. Site Plan
3. Elevations – Convenience Store (South)
4. Elevations – Convenience Store (North, East, West)
5. Elevations – Car Wash
6. Elevations – Canopy
7. Elevations – Signage
8. Landscape Plan
9. Landscape Plan – Corner Wall Feature

Report prepared by:

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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 FEBRUARY 27, 2006

Item 12, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

12

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-05V09
STONE MANOR DEVELOPMENTS (WOODBIDGE) LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 20, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-05V09 (Stone Manor Developments (Woodbridge) Limited) BE APPROVED, subject to the conditions of approval set out in Attachment #1.

Economic Impact

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

Purpose

The Owner has submitted an application for Draft Plan of Condominium approval on the subject lands shown on Attachment #2, to create the common elements for the proposed 84 unit freehold residential townhouse development, including the roads, laneways, visitor parking spaces, and all amenity open space areas, as shown on Attachment #3.

The Owner has also submitted a corresponding application for Part Lot Control Exemption (File PLC.05.017) to lift the Part Lot Control provisions of the Planning Act to facilitate the creation of 86 freehold residential parcels of tied land (POTL) on the subject lands, to facilitate the 84 townhouse units, and the 2 semi-detached units that will front on Helen Street. The Part Lot Control by-law will be forwarded to Council for enactment, once the condominium plan for the common elements has been registered.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located at the southwest corner of Regional Road #7 and Helen Street, being Lots 2 and 3 on Registered Plan 4319, and Lots 34, 35 and 36 on Registrars Compiled Plan 9831 (4713, 4721, 4733 4745 and 4751 Regional Road #7), in Lot 5, Concession 7, City of Vaughan.

The lands are currently comprised of an assembly of five properties, two of which are under a registered plan, while three are part of a Registrar's Compiled Plan. Council, on April 25, 2005, approved a draft plan of subdivision application (File 19T-04V03) to facilitate the merging of all lots into one registered plan to allow for the consolidated block to be developed through the Site Development process (File DA.03.071) and with individual freehold parcels to be created through a Part Lot Control application (File PLC.05.017). On September 26, 2005, Council approved the related Site Plan application. The common element areas, including the amenity areas, visitor parking areas and roads will be created through the subject Draft Plan of Condominium application (File 19CDM-05V09). The surrounding land uses are:

North - Regional Road #7; commercial (C3 Local Commercial Zone)

South - Woodbridge College (A Agricultural Zone), detached residential (R1 Residential Zone)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 12, CW Report No. 9 – Page 2

- East - Helen Street; office building (C8 Office Commercial Zone) and detached residential (R2 Residential Zone)
- West - detached residential/approved townhouse development (United People Corporation) (RM2 Multiple Residential Zone)

Official Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #616, which permits the residential townhouse development. The proposed Draft Plan of Condominium to create the common element areas conforms to the Official Plan.

Zoning

The subject lands are zoned RM2 Multiple Residential Zone by By-law 1-88, subject to Exception 9(700), which permits the proposed townhouse development. The Draft Plan of Condominium to create the common elements for the townhouse development complies with all requirements of the Zoning By-law.

Connection with Adjacent Lands

The necessary easements are required to ensure appropriate servicing, vehicular and pedestrian connectivity of the site with the adjacent lands to the west (United Capital Investments and Forest Green Homes). The site development agreement and the condominium agreement will contain wording requiring the Owner to obtain the appropriate servicing easements and cross-easements to ensure connectivity with the adjacent lands.

Garbage and Recycling Collection and Snow Removal

The collection of garbage and recycling and the removal of snow will be administered privately by the Condominium Corporation.

Restriction on Title

Council approved the related Draft Plan of Subdivision (File 19T-04V03) on April 25, 2005 to facilitate the merging of all lots into one registered plan to allow the creation of individual parcels through exemption of Part Lot Control. The Owner shall register a restriction on the title of the lands that will not allow the Owner to transfer title to the freehold townhouse dwellings until the final condominium is registered.

Region of York

The Region of York has no objection to the approval of the draft plan of condominium, subject to satisfying the condition of approval set out in Attachment #1.

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 for Draft Plan of Condominium to facilitate the creation of the common elements (ie. roads, laneways, visitor parking spaces, and amenity open space areas) that will serve the freehold townhouse

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 12, CW Report No. 9 – Page 3

development, and is of the opinion that it is consistent with the approved site plan. The Development Planning Department has no objections to the approval of the Draft Plan of Condominium, subject to the conditions set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium for Common Elements (19CDM-05V09)

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 FEBRUARY 27, 2006

Item 13, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

13

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-05V10
UNITED CAPITAL INVESTMENTS LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 20, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-05V10 (United Capital Investments Limited) BE APPROVED, subject to the conditions of approval set out in Attachment #1.

Economic Impact

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

Purpose

The Owner has submitted an application for Draft Plan of Condominium approval on the subject lands shown on Attachment #2, to create the common elements for the proposed 37 unit freehold residential townhouse development, including the roads, visitor parking spaces, and walkway areas, as shown on Attachment #3.

The Owner has also submitted a corresponding application for Part Lot Control Exemption (File PLC.05.018) to lift the Part Lot Control provisions of the Planning Act to facilitate the creation of 37 freehold residential parcels of tied land (POTL) on the subject lands, to facilitate the townhouse units. The Part Lot Control by-law will be forwarded to Council for enactment, once the condominium plan for the common elements has been registered.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the south side of Regional Road #7, west of Helen Street, being Lot 1 on Registered Plan 4319, and Lot 37 on Registrar's Compiled Plan 9831 (4763 and 4773 Regional Road #7), in Lot 5, Concession 7, City of Vaughan.

The lands are currently comprised of an assembly, of two properties one of which is under a registered plan, while the other is part of a Registrar's Compiled Plan. Council, on April 25, 2005, approved a draft plan of subdivision application (File 19T-04V04) to facilitate the merging of the lots into one registered plan to allow for the consolidated block to be developed through the Site Development process (File DA.04.080) and with individual freehold parcels to be created through a Part Lot Control application (File PLC.05.087). On September 26, 2005, Council approved the related Site Plan application. The common element areas, including the walkways, visitor parking areas and roads will be created through the subject Draft Plan of Condominium application (File 19CDM-05V09). The surrounding land uses are:

- North - Regional Road #7; residential (R2 Residential Zone)
- South - Woodbridge College (A Agricultural Zone)
- East - approved townhouse development (Stone Manor Development) (RM2 Residential Zone)
- West - vacant, approved townhouse development (1609985 and 1609886 Ontario Limited) (R1 Residential Zone)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 13, CW Report No. 9 – Page 2

Official Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #617, which permits the residential townhouse development. The proposed Draft Plan of Condominium to create the common element areas conforms to the Official Plan.

Zoning

The subject lands are zoned RM2 Multiple Residential Zone by By-law 1-88, subject to Exception 9(1236), which permits the proposed townhouse development. The Draft Plan of Condominium to create the common elements for the townhouse development complies with all requirements of the Zoning By-Law.

Connection with Adjacent Lands

The necessary easements are required to ensure appropriate servicing, vehicular and pedestrian connectivity of the site with the adjacent lands to the east and west (Stone Manor Developments and Forest Green Homes). The site development agreement and the Condominium Agreement will contain wording requiring the Owner to obtain the appropriate servicing easements and cross-easements to ensure connectivity with the adjacent lands.

Restriction on Title

Council approved the related Draft Plan of Subdivision (File 19T-04V04) on April 25, 2005 to facilitate the merging of all lots into one registered plan to allow the creation of individual parcels through exemption of Part Lot Control. The Owner shall register a restriction on the title of the lands that will not allow the Owner to transfer title to the freehold townhouse dwellings until the final condominium is registered.

Garbage/Recycling and Snow Removal

The collection of garbage/recycling and the removal of snow will be privately administered by the Condominium Corporation.

Region of York

The Region of York has no objection to the approval of the draft plan of condominium, subject to satisfying the condition of draft approval setout in Attachment #1.

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 for Draft Plan of Condominium to facilitate the creation of the common elements (ie. roads, visitor parking spaces, ad walkways) that will serve the freehold townhouse development, and is of the opinion that it is consistent with the approved site plan. The Development Planning Department has no objections to the approval of the Draft Plan of Condominium, subject to the conditions set out in Attachment #1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 13, CW Report No. 9 – Page 3

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium for Common Elements (19CDM-05V10)

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 FEBRUARY 27, 2006

Item 14, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

14

**BLOCK 57/58 WEST BLOCK PLAN
BLOCK PLAN FILE BL.57/58W.99
HUNTINGTON BUSINESS PARK LAND OWNERS**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated February 20, 2006, be approved; and**
- 2) That the following deputations be received:**
 - a) Ms. S. Iacobucci, 868085 Ontario Inc., 1021 Meyerside Drive, Unit 10, Mississauga, L5T 1J6; and**
 - b) Mr. Roy Mason, KLM Planning Partners Inc., on behalf of the applicant.**

Recommendation

The Commissioner of Planning recommends:

- A) THAT the Block 57/58 West Plan (File: BL.57/58W.99) dated January 26, 2006, as reflected on Attachment #3 to this report, BE APPROVED.**
- B) THAT the following conditions be satisfied prior to the approval of the first draft plan of subdivision/site development application, or as part of the individual subdivision/site development application approval to the satisfaction of the City of Vaughan and other relevant agencies.**
 - 1. The final phasing of the SWM Pond construction shall be detailed to the satisfaction of the City of Vaughan Engineering Department.**
 - 2. The final Development/Infrastructure Phasing Plan of the Block Plan shall be detailed to the satisfaction of the City of Vaughan Engineering Department.**
 - 3. An HCS Analysis for Highway 50/Huntington Road shall be submitted to the satisfaction of the City of Vaughan Engineering Department.**
 - 4. The timing, construction and funding of the required spine services shall be detailed to the satisfaction of the City of Vaughan Engineering Department.**
 - 5. The flood protection works required at Site No. 4 (existing factory site west of Martingrove Road) as identified in the Rainbow Creek Master Drainage Plan are to be detailed, to the satisfaction of the TRCA and the City of Vaughan Engineering Department.**
 - 6. That a traffic impact study be prepared to the satisfaction of the Vaughan Engineering Department, justifying the minor modification to the local road network as identified on Attachment #3.**
 - 7. Allocation of servicing capacity to individual draft plans and/or site plans within the Block 57/58 West Block Plan shall be approved by Vaughan Council.**

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 2

8. With respect to the Geotechnical Investigation and Hydrogeological Study the Region of York's conditions are as follows:
 - (i) Clarify the proposed placement of underground infrastructure with respect to the available soils information and proposed grading plan. Additional information should be obtained where the proposed infrastructure will be below the depth of available information.
 - (ii) Clarify the potential effects of any shallow groundwater flow systems with respect to the proposed underground infrastructure. Provide measures to limit preferential water flow along subsurface conduits through low permeability soils and ensure that conditions that require dewatering or depressurization to create safe working conditions, are identified and an appropriate plan is in place to address these.
 - (iii) Clarify measures to be taken to ensure that there is a net water balance related to the proposed development.
 - (iv) Ensure that conditions are in place to require proper abandonment of any wells in accordance with O.Reg.903. The Region requires documentation by way of a copy of the Well Driller's records of the decommissioning. The locations of the decommissioned wells should be recorded accurately, using GPS.
 - (v) Verify that proposed Stormwater Management Pond "C" will include drainage from Highway 7 between Highway 50 and Highway 427, to incorporate future urbanization of Highway 7 under Rapid Transit development.
9. The Urban Design Guidelines prepared by NAK Design Group, be revised to the satisfaction of the City. The Urban Design Guidelines shall address the required provisions, including but not limited to the following:
 - i) A percentage of the primary building frontage directly related to the street, uninterrupted by drive aisles and parking;
 - ii) A direct relationship between the front entrance of the building and the street with landscaped pedestrian connections between the public sidewalk and the building front entrance.
 - iii) The majority of the parking is encouraged to be located to the rear and side of buildings;
 - iv) Defined pedestrian circulation through parking lots;
 - v) Shared side and rear access between sites;
 - vi) Landscaped amenity space associated with a weather protected employee entrance;
 - vii) A percentage of the site dedicated to soft landscaping;
 - viii) The appropriate interface (architectural, site and building layout) between employment/commercial buildings and open space areas;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 3

- ix) Pedestrian and bicycle paths in addition to roads to provide a finer-grained circulation network and enhance connectivity to public transit, area services and open spaces;
- x) A site plan concept describing how the heritage buildings will be incorporated into the overall plan in such a way as to enhance and be enhanced by new development, forming an integral and positive aspect of the new community;
- xi) More specific guidelines related to service node development; and,
- xii) The following note should be added to the Urban Design Guidelines:

“Should the most westerly route be selected for the Hwy. 427 extension (through the EA process) a small portion of the most northerly section of the highway will abut lands designated “Employment Area General”. In the event that development applications in these particular areas are processed prior to the determination of the Hwy. 427 route, or in the event that the most westerly route is ultimately chosen for the highway, the design of the sites must consider the potential prominence of position and therefore the appropriate site planning and architectural response vis-à-vis the abutting highway. The Urban Design Guideline directives for sites abutting arterial roads/highways would apply to these areas. Outside storage and loading bays should not be visible to the highway.”

- 10. That a Landscape Masterplan be submitted and approved to the satisfaction of the City. The Landscape Masterplan shall address the required provisions, including but not limited to the following:
 - (i) The use of hard and soft landscape elements to define significant street vista and generate a pleasing public realm street character.
 - (ii) Landscape and streetscape treatments for the Business Park edges including the parallel window streets and pedestrian access to arterial roads for public transit services.
 - (iii) Entry and special landscape features which express and enhance the Business Park identity including landscaped medians.
 - (iv) Landscaping of open space lands including pedestrian/cycling trails, bridge crossings, pedestrian access points, seating areas and erosion repair sites.
 - (v) The landscape treatment of stormwater management facilities.
 - (vi) Special furniture, including benches, waste receptacles, bicycle racks, and tree grates shall be provided that support the character throughout the block plan.
- 11. The following condition be addressed to the satisfaction of the City of Vaughan Cultural Services Department:
 - (i) Additional and more detailed Stage 3 investigations must be carried out on those sites that are confirmed to warrant further concern, as outlined in the Interim Report on the 1999-2001 Stage 1-2 Archaeological Assessment of the Huntington Business Park (D.R. Paulton and Associates Inc., December 2003). Following the completion of those investigations, a final report will be prepared on the archaeological assessment of the proposed business park.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 4

12. The following conditions be addressed to the satisfaction of the Region of Peel:

- i) All proposed accesses along Highway 50 must be reviewed and approved by the Region of Peel;
- ii) The necessary upgrades to the Regional arterial road network shall be carried out in co-ordination with the development within the Block. Any proposed road improvements not within the Regional D.C. By-law shall be borne by the developer;
- iii) The applicant shall gratuitously convey lands to meet the Official Plan requirement of 22.5 metre, from the centreline of Highway 50, to the appropriate municipality;
- iv) The applicant shall gratuitously convey a 15 x 15 daylight triangle at the proposed road connections intersecting with Highway 50;
- v) The applicant shall gratuitously convey 0.3 metre reserve along the frontage of their property along Highway 50 and behind the daylight triangle, except at approved access location; and,
- vi) Lands identified in the Highway 50 Environmental Assessment Study must be gratuitously conveyed to the appropriate municipalities for road widening.”

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 purpose of this report is to bring forward the revised Block 57/58 West Plan, for final approval, and to provide information as to the changes which have occurred since conditional approval of the Plan in June of 2003.

Background - Analysis and Options

The subject lands extend from Highway 407 to Langstaff Road, between Highway 50 and Highway 427, being Lots 2 to 10, in Concessions 9 and 10, City of Vaughan. The subject lands comprise an area of approximately 419.8 ha (1037 acres). The surrounding land uses are:

- North - Langstaff Road; undeveloped (A Agricultural Zone)
- South - Highway 407; driving range (PB2 Parkway Belt Zone)
- East - Highway 427; cemetery, hydro corridor (PB1S and PB2 Parkway Belt Zones; employment areas EM1 Prestige Employment Area Zone/EM2 General Employment Area Zone);
- West - Highway 50; City of Brampton, Claireville Conservation Area, and lands designated “Business Industrial” and “Residential”

Official Plan

OPA # 450 (Employment Area Growth and Management Plan)

The subject lands are designated “Employment Area General”, “Prestige Area”, “Centre”, and
.../5

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 5

“Valley Lands”, by OPA 450, with an exception to permit a “Cemetery Use” on Highway 50, immediately north of the Hydro Corridor. The proposed land use designations as reflected on the Block Plan are in accordance with OPA 450.

Proposed OPA # 660 (Hwy. 7 Corridor)

The Highway # 7 Land Use Futures Study completed in September of 2004 has formed the basis for Official Plan Amendments affecting 200 metres north and south of the Hwy. 7 corridor. The study is a comprehensive evaluation of planning and development opportunities along Highway 7 throughout its entire length in Vaughan. Five amendments to existing Official Plans have been drafted to incorporate new designations and land use policies. The land use structure articulated in the Study is based on a firm commitment to building the transit system in the short-term. The development of transit is seen as a stimulus of transit supportive development. Proposed OPA 660, if approved, will affect the land use designation in the Hwy. 7 corridor, within the boundaries of Block Plan 57/58 West to permit a wide range and mix of land uses including office, businesses, retail, institutional, and civic uses with an overall Floor Space Index (FSI) of 1.5. In addition, the Hwy. 7/ Hwy. 427 Centre may be subject to an overall FSI target of 3.5, and its boundaries, and specific land use designations would be established at the time of consideration of a Tertiary Plan.

Zoning

The subject lands are zoned A Agricultural Zone, OS1 Open Space Conservation Zone, OS2 Open Space Park Zone (subject to Exception (1139) to permit a Cemetery and Accessory Uses), PB2 Parkway Belt Complementary Use Zone, C6 Highway Commercial Zone, M2 General Industrial Zone, EM1 Prestige Employment Area Zone, EM2 General Employment Area Zone, and PB1(S) Parkway Belt Linear Facilities Zone, by By-law 1-88. The proposed land use designations in the Block Plan would be implemented by the employment zones under By-law 1-88, through the zoning amendment process.

Background

A Public Hearing was held for the Block 57/58 West Plan on December 9, 2002. The technical report for the block plan was considered at the Committee of the Whole meeting of June 16, 2003. At the following Council meeting of June 23, 2003, the Block 57/58 West Plan, as red-lined, was approved subject to a list of conditions to be addressed before final approval.

Among the conditions approved were those of the Ministry of Transportation (MTO) respecting the protection of a transit corridor adjacent to Hwy. 427. The initial deferral area proposed by MTO represented approximately 25% of the block plan area (see Attachment #4), and therefore had significant implications on the entire block, including the stormwater management plan, and road network. City Staff, landowners and their consultants, and MTO Staff have met several times since June 2003, to identify more specifically the actual area needed for the future Hwy. 427 extension and transitway corridor in order to finalize the Block 57/58 West Plan.

In March of 2004, MTO provided a revised drawing for the protection of the transit corridor adjacent to Hwy. 427. The drawing reflected a 60 metre protection area along the west side of the Hwy. 427 protection corridor, north of Hwy. 7, and a 30 metre wide lane south of Hwy. 7. A protection area for a transit terminal/commuter parking facility was also identified at the southwest corner of Hwy. 427 and Hwy. 7. In the time period which has lapsed since June of 2003, the landowners have submitted several modified versions of the block plan. The latest version of the Block Plan was submitted in January of 2006. (See Attachment # 3).

The current proposed Block 57/58 West Plan reflects a few minor changes to local roads, a westerly expansion of the “Centre” designation to include the area north and south of Hwy. 7 to

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 6

the bordering east/west roads, and as far west as the north/south local road west of the Hwy. 427 and Hwy. 7 intersection. The most westerly route of the Hwy. 427 extension north of Hwy. 7 has also been eliminated on this most recent Plan. The Block Plan includes a reserve lane width of 30 m south of Hwy #7, and a 60 m lane width north of Hwy. 7, adjacent to the Hwy. 427 protection area, for a future transit lane as required by MTO. The stormwater management plan for the Block has also been revised in accordance with the current plan.

Overview of Block 57/58 West Block Plan

The proposed block plan is generally consistent with the Official Plan designations of OPA 450, as amended by subsequent Official Plan Amendments 539 and 526. The block plan is divided into two sections by Hwy. 7. The proposed land uses for the northerly and southerly portions are “Prestige Area” along the perimeter of the block, and “Employment Area General” in the central areas.

As a result of the Huntington Road re-alignment, the lands immediately abutting the section of the planned realignment located centrally within the northern half of the Block Plan, have been designated “Employment Area General”. Official Plan Amendment 450 designates the lands immediately abutting the current Huntington Road as “Prestige Area”. This minor adjustment to the designations is considered in accordance with the intent of the Official Plan to designate the central portion of Block 58 as “Employment Area General”. The proposed Block Plan reflects a wider swath of “Prestige Area” designation at the perimeter of Block 58, and therefore compensates for the proportion deleted abutting the new Huntington Road alignment. This minor adjustment to the designation boundaries reflected in the Official Plan is considered appropriate, and is permitted by OPA 450, Section 3.5- Interpretation.

Also, it should be noted that Should the most westerly route be selected for the Hwy. 427 extension (through the EA process) a small portion of the most northerly section of the highway will abut lands designated “Employment Area General”. In the event that development applications in these particular areas are processed prior to the determination of the Hwy. 427 route, or in the event that the most westerly route is ultimately chosen for the highway, the design of the sites must consider the potential prominence of position and therefore the appropriate site planning and architectural response vis-à-vis the abutting highway. The Urban Design Guideline directives for sites abutting arterial roads/highways would apply to these areas. Outside storage and loading bays should not be visible to the highway.

Service nodes are proposed at intersections and along Hwy. 50, and Langstaff Road. A “Center” is proposed at the intersection of Hwys 7 and 427, extending west to the first north/south road and on both sides of (one lot depth) of Hwy 7.

The proposed Block Plan includes the following land use distribution:

Prestige Area	40 %
Employment Area General	30 %
Valley Lands	2 %
Stormwater Management Facilities	4 %
Cemetery	6 %
Local Roads	7%
Highway 427 Extension	4%
Utility Corridor	4%
Transit Corridor	2%

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 7

Prestige Areas

The proposed "Prestige Area" designation within the block plan abuts the existing and future extension of Hwy. 427 for the most part, Hwy. 50, and the arterial roads, permitting a range of industrial office, business and civic uses. Outside storage is not permitted in this designation. Development policies (Section 2.2.3 d), Prestige Areas) provide that on through lots, buildings shall be designed so that all elevations facing a street, present a "front" elevation, and that loading areas are not considered appropriate in any yard facing a street. Official Plan 450 policies state that this designation is to provide locational opportunities for activities which require high visual exposure, good accessibility and an attractive working environment. The implementing zone category is an EM1 Prestige Employment Area Zone under By-law 1-88.

Employment Area General

The "Employment Area General" lands are located at the interior of the Block Plan area and accommodate those industrial uses which may require outside storage. Uses permitted in this designation include all uses permitted in the "Prestige Area" designation, as well as the 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.

Service Nodes

Service nodes are permitted at the intersections of arterial roads or intersection of arterial and collector roads with the purpose of providing for the day-to-day convenience and service needs of business, industries and their employees. Special attention should be given to the design of service nodes because of their prominent locations. A condition has been included in the "Recommendation" section of this report to ensure that the Urban Design Guidelines for the Block Plan include specific criteria addressing service node design. Uses permitted within Service Nodes are those which service the convenience needs of employees (ie. convenience retail store or pharmacy). OPA 450 states that service nodes should 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 implementing zone category is C7 Service Commercial Zone under By-law 1-88.

Centre

The Block Plan shows a "Centre" at the intersection of Highways 7 and 427, in accordance with OPA 450. The purpose of "Centres", as specified in OPA 450, is to:

- a) Permit major concentrations of business, industrial, corporate, civic, and community service activity, at locations which are highly visible and accessible to major transportation routes.
- b) Support the development of the Highways 7 and 427 intersection area as a center of regional significance in the longer term.
- c) Provide a focus for business activity in the City and to encourage the development of the Hwy. 7/Hwy. 407 corridors as major transportation and transit arteries connecting regionally important centers of activity in the south part of York Region.

OPA 450 designates the area within, and immediately surrounding the "Centre", as "Prestige Area", thereby permitting the "Centre" policies to include these lands.

Zoning

In order to implement the land use designations shown on the Block Plan, landowners will be required to amend the Zoning By-law 1-88, in conjunction with either draft plans of subdivision or site plan applications.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 8

The "Employment Area General", and "Prestige Area" lands are to be zoned in accordance with the following established zones and related standards of By-law 1-88:

<u>Zone</u>	<u>Minimum Lot Frontage</u>	<u>Minimum Lot Area</u>	<u>Maximum Lot Coverage</u>
EM2 General Employment Area	34 m	3,000 sq.m	---
EM1 Prestige Employment Area (abutting major roads)	65 m	8,000 sq.m	60%
EM1 Prestige Employment Area	36 m	3,000 sq.m	60%

The Service Nodes would be zoned C7 Service Commercial Zone, subject to the zoning standards set-out in By-law 1-88. The open space/valley lands and stormwater detention ponds/channels would be zoned OS1 Open Space Conservation Area Zone.

Transportation

A. Local Road Network/Sidewalk Plan

The primary road pattern for the Block is generally consistent with the road framework provided for in OPA #450, and allows for an overpass connection to employment lands east of the future extension of Highway 427.

The internal road pattern is based on a grid format, with limited access points to the bordering arterial roads, and incorporates the suggested interim improvements of the Boundary Area Transportation Study. These solutions were arrived at through a traffic consulting firm working in co-operation with the "Joint York-Peel Boundary Area Committee", and includes the following:

- 1) an interim 4-lane arterial extending north from the Hwy. 427 terminus, and connecting to the extension of Fogal Road eastward from Hwy. 50;
- 2) a 4-lane re-alignment of Huntington Road;
- 3) the easterly extension of Fogal Road as a 4-lane collector east of Hwy. 50, to align with the 26 m mid-block collector road (Zenway Boulevard) east of Hwy. 427;
- 4) the expansion of Langstaff Road between Hwy. 50 and the northerly extension of the arterial road north of Hwy. 427.

Minor modifications to the local road pattern shown on the Block Plan Land Use Schedule may be permitted without further amendment to the Block Plan, through the draft plan approval or site development approval process. The proponent would be required to provide the appropriate justification for such changes to the satisfaction of the City of Vaughan.

A red-lined change to the local road pattern has been incorporated in the Block Plan at the request of the affected proponents, in order to avoid a potential access problem in future. A section of the current Huntington Road alignment has been retained between Fogal Road and Ebenezer Road, terminating in a cul-de-sac, and a short section of the intersecting east/west road, east of Huntington Rd., has been deleted. This modification is considered appropriate, provided the technical justification is approved by the City of Vaughan Engineering Department (see Conditions 6, report "Recommendation" section).

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 9

B. Highway 427 Extension

The proposed Block Plan has included a protection area (identified on Attachment # 3), to protect for alternative future Hwy. 427 extension routes. Once the Environmental Assessment determines the preferred route, any lands that are not affected will be released for development according to the underlying designation appearing on the Block Plan.

The Highway 427 extension has also been identified as a potential corridor for future transit initiatives. As such, the reserve area for the highway includes a 30 metre wide area south of Highway 7, and 60 metre wide area north of Highway 7, for a future transit lane. In addition, a block approximately 15 acres in area is also identified on the Block Plan at the southwest corner of the Hwys 7 and 427 interchange, for a commuter parking lot and/or transitway station. Each of the identified protection areas will require consideration at the draft plan of subdivision stage, at which time they may be defined in more detail.

The Terms of Reference for the Environmental Assessment for the Hwy. 427 extension was approved by the Ministry of Transportation on November 1, 2005, and is expected to begin in the Spring of 2006. The Ministry has advised that they will inform the City as to significant findings of the EA process as they occur, such that the City may update the Block Plan accordingly.

Environment

The West Rainbow Creek Valley lands and an east-west tributary are located at the north portion of the subject lands. These areas are required to be zoned OS1 Open Space Conservation Zone (OS1) at the zoning stage.

The TRCA has requested that a 2.5 m wide buffer be provided along the east-west tributary, and a 10 m wide buffer be provided along the valley of the West Rainbow Creek. It should be noted that the buffer areas will form part of the OS1 Zone. In addition, all setback requirements of the EM1, EM2, and OS1 zones will apply as per City Zoning By-law 1-88, at the time of re-zoning.

The Toronto and Region Conservation Authority has provided the following conditions of Block Plan approval, which the proponents have agreed to in the form of a letter of undertaking:

1. That the applicant provide revised plans illustrating a wider valley corridor/base width for the open channel within the area of Stormwater Pond A1, to the satisfaction of the TRCA. This is to be achieved by converting the 10 m buffer into the natural channel block/valley corridor.
2. That the Rainbow Creek Assessment Report be revised accordingly to account for the reach downstream of Regional Road 27.
3. That a monitoring program of erosion sites, as detailed in the report by Parish Geomorphic (Rainbow Creek Assessment Report, dated November 22, 2005, and Rainbow Creek Erosion Threshold Assessment for Vaughan West Business Park Letter Report to Kirsten Mills, OPM, dated May 2, 2002), be implemented by the development of Block 57/58 West.
4. That a 10 m buffer from the West Rainbow Creek Valley be provided to the satisfaction of the TRCA.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 10

Urban Design Guidelines

The Consultant for the Block 57/58 West lands has submitted Urban Design Guidelines prepared by the NAK Design Group. The Guidelines provide detailed text with respect to the block structure, open space system, street network, site planning and built form, and the public realm streetscape. City of Vaughan Staff have reviewed the Urban Design Guidelines and provided comments which must be addressed to the satisfaction of the City of Vaughan, prior to approval of the first draft plan of subdivision/site plan application. Also provided within the "Recommendation" section of this report are general urban design policies which must be respected within the final approved Urban Design Guidelines for Block 57/58 West.

City of Brampton

The proposed Block Plan and supporting documents were circulated to the City of Brampton. Their comment respecting the protection area for the Hwy. 427 is as follows:

"In order for the Ministry of Transportation to consider the full range of alignment options, City Staff are requesting Vaughan to illustrate the original "Tulip Protection Area" in Block Plan 57/58 West in order to continue protecting for a Brampton alignment option until the EA Study is completed or it has progressed (together with related studies) to a stage where the key municipal stakeholders, in consultation with the Ministry, have determined that protection of such a tulip or related options is no longer essential."

MTO has reviewed the revised submission and has expressed no objection to the proposed protection area, as reflected on the Block Plan (Schedule #3). Therefore, it is Staff's position that the revised Block Plan sufficiently protects for alternative highway extension routes.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, and particularly the objective to "Plan and Manage Growth through the implementation of OPA 600".

Conclusion

The revised Block Plan and accompanying technical work have sufficiently addressed the conditions of Block Plan approval and therefore Staff support the final approval of the Block 57/58 West Block Plan (Attachment # 3). Should Committee of the Whole concur, the "Recommendation Section" of this report can be approved.

Development Planning Staff shall ensure the clearance of conditions included in the "Recommendation" section of this report prior to proceeding with draft plan of subdivision/site plan development application approvals.

Attachments

1. Location Map
2. OPA 450-Employment Area (West) Plan – Schedule "2A"
3. Proposed Block 57/58 West Plan
4. MTO Deferral Area (June 16, 2003)

Report prepared by:

Anna Sicilia, Planner, ext. 8063
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CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 14, CW Report No. 9 – Page 11

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(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 FEBRUARY 27, 2006

Item 15, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

15

DEVELOPER BUILD PARK

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated February 20, 2006:

Recommendation

Councillor Sandra Yeung Racco recommends:

- 1) That without adversely impacting park development elsewhere in the City, the City's 10 year capital growth plan for park development within Ward 4 be amended;
- 2) That the design of park block UV2-N10 be undertaken in 2006 with park construction to follow, subject to funds being advanced by the developer to cover all costs;
- 3) That the Mayor and Clerk be authorized to enter into an agreement with the developer to be reimbursed through development charge park credits or other mechanism subject to the satisfaction to City Finance staff; and
- 4) That public notice be given in accordance with By-Law 394-2002 and that this matter be forwarded to a future Council meeting for public input.

Economic Impact

The amendment to the parks plan has no negative economic impact to the City. Since the developer will be responsible for funding construction with reimbursement through development credits the developer will be assuming the economic risk if development slows or does not proceed.

Purpose

To amend the parks capital plan within Ward 4 to better reflect the timing and location of development, with the costs being front ended by the developer.

Background - Analysis and Options

The capital plan was prepared as part of the development charge background study. At that time growth was forecasted and the location of capital works (parks) was identified to service that growth. The actual timing and location of growth often differs from what was originally anticipated. Accordingly, within Ward 4 the parks capital plan is being amended to better service the growth in the area. The amendments to the parks capital plan within Ward 4 will be undertaken to not adversely impact park development elsewhere in the City.

Relationship to Vaughan Vision 2007

This recommendation is consistent with the Vaughan Vision objective of serving our constituents by planning and managing growth.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 15, CW Report No. 9 – Page 2

Conclusion

The recommendation to amend the park plan with the park being front-ended by the developer be approved.

Attachments

None

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 16, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

16

**PROCLAMATION REQUEST –
RED CROSS MONTH**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated February 20, 2006:

Recommendation

The City Clerk recommends:

- 1) That March 2006 be proclaimed as “Red Cross Month”; and
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release.

Purpose

To respond to the request received from the District Branch Manager of the Canadian Red Cross.

Background - Analysis and Options

The correspondence received from the District Branch Manager of the Canadian Red Cross, dated February 6, 2006, is attached (Attachment #1).

The proclamation request meets the requirements of the City’s Proclamation Policy: *“That upon request, the City of Vaughan issue proclamations for events, campaigns or other similar matters: which are promoted by any organization that is a registered charity pursuant to Section 248 of the Income Tax Act”.*

The Canadian Red Cross wishes to raise awareness of the services Red Cross provides; not only around the world, but in each and every Canadian community. The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability. Corporate Communications will, given sufficient lead-time, issue news releases in support of the proclamation.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff is recommending March 2006 be proclaimed as “Red Cross Month” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

Attachments

Attachment #1 - Correspondence from the Canadian Red Cross, dated February 6, 2006

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 16, CW Report No. 9 – Page 2

Report prepared by:

John D. Leach, City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 2

4. THAT the Ontario Municipal Board be advised that no building permit will be issued for any residential dwelling unit until a noise report has been approved by the Engineering Department to address any noise issues identified in the report.

Economic Impact

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

Purpose

The Owner has submitted applications to:

1. Amend the Official Plan, specifically OPA #210 (Thornhill Vaughan Community Plan) as amended by OPA #264, to redesignate the subject lands shown as Block "A" on Attachment #3 from "General Commercial" to "Low Density Residential" to permit the development of four single- detached residential dwellings.
2. Amend Zoning By-law 1-88, to rezone the subject lands shown as Block "A" on Attachment #3 from C1 Restricted Commercial Zone under Exception 9(106) to R4(H) Residential Zone with the Holding Symbol "H", to permit the development of four single-detached residential dwelling units on lots, each with minimum lot frontages of 10.65m, lot depths of 33.52m, and minimum lot areas of 357m².

The proposed redesignation and rezoning would facilitate the future severance of the 4 lots from the rear of the property fronting onto Steeles Avenue West, which will continue to be used by the existing funeral home.

Background - Analysis and Options

The subject lands are currently part of a larger overall landholding shown on Attachment #1, and located on the north side of Steeles Avenue West, in Part of Lot 26, Concession 1, and municipally known as 350 Steeles Avenue West, City of Vaughan. The site is developed with a one-storey funeral home fronting onto and having access to Steeles Avenue West. Parking for the funeral home is located at the rear of the building, and the rear 11.28m of the site is comprised of a landscaped buffer adjacent to Royal Palm Drive. The surrounding land uses are:

- North - Royal Palm Drive; existing residential detached dwellings (R4 and R3 Residential Zones)
- South - existing funeral home (C1 Restricted Commercial Zone under Exception 9(106))
- East - existing residential detached dwellings (R4 Residential Zone)
- West - existing commercial plaza and parking area (C1 Restricted Commercial Zone under Exception 9(918)).

The subject lands are designated "General Commercial" by OPA #210 (Thornhill Community Plan), and zoned C1 Restricted Commercial Zone by By-law 1-88, subject to site-specific zoning Exception 9(106) for the existing funeral home on the site.

Public Hearing

On August 26, 2005, a Notice of Public Hearing was mailed to property owners within 120m of the subject lands and to the Crestwood Springfarm Yorkhill Residents' Association. Written comments were received from three residents on Sylvester Court, located to the east objecting to the proposed development. A letter from #6 Sylvester Court outlined concerns that a similar 1999 application to develop these lands for housing had been refused by Council; that parking for the Steeles Memorial Chapel maybe inadequate; that existing commercial development may impact

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 3

negatively on the proposed future residential dwellings; and that the proposed residential development may impact negatively on the property values of the existing neighbouring residences.

A letter from #2 Sylvester Court also objected to the proposed development and raised similar concerns to those indicated above, and additional concerns relating to the loss of mature trees on the property, the appropriateness of developing these lands for housing, and the impact of construction noise on the adjacent properties.

A letter from #8 Sylvester Court objected to the proposed development on the basis of Council's refusal of the 1999 application for similar residential development on this site, and advised concerns similar to those raised by the above-noted neighbours.

The Public Hearing was held on September 19, 2005. A number of residents from Sylvester Court and Royal Palm Drive, including those who submitted letters of objection, appeared as deputations at the Public Hearing. A petition against the proposal was also submitted to the Committee at the Public Hearing. The recommendation of the Committee of the Whole to receive the Public Hearing report of September 19, 2005, and to have the applicant meet with the Local Councillor and the affected residents to address the issues identified, prior to a technical report being brought forward to a future Committee of the Whole meeting, was ratified by Council on September 26, 2005.

Community Meeting

An evening Community Meeting was hosted by Councillor Shefman (Ward 5) on November 22, 2005. The meeting was attended by several residents from Sylvester Court and Royal Palm Drive, the applicant's agent, Councillor Shefman and a Planner from the Development Planning Department. The purpose of the meeting was to address issues identified at the Public Hearing and to allow the residents to have an open dialogue with the applicant's agent. The residents were advised of the development process and the applicant's agent presented the Composite Site Plan for the proposed development as shown on Attachment #3 and conceptual elevations for the proposed dwellings as shown Attachments #5 and #6. These drawings formed the basis of the discussion. The residents raised issues and concerns with the proposed lot sizes, setbacks, building height, parking for the funeral home, drainage and servicing for the proposed dwellings, noise, loss of property value, community safety, and the relocation of the existing Canada Post mailboxes on Royal Palm Drive. These concerns and issues are discussed later in this report.

Ontario Municipal Board (OMB)

Pursuant to Section 22(7) and Section 34(11) of the Planning Act, the Owner has referred and appealed their Official Plan and Zoning By-law Amendment applications, respectively, to the Ontario Municipal Board, on the basis that Council did not consider the applications within the timeframes stipulated in the Planning Act. To date, the OMB has not yet scheduled a Hearing date.

Policy Context

1. Provincial Policy Statement (PPS)

The PPS focuses on key provincial interests related to land use planning. Section 1.90 Developing Strong Communities, states (in part) that land requirements and land use patterns will be based on densities which efficiently use land, resources, and infrastructure and public service facilities, and support the use of public transit, and the provision of a range of uses and opportunities for intensification in areas which have existing or planned infrastructure to accommodate them.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 4

The PPS includes provisions for a range of housing types and densities by encouraging all forms of residential intensification in built up areas that have sufficient existing or planned infrastructure to create a potential supply of new housing units from residential intensification.

2. Regional Official Plan

The Region of York Official Plan designates the subject property as “Urban Area”. Steeles Avenue West is designated as a “Regional Corridor”. The Regional Official Plan includes policies that encourage different housing forms, sizes and tenures. Policy 4.3.6 of the Regional Official Plan encourages housing to be provided on underutilized sites, and on single use development sites with full municipal services. It is also consistent with Regional Official Plan policies to direct development to existing built-up portions of the Urban Areas (Section 5.2.4).

Regional Planning Staff has indicated that the provision of single detached dwellings at this location provides a better interface with the single detached dwellings to the north and east of the subject lands. The Region does not object to the proposed change in land use.

3. City Official Plan

a) Land Use Designation

The subject lands and lands occupied by the funeral home are currently designated “General Commercial” by OPA #210, which permits commercial uses, retail stores for the leasing and exchanging of goods and services, restaurants, banks and business and professional offices. Policy 2.2.3.6 (o) of OPA #210 provides specific policies that apply to the site, which was implemented through the adoption of OPA #264.

b) Official Plan Amendment #264

OPA #264 was consolidated into OPA #210, and redesignated the rear 41m of the overall funeral homes lands and the properties to the west from “Low Density Residential” to “General Commercial”, as shown on Attachment #2.

OPA #264 was initiated as a result of applications to amend the existing site plan agreements for the two commercial properties located to the west of the Steeles Memorial Chapel property. Those applications proposed that commercial parking be permitted on those sites in accordance with the existing M1 Restricted Industrial zoning, notwithstanding the residential designation in the Official Plan.

In addition to considering the site development plans for those lands, Council also wanted to give consideration to the status of Royal Palm Drive and land use alternatives for these properties. To allow for adequate consideration of these issues, Council enacted an interim control by-law to deal with the rear portions of the lands from 434 Steeles Avenue West to 350 Steeles Avenue West (Attachment #2). While the City studied the appropriate land use planning policies for these lands, both the interim control by-law and the site development applications were referred to the Ontario Municipal Board at the request of Development 2000 Inc. (434 Steeles). The OMB adjourned its consideration of the Development 2000 site plan application and the interim control by-law appeals to allow Council to consider a report on the interim control by-law. In the interim, Development 2000 initiated official plan and zoning by-law amendment applications for their lands (located west of the Steeles Memorial property) and referred these applications to the OMB in 1989 so that all their applications could be considered jointly by the Board.

The reports for the Development 2000 applications indicated it would be appropriate to redesignate the lands for commercial purposes and that providing for residential uses on the south side of the proposed Royal Palm Drive would have the effect of having dwellings backing

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 5

onto the existing commercial plazas. The reports concluded that this would bring them into conflict with activities related to the normal operation of commercial uses. The report recommended the establishment of a buffer between the residential uses to the north and the commercial uses to the south of Royal Palm Drive.

The purpose of OPA #264 was to establish the buffer by redesignating a 41m wide strip of land on the south side of Royal Palm Drive covering the subject lands and the adjacent properties to the west (Lots 16 to 19 on Plan 1607), from “Low Density Residential” to “General Commercial”. The intent was to eliminate potential conflict between residential dwellings on the north side of Royal Palm Drive and the activities related to the normal operation of commercial sites by eliminating the potential for residential lots on the south side of Royal Palm Drive.

The policies of OPA #264 state:

- “i) In order to ensure that residential properties to the north enjoy an adequate distance separation from commercial uses, the implementing by-law shall provide for a generous building setback from the south limit of Royal Palm Drive. In addition, the zoning by-law and/or site development agreement shall ensure that servicing areas do not have a negative impact on the buildings to the north;
- ii) A substantial landscaped strip and privacy fencing shall be provided adjacent to the Royal Palm Drive right-of-way in order to establish a buffer between the commercial uses to the south and the residential use to the north. Conceptually, the landscaped strip and screen shall be provided generally in the manner set out in Schedule “3” to this Amendment and shall be implemented through individual amending zoning by-laws and site development agreements; and
- iii) No commercial access to Royal Palm Drive shall be permitted.”

OPA #264 was approved by the OMB on July 27, 1995, to redesignate the rear 41m of the subject lands and the adjacent lands, as far west as Payson Avenue, from “Low Density Residential” to “General Commercial”, and to provide for a 6m wide landscaped berm and fencing along the south side of Royal Palm Drive.

c) Proposed Redesignation to Low Density Residential

The proposed Official Plan Amendment application would redesignate the subject lands from “General Commercial” back to “Low Density Residential” which existed under OPA #210 thereby removing the existing restriction that the rear 41m of the subject lands be a landscaped buffer and allowing for the development of the 4 proposed residential lots.

A 3.0m wide landscaped buffer strip as shown on the Composite Site Plan on Attachment #3 and the Landscape Detail Plan on Attachment #4, is proposed to be provided at the rear of the funeral home property to screen the proposed new residential dwellings from the existing commercial to the south. The proposed screen fence and cedar hedge would be similar to that which exists at the rear of the Sylvester Court properties.

The proposed residential development of the subject lands precludes the opportunity for any future commercial use to ever gain access to Royal Palm Drive.

The “Low Density Residential” policies of OPA #210 permit a net residential density of 22 units per hectare. The net density for the proposed residential development is 21.51 units per hectare which is compatible with the density of the existing residential uses to the north and east of the subject lands.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 6

Most of the lots along the north side of Royal Palm Drive were developed as a result of rear lot severances by the owners of the lots along the south side of Crestwood Road severing the rear of their lots following the creation of Royal Palm Drive as a new east/west road between Steeles Avenue West and Crestwood Road. The residential development proposed by the application is similar to and consistent with the pattern of development which has occurred to the north and east of the subject lands, and if approved, would extend the pattern of residential development already established in the existing neighbourhood.

All of the existing lots on Sylvester Court currently abut existing commercial uses (Steeles Memorial Chapel and Toys-R-Us Plaza complex) having frontage on Steeles Avenue West. The existing dwellings along the south side of Royal Palm Drive east of Sylvester Court, also back onto an existing commercial use (Toys-R-Us Plaza Complex). These Sylvester Court and Royal Palm Drive residential properties are screened from the abutting commercial uses by a wood privacy screen fence and a 2.4m wide buffer on the commercial property.

Typically, a landscaped buffer strip is provided on the commercial property as a buffer between residential uses. By-law 1-88 requires a minimum 2.4m wide landscaped strip to be provided on the retained commercial property (Steeles Memorial Chapel) if this application is approved. The Composite Site Plan shown on Attachment #3 and the Landscape Detail shown on Attachment #4, indicates a 3.0m wide landscaped strip (including a screen fence, cedar trees and shrubs) will be provided at the rear of the funeral home property. The existing site development agreement for the funeral home could be modified to address the requirement for fencing and landscaping of the buffer strip and address the revised parking layout for the funeral home as shown on Attachments #3 and #4.

Zoning

The subject property is zoned C1 Restricted Commercial Zone by By-law 1-88, and is subject to Exception 9(106) which applies to the funeral home. A zoning amendment is required to rezone the rear 33.52m of the property from C1 Restricted Commercial Zone to R4 Residential Zone, to permit the proposed 4 detached residential dwellings having frontages on Royal Palm Drive.

The proposed residential lots will be of similar lot frontages and lot areas to the existing residential lots to the east (on Sylvester Court) and along the north side of Royal Palm Drive which area also zoned R4.

The R4 provisions of By-law 1-88 require the following:

Minimum lot frontage	9.0m
Minimum lot area	270m ²
Minimum front yard setback	4.5m
Minimum rear yard setback	7.5m
Minimum interior side yard setback *	1.2m
Maximum lot coverage	45%
Maximum height	9.5m

*The minimum side yard on one side can be reduced to 0.3m, where it abuts a side yard of a minimum of 1.2m, except where the side yard abuts a non-residential use.

The zoning amendment application proposes the following:

Minimum lot frontage	10.65m
Minimum lot area	357m ²
Minimum front yard setback	4.5m
Minimum rear yard setback	7.5m

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 7

Minimum interior side yard setback *	1.2m
Maximum lot coverage	45%
Maximum height	9.5m

The Composite Site Plan (Attachment #3) shows the proposed lots with interior side yard setbacks being 1.2m on the east side of each of the proposed lots and a reduced side yard setback of 0.6m on the west side of each lot.

By-law 1-88 requires a minimum interior side yard setback of 1.2m within the R4 Zone. However, the by-law allows one side yard to be reduced to 0.3m, where it abuts a side yard of a minimum of 1.2m, except where the side yard abuts a non-residential use.

The proposed 1.2m interior side yard setback along the east lot line of Lot 4, which would maximize the distance between Sylvester Court dwellings and the new dwelling, results in a lotting and setback pattern that proposes a 0.6m reduced side yard along the west side of Lot 1. Lot 1 is adjacent to a non-residential use (ie. Commercial). By-law 1-88 requires a 1.2m westerly interior side yard setback for Lot 1 since it abuts a non-residential use. A by-law exception to the interior side yard provision for Lot 1 would be required to allow for a 0.6m reduced interior side yard setback in this location.

With the exception of the 0.6m westerly interior side yard setback for Lot 1, the proposed R4 zoning for the residential development is consistent with the R4 zoning provisions of By-law 1-88, in all other respects.

Site Design of Existing Funeral Home Property

If the rear portion of the funeral home property is developed for residential purposes, the existing site plan for the funeral home will be affected. There will be a reduction in the number of parking spaces provided on site and a reduction to the existing 6m wide rear landscape buffer. Development Planning Staff have reviewed the proposed Composite Site Plan and Landscape Detail as shown on Attachments #3 and #4 and are satisfied that the proposed privacy screen fence and cedar hedge in the proposed 3m wide landscape buffer strip will provide satisfactory buffer/screening from the funeral home on the southerly portion of the property, similar to that which exists on the neighbouring properties to the east, which abut commercial.

Issues Discussed at Community Meeting

As indicated earlier, a community meeting was hosted by the Local Ward 5 Councillor on November 22, 2005. That meeting was attended by several residents of Sylvester Court, a resident of Royal Palm Drive, the applicant's agent, Councillor Shefman and Development Planning Staff. At the Community Meeting, the residents raised issues concerning parking for the funeral home, drainage and servicing for the new lots, noise, community safety, the effect of the proposed development on the existing property values, lot sizes building height, setbacks for the proposed lots and loss of mature trees. The following outlines the issues/concerns that were discussed, and how these matters can be addressed.

a) Parking

The residents expressed concerns that if the rear portion of the funeral home lands were to be developed for residential use, it would impact on the amount of parking that could be provided for the funeral home. There was considerable discussion regarding parking. The applicant's agent presented the results of a parking study. The residents requested a peer review of that study. The residents were advised that the City's Engineering Department reviews parking studies. The Parking Assessment by TDG Engineering

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 8

dated November 2005, was reviewed by the Engineering Department. Additional information was requested and the Engineering Department approved the parking assessment in January 2006.

By-law 1-88 requires 4 parking spaces per 100 m² of GFA for a funeral home. Given the GFA of 1,170m² for the existing funeral home building, By-law 1-88 requires 47 parking spaces to be provided on site. Currently, 77 parking spaces are provided on the site. If the proposed application is approved, parking spaces would be removed from the funeral home parking lot to accommodate the proposed residential development. The proposed Composite Plan, as shown on Attachment #3, indicates a total of 58 parking spaces will be provided on the funeral home site following the development of rear portion of the site. The proposed 58 parking spaces exceeds the minimum 47 parking space requirement of By-law 1-88 for the funeral home on the site.

In addition to the parking spaces required by By-law 1-88, there is a paved area adjacent to the parking area indicated on the Composite Site Plan as “vehicle stacking lanes”. This area has been provided for vehicle stacking to allow for the funeral procession to form on site and exit via a one way southbound exit driveway (adjacent to west property line) onto Steeles Avenue West. These stacking lanes are not and cannot be included in the parking calculations for the site.

The Development Planning Department is satisfied that the required number of parking spaces can be provided on the funeral home site, if the rear 33.52m of the property is developed for future residential dwellings, in the manner shown on Attachment #3.

b) Drainage

At the Community Meeting, residents questioned the existing and proposed drainage for the site. The existing site plan for the funeral home shows the site grading, which indicates the site drains towards Steeles Avenue West. There is a catch basin on the funeral home site in the grassed area of the buffer along the east side of the parking lot. There is also a catch basin located at the rear of #6 Sylvester Court on the residential property. Any proposed residential development on the subject lands will not be tied into the drainage of the residential lands to the east nor to the funeral home lands to the south.

Site grading plans will need to be approved by the City, prior to building permits being issued for the development of any of the 4 residential lots. The drainage for each lot would be independent of the other lots and surrounding properties, and will each drain towards Royal Palm Drive.

c) Servicing

At the Community Meeting, the residents questioned how the lots would be serviced and were concerned that existing services might run through the subject lands of this application. There are no services running through the property.

Services for the proposed residential lots would connect to those available along Royal Palm Drive. Servicing allocation capacity for the proposed four residential dwellings would need to be assigned by Council resolution. The City's Engineering Department has indicated that servicing allocation capacity for the proposed development is currently not available.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 9

The Development Planning Department recommends rezoning the proposed residential lots, if approved, to R4(H) Zone with the Holding Symbol "H". The Holding provision will be removed upon Council allocating servicing capacity to facilitate the 4 lots.

d) Noise

At the Community Meeting, the Sylvester Court residents complained of occasional late night noise and activity in the parking lot at the rear of 370 Steeles Avenue West, located to the west of the subject lands. The residents were advised that this property is not owned by the applicant and the applicant has no ability to regulate the activities on that property. The residences on Sylvester Court are located a considerable distance from the commercial uses at 370 Steeles Avenue West.

If the proposed development were approved, the new residential units would further buffer the existing residences on Sylvester Court from 370 Steeles Avenue West. The Engineering Department has indicated that a Noise Report is required prior to the release of Building Permits for the proposed residential lots. To date, a noise report has not been submitted. The Development Planning has included a recommendation requiring the approval of a noise report by the Engineering Department, and that the OMB be advised of this recommendation.

e) Loss of Mature Trees

The residents of Sylvester Court expressed concerns that the proposed development would destroy the existing mature cedar hedge at the rear of the funeral home property. If the proposed development were approved, the hedge would be removed to construct the homes. There is also one existing mature deciduous tree in an island within the parking lot that would need to be removed to facilitate the proposed development.

By-law 1-88 requires a landscape strip between residential and commercial uses. The proposed Composite Site Plan, as shown on Attachment #3 and the Landscape Detail Plan shown on Attachment #4, provides for a 3.0m buffer strip along the proposed property line between the future residential dwellings and the funeral home parking area. Those plans propose a 1.8m high wood screen fence and landscaping consisting of a cedar hedge and shrubs within the proposed buffer strip. The Development Planning Department has reviewed the proposed Composite Site Plan and the proposed Landscape Detail plan for the subject lands, and is satisfied with the fence details and with the caliper, species and spacing of the proposed landscaping and screening.

f) Relocation of Canada Post Mailbox

The residents advised that the existing Canada Post community mailbox on the south side of Royal Palm Drive would conflict with the driveways of the proposed residences. The residents did not agree on where the mailbox could be relocated. To minimize inconvenience to the existing residents, the mailbox could be relocated close to the current location, where a new concrete pad would need to be provided in the alternate location. Development Planning Staff have consulted with Canada Post and PowerStream regarding the relocation of the mailbox. Given the setbacks required by PowerStream from an existing hydro box in the boulevard, and those required by Canada Post, the exact site for the relocation of the mailbox will need to be determined on site by the applicant in consultation with Canada Post and PowerStream.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 10

g) Traffic

The residents expressed concerns that the proposal would result in additional traffic and driveways along Royal Palm Drive and impact community safety.

Four new residential lots are proposed by this application on an existing residential street. The proposal has been reviewed by the City's Engineering Department and no traffic concerns or traffic safety issues have been identified.

h) Impact on Existing Community

The existing residential development along Royal Palm Drive was made possible a number of years ago when Royal Palm Drive was created as a new east-west street between Crestwood Road and Steeles Avenue West. The creation of Royal Palm Drive facilitated the severance and development of residential back lots along Crestwood Avenue. Most of the Crestwood properties were held in individual ownership so the residential development along Royal Palm Drive occurred piecemeal. A few remaining residential lots could still be developed on the remaining vacant parcels along Royal Palm Drive between Hilda Avenue and Payson Avenue. The development by this subject application would add four residential dwellings to the existing street.

i) Building Height and Elevations

During the Community meeting, the residents asked the applicant's agent about the height of the proposed residential dwellings. The residents were advised the height of the dwellings would be limited by the R4 Zone provisions of By-law 1-88, which is a maximum of 9.5m.

j) Setbacks

The residents expressed concerns that the easterly interior side yard setback of the proposed Lot 4, adjacent to the rear of the existing lots on Sylvester Court, was inadequate. The residents indicated they did not want to look at a brick wall. In the discussion between the residents and the applicant regarding the setback, no agreement was reached on what setback would be acceptable. However, the residents did not support residential development on the subject lands. The proposed development, as shown on the Composite Site Plan on Attachment #3, proposes a 1.2m setback on the east side of Lot 4 and a 0.6m setback on the west side of the lots in accordance with the R4 Zone standards.

Given the residents sought to achieve the greatest distance possible between their rear yards and any future development, this lot configuration as proposed in the Composite Site Plan provides a greater side yard setback of 1.2m between the proposed residential lots and the existing residential lots, rather than providing 0.6m setback at this location, which would have also been permitted by the R4 Zone Standards.

The proposed lot configuration would result in a similar lotting pattern to what exists, on the east side of Sylvester Court where the rear yards of the Royal Palm Drive lots back onto the side yard of the first lot on the east side of Sylvester Court. The proposed lots would be consistent with the pattern of development which has already occurred to the east.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 11

Lot Creation

The applicant intends to create the proposed lots through the Consent process. The applications for Consent have been submitted to the Committee of Adjustment under files B048/05 and B051/05 inclusive. The severed lots would be sold to a builder. The retained portion of the subject lands is the funeral home. The funeral home will retain its C1 Zone and existing site-specific zoning exception.

The Consent applications were also appealed to the OMB by the Applicant. The appeals will be considered by the OMB with the appeals of the Official Plan and Zoning By-law Amendment Applications.

Site Plan Agreement

There is an existing site development agreement for the funeral home site. If the proposed application is approved, that agreement would need to be modified to reflect the changes to the funeral home parking area, and to enable the City to ensure that the landscape buffer and fencing is appropriately addressed.

The applicant has submitted the Composite Site Plan and Landscape Detail Plan (as shown on Attachments #3 and #4), which would be used to implement the site plan revision for the funeral home.

Agency Review of Proposed Applications

The Official Plan Amendment and Zoning Amendment applications were circulated for review and comment to the affected external public agencies and City Departments. No concerns or objections to these applications were raised by any agency or City Department that reviewed the proposal.

Engineering Department

The Engineering Department has reviewed the proposal, and has approved the parking assessment and requires a noise report to be submitted prior to the issuance of a building permits.

Servicing allocation capacity for the proposed residential lots must be allocated to the development application by Council resolution. The current City Protocol for Servicing Capacity Reservation/ Allocation from November 14, 2005 does not include the subject lands. If the applications were approved, Council would consider assigning Reserved Sewage Capacity to the approved applications when the Protocol for Servicing Capacity Report is updated. Should capacity be available, Council may allocate capacity to these units at that time.

As noted earlier, if the OMB were to approve the Official Plan and Zoning Amendment applications, the zoning application could be approved with a Holding provision. Removal of the "H" Holding Symbol would be conditional upon Council's allocation of servicing capacity for these lots.

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".

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 12

Conclusion

The Development Planning Department has reviewed the proposed application to amend the Official Plan to redesignate the subject lands from “General Commercial” to “Low Density Residential”. The application has been reviewed in the context of the Provincial Policy Statement, and is consistent with the policies of the Provincial Policy Statement. This proposal is for infill residential development in an existing built-up residential community with available full municipal servicing. The application is also consistent the Region of York’s Official Plan policies and consistent with the “Low Density Residential” policies in the City’s Official Plan.

The proposed residential lots are an appropriate form of development for the subject lands and are compatible with the existing surrounding land uses. Furthermore, the proposed development as shown on Attachments #3 and #4 is consistent with the pattern of development which already exists on the north side of Royal Palm Drive and along Sylvester Court.

A residential/commercial interface already exists between the lots on Sylvester Court which back onto commercial (the Toys R Us Plaza) and several other lots along the south side of Royal Palm Drive, between Sylvester Court and Hilda Avenue, which back onto commercial uses (the Toys R Us Plaza). The proposed residential development, with the proposed buffer strip along the rear of the proposed property line would be very similar to that which already exists along the rear of the majority of these Sylvester Court properties.

The Development Planning Department reviewed the issues raised by the residents and has given consideration to how their concerns can be addressed. The Composite Site Plan and Landscape Plan (Attachment #3 and #4) represents an appropriate and compatible building relationship with existing development in the area and is acceptable to the Development Planning Department. Furthermore, the Composite Site Plan and Landscape Plan can be used to modify the existing site plan agreement on the funeral home property to provide wood screen fencing and landscape buffering between the proposed residential lots and the funeral home.

In accordance with the above, the Development Planning Department can support the approval of the Official Plan Amendment Application, and the Zoning By-law Amendment Application which would rezone the proposed residential lands shown as Block “A” on Attachment #3 from C1 Restricted Commercial Zone to R4(H) Residential Zone with the Holding “H” provision. The “H” Holding symbol would be removed upon servicing capacity being allocated to the 4 lots by Council, in the future. In light of the above, the Development Planning Department has provided a recommendation wherein Council can advise the OMB that it endorses the approval of the Official Plan Amendment and Zoning By-law Amendment Applications, subject to the conditions of approval set out in the recommendation section of this report.

Attachments

1. Location Map
2. Extract from OPA #210 showing Official Plan Designations
3. Composite Site Plan
4. Landscape Details
5. Conceptual Street Elevations (Royal Palm Drive)
6. Conceptual Building Elevations

Report prepared by:

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 17, CW Report No. 9 – Page 13

/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 FEBRUARY 27, 2006

Item 18, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

18 2006 KLEINBURG BUSINESS IMPROVEMENT AREA - ADVANCE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance & Corporate Services, dated February 20, 2006:

Recommendation

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

That in accordance with the request from the Board of Management of the Kleinburg Business Improvement Association that Council advance \$12,000 towards their 2006 Budget, approximately 50%.

Economic Impact

No impact to the City as the advance funds will be collected from the KBIA membership when the final installment is forwarded.

Purpose

To advance funds in 2006 towards the annual costs of the Kleinburg Business Improvement Area. These funds will be used for promotions, enhancement of the area, advertising, etc.

Background - Analysis and Options

Each year the Kleinburg Business Improvement Association submit an annual budget which provides funds used in promotion, visual enhancements of the area, advertising and special events. The Board has requested an advance prior to Council's approval of their budget. The advance will permit the Kleinburg Business Improvement Association to meet their current financial obligations.

The budget will be forwarded to Council shortly for approval and the amount to be raised will be levied to all commercial properties within the Business Improvement Area boundary based on the assessed value for each property.

Relationship to Vaughan Vision 2007

Not applicable.

Conclusion

To provide advanced funding to the Kleinburg Business Improvement Association as requested by the Board of Management totaling \$12,000.

Attachments

None

Report prepared by:

Barry E. Jackson, CGA, ext. 8272
Director of Financial Services

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 19, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

19

DEER CROSSING SIGNS

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated February 20, 2006:

Recommendation

Councillor Peter Meffe recommends that:

Staff provides a report with respect to the installation of additional Deer Crossing Signs on Major Mackenzie Drive between Stegmans Mill Road/Teston Road and Kirby Road. This report is to be brought back before the Committee of the Whole Meeting to be held on March 6, 2006.

Economic Impact

Nil.

Purpose

To protect the safety of drivers and the large deer population which exists along the roads listed above.

Background - Analysis and Options

The Kleinburg Area Ratepayers Association has brought to my attention that this area has a very large and mobile deer population and presently there is only one Deer Crossing Sign on all of the roads listed above. Traffic has increased significantly on these roads and a number of accidents have already occurred.

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

Along with protecting the drivers and the existing deer population, I believe that the addition of Deer Crossing Signs will significantly prevent the possibility of future accidents and/or tragedies that may occur.

Attachments

None.

Report prepared by:

Adele Panicali,
Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 20, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

20

MERINO ROAD FACILITY

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated February 20, 2006:

Recommendation

Councillor Peter Meffe recommends that:

1. Staff reviews the opportunity to install increased parking at the rear of the facility;
2. Staff review moving the various club/group offices to the lower level to allow the main floor space to be opened up; and
3. Staff reviews the possibility of upgrading the Washroom Facilities.

Economic Impact

Nil.

Purpose

To make some modifications to ensure that the floor space and the parking issue be addressed allowing this facility to be used to its full potential. Along with assisting the numerous clubs/groups and ensuring that they are able to safely jointly enjoy the use of this facility.

Background - Analysis and Options

This facility has been used for a number of years by various clubs/groups. Presently one of the groups, The Maple Pioneer Seniors boasts a membership which is well over 500 members. In the past they have been catering to mostly Italian speaking members and have now been approached by non-Italian residents which would also like to join this club. In order to facilitate the increase in the number of members attending at this location, the present layout of the floor space needs to be re-considered. With regard to the increased use we must also consider the parking issue along with the washroom facilities.

Relationship to Vaughan Vision 2007

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

Conclusion

I believe that presently this facility is not being used to its full potential and with some minor modifications we can alleviate the present problems which we are now experiencing.

Attachments

None.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 20, CW Report No. 9 – Page 2

Report prepared by:

Adele Panicali,
Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 21, Report No. 9, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 27, 2006, as follows:

By deleting Clause 2 of the Committee of the Whole recommendation; and

By approving that a connecting sidewalk be installed across that portion of the grass boulevard between the curb at the eastern terminus of the crosswalk that traverses Martin Grove Road at Morningstar Drive and the sidewalk along the east side of Martin Grove Road.

21 ENHANCING SAFETY OF SCHOOL- AGE PEDESTRIAN NEAR SAN MARCO SCHOOL

The Committee of the Whole recommends that this matter be referred to staff for a report, within the next 30 days or thereabouts, addressing the following recommendations, including cost implications:

- 1) That an all-way stop control be installed at the intersection of Martin Grove Road and Morning Star Drive along with flashing amber beacons, to be installed in both the northbound and southbound directions at the earliest opportunity this year and funded from the most appropriate capital reserve;
- 2) That a connecting sidewalk be installed across that portion of the grass boulevard between the curb at the eastern terminus of the crosswalk that traverses Martin Grove Road at Morningstar Drive and the sidewalk along the east side of Martin Grove Road; and
- 3) That as a pilot project the new form of pavement marking known as "Streetprint", or a reasonable facsimile thereof, be installed at this location this year, with funds from the most appropriate reserve.

Recommendation

The Commissioner of Engineering and Public Works recommends:

- 1) That an all-way stop control not be installed at the intersection of Martin Grove Road and Morning Star Drive; and
- 2) That an additional advance Warning Sign – 'SLOW/SCHOOL CROSSING AHEAD' - be installed in the northbound direction, along Martin Grove Road, north/west of the Zinnia Place intersection.

Economic Impact

The cost to install warning sign(s) will be an initial impact on the 2006 Capital and Operating Budgets. There are no funds allocated in the 2006 Capital Budget for flashing amber beacon(s) or any other special warning measures or treatments. The on-going costs to maintain the signs and any other elements would be an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Martin Grove Road and Morning Star Drive and additional traffic control measures in the vicinity of the of the two existing school crossing guard locations at Martin Grove Road and Morning Star Drive and Coronation Street and Morning Star Drive.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 21, CW Report No. 9 – Page 2

Background - Analysis and Options

At its meeting of February 13, 2006, Council directed:

“...that staff report back at the next Committee of the Whole on the need and feasibility of the requests contained in the petition (attached) from the residents of West Woodbridge in the vicinity of San Marco School, to enhance the safety of school-age pedestrians in the area by:

1. the installation of a three way stop-sign at the intersection of Martin Grove Road and Morningstar Drive, as well as flashing amber lights both directions of traffic on Martin Grove Road;
2. the marking of the pavement at the intersection at Morningstar Drive and Coronation Street, to indicate a crosswalk, with appropriate signage including but not limited to flashing amber lights; and
3. the placement of a second set of crossing signs directed at northbound traffic on Martin Grove Road, west of the intersection with Zinnia Place, indicating ‘SLOW/SCHOOL CROSSING AHEAD’.”

A petition request has been received from the area residents to review the traffic activity at the ‘T’ - intersection of Martin Grove Road and Morning Star Drive. Martin Grove Road is a collector roadway with a 26.0 metre right-of-way and four travel lanes. Morning Star Drive is a feeder roadway with a 23. metre right-of-way and two travel lanes. The speed limit on Martin Grove Road is a statutory 50 km/h and Morning Star Drive is posted at 40 km/h. There are existing school crossing guards at the intersections of Martin Grove Road and Morning Star Drive (south side) and Morning Star Drive and Coronation Street (west side). (Refer to Attachment No. 1).

Martin Grove Road and Morning Star Drive

A turning movement count was conducted on Monday, February 6, 2006 (morning 7:00am to 9:00am) and Tuesday, February 7, 2006 (afternoon 3:00pm to 6:00pm) at the intersection of Martin Grove Road and Morning Star Drive. On the day of study the weather was cold and overcast. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted 46%
Warrant 2 – Accident Hazard	Warranted 0%
Warrant 3 – Sight Restriction	Warranted 0%

All-way stop controls are recommended when one of the above warrants are satisfied 100% or more. There were no recorded vehicle collisions at this intersection susceptible to prevention by an all-way stop control over the last twelve-month period. There are no sight line restrictions at this intersection viewing from the existing eastbound stop control. This is a ‘T’ intersection with the existing stop control on Morning Star Drive. Sidewalks are available on both sides of Martin Grove Road and Morning Star Drive in the immediate area. According to the above results, an all-way stop control is not warranted at the intersection of Martin Grove Road and Morning Star Drive.

A radar study was also conducted on Monday, February 6, 2006 during the morning and afternoon time periods of 7:15am to 8:15am and 3:20pm to 4:15pm. The location of the radar study was approximately 80 metres south of Morning Star Drive on Martin Grove Road. On the day of the study the weather was cold and overcast. The following is a summary of the results:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 21, CW Report No. 9 – Page 3

AM Period

Northbound Direction	Average Speed – 48 km/h 85 th Percentile Speed – 55 km/h Compliance to 50 km/h – 79% of motorists Pace (15 km/h) Range – 43 km/h to 58 km/h, 86% of motorists
Southbound Direction	Average Speed – 47 km/h 85 th Percentile Speed – 52 km/h Compliance to 50 km/h – 79% of motorists Pace (15 km/h) Range – 40 km/h to 55 km/h, 91% of motorists

PM Period

Northbound Direction	Average Speed – 47 km/h 85 th Percentile Speed – 54 km/h Compliance to 50 km/h – 78% of motorists Pace (15 km/h) Range – 40 km/h to 55 km/h, 78% of motorists
Southbound Direction	Average Speed – 48 km/h 85 th Percentile Speed – 54 km/h Compliance to 50 km/h – 70% motorists Pace (15 km/h) Range – 40 km/h to 55 km/h, 82% of motorists

The observed speeds are similar to other collector type roadways in the City. Recorded travel speeds indicate a high level of compliance to the posted speed of 50km/h. The distance between Langstaff Road and Morning Star Drive is approximately 120 metres and the roadway curve on Martin Grove Road begins approximately 20 metres south of Morning Star Drive.

Staff believe that the suggested location of an All-Way Stop Control is too close in proximity to the traffic signal at Langstaff Road to the north. The separation distance between the two intersections and the lower entry volumes from the side street (Morning Star Drive), along with the class of road and clear sightlines, are all factors that lead to driver perception anticipating a free-flow condition along Martin Grove Road. Further, the existing school crossing at the intersection of Martin Grove Road and Morning Star Drive is provided with the required signs and pavement markings in accordance with the Ontario Traffic Manuals. The crossing guards have not raised any particular safety issues with intersection operations while on duty at this intersection.

It is noted that, on the east side of the intersection, there is no sidewalk connection from the east side sidewalk to the road crossing. Installation of such a connection would facilitate pedestrian movements and could be completed at nominal cost under the approved budget.

The installation of flashing amber beacons with the 'SLOW/SCHOOL CROSSING AHEAD' warning signs can be accommodated on Martin Grove Road in the northbound and southbound directions. The total cost to install the flashing amber beacons and warning signs is approximately \$15,000. There are presently no funds allocated in the 2006 Capital or Operating Budgets for these works. However, given the residents' requests and site conditions in the area, it is prudent to install an additional warning sign, "SLOW/SCHOOL CROSSING AHEAD' in the northbound direction only, north/west of Zinnia Place intersection.

It may also be worthwhile to consider a new product available called "STREETPRINT' which has been used mostly in the United States and has now been introduced in a very few number of municipalities in Ontario. It is a form of pavement marking which is applied into the pavement itself to which lettering or symbols can be installed. It is used to improve visibility. Several

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 21, CW Report No. 9 – Page 4

municipalities are now testing this product on a pilot basis to determine its effectiveness and durability. The cost is based on the size of a particular road-marking symbol or approximately \$12.00 per square foot for general area coverage. The cost to install this type of marking at the school crossing is estimated at \$7,000. While relatively expensive, this type of pavement marking does last 8 years plus and is effective in defining areas on roadways such as crossing zones, etc. Again, there are currently no funds in the 2006 Capital Budget for this type of work should Council wish to go forward with this application.

Morning Star Drive and Coronation Street

The existing school crossing guard on the west side of the intersection is provided with the required signs and pavement markings in accordance with the Ontario Traffic Manuals. City staff have received no complaints or issues from the crossing guard(s) at this location. A petition request was received to review the feasibility of installing a 'Crosswalk' at this location. Most municipalities no longer install the older style 'Pedestrian Crossover' (PXO) as many motorists are not familiar with the operation of this traffic control device. Vaughan's experience reflects a similar trend to remove these installations due in part to safety concerns as such "Crosswalks" no longer exist within the City. This type of traffic control device has been replaced by the new 'Pedestrian or Half Signal' (IPS). The cost to install a Pedestrian or Half signal is approximately \$50,000.

The installation of flashing amber beacons with 'SLOW/SCHOOL CROSSING GUARD' warning signs can be accommodated on Morning Star Drive in the eastbound and westbound directions. The distance between Martin Grove Road and Coronation Street is approximately 100 metres. The total cost to install the flashing amber beacons and warning signs is approximately \$15,000. Again, there are no funds allocated in the 2006 Capital or Operating Budgets for these works. Given the lower traffic volumes, speed compliance at the intersection and existing signage and markings staff are not recommending any further measures for this location at this time.

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 not be installed at the intersection of Martin Grove Road and Morning Star Drive. It is also recommended that an additional advanced warning sign be installed in the north bound direction on Martin Grove Road, north/west of Zinnia Place.

Attachments

1. Location Map

Report prepared by:

Mike Dokman, Supervisor Traffic Engineering, ext. 8031

MD:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 22, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

**22 KING HIGH DRIVE AT DUFFERIN STREET
PROPOSED CENTRE MEDIAN**

The Committee of the Whole recommends:

- 1) **That this matter be referred to the Council meeting of February 27, 2006 for staff and the Ward Councillor to meet with the residents to review further opportunities to address the concerns expressed;**
- 2) **That the Region of York be requested to construct a median that prevents south bound Dufferin Street traffic from turning left on to King High Drive, and at the same time allows west bound King High Drive traffic to turn left on to Dufferin Street; and**
- 3) **That the following deputations be received:**
 - a) **Mr. Alex Porat, 445 Beverly Glen Boulevard, Thornhill, L4J 7S2; and**
 - b) **Ms. Ronda Goldberg, 179 King High Drive, Thornhill, L4J 3N3.**

Recommendation

Mayor Michael Di Biase and Councillor Sandra Yeung Racco recommend:

- 1) That the Region of York be requested to construct centre medians on Dufferin Street at King High Drive to better control left turn movements at this intersection; and
- 2) That the Region of York be requested to review the operation of the Dufferin Street/Centre Street intersection with a view to providing more time for southbound left turns at the intersection.

Economic Impact

The request is to have the Region complete the work as a Regional undertaking with no cost to the City of Vaughan.

Purpose

To review the previous Council decision to close King High Drive at Dufferin Street by constructing medians on Dufferin Street that would better control left turns onto King High Drive and thereby resolve the concerns of area residents.

Background - Analysis and Options

At its meeting of December 12, 2005, Council determined that King High Drive should be closed at Dufferin Street to eliminate infiltration through the area and to reduce speeding on King High Drive.

Following the public hearing on the road closure and Council's decision on the matter, a number of area residents have requested that the matter be reviewed. Residents were concerned that the road closure would inconvenience residents on King High Drive, Belfield Court and surrounding streets and would increase traffic on Beverley Glen Boulevard and Concord Road.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 22, CW Report No. 9 – Page 2

York Regional Police have noted that motorists who make the southbound left turn from Dufferin to King High during the prohibited times have complained that they did not notice the sign posted to advise of the turning prohibition. The sign is located at the south east corner of Dufferin and King High.

Construction of centre medians on Dufferin Street at the north and south sides of King High Drive would require southbound motorists turning on to King High from Dufferin to slow down prior to making the turn. Medians would also prevent these motorists from cutting the corner and crossing into the outbound lane from King High. In addition, the sign advising of the left turn prohibition could be installed in the median where it would be more visible to motorists. The proposal is illustrated on Attachment No. 1.

Since the Dufferin Street/King High drive intersection is under the jurisdiction of the Region of York, the Region should be requested to construct the medians.

One of the reasons for motorists turning at King High is to avoid delay at the Dufferin Centre Street intersection where they experience a dedicated left turn signal. The Region should be requested to extend the time available for southbound left turns at the intersection thereby encouraging motorists to turn here rather than at King High Drive.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 A-1 Pursue Excellence in the Delivery of Core Services and A-2 Promote Community Safety Health and Wellness.

Conclusion

Construction of medians on Dufferin Street at King High Drive would control left turns onto King High Drive and reduce speeding and short cutting at the intersection while extending the left turn phase at Centre Street would discourage infiltration into the King High Drive area.

Attachments

1. Location Map

(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 FEBRUARY 27, 2006

Item 23, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

23

“SIGN OFF” INITIATIVE

The Committee of the Whole recommends:

- 1) That this matter be referred to staff for their review and that a report, including an action plan and cost analysis, be provided to the Committee of the Whole meeting of March 6, 2006; and
- 2) That at the same time, staff review the current sign by-law and bring back a report with suggested revisions to enforce this initiative.

Recommendation

The Environmental Task Force Committee recommends that:

1. The City of Vaughan establish a Sign Off program to commence in June 2006.
2. Utilizing current resources for the initial year, but providing budgetary support in succeeding years, this initiative is directed at establishing and maintaining a zero tolerance approach to illegal signs in the City of Vaughan.
3. The focus of this initiative is directed at illegal signs attached or glued to or in the immediate vicinity of traffic and directional signs.

Economic Impact

Expenses involved would primarily be toward the costs for hiring a number of part time summer students to conduct a 3 month blitz in the summer of 2006. Funds to support this project would be drawn from current budgets. Some further costs may be incurred following the end of the summer project to ensure that our progress is maintained. Other costs will involve communicating the program to the community and violators.

Purpose

There is a growing epidemic of sign pollution throughout the city. These signs, which are hanging or glued onto virtually every traffic sign and at every intersection, are a blight to our streetscapes. At present we have very limited ability to enforce the existing laws relating to the placement of these signs. Even though removal of illegal signs has been designated an enforcement issue, it is clear that with this limited ability to enforce the laws pertaining to these signs, the issue has become much more of a streetscape and quality of our communities matter.

The only viable approach to addressing this problem is to establish and maintain a zero tolerance to this form of visual pollution. The experience of Rudolph Giuliani, former Mayor of New York City, with a zero tolerance approach to graffiti was extraordinarily successful in ridding that city of that form of visual pollution.

Background - Analysis and Options

1. Hire students from June to the end of August to blitz the city; removing as many of these signs as possible.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 23, CW Report No. 9 – Page 2

2. All signs removed should be identified as to who placed them wherever possible. Where an address for an offender is available, charges for removal should be billed to the offender. At the very least, we should alert the offender by telephone or email to the fact that we have removed their signs and the costs involved. It is critical to the success of this initiative that offenders understand that they are wasting their money by placing illegal signs in the City of Vaughan. Data on quantity of signs, types of signs, names of perpetrators, recurrences should be gathered during the course of the blitz.
3. A plan for ongoing maintenance, after the blitz, should be developed and submitted to Council by September, 2006. At the same time, a report on the summer blitz should be presented to Council. Included in the report should be recommendation for a 2007 program.
4. Through various methods, residents and illegal sign posters should be informed of the initiative and the actions being taken by the City.
5. A role for residents should be encouraged as follows:

When an illegal sign is spotted, take note of the telephone number. Call the number and leave a message where the sign was spotted and state that it is illegal under the City of Vaughan Bylaw and must be removed. State that no further signs should be posted in the city by the offender. Ask that the sign be removed immediately or a complaint will be made at the City.

The important messages for this aspect of the program is to alert interested citizens to their responsibility to help maintain pleasant, unpolluted streetscapes, to alert illegal sign posters that their signs are having a negative impact, to was illegal sign posters that they are breaking the law and to clog telephone lines with negative calls.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council relating to the enhancement of the City.

Conclusion

In order to address the growing visual and actual pollution on our streets by illegal signs, action must be taken. A blitz, ongoing maintenance, resident action and an overall zero tolerance program will have a significant impact on this problem.

Attachments

None

Report prepared by:

Councillor Alan Shefman

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 24, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

24

REQUEST FOR STAFF ATTENDANCE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated February 20, 2006:

Recommendation

Councillor Shefman respectfully requests that Parks and By-law staff attend a community meeting being held on March 30, 2006 at 7:00 p.m. at the Uplands Golf and Ski Centre to receive resident input regarding the feasibility of future upgrades and enhanced safety measures for parks in the local community.

Economic Impact

N/A

Background – Analysis and Options

The above-mentioned meeting will allow local residents to discuss any concerns with staff in the company of the local Councillor.

Purpose

To obtain further input from local residents on the current and future status of the above mentioned local community parks.

Relationship to Vaughan Vision

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

Conclusion

It is appropriate for staff to be aware of the views of local residents in respect to neighbourhood issues.

Attachments

none

Report prepared by:

Debi Traub, Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 25, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

25 HOW YOUR TOTAL PROPERTY TAX BILL IS DETERMINED

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance & Corporate Services, dated February 20, 2006:

Recommendation

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

That the following report be received for information purposes.

Economic Impact

None

Purpose

To provide information and clarification with respect to a letter to the editor that appeared in the February 8, 2006 edition of the Vaughan Weekly.

Background - Analysis and Options

Recently a letter to the editor appeared in the Vaughan Weekly. The article expressed concerns with respect to property assessments and other matters as they relate to determining individual property tax billings. There are four (4) components that together determine your property tax bill. The objective of this report is to provide some facts, clarify how property taxes are determined and who is responsible for each of the four (4) components that impact your property taxes. The components that determine your property taxes are as follows:

1. Property Assessment;
2. York Region Budgetary Requirements;
3. Provincial Budgetary Requirements for Education; and
4. City of Vaughan Budgetary Requirements.

Each of these is discussed in more detail in the following paragraphs.

1. Property Assessment - Provincial Legislation Administered by MPAC

Property assessment is governed by provincial legislation and administered by the Municipal Property Assessment Corporation "MPAC". Current value assessment "CVA" is the method used to value properties and it was introduced in 1998.

There was a Province-wide reassessment conducted January 2005 for all properties in Ontario. This exercise is revenue neutral to municipalities. Municipalities do not gain financially from the process of updating individual property assessments. Although a re-assessment will increase the total value of assessed properties in a municipality; Provincial legislation requires that municipalities must reduce its tax rate so that in total no additional revenue is generated, i.e. revenue neutral. Although reassessment is revenue neutral overall, it can shift the property tax burden between property owners. Some property owners will see an increase; some will see a decrease and some will remain relatively unchanged as a result of a re-assessment.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 25, CW Report No. 9 – Page 2

The average increase in assessment for residential property owners in Vaughan was 11.74% as a result of the re-assessment. For residential properties this average increase is important as it directly relates to the impact that reassessment will have on a specific property. For each property the impact will be different, depending on the change in assessment for each specific property. Properties with a re-assessment increase greater than the average will see an unfavourable re-assessment impact and an increase in property taxes. Conversely those properties with an increase that is less than the City's average will see a favourable re-assessment impact and a decrease in property taxes.

A home that was previously assessed at \$368,759 and was re-assessed at \$412,070, an increase of 11.74% would not see a property tax increase due to reassessment. A home that increased by 15.74%, a 4% increase over the City's average would see an unfavourable reassessment impact of \$35. If an assessment increased by only 7.64% or 4% less than the City's average the favourable impact would be \$35.

Although the impact on your property taxes as a result of re-assessment will depend on how the assessment of your specific property changed relative to the average within the municipality all property owners will be impacted by any budgetary increases that are required.

The average residential value of \$412,020 is the average assessed value of the various types of residential properties in the City of Vaughan. This would include single detached homes, semi-detached, townhouses, link homes and condominiums.

2. York Region Budgetary Requirements

Approximately 48% of your residential property taxes go fund services that are provided by York Region. The annual budgetary requirements are approved by Regional Council and local municipalities are instructed to bill and collect the funds then remit them to the Region.

It is important to note that GTA Pooling represents a significant portion of York Regions annual budgetary requirements. GTA Pooling is the process of collecting property tax dollars throughout the Greater Toronto Area "GTA" and giving those funds to Toronto to assist them in providing social service programs. GTA Pooling is the second largest expense in the York Region. Approximately \$90M is sent annually from York Region. Of that amount approximately \$30M is collected from the tax payers of the City of Vaughan.

3. Provincial Requirements to Fund Education

Education is funded through property taxation. The funding requirements are determined by the Province and local municipalities are instructed to bill and collect the funds and remit them to the Province. Educational requirements represent approximately 28% of your residential property taxes.

4. City of Vaughan Budgetary Requirements Represent the Smallest Portion of Your Tax Bill

The City of Vaughan only has control over 24% of your residential property tax bill. This is the smallest component of your tax bill and it is used to fund a wide range of services that are provided by the City of Vaughan. What was presented to the public at the public budget meeting were the issues the City was facing in 2006 and how Council and staff have balanced those issues over which the City has control. The City's budgetary requirements for tax purposes increased by 3.2%.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 25, CW Report No. 9 – Page 3

Over the years the City of Vaughan has consistently demonstrated its ability to meet the many challenges that all municipalities have continued to face over the years. These include Provincial downloading, inflationary increases, economic downturns, interest rate fluctuations and other impacts beyond municipal control. Since 1993 the City's cumulative tax rate increases have approximated the cumulative rate of inflation over that same period of time. In addition, Vaughan's property tax rate is among the lowest in the GTA.

Relationship to Vaughan Vision 2007

Not Applicable

Conclusion

The City of Vaughan continues to provide value to the residents of Vaughan for their local property tax dollar.

Attachments

Attachment 1 – Letter to the Editor

Report prepared by:

Barry E. Jackson, CGA, ext. 8272
Director of Financial 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 27, 2006

Item 26, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 27, 2006.

26

**DEPUTATION – MS. RINA DE DONATO
WITH RESPECT TO GIRLS ON THE RUN 5K EVENT PROPOSAL**

The Committee of the Whole recommends that the deputation of Ms. Rina De Donato, Council Director, Girls on the Run of York Region and GTA, P.O. Box 156, Kleinburg, L0J 1C0, and written submission dated January 26, 2006, brochure and map submitted, be received, and that staff work with Girls on the Run to provide the services–in-kind requested.