

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 1, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 23, 2006, as follows:

By approving that the recommended traffic review be treated as a priority by staff and the results of the review including recommendations be provided at the Committee of the Whole meeting of June 19, 2006, for immediate implementation in time for peak traffic this summer.

1 IMPROVING THE FLOW OF TRAFFIC ON KIPLING AVENUE SOUTH OF REGIONAL ROAD 7

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Carella, dated May 15, 2006, be approved;
- 2) That consideration also be given to the following traffic-related issue/question identified:
 - No Parking zone: are such zones an added safety feature which should be considered, for example in front of local parkettes so that motorists will have a better view of the children crossing the street in the vicinity?; and
- 3) That the written submission of Mr. Mike Catalano, 20 Dalmato Court, Woodbridge, L4L 8X7, dated May 9, 2006, be received.

Recommendation

Councillor Tony Carella recommends that appropriate engineering and legal staff be directed to

- (1) Review in general traffic flow patterns in the vicinity of Kipling Avenue south from Regional Road 7, and in particular with respect to the traffic generated by the location in this area of three quasi-public community centres/clubs which attract vehicular traffic into the area, and
- (2) Report on initiatives which may be taken to improve the flow of such traffic, the cost of such initiatives, and the potential timing of the implementation of such initiatives in light of budgetary considerations, if any.

Economic Impact

The review and report are not expected to have any economic impact, as both can be done with existing staff resources. It is not clear at this time if the implementation of recommendations proceeding from the requested report will have any economic impact.

Purpose

To address the concerns of residents living to the east and west of Kipling Avenue south of Regional Road 7, with respect to the traffic impacts consequent on the development of a third community centre along the southerly portion of this section of Kipling Avenue

Background - Analysis and Options

Various parcels of land on both the east and west side of Kipling Avenue south of Regional Road 7 (formerly Highway 7) parcels within the so-called Parkway Belt have been leased to the City of Vaughan by the Province of Ontario, either directly or through the Ontario Realty Corporation, a provincial crown corporation. In turn, the City has subleased these to community-based organizations, to create cultural, educational, and recreational venues such as the Veneto Centre

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and the chapel of the Minime Sisters of the Passion. The latter group, with the permission of the City of Vaughan, has in turn sub-leased a portion of its property to the Federation of Calabresi of Ontario (FCO), for the purpose of their developing an educational and recreational centre on the rear portion of the Minime lands. The FCO proposal contemplates a parking area for some 400 cars, sufficient to preclude the likelihood of any number of those attending at the site having to park on adjacent portions of Kipling Avenue.

Nearby residents note that the development of another community centre along this portion of Kipling Avenue in addition to the Veneto Centre and the Ciociaro Club, the latter being situated opposite the former and slightly further to the south has the potential of aggravating periodic traffic problems, particularly when functions held usually on Sundays during the summer months conclude and departing vehicles line up along Kipling Avenue, approaching the signalized intersection with Regional Road 7.

Among the traffic-related issues/questions identified by nearby residents at a recent public meeting convened by Councillor Carella at the Ciociaro Club and attended by FOC representatives were the following:

- *Roadway improvements:* the southerly portion of this section of Kipling Avenue is a older paved roadway, with neither curbs nor gutters. Would the urbanization of this portion enhance the flow of traffic, or make only a marginal difference in terms of addressing the need for improved traffic flow? If it were to be urbanized, from whence would the funding be derived?
- *Reasonable ease of egress from the neighbourhood:* several residents noted that the duration of the green light at Kipling Avenue and Regional Road 7 is insufficient at certain times, and that if the duration could be extended at these various peak times, more traffic could exit the area at a quicker rate, reducing the time it takes for Kipling to be cleared of such traffic.
- *Speeding:* there is a perception that speeding is a significant issue along this section of Kipling Avenue. What step or steps might be taken to stop such speeding, assuming a traffic study confirms such speeding improved police enforcement? the placing of speed humps? other traffic calming measures?
- *Event coordination:* several residents pointed out that the problem is at its worst on only a few weekends per year, and that better coordination of events in terms of dates and of times when events conclude might reduce the impact of the opening of another community centre. Is this something the city can negotiate with the various centres? Can it be required?
- *Paid duty traffic officers:* is it appropriate that we request these organizations to hire off-duty police officers to manage traffic at key times when congestion is likely to occur along Kipling Avenue? Can it be required?
- *Emergency access:* is emergency access significantly impaired by these periodic traffic problems? If so, how best might the situation be corrected? If not, what information do residents need to be assured that such access is not at issue?

Relationship to Vaughan Vision 2007

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

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Conclusion

Valid questions---relating to the impact on local traffic flows of the development of a third community centre/club in the Kipling South area---have been raised by nearby residents, and it is appropriate that staff be directed to review and report on these matters.

Attachments

None

Report prepared by:

Councillor Tony Carella

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Item 2, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

2

DISASTER RELIEF RESERVE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated May 15, 2006:

Recommendation

Councillor Tony Carella recommends that the Commissioner of Finance be requested to prepare a report on the feasibility of the City of Vaughan creating a Disaster Relief Reserve, to assist residents and businesses with the cost of post-disaster property restoration not otherwise covered by insurance.

Economic Impact

The requested report has no economic impact; it would, however, be expected to provide information on the potential impact of establishing such a reserve.

Purpose

To permit informed discussion of the appropriateness, costs, and benefits of funding a disaster relief reserve from a variety of potential resources.

Background - Analysis and Options

The 100+ year storm that struck portions of the City of Vaughan on August 19, 2005, caused unprecedented damage in many parts of the municipality. The resulting overland flooding i.e., flooding which lead to water invading houses other than by the backup of basement drains which connect to the sewer system was largely not covered by most of the insurance policies held by homeowners. As a result, many citizens of Vaughan were required to pay for all or part of the repairs to their homes.

Relationship to Vaughan Vision 2007

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

Conclusion

It is appropriate that the City of Vaughan consider whether a reserve should be created to hold funds which can benefit homeowners and/or businesses which suffer from natural disasters not covered by insurance.

Attachments

None

Report prepared by

Councillor Tony Carella

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Item 3, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

3

SMOG SUMMIT 2006

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Vaughan Environmental Task Force, dated May 15, 2006:

Recommendation

The Vaughan Environmental Task Force recommends:

1. That this report be received;
2. That Council endorse the draft Toronto and Region 2006 Intergovernmental Declaration on Clean Air; and
3. That the Chair or their designate (Vice Chair) of the Vaughan Environmental Task Force be appointed the City's representative at the signing of the Declaration at the seventh Smog Summit on June 7, 2006.

Economic Impact

Participation in the GTA Clean Air Council (GTA CAC) and Smog Summit are within the approved departmental budget. There will be no additional economic impact.

Purpose

To seek Council's endorsement of the draft Toronto and Region 2006 Intergovernmental Declaration on Clean Air, with the understanding that the final Declaration will only be unveiled and signed on June 7th at the seventh Smog Summit.

Background

The City of Vaughan participated in its first Smog Summit in 2004. The theme of the 2006 Smog Summit is "*Partnerships for Clean Air*". Although this theme has been chosen this year, the effects of other sources responsible for smog and poor air quality and adverse impacts on health and quality of life are not ignored.

The signatories to the 2006 Inter-governmental Declaration on Clean Air, through the GTA Clean Air Council (GTA CAC) commit to acting in concert to address smog and greenhouse gases, to share information and where possible, to share resources and undertake appropriate research, studies, workshops and actions in order to improve air quality. The attached draft declaration identifies a number of existing programs that will be continued as well as new initiatives, such as exploring opportunities to establish a regional revolving fund that will enable municipalities to access resources towards environmental initiatives.

Municipalities and regions will issue and sign a joint declaration during the proceedings. The facilitated question period will be the framework for bringing forward announcements and commitments from individual municipalities. In addition, municipal press releases will be included in the media kits. The Environmental Task Force will determine the programs to be highlighted in Vaughan's release.

Relationship to Vaughan Vision 2007

Ongoing participation in the GTA CAC and Smog Summit is consistent with Vaughan Vision 2007 as it supports the goal of serving citizens by safeguarding the environment. Budget has been allocated for this initiative.

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Conclusion

Since 2004, with the formation and implementation of the Environmental Task Force, the City of Vaughan has been progressing on developing and communicating about environmental initiatives, which improve the environment, our health, quality of life and economy. However, it is only through the co-operative efforts such as the Clean Air Council and Smog Summit, that those larger, cross-boundary issues, such as air quality, smog and climate change, can be addressed.

The Chair of the Vaughan Environmental Task Force requests Council's endorsement of the draft Toronto and Region 2006 Intergovernmental Declaration on Clean Air and appoints the Chair or their designate as the City's representative at the seventh Smog Summit.

Attachment

1. Draft – Toronto and Region 2006 Intergovernmental Declaration on Clean Air
(confidential – available to Mayor and Members of Council only)

Report prepared by:

Ferdous K. Noman, Economic Developer – Environmental Sector
Shirley Kam, Supervisor/Senior Economic Developer
Frank Miele, Commissioner of Economic/Technology Development and Communications

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

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Item 4, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

4

EMPLOYEE FITNESS MEMBERSHIPS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated May 15, 2006:

Recommendation

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

1. That the following report, on the response and results of extending the employee fitness membership to eligible dependents, be received.

Economic Impact

The collected revenue by extending the employee fitness membership program to family dependants is \$10,600.00. The direct operating costs to provide the fitness membership to family dependants is \$17,052.00 resulting in a net cost of \$6,452.00. If the program is extended into Year 2, all things being equal, the direct operating costs will be \$8,552.00. (less the \$50.00/person one time initiation fee)

Purpose

The purpose of this report is to provide information on the response and results of extending the employee fitness membership to eligible dependents that commenced in April 2005.

Background - Analysis and Options

On April 4, 2005 Committee of the Whole approved extending the employee fitness membership discount to full-time employees' eligible dependents. Dependents eligible for benefits are defined as an employee's spouse or common-law spouse and each unmarried child, step-child or common-law child who is under 22 years of age or under 25 years age if attending an accredited educational institute, college or university on a full-time basis. Council approved a 50% discount to full-time City of Vaughan immediate family members for a 1-Year fitness membership. A \$50.00 one time initiation fee was also charged to eligible family members upon applying for a membership.

Council requested that in May of 2006 staff provide a report on the response and results of extending the employee fitness membership to eligible dependents. Since April 2005, 20 Adult and 22 Student memberships have been processed to full-time employees' dependents. This represents 8% of the total employee membership (42 of 506).

The total revenue generated by extending the memberships to dependents at a 50% discount is \$10,600.00. The direct operating costs to provide the fitness membership to family dependants is \$17,052.00 over a 12 month period resulting in a net cost of \$6,452.00. If Council chooses to continue the program in Year 2, all things being equal, the direct operating costs for the \$8,552.00 (less the \$50.00/person one time initiation fee).

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Employee Fitness Membership – Extended Dependents Impact <i>April 2005 – April 2006</i>	
Revenue @ 50% discount for Dependents	
42 new members x \$50.00 one time initiation fee	\$2,000
20 new members paying 50% of the Adult membership fee = \$243.00 ¹	\$4,860
22 new members paying 50% of student membership fee = \$170.00 ¹	\$3,740
Total Actual Revenue	\$10,600.00
Total Cost to deliver the 42 memberships @ \$406/membership	\$17, 052.00
Net Cost	\$6, 452.00

Notes:

1. Annual Fitness Membership: Adult \$486.00 / Student \$341.00 (2005 Rates)

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, particularly 1.3.2 Identify and implement the necessary elements that will create an environment where staff are motivated to provide effective and efficient services, and 5.4.1 Ensure the City of Vaughan is regarded as a “preferred employer.” This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Conclusion

On April 4, 2005 Committee of the Whole approved extending the employee fitness membership discount to full-time employees’ eligible dependents. Over the one year period a total of 42 new memberships were purchased at the 50% discount for a total revenue of \$10,600.00. The cost to deliver the 42 memberships @ \$406/membership is \$17,052.00 resulting in a net cost of \$6,622.00. If Council chooses to continue the program in year 2, all things being equal, the direct operating costs (less the \$50.00/person one time initiation fee) will be \$8,552.00.

Attachment

None

Report Prepared By

Paul Compton, Area Recreation Manager - West, ext. 8358

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Item 5, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

5

**SONOMA HEIGHTS PHASE 1
NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 15, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Sonoma Heights Phase 1 Neighbourhood Traffic Committee plan proposal be approved; and
2. That funds in the amount of \$51,000 for the implementation of the plan proposal be drawn from the 2006 Capital Budget (Traffic Calming, Project No. 1631-0-06).

Economic Impact

The cost to install the traffic calming measures would be an initial impact to the 2006 Capital Budget, and the cost to maintain the traffic calming measures would be a future Operating budget impact.

Purpose

To report on the Sonoma Heights Phase 1 Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on February 14, 2005, under Item 42, Report No. 7 Council adopted the following recommendation:

“The Committee of the Whole recommends that staff be directed to attend the Sonoma Heights Neighbourhood Traffic Committee Meeting.”

The Sonoma Heights subdivision was divided into 3 phases for traffic calming committees. The Phase 1 traffic committee area is bounded by Islington Avenue to the east, Rutherford Road to the south, Sonoma Heights street network to the west and Sonoma Boulevard to the north. Refer to Attachment No. 1 for area map and proposed traffic calming measures.

Public Participation

The initial public meeting of the Sonoma Heights Phase 1 Neighbourhood Traffic Committee was held on May 18, 2005. Engineering Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

The final public meeting was held on March 28, 2006. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. Of those in attendance, 26 residents were in favour of the plan and 0 residents were against the plan.

The meetings were advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers. The Notice of the meetings were also mailed out to the residents in the defined area for this Committee.

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The residents were in favour of the proposals, but some wanted amendments to the plan as outlined below. A review of these additional proposals is included later in the report.

- Additional speed hump(s) for Marbella Road.
- Additional speed hump for Diploma Avenue.

Traffic Calming Plan - General

There are twelve existing all-way stop controls at the following intersections within the Sonoma Heights Phase 1 Neighbourhood Traffic Committee area:

- Clarence Street and Turning Leaf Drive;
- Sonoma Boulevard and Castillian Drive;
- Castillian Drive and Decoroso Drive;
- Sonoma Boulevard and Forest Fountain Drive;
- Forest Fountain Drive and Montebello Avenue;
- Montebello Avenue and Century Grove Boulevard;
- Montebello Avenue and Adventura Crescent/Malibu Gate;
- Sonoma Boulevard and Monte Carlo Drive;
- Monte Carlo Drive and Mondavi Road;
- Sonoma Boulevard and Napa Valley Avenue;
- Napa Valley Avenue and Montebello Avenue; and
- Napa Valley Avenue and Monte Carlo Drive.

The existing posted speed limits are 50 km/h on all the roadways within the Sonoma Heights Phase 1 Neighbourhood except Napa Valley Avenue, Sonoma Boulevard, and Forest Fountain Drive, which are posted at a reduced 40 km/h limit.

There are traffic calming measures constructed at the time the area was built at the following locations within the Sonoma Heights Phase 1 Neighbourhood Traffic Committee area:

- Existing roundabouts: Forest Fountain Drive and Buena Vista Drive/Noble Prince Place, Monte Carlo Drive and Montebello Avenue, and Sonoma Boulevard and Via Christina Way; and
- Existing raised intersections: Clarence Street and Royal Pine Avenue, Royal Pine Avenue and Castillian Drive, Montebello Avenue and Mondavi Road, and Montebello Avenue and Adventura Crescent (east intersection).

Staff undertook field reviews to determine locations that would be feasible for the additional traffic calming measures proposed.

There are nine speed humps proposed on the plan and they can be placed at the following locations:

- Sonoma Boulevard between properties #139 and #143, and between properties #183 and #187;
- Marbella Road between properties #98 and #102;
- Buena Vista Drive west of property #65;
- Century Grove Boulevard between properties #35 and #37;
- Forest Fountain Drive between properties #94 and #98;
- Cachet Hill Crescent between properties #73 and #77;
- Clarence Street between properties #1385 and #1387; and
- Turning Leaf Drive between properties #60 and #64.

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There is one raised crosswalk proposed on the plan and it can be placed at the following location:

- Sonoma Boulevard at the ‘Greenway Crossing’ east of Monte Carlo Drive.

The nine speed humps will be constructed completely of asphalt and the raised crosswalk will have a coloured impressed concrete top.

Curb extensions are proposed on the plan and they can be installed at the four following locations:

- Sonoma Boulevard between properties #220 and #224, #223 and #227, #234 and #238, and #235 and #239.

All-way stop controls are proposed at the following intersections:

- Napa Valley Avenue and Rota Crescent;
- Sonoma Boulevard and Lio Avenue;
- Toscana Road and Via Christina Way;
- Noble Prince Place and Cachet Hill Crescent/Crown Crescent; and
- Royal Pine Avenue and Castillian Drive.

The first four intersections were studied on October 4, 2005 for all-way stop controls, and the fifth intersection was studied on Thursday, October 6, 2005. These all-way stop controls are not technically warranted in terms of traffic volumes, and staff cannot recommend their installation. However, should Council wish, they may be installed without adversely impacting traffic operations. The intersection of Sonoma Boulevard and Castillian Drive had initially been requested for a new all-way stop control from the Phase 1 Neighbourhood Traffic Committee; however, an all-way stop control had since been approved and installed at this intersection.

Speed Studies

Staff conducted radar speed studies near the proposed traffic calming locations. All studies were conducted during morning and afternoon peak time periods. The results of the studies are shown in the table below.

Location	Direction	Time Period	Average Speed
Sonoma Boulevard east of Forest Fountain Drive. AM data collected Wednesday, March 8, 2006 PM data collected Thursday, March 31, 2006	Eastbound	AM	47
	Westbound	PM	44
	Eastbound	AM	44
	Westbound	PM	44
Sonoma Boulevard east of Monte Carlo Drive AM/PM data collected Tuesday, March 7, 2006	Eastbound	AM	44
	Westbound	AM	47
	Eastbound	PM	45
	Westbound	PM	46
Forest Fountain Drive north of Noble Prince Place AM/PM data collected Thursday, March 9, 2006	Northbound	AM	42
	Southbound	AM	47
	Northbound	PM	45
	Southbound	PM	45
Clarence Street south of Kingly Crest Way AM/PM data collected Wednesday, March 29, 2006	Northbound	AM	46
	Southbound	AM	42
	Northbound	PM	46
	Southbound	PM	47 .../4

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Item 5, CW Report No. 29 – Page 4 Turning Leaf Drive near Keegan Crescent (east) AM/PM data collected Tuesday, March 21, 2006	Eastbound	AM	44
	Westbound	PM	38
	Eastbound	AM	46
	Westbound	PM	42
Cachet Hill Crescent west of Kingly Crest Way AM/PM data collected Thursday, March 23, 2006	Eastbound	AM	33
	Westbound	AM	31
	Eastbound	PM	35
	Westbound	PM	33
Century Grove Boulevard south of Diploma Avenue AM/PM data collected Thursday, March 9, 2006	Northbound	AM	41
	Southbound	PM	44
	Northbound	AM	40
	Southbound	PM	38
Buena Vista Drive east of Fanshore Drive AM/PM data collected Tuesday, March 28, 2006	Eastbound	AM	45
	Westbound	AM	44
	Eastbound	PM	42
	Westbound	PM	44
Marbella Road west of Monte Carlo Drive AM data collected on Tuesday, April 4, 2006 PM data collected on Wednesday, April 5, 2006	Eastbound	AM	43
	Westbound	AM	45
	Eastbound	PM	44
	Westbound	PM	47

The average recorded vehicle speeds range from 31 to 47 km/h, which is generally in accordance with existing speed limits. Should the traffic calming proposal be approved by Council, staff will collect additional speed data 12 months after installation.

Additional Requests

Prior to the final public meeting, a request was received to add a speed hump location on Diploma Avenue, and at the final public meeting, a request was received to add additional speed hump(s) on Marbella Road.

Staff reviewed both streets and cannot recommend any additional speed hump locations. It was found that a speed hump could not be installed on Diploma Avenue due to insufficient boulevard space between residential driveways.

The plan proposes a speed hump which can be installed between #98 and #102 Marbella Road. This is an appropriate speed hump location which was proposed by the Committee and reviewed by staff. There are several additional locations where a speed hump could possibly be installed; however, these locations are not as ideally positioned as #98. Any additional speed hump may have a detrimental effect (i.e. travelling straight across the speed hump) due to existing road geometric curvatures from Monte Carlo westward.

Fire & Rescue Services Comments

Staff requested comments from Fire & Rescue Services on the plan proposal. Fire & Rescue Services state that traffic calming measures delay emergency response times and cause mechanical problems with their apparatus braking systems.

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Comments were also requested from York Region Transit on the plan proposal. To date, no comments from York Region Transit have been received.

Environmental Assessment Act Requirements

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

Should traffic calming measures be approved by Council for installation in the Sonoma Heights Phase 1 area, then the City would be required to publish a Notice of Completion. The notices would also have to be filed with the Ministry of Environment and published in editions of the Vaughan Citizen, Lo Specchio and the Vaughan Weekly newspapers. Prior to construction, the City's normal practice is to mail letters to the residents of the Sonoma Heights Phase 1 area should traffic calming measures be approved, informing them of their installation.

Relationship to Vaughan Vision 2007

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

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

Conclusion

The Engineering Department recommends for approval the Sonoma Heights Phase 1 Neighbourhood Traffic Committee plan proposal. The estimated cost of \$51,000 includes taxes, and associated traffic signs and pavement markings. This amount has been included in the approved 2006 Capital Budget.

Attachments

1. Location Map

Report prepared by

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

:MR

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

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Item 6, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

6 **REGION OF YORK DRAFT POLICY**
FUNDING OF COLLECTOR ROAD CROSSINGS OF 400-SERIES HIGHWAYS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 15, 2006:

Recommendation

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

1. That this report be received for information purposes.
2. That the Region of York be requested to amend their draft policy, entitled "Funding of Collector Road Crossings of 400-Series Highways" to include long term structural maintenance costs imposed by the Ministry of Transportation and/or the 407/ETR, as a component of the project costs to be eligible for Regional funding.
3. That a copy of this report be forwarded to the Region of York.

Economic Impact

There are no immediate economic impacts resulting from the adoption of this report. However, an increase in capital expenditure will result should the Region of York not adopt its draft policy or amend it to include the long term structural maintenance costs of collector road crossings of 400-series highways.

Purpose

The purpose of this report is to provide the Region of York with formal comments on their draft policy entitled "Funding of Collector Road Crossings of 400-Series Highways".

Background - Analysis and Options

On February 16, 2006 a draft policy entitled "Funding of Collector Road Crossings of 400-Series Highways" was presented to Regional Council for consideration. This policy, once finalized allows the Region to formalize their position respecting financial contributions to local municipalities for the construction of municipal collector road crossings of 400-series highways. These road projects fall within local municipal jurisdiction, are typically located mid-concession block between Regional arterial roads, and require bridge structures to facilitate their crossing of a 400-series highway such as Highway 400, 407 and 427.

Although jurisdictional responsibility for the construction and on-going maintenance for mid-block collector highway crossings is at the local municipal level, direct tangible benefits to the Region are realized as a result of their construction. These benefits include:

- the provision of additional transportation capacity to the Regional arterial roads,
- relief from expansion pressures on nearby Regional arterial roads,
- facilitating Regional transit improvements/initiatives,
- improving the provision of emergency services,
- supporting the Region's intensification goals, and

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- increased opportunities for growth of related businesses by the connection of employment areas flanking each side of the 400-series highways.

The planning and construction of continuous mid-block collector roads substantially improves the performance of the local and regional road system and the provision of transit services. As a result, it has been common practice that funding for one third of the capital cost of these overpasses/underpasses are identified and cost shared by the Region and has been included in the current Regional Development Charge By-law.

The Ministry of Transportation (MTO) is now imposing maintenance costs associated with newly constructed bridges over the 400-series highways. These costs are onerous to the City, whether paid up front or spread equally over a certain period of time and cannot be funded through Development Charges. Therefore, they must be accommodated from alternate revenue sources.

Overall the draft Regional policy allows for the City's Development Charge rate to remain lower and facilitates improved coordination of projects and initiatives between Regional and Local levels.

Region of York's Proposed Funding Policy

The Region's draft policy essentially establishes:

- a) a clear and transparent funding formula for capital budget planning purposes,
- b) what components of the project are eligible for funding,
- c) eligibility criteria for project funding, and
- d) an official Municipal notification protocol in order for a local municipality to receive funding for an eligible project.

The capital construction costs associated with these collector road projects and bridge structures are eligible for full funding from Development Charges either at the Regional or local Municipal level.

The draft policy recommends that York Region contribute one-third of the cost of the bridge structure and associated road works. The limits of the project will extend to a point on either side of the 400-series highway crossing to where the new road will intersect with the first existing or planned municipal road.

Eligible components of the project include all engineering fees, roadwork and structural related construction costs, storm sewers, utility relocates and property requirements. Non eligible components of the project include local watermain or sanitary sewer services, signage, sidewalk, illumination, traffic signals and streetscaping. Currently all costs associated with legal and maintenance agreements as required by the Ministry of Transportation and/or 407/ETR are not included in the Region of York's proposed funding policy.

Other Regional municipalities such as the Region of Peel do not provide any Development Charge financial contribution to similar types of local bridge projects.

The City's current Development Charge Background Study dated August 2003 includes the following projects which would be eligible for Regional funding.

1. Portage Parkway (Applewood Crescent) Overpass at Highway 400
2. Zenway/Fogal Underpass at future Highway 427 extension north of Highway 7 (Block 58)
3. America Avenue Overpass at Highway 400 (Block 33)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

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Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to the planning and management of growth as established by Vaughan Vision 2007, the recommendations of this report will assist in ensuring:

- Growth does not outpace the road network infrastructure;
- That municipal installations and operations are undertaken in an environmentally responsible manner;
- That proposed road patterns provide effective and efficient transportation and transit services;
- Coordination of development with municipal facilities; and
- Implementation of the policies established by OPA No. 600

Conclusion

Overall the draft Regional policy allows for the City's Development Charge rate to remain lower and facilitates improved coordination of projects and initiatives between Regional and Local levels. It is recommended that the long term structural maintenance costs imposed by the Ministry of Transportation and/or the 407/ETR be included as an eligible component for Regional funding.

The Region's final policy will be brought forward to Regional Council this fall following receipt of comments from the local municipalities.

Attachment

N/A

Report prepared by:

Michael Frieri, Development Supervisor, Engineering Planning and Studies, Ext. 8729

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 7, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 23, 2006, as follows:

By approving the recommendation of the Commissioner of Engineering and Public Works, dated May 15, 2006;

By receiving the confidential memorandum from the Commissioner of Engineering and Public Works, dated May 16, 2006; and

By receiving the written submission from Mr. Paul G. Speed, Rehrig Pacific Co., dated May 18, 2006.

7 TENDER AWARD - T06-065 SUPPLY AND DELIVERY OF ORGANIC CURBSIDE COLLECTION CONTAINERS AND IN-HOUSE KITCHEN CONTAINERS

The Committee of the Whole recommends that this matter be referred to the Council meeting of May 23, 2006, and that staff provide additional information on the bids submitted.

Recommendation

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

1. Tender T06-065 for the supply and delivery of organic curbside collection containers and in-house kitchen containers be awarded to Norseman Plastics Ltd. at a contract value of \$1,570,704.50 (PST and GST included); and
2. The Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The funds necessary for the supply and delivery of the organic curbside collection containers and the in-house kitchen containers have been included in the 2006 Capital Budget under project number 1612-0-06.

Purpose

The purpose of this report is to award Tender T06-065 pertaining to the supply and delivery of organic curbside collection containers and in-house kitchen containers.

Background - Analysis and Options

Tender T06-065 was issued on March 30, 2006. The Tender was scheduled to close on April 20, 2006, but an amendment was issued April 19th, and the closing date was extended by 4 days. Tender T06-065 closed on April 24, 2006.

A total of 3 documents were picked up, and a total of 2 bids were received. The Tender was advertised electronically via the Electronic Tendering Network (Bid Navigator), the Ontario Public Buyers Association, and in the local paper, Liberal.

The Tender was structured in a manner that permitted the Green Bin Evaluation Committee to weight/rank 6 different components of the Tender submission. The six components identified in the Tender document are shown below. Each component was assigned a point value. As noted in the Tender document, the point system was to be used to evaluate the submissions, and the contract be awarded to the Bidder receiving the highest points:

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Evaluation Criteria	Max Points
Bidder (Financial Stability/Capability/Experience)	5
Organic Curbside Collection Container (Specifications, Design, Functionality, Testing)	50
In-House Kitchen Container (Specifications, Design, Functionality, Testing)	5
Price	20
Delivery / Storage	15
Warranty	5
MAX POINTS THAT CAN BE AWARDED	100

The Evaluation Committee comprised of staff from various departments within the City. Staff identified as “contacts” in the tender documents were not on the Evaluation Committee.

The Evaluation Committee assigned points to the respective Bidder based on the submissions and production samples received. Norseman Plastics Ltd. received the highest point value.

The contract value of the Norseman Plastics Ltd. submission is \$1,570,704.50 (taxes included). To cover the growth factor, the contract has a one year extension period that will allow the City to purchase additional green bins and kitchen catchers at the bid price.

Staff have checked the bids for mathematical errors, and have contacted references.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, especially in relation to the City’s direction with respect to provision of waste management services. Specifically, this report is consistent with Vaughan Vision A - 1 “Pursue Excellence in the Delivery of Core Services”, and A - 3 “Safeguard Our Environment”.

Conclusion

Tender T06-065 allows the City proceed with the supply and delivery of organic curbside collection containers and in-house kitchen containers in anticipation of Phase 2 of Greening Vaughan, which commences November 14, 2006.

Based on the Evaluation Committee’s assessment, it is recommended that Norseman Plastics Ltd. be awarded Tender T06-065 for the supply and delivery of organic curbside collection containers and in-house kitchen containers, at a contract value of \$1,570,704.50 (taxes included).

The delivery of the organic curbside collection containers and in-house kitchen containers will commence in early October 2006.

Attachments

N/A

Report prepared by:

Caroline Kirkpatrick, C.E.T., M.C.I.P.
Brian T. Anthony, CRS-S, C. Tech

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 8, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 23, 2006, as follows:

By receiving the memorandum from the Manager of Property Tax and Assessment, dated May 18, 2006.

8 2006 ADOPTION OF RATES AND THE ISSUANCE OF PROPERTY TAX NOTICES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance & Corporate Services and the Director of Finance, dated May 15, 2006:

Recommendation

The Commissioner of Finance & Corporate Services and the Director of Finance, in consultation with the Manager of Property Tax & Assessment recommends,

That a by-law be enacted for the adoption of Municipal, Regional and Education property tax rates and tax ratios, as attached, and for the levy and collection of property tax levies and to provide for the issuance of tax notices requiring payment of property taxes for the year 2006.

Economic Impact

The efficient and timely issuance of the final property tax levy provides a positive economic impact to the City, as it provides the necessary cash flow to meet the City's own needs and its financial obligations to the Region of York and the Province of Ontario for education purposes.

Purpose

The purpose of this report is to provide the background to a by-law as required under Section 312 of the *Municipal Act 2001, S.O. 2001*, to levy and collect property taxes for the City of Vaughan, the Regional Municipality of York and the Province of Ontario for education purposes.

Background - Analysis and Options

The City property tax rates are based on the approved 2006 operating budget.

The Region of York has approved region wide tax ratios, their operating budget and uniform tax rates across the municipalities in the Region.

The Province of Ontario determines education tax rates and has passed Ontario Regulation 98/06 to prescribe the tax rates for 2006.

It is expected that residential, farm, managed forest and pipeline (uncapped classes) property tax bills will be mailed in late June, due in three monthly installments or through the pre-authorized payment plan.

Due to the ongoing capping protection for the commercial, industrial and multi-residential property classes, these bills will be produced following the residential bills. Staff expect to be mailing the commercial bills in July with due dates also in three monthly installments.

The City collects property taxes on behalf of the Region of York and the school boards, therefore installment due dates are generally set to accommodate the legislated payment dates to these other levying bodies. However, for the convenience of the ratepayers, approximately one month between each installment is given. Due dates are usually the same day of each month, set near the end of the month, except where weekends or holidays interfere.

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The City's levy requirement is \$97,920,771.

The 2006 levy requirements for Municipal, Regional and Educational purposes are shown below:

	2006
City of Vaughan	\$97,920,771
Region of York	\$189,733,262
Education-Province of Ontario	\$214,141,186
Total	\$501,795,220

The ratios passed by the Region of York, on March 23, 2006, will remain the same as 2005, as follows:

PROPERTY CLASS	2006 TAX RATIO
Residential	1.0000
Multi-Residential	1.0000
New Multi-Residential	1.0000
Commercial	1.2070
Industrial	1.3737
Pipelines	0.9190
Farm	0.2500
Managed Forest	0.2500

The tax rates shown on Attachment A, have been established using the above noted levies, tax ratios and the final assessment roll as returned for 2006 taxation.

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

A by-law enacted to adopt the Municipal, Regional and Education tax rates and levies for 2006 will permit staff to proceed with the issuance of the final property tax bills.

Attachments

Attachment A – 2006 Property Tax Rates

Report prepared by:

Maureen E. Zabiuk, AIMA, AMTC
Manager, Property Tax & Assessment
Ext: 8268

(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 MAY 23, 2006

Item 9, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

**9 BOWES ROAD LOCAL IMPROVEMENT – ADMINISTRATIVE MATTER
 AUTHORIZE REGION TO ISSUE DEBENTURES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance & Corporate Services and the Director of Reserves and Investments, dated May 15, 2006:

Recommendation

The Commissioner of Finance & Corporate Services and the Director of Reserves and Investments recommends:

1. That Council authorize the Region of York to issue debentures not to exceed \$1,700,000 on behalf of the City of Vaughan, repayable over a term not to exceed 10 years for the local improvement portion of the Bowes Road Reconstruction project.

Economic Impact

There is no economic impact of authorizing the Region of York to issue a debenture.

Purpose

To seek authorization from Council for the Region of York to issue additional debentures not to exceed of \$1,700,000 on behalf of the City of Vaughan repayable over a term not to exceed 10 years for the local improvement portion of the Bowes Road Reconstruction project.

Background - Analysis and Options

The Bowes Road Reconstruction and Local Improvement Project (Capital Project No. 1389-0-01) called for the reconstruction of Bowes Road – from Keele Street to Regional Road No. 7 (approximately 2 kms) as a Local Improvement. The Final Engineering Cost Report was approved by Council and property owners were subsequently notified of their share of the local improvement costs and a Court of Revision was held.

The total value of the project is \$5,339,651 of which the local improvement portion of the project is \$2,263,006. This cost is shared between the City (\$226,514) and the benefiting property owners (\$2,036,492). Of the \$2,036,492 property owners share, lump sum payments were received totaling \$366,815 leaving a balance of \$1,669,677 funded through the issuance of a debenture and recovered through tax billings over the next 10 years.

The local improvement portion was previously approved by Council and is included in the project budget however formal approval to authorize the Region of York to issue the debentures to finance this component of the project is required.

Relationship to Vaughan Vision 2007

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 9, CW Report No. 29 – Page 2

Conclusion

That Council authorize the Region of York to issue debentures not to exceed of \$1,700,000 on behalf of the City of Vaughan repayable over a term not to exceed 10 years for the local improvement portion of the Bowes Road Reconstruction project.

Report prepared by:

Marjorie Johnson, CGA
Manager of Capital, Ext. 8984

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 10, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

10

**PROCLAMATION REQUEST –
NATIONAL ACCESS AWARENESS WEEK**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Clerk, dated May 15, 2006, be approved;**
- 2) That the deputation of Ms. Loreta Pavese, Vice-Chair, City of Vaughan Accessibility Advisory Committee, 114 Mellings Drive, Woodbridge, L4L 8H3, and written submission, be received; and**
- 3) That the written submission from Mr. Wilf Morley, Chair, York Region Accessibility Advisory Committee, dated April 12, 2006, be received.**

Recommendation

The City Clerk recommends:

- 1) That the week of May 28 to June 3, 2006 be proclaimed as “National Access Awareness Week”;
- 2) That a “Parking Enforcement Blitz” be conducted as one of the activities during the week; and
- 3) 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 report on a request by the City of Vaughan’s Accessibility Advisory Committee.

The Accessibility Advisory Committee, at its meeting of April 20, 2006, passed the following resolution:

That the Council of the City of Vaughan proclaim the week of May 28 to June 3, 2006 as “National Access Awareness Week”; and

That a “Parking Enforcement Blitz” be conducted as one of the activities during the week.

Background - Analysis and Options

The Accessibility Advisory Committee's main purposes and activities are to advise Council on the preparation, implementation and effectiveness of its annual accessibility plan, to review site plans of and advise on accessibility issues relating to identified buildings within the City of Vaughan and to advise Council on other accessibility related issues within the municipality.

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

CITY OF VAUGHAN

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Item 10, CW Report No. 29 – Page 2

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 set forth in Vaughan Vision 2007, particularly 'A – Serve our Citizens' and the necessary resources have been allocated and approved.

Conclusion

Staff is recommending the week of May 28 to June 3, 2006 be proclaimed as "National Access Awareness Week", that a "Parking Enforcement Blitz" be conducted as one of the activities during the week and that the proclamation be posted on the City's website and published on the City Page, space permitting.

Attachments

None

Report prepared by:

John D. Leach, City Clerk

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 11, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

11

PROCLAMATION REQUEST – PRIDE WEEK

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated May 15, 2006:

Recommendation

The City Clerk recommends:

- 1) That the week of June 12-18, 2006 be proclaimed PRIDE Week; and
- 2) That the proclamation be posted on the City's website, published on the City Page space permitting and that staff issue a news release.

Economic Impact

None

Purpose

To respond to a request received from the President, PFLAG Canada, York Region, dated April 20, 2006.

Background - Analysis and Options

A request has been received from the President, PFLAG Canada, York Region, to proclaim June 12-18, 2006 as PRIDE Week (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*".

PFLAG provides support and information about sexual orientation and gender and facilitates a victim support group as well as hosting an informational web site.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-1, "Pursue Excellence in the Delivery of Core Services" and the necessary resources have been allocated and approved.

Conclusion

It is being recommended that June 12-18, 2006 be proclaimed PRIDE Week, that the proclamation be posted on the City's website, published on the City Page, space permitting, and that staff issue a news release.

Attachments

Attachment #1 – Letter from the Director, PFLAG Canada – York Region/Director, PFLAG Canada

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 11, CW Report No. 29 – Page 2

Report prepared by:

John D. Leach

(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 MAY 23, 2006

Item 12, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

12

**PROCLAMATION –
SPINA BIFIDA AND HYDROCEPHALUS AWARENESS MONTH JUNE 2006**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated May 15, 2006:

Recommendation

The City Clerk recommends:

- 1) That June be proclaimed as “SPINA BIFIDA AND HYDROCEPHALUS AWARENESS 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.

Economic Impact

Not applicable

Purpose

To respond to the request received from the Chair, Board of Directors of the Spina Bifida & Hydrocephalus Association of Ontario, dated April 21, 2006 (Attachment #1).

Background - Analysis and Options

A request has been received from the Chair, Board of Directors of the Spina Bifida & Hydrocephalus Association of Ontario to proclaim June as “Spina Bifida and Hydrocephalus Awareness Month” (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 Spina Bifida & Hydrocephalus Association of Ontario wishes to build awareness and drive education, research, support, care and advocacy to help find a cure while continuing to improve the quality of life of all individuals with Spina Bifida and/or hydrocephalus. 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.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly ‘A-1, “Pursue Excellence in the Delivery of Core Services” and the necessary resources have been allocated and approved.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 12, CW Report No. 29 – Page 2

Conclusion

Staff is recommending the month of June 2006 be proclaimed as “Spina Bifida and Hydrocephalus Awareness 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 Chair, Board of Directors of the Spina Bifida & Hydrocephalus Association of Ontario, dated April 21, 2006

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 MAY 23, 2006

Item 13, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

13

**PROCLAMATION REQUEST –
WORLD ELDER ABUSE AWARENESS DAY**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated May 15, 2006:

Recommendation

The City Clerk recommends:

- 1) That June 15, 2006 be proclaimed as “*World Elder Abuse Awareness Day*”; and
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release.

Purpose

To respond to the request received from the Chair, Prevention of Elder Abuse Committee of York Region.

Background - Analysis and Options

The correspondence received from the Chair, Prevention of Elder Abuse Committee of York Region (Attachment #1).

One of the criteria of the City’s proclamation policy to be eligible for Council to consider the proclamation is that the event or matter is one that the City would consider directly sponsoring. This may be the case with this request.

The Chair, Prevention of Elder Abuse Committee of York Region has requested the City publicize this proclamation which will help promote recognition and awareness of elder abuse as a public health and human rights issue. 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 set forth in Vaughan Vision 2007, particularly ‘A – Serve our Citizens’ and the necessary resources have been allocated and approved.

Conclusion

Staff is recommending that June 15, 2006 be proclaimed as “World Elder Abuse Awareness Day” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

Attachments

Attachment #1 - Correspondence from the Chair, Prevention of Elder Abuse Committee of York Region, dated April 21, 2006

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 13, CW Report No. 29 – 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 MAY 23, 2006

Item 14, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

14

ROADSIDE MEMORIALS

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole (Working Session) meeting of May 24, 2006.

Recommendation

The Commissioner of Legal and Administrative Services, in consultation with the Commissioner of Engineering and Public Works, recommends that the City of Vaughan adopt a "Roadside Memorial" policy;

And that this report be referred to the Region of York for consideration regarding Regional Roads.

Economic Impact

There is no economic impact as a result of the new policy.

Purpose

This report is to introduce a Corporate Policy relating to "Roadside Memorials".

Background - Analysis and Options

From time to time, road fatalities occur, with makeshift memorials being erected at the scene shortly after. These memorials generally include flowers, photographs, crosses, or a combination of these items.

These memorials have the potential to create distractions to motorists and interfere with maintenance of City property and roads.

It may be appropriate to develop a policy to outline the placement and display of memorials within the City of Vaughan. This policy would deal with municipal road allowances.

At present, no other municipality in York Region has adopted a policy; the Region of Peel has recently developed and adopted a policy.

It is proposed that such a policy would:

- provide for recording the memorials as the City is made aware of them;
- ensure that memorials are placed for no more than a twelve month period after which time they must be removed;
- ensure that the memorials are discreet and are not a potential distraction to vehicles;
- ensure that no damage is done to City property.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 in that it promotes matters of community safety, health and wellness. The necessary resources have been allocated and approved.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 13, CW Report No. 29 – Page 2

Conclusion

A roadside memorial policy will improve safety and provide a consistent process for management.

Attachments

Roadside Memorial Policy

Report prepared by:

Tony Thompson
Senior Manager of Enforcement 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 MAY 23, 2006

Item 15, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

15

**ZONING BY-LAW AMENDMENT FILE Z.06.010
ANDRIDGE HOMES FIVE LIMITED
REPORT #P.2006.15**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated May 15, 2006:

Recommendation

The Commissioner of Planning recommends:

- 1. THAT Zoning By-law Amendment File Z.06.010 (Andridge Homes Five Limited) BE APPROVED, to amend Zoning By-law 1-88, specifically Exception 9(1205) to permit a detached dwelling unit as permitted use in the RS1 Residential Semi-Detached Zone on the subject lands shown on Attachment #1, within the approved Draft Plan of Subdivision 19T-99V08 as shown on Attachment #2, and subject to the following development standards:

a)	Minimum Lot Frontage	7.5m
	Minimum Lot Area	225m ²
	Minimum Front Yard	4.5m
	Minimum Rear Yard	7.5m
	Minimum Interior Side Yard	1.2m
	Minimum Exterior Side Yard	4.5m
	Minimum Lot Depth	30m
	Maximum Building Height	2-storeys/9.5m
	Minimum Number of Parking Spaces/Unit	2

*The minimum interior side yard setback on one side may be reduced to 0.45m, where it abuts a minimum yard of 1.2m, except where it abuts a non-residential use.

- b) The maximum interior garage width may be increased on a lot with a frontage less than 11m provided the increased width shall:
 - i) only occur on an interior wall;
 - ii) be a maximum of 1.8m in width; and
 - iii) not occur within the first 1.2m immediately behind garage door.

- 2. THAT the implementing Zoning By-law not be enacted until;
 - a) the architectural design guidelines for Block 12 are amended to include architectural guidelines for detached units on 7.5m frontage lots; and
 - b) that the subdivision streetscape drawings be amended due to the revised driveway locations to the satisfaction of the Development Planning Department.

Economic Impact

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

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Purpose

The Owner has submitted a Zoning By-law Amendment Application to permit a detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone, subject to site-specific development standards, on the subject lands shown on Attachment #1, located within the approved Draft Plan of Subdivision 19T-99V08, as shown on Attachment #2. The proposed single detached dwelling unit would be sited on a lot having a minimum frontage of 7.5m.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the south side of Teston Road and on the west side of Bathurst Street, within the approved Draft Plan of Subdivision File 19T-99V08, in Part of Lots 24 and 25, Concession 2 (Planning Block 12), City of Vaughan. Specifically, the lands subject to the application include Lots 888 to 911 inclusive, Lots 916 to 977 inclusive, and Blocks 1041 to 1047 within the approved Draft Plan of Subdivision File 19T-99V08, as shown on Attachment #2. It is noted that Blocks 1041 to 1047 are parts of lots to be joined with Blocks 171 to 178 on draft plan of subdivision 19T-89124 (Major Bob Farms Inc.) to form complete lots and for which, a similar Zoning Amendment Application has been submitted (File Z.06.008). The surrounding land uses are:

- North - vacant, future residential, buffer block - approved Draft Plan of Subdivision File 19T-99V08 (RD3(H) Residential Detached Zone Three with the Holding Symbol "H", (OS2 Open Space Park Zone), Teston Road; existing residential (RR Rural residential Zone)
- South - vacant, future residential and park - approved Draft Plan of Subdivision Files 19T-99V08 and 19T-89124 (RS1 and RS1(H) Residential Semi-Detached Zone and RD4(H) Residential Detached Zone Four both with the Holding Symbol "H" and OS2 Open Space Park Zone)
- East - vacant, proposed Neighbourhood Commercial/High Density Residential/Commercial, future place of worship, approved Draft Plan of Subdivision File 19T-99V08 (C4 (H) Neighbourhood Commercial Zone with the Holding Symbol "H" and RD3 Residential Detached Zone Three), Bathurst Street; existing residential (Town of Richmond Hill)
- West - vacant, future residential - approved Draft Plan of Subdivision File 19T-99V08 (RD4 (H) Residential Detached Zone Four with the Holding Symbol "H", and A Agricultural Zone)

On February 10, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Gates of Maple Ratepayers Association, Maple Landing Ratepayers Association, Maple Village Ratepayers Association, Maplewood Ravines Community Association, and the Town of Richmond Hill Planning Department. To date, only the Town of Richmond Hill has responded advising it has no comments. The recommendation of the Committee of the Whole to receive the Public report of March 6, 2006 and to forward a comprehensive report to a future Committee of the whole meeting was ratified by Council on March 20, 2006.

Official Plan

The subject lands are part of the Carrville – Urban Village 2 Community and designated “Low Density Residential” by OPA #600 and further designated "Settlement Area" by OPA #604 (Oak Ridges Moraine Conservation Plan). The “Low Density Residential” designation of the Official Plan permits semi-detached and detached dwelling units. The Zoning By-law Amendment Application conforms to the Official Plan.

CITY OF VAUGHAN

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Zoning

The subject lands are zoned RS1 Residential Semi-Detached Zone and RS1 (H) Residential Semi-Detached Zone with the Holding Symbol "H" by By-law 1-88, subject to Exception 9(1205). An amendment to the By-law is required to permit a single detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone on the subject lands. In addition, By-law 1-88 does not include general standards to facilitate the development of detached dwellings on a minimum 7.5m frontage lot.

Oak Ridges Moraine

The subject lands are located within the "Settlement Area" designation of the Oak Ridges Moraine Conservation Plan, which has been incorporated into OPA #600 by way of OPA #604, and requires that all Planning Act applications conform to the requisite provisions of the Plan. Notwithstanding, when the Oak Ridges Moraine Conformity Report was approved for the entire Block 12 area, it was approved with the understanding that if the Block Plan remained the same (land uses, road pattern, etc.) that subsequent Planning Act applications would not need individual Oak Ridges Moraine Conformity reports. In this case, where there is no physical change to the layout of lots or roads, an Oak Ridges Moraine Conformity report is not required

Planning Considerations

The subject lands are currently vacant and are zoned RS1 Residential Semi Detached Zone, subject to Exception 9(1205), which permits semi-detached dwelling units on minimum 7.5m frontage lots. The Owner is proposing to amend By-law 1-88 to permit a single detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone on a minimum 7.5m frontage lot in order to add marketing flexibility to the subject lands. The Owner has also requested that the following development standards apply to the proposed single detached units/lots:

a)	Minimum Lot Frontage	7.5m
	Minimum Lot Area	225m ²
	Minimum Front Yard	4.5m
	Minimum Rear Yard	7.5m
	Minimum Interior Side Yard	1.2m
	Minimum Exterior Side Yard	4.5m
	Minimum Lot Depth	30m
	Maximum Building Height	2-storeys/9.5m
	Minimum Number of Parking Spaces/Unit	2

*The minimum interior side yard setback on one side may be reduced to 0.45m, where it abuts a minimum yard of 1.2m, except where it abuts a non-residential use.

In addition, the Owner is proposing that the following minimum development standards be applied to the garages for the subject lands.

- b) The maximum interior garage width may be increased on a lot with a frontage less than 11m provided the increased width shall:
 - i) only occur on an interior wall;
 - ii) be a maximum of 1.8m in width; and
 - iii) not occur within the first 1.2m immediately behind garage door.

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The proposed development standards are consistent with those approved for single detached dwelling units on minimum 7.5 frontage lots in Planning Blocks 18 and 33W and would result in a development form that is consistent and compatible with the surrounding land uses. There are no proposed changes to the lotting pattern or the overall unit count for the approved draft plan of subdivision (File 19T-99V08) resulting from this application. The proposed zoning amendment would introduce a housing form, being a 7.5m single detached unit that is not readily available within Block 12 Planning Area.

In light of the above, the Development Planning Department can support the Zoning By-law Amendment Application to permit single detached units in an RS1 Residential Semi-Detached Zone, subject to site-specific development standards outlined above.

Architectural Design Guidelines

The Owner is required to provide an addendum to the Council approved Architectural Design Guidelines for Block 12 respecting architectural guidelines for the proposed detached units on minimum 7.5m frontage lots.

Subdivision Design

There are no proposed changes to the draft plan of subdivision. The road pattern for the subdivision plan remains unchanged and the original conditions of subdivision approval dated May 25, 2004, will remain in effect. However, the Owner is further required to provide an amended subdivision streetscape drawing due to the revised driveway locations to the satisfaction of the Development Planning Department.

Servicing

The Engineering Department previously reserved the allocation of sewage servicing capacity on the subject lands for 555 units for Phase 1, Stage 1. There is no change to the allocation of servicing capacity to approved Draft Plan of Subdivision 19T-99V08.

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 Zoning By-law Amendment Application to permit a detached dwelling unit as an additional use in the RS1 Residential Semi-Detached Zone. The application would facilitate a single detached dwelling unit on a 7.5m frontage lot with site-specific development standards consistent with similar approvals in Planning Blocks 18 and 33W. The proposed zoning standards would facilitate development that is compatible with the surrounding land uses, particularly from a built form perspective. In addition, there are no changes to the lotting or the road pattern of the approved Draft Plan of Subdivision 19T-99V08. For these reasons, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

Attachments

1. Location Map
2. Subject Lands

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

Item 15, CW Report No. 29 – Page 5

Report prepared by:

Stephen Lue, Planner I, ext. 8210

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 MAY 23, 2006

Item 16, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

16

**ZONING BY-LAW AMENDMENT FILE Z.06.008
MAJOR BOB FARMS INC.
REPORT #P.2006.13**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated May 15, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.008 (Major Bob Farms Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically Exception 9(1200) to permit a detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone on the subject lands shown on Attachment #1, within the approved Draft Plan of Subdivision 19T-89124 as shown on Attachment #2, subject to the following development standards:

a)	Minimum Lot Frontage	7.5m
	Minimum Lot Area	225m ²
	Minimum Front Yard	4.5m
	Minimum Rear Yard	7.5m
	Minimum Interior Side Yard	1.2m
	Minimum Exterior Side Yard	4.5m
	Minimum Lot Depth	30m
	Maximum Building Height	2-storeys/9.5m
	Minimum Number of Parking Spaces/Unit	2

*The minimum interior side yard setback on one side may be reduced to 0.45m, where it abuts a minimum yard of 1.2m, except where it abuts a non-residential use.

- b) The maximum interior garage width may be increased on a lot with a frontage less than 11m provided that the increased width shall:
 - i) only occur on an interior wall;
 - ii) be a maximum of 1.8m in width; and
 - iii) not occur within the first 1.2m immediately behind the garage door
2. THAT the implementing Zoning By-law not be enacted until:
 - c) the architectural design guidelines for Block 12 are amended to include architectural guidelines for detached units on 7.5m frontage lots; and,
 - d) that the subdivision streetscape drawings be amended due to the revised driveway locations to the satisfaction of the Development Planning Department.

Economic Impact

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

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Purpose

The Owner has submitted a Zoning Amendment Application to permit a detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone, subject to specific development standards, on the subject lands shown on Attachment #1, located within the approved Draft Plan of Subdivision 19T-89124, as shown on Attachment #2. The proposed single detached dwelling unit would be sited on a lot having a minimum frontage of 7.5m.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Bathurst Street, south of Teston Road, within the approved Draft Plan of Subdivision File 19T-89124, in Part of Lot 24, Concession 2 (Planning Block 12), City of Vaughan. Specifically, the lands subject to the application include Lots 143 and 144, and Blocks 171 to 178 inclusive, within the approved Draft Plan of Subdivision File 19T-89124, as shown on Attachment #2. It is noted that Blocks 171 to 178 are part of lots to be joined with Blocks 1041 to 1048 on Draft Plan of Subdivision File 19T-99V08 (Andridge Homes Five Limited) to form complete lots and for which a similar Zoning Amendment Application has been submitted (File Z.06.010). The surrounding land uses are:

- North - vacant, future residential, approved Draft Plan of Subdivision File 19T-99V08 (RS1 Residential Semi-Detached Zone)
- South - vacant, future residential, approved Draft Plan of Subdivision File 19T-89124 (RD3 Residential Detached Zone Three)
- East - Bathurst Street; existing residential (Town of Richmond Hill)
- West - vacant, future residential, approved Draft Plans of Subdivision Files 19T-99V08 and 19T-89124 (RD3 Residential Detached Zone Three and RD4 (H) Residential Detached Zone with the Holding Symbol "H")

On February 10, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Gates of Maple Ratepayers Association, Maple Landing Ratepayers Association, Maple Village Ratepayers Association, Maplewood Ravines Community Association, and the Town of Richmond Hill Planning Department. To date, only the Town of Richmond Hill has responded advising that it has no comments. The recommendation of the Committee of the Whole to receive the Public Hearing report of March 6, 2006 and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on March 20, 2006.

Official Plan

The subject lands are part of the Carrville – Urban Village 2 Community and designated “Low Density Residential” by OPA #600 and further designated “Settlement Area” by OPA #604 (Oak Ridges Moraine Conservation Plan). The “Low Density Residential” designation of the Official Plan permits semi-detached and detached dwellings. The Zoning Amendment Application conforms to the Official Plan.

Zoning

The subject lands are zoned RS1 Residential Semi-Detached Zone and RS1 (H) Residential Semi-Detached Zone with the Holding Symbol "H" by By-law 1-88, subject to Exception 9(1200). An amendment to the By-law is required to permit a detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone on the subject lands. In addition, By-law 1-88 does not include general development standards to facilitate the development of detached dwelling units on a minimum 7.5m frontage lot.

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Oak Ridges Moraine

The subject lands are located within the “Settlement Area” designation of the Oak Ridges Moraine Conservation Plan, which has been incorporated into OPA #600 by way of OPA #604, and requires that all Planning Act applications conform to the requisite provisions of the Plan. Notwithstanding, when the Oak Ridges Moraine Conformity Report was approved for the entire Block 12 area, it was approved with the understanding that if the Block Plan remained the same (land uses, road pattern, etc.) that subsequent Planning Act applications would not need individual Oak Ridges Moraine Conformity reports. In this case, where there is no physical change to the layout of lots or roads, an Oak Ridges Moraine Conformity report is not required.

Planning Considerations

The subject lands are currently vacant and are zoned RS1 Residential Semi Detached Zone, subject to Exception 9(1200), which permits semi-detached dwelling units on minimum 7.5m frontage lots. The Owner is proposing to amend By-law 1-88 to permit a single detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone on a minimum 7.5m frontage lot in order to add marketing flexibility to the subject lands. The Owner has also requested that the following development standards apply to the proposed single detached units/lots:

a)	Minimum Lot Frontage	7.5m
	Minimum Lot Area	225m ²
	Minimum Front Yard	4.5m
	Minimum Rear Yard	7.5m
	Minimum Interior Side Yard	1.2m*
	Minimum Exterior Side Yard	4.5m
	Minimum Lot Depth	30m
	Maximum Building Height	2-storeys/9.5m
	Minimum Number of Parking Spaces/Unit	2

*The minimum interior side yard setback on one side may be reduced to 0.45m, where it abuts a minimum yard of 1.2m, except where it abuts a non-residential use.

In addition, the Owner is proposing that the following minimum development standards be applied to the garages for the subject lands:

- b) The maximum interior garage width may be increased on a lot with a frontage less than 11m provided the increased width shall:
 - i) only occur on an interior wall;
 - ii) be a maximum of 1.8m in width; and
 - iii) not occur within the first 1.2m immediately behind the garage door.

The proposed development standards are consistent with those approved for detached dwelling units on minimum 7.5m frontage lots in Planning Blocks 18 and 33W and would result in a development form that is consistent and compatible with the surrounding land uses. There are no proposed changes to the lotting pattern or the overall unit count for the approved draft plan of subdivision (File 19T-89124) resulting from this application. The proposed zoning amendment would introduce a housing form, being a 7.5m detached unit, that is not readily available within the Block 12 Planning Area.

In light of the above, the Development Planning Department can support the Zoning By-law Amendment Application to permit a detached dwelling unit in an RS1 Residential Semi-Detached Zone, subject to the site-specific development standards outlined above.

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Architectural Design Guidelines

The Owner is required to provide an addendum to the Council approved Architectural Design Guidelines for Block 12 respecting architectural guidelines for the proposed detached units on minimum 7.5m frontage lots.

Subdivision Design

There are no proposed changes to the draft plan of subdivision. The road pattern for the subdivision plan remains unchanged. The original conditions of subdivision approval dated May 25, 2004 will remain in effect. However, the Owner is required to provide an amended subdivision streetscape drawing due to the revised driveway locations to the satisfaction of the Development Planning Department.

Servicing

The Engineering Department previously reserved the allocation of sewage servicing capacity on the subject lands for 81 units for Phase 1, Stage 1. There is no change to the allocation of servicing capacity to approved Draft Plan of Subdivision 19T-89124.

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 Zoning By-law Amendment Application to permit a single detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone. The application would facilitate a single detached dwelling unit on a minimum 7.5m frontage lot, subject to specific development standards consistent with similar approvals in Planning Blocks 18 and 33W. The proposed zoning standards would facilitate development that is compatible with the surrounding land uses, particularly from a built form perspective. In addition there are no changes to lotting or road pattern of the approved Draft Plan of Subdivision 19T-89124. For these reasons, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

Attachments

1. Location Map
2. Subject Lands

Report prepared by:

Stephen Lue, Planner I, ext. 8210
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 MAY 23, 2006

Item 17, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

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**ZONING BY-LAW AMENDMENT FILE Z.06.007
OSMINGTON INC.
REPORT #P.2006.12**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated May 15, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.007 (Osmington Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically Exception 9(1198) to permit a detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone on the subject lands shown on Attachment #1, within the approved Draft Plan of Subdivision 19T-03V22 as shown on Attachment #2, subject to the following exceptions development standards:
 - a)

Minimum Lot Frontage	7.5m
Minimum Lot Area	225m ²
Minimum Front Yard	4.5m
Minimum Rear Yard	7.5m
Minimum Interior Side Yard	1.2m*
Minimum Exterior Side Yard	4.5m
Minimum Lot Depth	30m
Maximum Building Height	2-storeys/9.5m
Minimum Number of Parking Spaces/Unit	2
 - *The minimum interior side yard setback on one side may be reduced to 0.45m, where it abuts a minimum yard of 1.2m, except where it abuts a non-residential use.
 - b) The maximum interior garage width may be increased on a lot with a frontage less than 11m provided that the increased width shall:
 - i) only occur on an interior wall;
 - ii) be a maximum of 1.8m in width; and
 - iii) not occur within the first 1.2m immediately behind the garage door.
2. THAT the implementing Zoning By-law not be enacted until:
 - a) the architectural design guidelines for Block 12 are amended to include architectural guidelines for detached units on 7.5m frontage lots; and,
 - b) that the subdivision streetscape drawings be amended due to the revised driveway locations to the satisfaction of the Development Planning Department.

Economic Impact

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

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Purpose

The Owner has submitted a Zoning Amendment Application to permit a detached dwelling unit as a permitted use, subject to site-specific development standards, in the RS1 Residential Semi-Detached Zone on the subject lands shown on Attachment #1, located within the approved Draft Plan of Subdivision 19T-03V22, as shown on Attachment #2. The proposed single-detached dwelling unit would be sited on a lot having a minimum frontage of 7.5m.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the east side of Dufferin Street, north of Major Mackenzie Drive, and within the approved Draft Plan of Subdivision File 19T-03V22, in Part of Lot 21, Concession 2 (Planning Block 12), City of Vaughan. Specifically, the lands subject to the application include Lots 4 to 26, inclusive; Block 27; and Blocks 32 to 36 inclusive, within the approved Draft Plan of Subdivision File 19T-03V22, as shown on Attachment #2. It is noted that Blocks 32-36 as shown on Attachment #2 are parts of lots to be joined with Blocks 174 to 178 in Draft Plan of subdivision File 19T-00V02 (Mayvon Investments Limited and E. Mayvon Investment Limited) to form complete lots, for which a similar Zoning By-law Amendment Application has been submitted (File Z.06.009). Block 27 is a future public elementary school site, that has been included within the Zoning Amendment Application to permit single detached dwellings, should it be determined in the future that a school is not required at this location. The surrounding lands uses are:

- North - vacant, future residential and park-approved Draft Plan of Subdivision File 19T-00V02 (RS1 Residential Semi-Detached Zone and OS2 Open Space Park Zone)
- South - vacant, future street and Neighbourhood Commercial-approved Draft Plan of Subdivision File 19T-03V22 (C4 Neighbourhood Commercial Zone)
- East - vacant, future street and residential-approved Draft Plan of Subdivision File 19T-03V12 (RD2, RD3, RD4 Residential Detached Zones Two, Three and Four)
- West - Dufferin Street; Eagle's Nest Golf Course (OS2 Open Space Park Zone)

On February 10, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Gates of Maple Ratepayers Association, Maple Landing Ratepayers Association, and the Maple Village Ratepayers Association. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report of March 6, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on March 20, 2006.

Official Plan

The subject lands are part of the Carrville - Urban Village 2 Community and designated "Low Density Residential" by OPA #600 and further designated "Settlement Area" by OPA #604 (Oak Ridges Moraine Conservation Plan). The "Low Density Residential" designation of the Official Plan permits semi-detached and detached dwellings. The Zoning Amendment Application conforms to the Official Plan.

Zoning

The subject lands are zoned RS1 Residential Semi-Detached Zone by By-law 1-88, subject to Exception 9(1198). An amendment to By-law 1-88 is required to permit a single detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone on the subject lands. In addition, By-law 1-88 does not include general standards to facilitate the development of a detached dwelling unit on a minimum 7.5m frontage lot.

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Oak Ridges Moraine

The subject lands are located within the “Settlement Area” designation of the Oak Ridges Moraine Conservation Plan, which as been incorporated into OPA #600 by way of OPA #604, and requires that all Planning Act applications conform to the requisite provisions of the Plan. Notwithstanding, when the Oak Ridges Moraine Conformity Report was approved for the entire Block 12 area, it was approved with the understanding that if the Block Plan remained the same (land uses, road pattern, etc.) that subsequent Planning Act applications would not need individual Oak Ridges Moraine Conformity reports. In this case, where there is no physical change to the layout of lots or roads, an Oak Ridges Moraine Conformity report is not required.

Planning Considerations

The subject lands are currently vacant and are zoned RS1 Residential Semi Detached Zone, subject to Exception 9(1198), which permits semi-detached dwellings units on minimum 7.5m frontage lots. The Owner is proposing to amend By-law 1-88 to permit a single detached residential unit as a permitted use in the RS1 Residential Semi-Detached Zone on a minimum 7.5m frontage lot in order to add marketing flexibility to the subject lands. The Owner has also requested that the following development standards apply to the proposed single detached units/lots:

a)	Minimum Lot Frontage	7.5m
	Minimum Lot Area	225m ²
	Minimum Front Yard	4.5m
	Minimum Rear Yard	7.5m
	Minimum Interior Side Yard	1.2m*
	Minimum Exterior Side Yard	4.5m
	Minimum Lot Depth	30m
	Maximum Building Height	2-storeys/9.5m
	Minimum Number of Parking Spaces/Unit	2

*The minimum interior side yard setback on one side may be reduced to 0.45m, where it abuts a minimum yard of 1.2m, except where it abuts a non-residential use.

In addition, the Owner is proposing that the following minimum development standards be applied to the garages for the subject lands:

- b) The maximum interior garage width may be increased on a lot with a frontage less than 11m provided the increased width shall:
 - i) only occur on an interior wall;
 - ii) be a maximum of 1.8m in width; and
 - iii) not occur within the first 1.2m immediately behind garage door.

The proposed development standards are consistent with those approved for single detached dwellings on minimum 7.5 frontage lots in Planning Blocks 18 and 33W, and would result in a development form that is consistent and compatible with the surrounding land uses. There are no proposed changes to the lotting pattern or the overall unit count for the approved draft plan of subdivision (File 19T-03V22) resulting from this application. The proposed zoning amendment would introduce a housing form, being a 7.5m detached unit that is not readily available within Block 12 Planning Area.

In light of the above, the Development Planning Department can support the proposed Zoning By-law Amendment Application to permit single detached dwelling units in an RS1 Residential Semi-Detached Zone, subject to the development standards outlined above.

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

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Architectural Design Guidelines

The Owner is required to provide an addendum to the Council approved Architectural Design Guidelines for Block 12 respecting architectural guidelines for the proposed detached units on minimum 7.5m frontage lots.

Subdivision Design

There are no proposed changes to the approved draft plan of subdivision. The road pattern for the subdivision plan remains unchanged, and the original conditions of subdivision approval dated May 25, 2004 will remain in effect. However, the Owner is required to provide an amended subdivision streetscape drawing due to the revised driveway locations to the satisfaction of the Development Planning Department.

Servicing

The Engineering Department previously reserved the allocation of sewage servicing capacity on the subject lands for 68 units. There is no change to the allocation of servicing capacity to approved Draft Plan of Subdivision 19T-03V22.

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 Zoning By-law Amendment Application to permit a detached dwelling unit as an additional use in the RS1 Residential Semi-Detached Zone. The application would facilitate a single detached dwelling unit on a minimum 7.5m frontage lot, subject to site specific development standards, that is consistent with similar approvals in Blocks 18 and 33W. The proposed zoning standards would facilitate development that is compatible with the surrounding land uses, particularly from a built form perspective. In addition, there are no changes to the lotting or the road pattern of the draft approved Plan of Subdivision 19T-03V22. For these reasons, The Development Planning Department can support approval of the Zoning Amendment Application By-law.

Attachments

1. Location Map
2. Subject Land

Report prepared by:

Stephen Lue, Planner I, ext. 8210
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 MAY 23, 2006

Item 18, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

18

**ZONING BY-LAW AMENDMENT FILE Z.06.009
MAYVON INVESTMENTS LTD. & E. MANSON INVESTMENTS LTD.
REPORT #P.2006.14**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated May 15, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.009 (Mayvon Investments Ltd. & E. Manson Investments Ltd.) BE APPROVED, to amend Zoning By-law 1-88, specifically Exception 9(1199) to permit a detached dwelling unit as a permitted use in the RS1 Residential Semi-Detached Zone on the subject lands shown on Attachment #1, within the approved Draft Plan of Subdivision 19T-00V02, as shown on Attachment #2, and subject to the following development standards:

a)	Minimum Lot Frontage	7.5m
	Minimum Lot Area	225m ²
	Minimum Front Yard	4.5m
	Minimum Rear Yard	7.5m
	Minimum Interior Side Yard	1.2m*
	Minimum Exterior Side Yard	4.5m
	Minimum Lot Depth	30m
	Maximum Building Height	2-storeys/9.5m
	Minimum Number of Parking Spaces/Unit	2

*The minimum interior side yard setback on one side may be reduced to 0.45m, where it abuts a minimum yard of 1.2m, except where it abuts a non-residential use.

- b) The maximum interior garage width maybe increased on a lot with a frontage less than 11m provided the increased width shall:
 - i) only occur on an interior wall;
 - ii) be a maximum of 1.8m in width; and
 - iii) not occur within the first 1.2m immediately behind the garage door.
2. THAT the implementing Zoning By-law not be enacted until;
 - a) the architectural design guidelines for Block 12 are amended to include architectural guidelines for detached units on 7.5m frontage lots; and
 - b) that the subdivision streetscape drawings be amended due to the revised driveway locations to the satisfaction of the Development Planning Department.

Economic Impact

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2006

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Purpose

The Owner has submitted a Zoning By-law Amendment Application to permit a single detached dwelling unit as a permitted use, subject to site-specific development standards, in the RS1 Residential Semi-Detached Zone on the subject lands shown on Attachment #1, located within the approved Draft Plan of Subdivision 19T-00V02, as shown on Attachment #2. The proposed single detached dwelling unit would be sited on a lot having a minimum frontage of 7.5m.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the east side of Dufferin Street, north of Major Mackenzie Drive, within the approved Draft Plan of Subdivision File 19T-00V02, in Part of Lot 22, Concession 2 (Planning Block 12), City of Vaughan. Specifically, the lands subject to the application include Lots 134 to 148 inclusive, and Blocks 174 to 178 inclusive, within the approved Draft Plan of Subdivision File 19T-00V02, as shown on Attachment #2. It is noted that Blocks 174 to 178 are part of lots to be joined with Blocks 32 to 36 in Draft Plan of Subdivision File 19T-03V22 (Osmington Inc.) to form complete lots, for which a similar Zoning Amendment Application has been submitted (File Z.06.067). The surrounding land uses are:

- North - vacant, future residential - approved Draft Plan of Subdivision File 19T-00V02 (RD3 and RD4 Residential Detached Zones Three and Four)
- South - vacant, future residential – approved Draft Plan of Subdivision File 19T-03V22 (RS1 Residential Semi-Detached Zone)
- East - vacant, future residential – approved Draft Plan of Subdivision File 19T-00V02 (RD4 Residential Detached Zone Four)
- West - Dufferin Street; existing Eagle's Nest Golf Course (OS2 Open Space Park Zone)

On February 10, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Gates of Maple Ratepayers Association, Maple Landing Ratepayers Association, and the Maple Village Ratepayers Association. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report of March 6, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on March 20, 2006.

Official Plan

The subject lands are part of the Carrville – Urban Village 2 Community and designated “Low Density Residential” by OPA #600 and further designated “Settlement Area” by OPA #604 (Oak Ridges Moraine Conservation Plan). The “Low Density Residential” designation of the Official Plan permits semi-detached and detached dwelling units. The Zoning Amendment Application conforms to the Official Plan.

Zoning

The subject lands are zoned RS1 Residential Semi-Detached Zone by By-law 1-88, subject to Exception 9(1199). An amendment to By-law 1-88 is required to permit the single detached dwelling unit as an additional use in the RS1 Residential Semi-Detached Zone. In addition, By-law 1-88 does not include general standards to facilitate the development of detached dwellings on a minimum 7.5m frontage lot.

Oak Ridges Moraine

The subject lands are located within the “Settlement Area” designation of the Oak Ridges Moraine Conservation Plan, which has been incorporated into OPA #600 by way of OPA #604, and requires that all Planning Act applications conform to the requisite provisions of the Plan.

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Notwithstanding, when the Oak Ridges Moraine Conformity Report was approved for the entire Block 12 area, it was approved with the understanding that if the Block Plan remained the same (land uses, road pattern, etc.) that subsequent Planning Act applications would not need individual Oak Ridges Moraine Conformity reports. In this case, where there is no physical change to the layout of lots or roads, an Oak Ridges Moraine Conformity report is not required.

Planning Considerations

The subject lands are currently vacant and are zoned RS1 Residential Semi Detached Zone, subject to Exception 9(1199), which permits semi-detached dwellings units on minimum 7.5m frontage lots. The Owner is proposing to amend By-law 1-88 to permit a single detached residential unit as a permitted use in the RS1 Residential Semi-Detached Zone on a minimum 7.5m frontage lot in order to add marketing flexibility to the subject lands. The Owner has also requested that the following development standards apply to the proposed single detached units/lots:

- a) Minimum Lot Frontage 7.5m
- Minimum Lot Area 225m²
- Minimum Front Yard 4.5m
- Minimum Rear Yard 7.5m
- Minimum Interior Side Yard 1.2m
- Minimum Exterior Side Yard 4.5m
- Minimum Lot Depth 30m
- Maximum Building Height 2-storeys/9.5m
- Minimum Number of Parking Spaces/Unit 2

*The minimum interior side yard setback on one side may be reduced to 0.45m, where it abuts a minimum yard of 1.2m, except where it abuts a non-residential use.

In addition, the Owner is proposing that the following minimum development standards be applied to the garages for the subject lands:

- b) The maximum interior garage width may be increased on a lot with a frontage less than 11m provided the increased width shall:
 - i) only occur on an interior wall;
 - ii) be a maximum of 1.8m in width; and
 - iii) not occur within the first 1.2m immediately behind garage door.

The proposed development standards are consistent with those approved for single detached dwellings on minimum 7.5 frontage lots in Planning Blocks 18 and 33W and would result in a development form that is consistent and compatible with the surrounding land uses. There are no proposed changes to the lotting pattern or the overall unit count for the approved draft plan of subdivision (File 19T-00V02) resulting from this application. The proposed zoning amendment would introduce a housing form, being a 7.5m single detached unit that is not readily available within Block 12 Planning Area.

In light of the above, the Development Planning Department can support the Zoning By-law Amendment Application to permit single detached units in an RS1 Residential Semi-Detached Zone, subject to the site-specific development standards outlined above.

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Architectural Design Guidelines

The Owner is required to provide an addendum to the Council approved Architectural Design Guidelines for Block 12 respecting architectural guidelines for the proposed detached units on minimum 7.5m frontage lots.

Subdivision Design

There are no proposed changes to the approved draft plan of subdivision. The road pattern for the subdivision plan remains unchanged. The original conditions of subdivision approval dated May 25, 2004 will remain in effect. However, the Owner is required to provide an amended subdivision streetscape drawing due to the revised driveway locations to the satisfaction of the Development Planning Department.

Servicing

The Engineering Department previously reserved the allocation of sewage servicing capacity on the subject lands for 83 units for Phase 1, Stage 1. There is no change to the allocation of servicing capacity to approved Draft Plan of Subdivision 19T-00V02.

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 Zoning By-law Amendment Application to permit a single detached dwelling unit as an additional use in the RS1 Residential Semi-Detached Zone. The application facilitate a single detached unit on a minimum 7.5m frontage lot, subject to specific development standards consistent with similar approvals in Blocks 18 and 33W. The proposed zoning standards would facilitate development that is compatible with the surrounding land uses, particularly from a built form perspective. In addition, there are no changes to the lotting or road pattern of the draft approved Plan of Subdivision 19T-00V02. For these reasons, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

Attachments

1. Location Map
2. Subject Lands

Report prepared by:

Stephen Lue, Planner I, ext. 8210
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Site Development

The 1.32ha rectangular-shaped site has 84m frontage on Weston Road and Jevlan Drive, and 134m flankage along Carlauren Road. The site is served by three accesses, one each on Weston Road, Carlauren Road and Jevlan Drive, respectively. The irregular-shaped building is located at the centre of the site. A total of 206 parking spaces are provided, including 3 spaces for disabled persons. The main entrances are located on the exterior of the building, with the service man-doors provided within the interior courtyard. The draft plan of condominium is in accordance with the approved Site Plan File DA.05.005.

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 draft plan of condominium 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 Standard Condominium 19CDM-06V01

Report prepared by:

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

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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.)

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Item 20, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

20

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM- 06V02
WOODBRIIDGE GREEN HOMES INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated May 15, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-06V02 (Woodbridge Green Homes Inc.) 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 approved 57 unit freehold residential townhouse development, including the roads, sidewalks and visitor parking spaces, as shown on attachment #3.

The Owner has also submitted a corresponding application for Part Lot Control Exemption (File PLC.06.006) to lift the Part Lot Control provisions of the Planning Act to facilitate the creation of 57 freehold residential parcels of tied land (POTL) on the subject lands. The Part Lot Control by-law will be forwarded to Council for enactment.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located southeast of Regional Road #7 and Bruce Street, being Lots 38, 39 and 40 on Registrar's Compiled Plan 9831 (4785, 4795 and 4803 Regional Road #7), City of Vaughan.

The subject lands are currently comprised of an assembly of three properties under a registrar's compiled plan. On June 27, 2005, Council approved a Draft Plan of Subdivision application (File 19T-04V16) to facilitate the merging of the three lots into one registered plan to allow the consolidated block to be developed through the Site Development process (File DA.05.024), and with individual freehold parcels to be created through a Part Lot Control application (File PLC.06.006). 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-06V02). The surrounding land uses are:

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

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Official Plan/Zoning

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

The subject lands are zoned RM2 Multiple Residential Zone by By-law 1-88, subject to Exception 9(1251), which permits the townhouse development. The proposed Draft Plan of Condominium to create the common elements complies with all requirements of the Zoning By-law.

Connection with Adjacent Lands

The necessary easements are required to ensure appropriate servicing, and vehicular and pedestrian connectivity of the site with the adjacent lands to the east (United Capital Investments and Stone Manor Developments), and to the west should those lands develop. 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-04V14) on June 27, 2005 to facilitate the merging of the subject lands into one registered plan to allow the creation of individual parcels through exemption of Part Lot Control. The Owner will be required to register a restriction on title to prevent the selling of the freehold lots prior to the final condominium being registered.

Region of York

The Regional Municipality York has no objection to the approval of the draft plan of condominium, subject to the condition of approval outlined 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, and has determined 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-06V02)

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Report prepared by:

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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.)

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Item 21, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

21 **SITE DEVELOPMENT FILE DA.05.064**
VITRAN EXPRESS CANADA INC.

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 15, 2006, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT the building elevations for Site Development File DA.05.064 (ViTran Express Canada Inc.) BE APPROVED.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to permit a cross-dock loading facility that would consist of a 7,275.65m² cross-dock building with a two-storey 3,425.23m² office component, a 522.02m² truck service building, and a 33.14m² kiosk/gatehouse building, on a 8.53 ha lot, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1, are located on the north side of Langstaff Road, east of Creditstone Road, being Blocks 17 & 19 on Plan 65M-3419 (1201 Creditstone Road and 2700 Landstaff Road), City of Vaughan.

The subject lands are designated "Prestige Area" and "Employment Area General" by OPA #450 (Employment Area Plan) and zoned EM2-A Restricted General Employment Area Zone by By-law 1-88, subject to Exception 9(1066). The proposed site development conforms and complies with the Official Plan and Zoning By-law, respectively.

Building 'A' (two-storey office with a storage component) will be constructed to a height of 9.535m, as shown on Attachment #3a. The roof-top mechanical equipment will be screened from street view. The material colours consist of off-white pre-cast concrete panels and a combination of spandrel and reflective blue-tinted double glazed windows. Company signage in black lettering will be provided on the upper northwest corner of the building. Pre-finished brushed aluminum pillars in a copper colour span along the north and southwest elevations, including a canopy over the north entrance in the same material. Four (4) overhead doors are located on the east elevation.

Building 'B' (cross-dock facility) is connected to Building 'A', and is shown on Attachment #3b. The long rectangular building will be constructed to a height of 6.56m. The building material consists of navy blue metal siding with a pre-finished grey metal roof. A grey band spans around the building to break up the large façade. Sixty-five (65) loading doors, each with a window, span

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along the west (facing rear yards of existing employment uses) and east (CNR yard) elevations, and are not visible to the road system. The south elevation faces Langstaff Road and provides for 5 tinted windows and a walkway ramp.

Building 'C' (truck service building) is located in the northeast corner of the site and will be constructed to a height of 7.0m. The prefinished grey metal roofing increases the height to 7.812m to the peak. The building material and colours are consistent with Building 'B'. A grey band spans along the lower portion of the building. Three (3) drive-in doors and one (1) man-door are located on the south elevation, which is the main facade.

Building 'D' (kiosk/gate house) will consist of off-white pre-cast concrete panels and copper-coloured pre-finished batten roofing, as shown on Attachment #3d. The south and north elevations will each have a drive-through window where security personnel can control trucks coming in and out of the site. Blue-tinted windows are also located on the west elevation. An entrance and walkway ramp are located on the east elevation.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department is satisfied with the proposed elevations for the cross and loading facility, office, truck service, and kiosk gatehouse buildings.

Attachments

1. Location Map
2. Site Plan
- 3a. Elevation Plan – Building 'A' (office)
- 3b. Elevation Plan – Building 'B' (cross-dock loading facility)
- 3c. Elevation Plan – Building 'C' (truck service building)
- 3d. Elevation Plan – Building 'D' (truck/gatehouse building)

Report prepared by:

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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.)

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Item 22, Report No. 29, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on May 23, 2006, was dealt with by approving:

That this matter be referred to staff for a report on the impact of issues on the subway, high capacity transit link, and other services.

**22 DRAFT OFFICIAL PLAN AMENDMENTS NO. 660, 661, 662, 663 AND 664
 HIGHWAY 7 POLICY REVIEW
 FILE NO. 15.87**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 15, 2006, be approved, subject to deferring the site specific application for properties under File OP.04.001 (I + M Pandolfo Inc. In Trust); and**
- 2) That the memorandum of the Director of Policy Planning/Urban Design, dated May 12, 2006, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT draft Official Plan Amendments 660, 661, 662, 663 and 664(pursuant to the Highway 7 Land Use Futures Study and Jane/7 Employment Area Redevelopment Study) BE ADOPTED;
2. THAT the Region of York be requested to rename Highway 7 to "Avenue Seven" in keeping with its intended urban, transit-supportive future role in Vaughan;
3. THAT Staff be directed to initiate discussions with the Region of York respecting preparation and implementation of streetscaping requirements to complement transit objectives to the satisfaction of the City; and
4. THAT the Commissioner of Economic/Technology Development and Communications in consultation with the Commissioner of Planning be directed to undertake a marketing strategy to guide and promote the 'Avenue Seven' initiative and that the funds required for the marketing strategy be addressed through the budget process.

Economic Impact

The economic impact to the City will be strongly positive in terms of the value of investment and assessment which will ultimately result from the implementation of the final plan for the Highway 7 corridor via new development and redevelopment.

Purpose

The purposes of this report is to submit the draft Official Plan Amendments #660, 661, 662, 663 and 664, implementing the recommendations of the City-initiated Highway 7 Land Use Futures Study for the consideration of Committee of the Whole.

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Background – Analysis and Options

Location

The Study Area for the Highway 7 Land Use Futures Study traversed the entire length of the Highway 7 corridor in the City of Vaughan, from Brampton in the west to Richmond Hill in the east and extended approximately 400 metres on both the north and south sides of the Highway 7 right-of-way. The draft Official Plan amendments amend six current plans (OPA's #450, 240, 345, 500, 467 and 4). The lands subject to the amendments are shown conceptually on Attachment 1.

The Jane/7 Employment Area Redevelopment Study is located within the Vaughan Corporate Centre, and extends from the north side of Highway 7 to Highway 407 on the south, and from Jane Street on the west to the CN Rail Yard on the east.

Public Consultation Process

The following is a brief record of the public process and associated Council meetings on this file to date:

- On May 14, 2001, Council approved the Terms of Reference for the Highway 7 Policy Review.
- On October 15, 2001, Council approved selection of a consulting team led by the firm 'The Planning Partnership' to be retained to conduct the review. The team included: duToit Allsopp Hillier (urban design); Sterling Finlayson Architects (urban design); Oleson Worland Architect (urban design); Royal LePage Advisors (market intelligence and development feasibility); Poulos & Chung (transportation); Cosburn Patterson Mather (engineering/stormwater management); and DCS (environmental site remediation).
- On February 27, 2002, a Technical Advisory Committee was established to assist in conducting the review. The Committee included staff representation from:
 - Region of York
 - York Region Transit
 - York Region Transit Plan
 - Toronto and Region Conservation Authority
 - City of Vaughan Development Planning, Engineering, Economic and Technology Development, and Real Estate departments.
- On May 13, 2002, Council received the Phase I Background Reports for both the Highway 7 Land Use Futures Study and the Jane/7 Employment Area Redevelopment Study; endorsed the criteria for selecting candidate Demonstration Plan sites for the Jane/7 study; and, forwarded the Phase I reports to the Region of York as input to their emerging initiatives.
- On June 18, 2002, a Public Open House was held to provide an overview of the studies and obtain comments from the public on the evolving vision for Highway 7.
- On October 15, 2002, a Committee of the Whole Working Session was held on the Phase II reports.
- On November 26, 2002, a second Public Information Meeting was held.

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- On June 23, 2003, Council directed that Official Plan Amendments be prepared to implement the land use changes identified in the Phase II reports.
- Both the Highway 7 Land Use Futures Study and the Jane/7 Employment Area Redevelopment Study were largely completed in early 2004. However, York Region's initiatives on both the YRTP Transitway corridor, and ROPA #43 (Centres and Corridors policies) had progressed to the point where it became prudent to delay finalizing the Highway 7 Policy Review until these Regional initiatives were concluded.
- On November 22, 2004, Council directed the scheduling of a statutory Public Hearing on the Highway 7 Policy Review.
- On December 17, 2004, Regional Official Plan Amendment No. 43 was adopted and, there being no appeals, came into effect on January 7, 2005.
- On March 1, 2005, amendments to the Provincial Policy Statement were approved and came into effect replacing the Provincial Policy Statement issued May 22, 1996, and amended February 1, 1997.
- On June 13, 2005, The Places to Grow Act was approved providing detailed direction to municipalities respecting Provincial expectation for managing growth and development.
- On October 6, 2005, a Public Information Meeting was held at Woodbridge Library to present the results of both the Highway 7 Land Use Futures Study and Jane/Highway 7 Employment Area Redevelopment Study, and inform the public on the remaining steps to completion of the planning process.
- On Dec. 5, 2005, a statutory Public Hearing was held respecting five draft amendments to the Official Plan to implement the recommendations of the Highway 7 Futures Study.

Comments Received at the December 5, 2005 Public Hearing and Staff Response

A. Comments From Members of the Public

1. Modification of tertiary plan requirements for the Concord GO Centre

A consultant representing a landowner with property east of the Concord GO line north of Highway 7 – the Concord Floral property - made the following requests with respect to the preparation of a tertiary plan for the Concord GO Centre required by revised OPA 660:

- a. that current industrial uses continue to be permitted;
- b. that the area of the study area for the Concord GO Centre be defined based on a 400 metre distance from the intersection of the CN line with Highway 7;
- c. that maximum heights be established through the tertiary plan process, and may exceed 10 stories subject to an appropriate test of development compatibility with adjacent uses; and
- d. a minor wording modification clarifying that “the study area required for the preparation of such amendment will be based on the general criteria established in Section 2.2.3.1 of this Plan”.

Staff Response: Staff agree with these suggestions and have reflected them in the revised OPA 660. With respect to request d) above, the revised OPA 660 now refers to “Section 2.2.3.1, Development Policies, subsection 3”.

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2. Modification of policies respecting Seven/427 Centre

A consultant representing a group of landowners with land holdings in the Highway 7 corridor between Highway 27 and Highway 50 in the Vaughan Enterprise Zone. The lands are currently subject to OPA 450, and are also the subject of a block plan exercise whose final approval is near. Revised OPA 660 proposes to redesignate the lands within 200 metres of Highway 7 as “Prestige Areas – Centres and Avenue Seven Corridor”. It also would designate the lands at the Highway 427 interchange as “Seven/427 Centre”, and the lands at the intersections of Highway 7 with Highway 50 and Highway 27 as “Transit Stop Centre”. The consultant has requested the following:

- a. that the “Seven/427 Centre” designation be applied to all of the lands within the Highway 7 corridor from Highway 50 to the Highway 427 interchange, with high density residential permitted in the corridor, and one transit node, rather than two;
- b. that height limits be eliminated to encourage high density residential development and take advantage of long distance views;
- c. that explicit wording is needed, consistent with the Plan’s intent, to permit density on a single site to exceed the overall density target for the “Seven/427 Centre” as a whole;
- d. that additional policy be added respecting interim forms of development permitted, requiring no minimum density and permitting interim development of low intensity to proceed ahead of a required tertiary plan for the “Seven/427 Centre”.

Staff Response: Staff do not support the requests, as outlined below:

- a. The 1.1 km distance from Highway 427 to Highway 50 seems too long a distance to ever constitute a single center, and would string out development in a linear fashion rather than concentrating it at the interchange. The “Seven/427 Centre” is intended to become the major focus of development west of Highway 27. The Centre should be centrally located midway between Highway 27 and Highway 50 on the lands surrounding the Highway 427 interchange. The intent is to foster development in all four quadrants around the interchange to create a highly visible and identifiable business employment centre. The lands at the interchange will take advantage of excellent access via Highway 427 to other parts of the GTA, and Pearson International Airport. The Centre, as it builds out, will eventually become a major focus of transit service. The Transit Stop Centres, located about one kilometre away west and east, at Highway 50 and Highway 27, are also logical locations for development concentrations with supporting transit services.
- b. Residential uses are not appropriate in the “Seven/427 Centre” (as elaborated further in the response to Council comments in B1 below). The maximum building height of 10 storeys is appropriate to the business centre image, and is intended not to compete with the higher scale and height of development permitted in the Vaughan Corporate Centre.
- c. The density policy is already sufficiently clear. Revised OPA 660 places no limit on maximum development density, recognizing that the maximum height limit of 10 storeys, together with setback, parking and landscaping requirements will keep the scale of development within acceptable limits.
- d. Staff are satisfied with the policy direction in revised OPA 660 which already permits interim forms of development (defined as ‘development that does not achieve minimum density objectives’), provided it satisfies other policies, transportation and urban design objectives, and design guidelines.

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3. Removal of the height limits within the Corporate Centre District

A consultant, representing landowners with property on the east side of Jane Street south of Highway 7 and the proposed Ring Road, within the area currently designated “Corporate Centre District”, requests that height limits within the District be eliminated. They have filed an application for an amendment to the Official Plan to permit three 28-storey residential towers.

Staff Response: Staff do not support this request. Revised OPA 663 increases the permitted density and height within the Corporate Centre District to 1.5 – 2.0 FSI, and 16.5 metres, respectively. The intent is to enable somewhat taller, denser development within the District. However, the Corporate Centre Node is expected to remain the main focus of development. Its proximity to higher order transit service on Highway 7, and particularly in close proximity to the proposed subway station, justify its high density and height permissions. Given the transportation implications of high density development, properties outside the Corporate Centre District should not be permitted density and height permissions similar to the Corporate Centre Node without a comprehensive study of the traffic, servicing and site plan implications of such development.

4. Exclusion of lands fronting east side of Keele Street

A consultant representing landowners on the east side of Keele Street south of Highway 7 requested that the east side of Keele Street be included in the area to be redesignated by revised OPA 660 to “Prestige Areas – Centres and Avenue Seven Corridor”.

Staff Response: The request is already addressed by OPA 664. The properties in question are subject to OPA 467 (which amends OPA 4), and are already proposed to be redesignated, consistent with the consultant submission, by revised OPA 664 which applies to the east side of Keele Street. The west side of Keele Street is subject to OPA 450, and is being redesignated by OPA 660.

5. Processing of Royal Empress Gardens Master Plan

A consultant for the landowner proposing development on the Royal Empress Gardens site on the north side of Highway 7 east of Jane Street requested City and Regional processing of the Master Plan in advance of the approvals of revised OPA 663 to which the lands will be subject, and that Map 3 of OPA 663 delete the Barnes Court extension connecting the Ring Road to Highway 7.

Staff Response: The proposal to delete the Barnes Court extension on Map 3 of revised OPA 663 is premature given the current status of the proposal. Development and Policy Planning staff have been meeting with the landowner on this property, and advise that he will have to submit an application to amend the Official Plan, a revised draft plan of subdivision, and a site plan application, in order to initiate the proposed change to Barnes Court. To date, only a preliminary concept has been discussed with Staff. Should the City agree to the proposed change prior to Regional approval of OPA 663, it may be possible to reflect the change in OPA 663 through a Regional modification.

6. Questioning implementation, achievability and impact of the Plan(s)

One Thornhill resident expressed skepticism about the plans for Highway 7, the timing and likelihood of higher order transit service, the need for improved north-south transit service, and the impact of higher buildings on existing residential uses.

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Staff Response: The Region of York has made a commitment to higher order transit, and has already completed the first step of its transit improvement program with the initiation of the Quick Start bus system. Achievement over time of the proposed densities in the draft amendments will ultimately justify a higher order of transit service in the Highway 7 corridor. North-south transit service also requires improvement, and is to be addressed via enhanced bus service as demand warrants, and by the recently announced Provincial commitment to extend the Spadina subway to Highway 7. Existing residential uses are not expected to experience any discernible impact from new development, which is limited to a maximum of four storeys within 30 metres of existing residential.

7. Proposed maximum building heights are not sufficient to achieve transit objectives.

The President of the Maple Landing Ratepayers Association noted that buildings on Highway 7 should be permitted at much greater heights to support transit, rather than permitting them in other parts of Vaughan where they are now proposed and may be less appropriate.

Staff Response: The Vaughan Corporate Centre now permits buildings without any height limit at landmark locations mainly on Highway 7. Revised OPA 660 and 661 deal with the future GO station areas where tertiary plans are required. Throughout the tertiary planning process, appropriate height limits will be established for development in keeping with the transit objectives of the Plans. The Plans aim to increase development concentrations at appropriate locations along the corridor, but are not intended to compete with the Vaughan Corporate Centre in terms of height and density.

B. Comments From Members of Council

1. Deletion of residential uses west of Highway 27 including the Seven/427 Centre

Members of Council expressed the view that it would be inappropriate to permit residential uses within the proposed Seven/427 Centre given its intended function and context.

Staff Response: Residential uses have been deleted from the modified draft OPA 660 west of Highway 27. Staff concur that the Seven/427 Centre is intended to develop as a focus of major office commercial development within the planned major employment area surrounding it. The Centre will become the most intensely developed area within the West Vaughan Employment Lands. It is ideally positioned to fulfill this role, given its proximity to major highways and accessibility from Pearson International Airport. The area west of Highway 27 is ill-suited to accommodate a residential development, given its physical separation from the balance of the Woodbridge community, the complete absence of community services and facilities west of Highway 27, and the area's planned development as a new employment area.

2. Should a tertiary plan be required, given that there is no commitment to a Woodbridge GO Station?

A member of Council questioned whether a tertiary plan should be required for the area associated with a future Woodbridge GO station, given that there is currently no Provincial commitment to establishing such a facility in Woodbridge.

Staff Response: On April 25, 2006, Council approved a resolution directing staff to prepare a Terms of Reference for a planning study for the Kipling Avenue corridor. In Staff's view, this study should address the future development opportunities associated with the corridor, including the potential to provide GO rail service to Woodbridge on the

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CP line. This study would fulfill the requirement for a tertiary plan for the study area within which a future GO station would be established. The study would include staff discussions with GO Ontario, CP and York Region to initiate the necessary steps toward securing a commitment from GO to bring its service to Woodbridge. Ultimately, the site of a new GO station on the CP line will need to be addressed through an Environmental Assessment. However, the Woodbridge core area already includes a significant concentration of development which would benefit from improved access to higher order transit. The Kipling corridor is also experiencing redevelopment pressures. Given this context, and the Province's and Region's strong support for transit-supportive development, the Kipling Avenue Study presents an excellent opportunity to create a high quality development which improves access to transit in the Woodbridge community as a whole, supports existing and future retail in the Woodbridge core, and addresses Council's objectives for Kipling Avenue.

3. Creation of competing nodes and centres will undermine Vaughan Corporate Centre

A member of Council expressed the view that the Vaughan Corporate Centre is developing very slowly, and that the new nodes and centres proposed by the draft amendments on Highway 7 would compete with and delay development further.

Staff Response: The Vaughan Corporate Centre has been relatively slow in beginning to fulfill its vision as the City's 'downtown' and focus of major high density residential, office and retail development, in a transit-supportive and pedestrian-friendly form. To date, much of its development has been limited to a more suburban form characterized by 'big box', 'baby box' retail and hotel uses which are primarily auto-oriented. Its proximity to and visibility from major highways has driven its development to date. However, this is expected to change very soon.

The planning context for the Vaughan Corporate Centre is already changing. The Region is committing substantially to improved transit service on Highway 7. The announcement of the Province's commitment to extending the Spadina subway to Highway 7 means that the Corporate Centre will be readily accessible to the balance of the Toronto metropolitan area. The City has recently received three preliminary development applications which propose more than 2300 high density residential units on Highway 7 east of Jane Street.

The Regional and Provincial initiatives substantially enhance the development potential of the Vaughan Corporate Centre. All forms of new development locating there will benefit from the synergy, as a major development concentration begins to be established there. In other words, when it comes to locations competing for new development on Highway 7, Vaughan Corporate Centre will become 'the bully on the block'. Other nodes and centres on Highway 7 are proposed each kilometre or two, and can be expected to gradually develop and expand as the corridor evolves and becomes more urban, and transit service improvements are introduced. They have an important role to play in also contributing to transit-supportive development along the length of Highway 7 through Vaughan.

Staff-Initiated Modifications To the Draft Amendments

Upon further review of the draft OPA documents, Staff have introduced several modifications to refine and improve them, and to make them more understandable and usable:

1. Tertiary Plan requirements for the Concord and Woodbridge GO Centres

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Revised OPA 660 and 661 require that tertiary plans be prepared for the Concord and Woodbridge GO centres, respectively. The modified documents now provide further detail respecting the range of subjects to be addressed by these planning studies, including land use, urban design, transportation, environmental conditions, servicing, and impacts on adjacent development.

Draft OPA 660 has also been modified to permit the maximum heights of buildings within the Concord GO Centre to be examined and finalized through the tertiary planning study. The study area primarily includes existing employment uses where height considerations are less significant than within a residential area. The tertiary plan will be required to identify appropriate heights and other protection for the existing Concord residential area west of the GO line.

Draft OPA 661 has also been modified to provide for the study area for the Woodbridge GO Centre to be defined at the time of the study, in keeping with Council's direction, recognizing that the precise station location is not yet known and will be the subject of an Environmental Assessment. Appropriate height limits will also be established through the land use study.

2. Deletion of tertiary plan requirement for Seven/427 Centre

Staff have eliminated the requirement for a tertiary plan for the Seven/427 Centre, which was included in the draft OPA 660. The Centre will be focused on all four quadrants of the interchange for Highway 7/427. The emergence of this location as an identifiable center is expected to occur in the long term. In the meantime, the lands on both sides of Highway 7 are subject to block planning exercises which are nearly complete, and given the shortage of employment lands, they should be enabled to develop as soon as possible, rather than being subject to the further work which a tertiary plan would entail. Each of the quadrants will develop independently in any case. Should the City wish to introduce greater structure to the form of development, it will be more appropriate to do so in the longer term when redevelopment to a higher order of intensity and concentration may be achievable.

3. Mapping correction of valleylands in Woodbridge

In revised OPA 661, which amends the Woodbridge Community Plan (OPA 240), the maps have been revised to correctly show the existing valleyland corridor east of Wigwoss Avenue on the north side of Highway 7. This is consistent with site-specific OPA 461 which amended OPA 240, but is not shown on the land use schedule to OPA 240.

4. Deletion of Legion Court lands from new 'Prestige Areas – Centres and Avenue Seven Corridor' designation

In draft OPA 661, the lands on Legion Court were proposed to be redesignated from 'General Commercial' to 'Prestige Areas – Centres and Avenue Seven Corridor' to permit their future redevelopment. However, these lands are already identified as a Special Policy Area (SPA) in OPA 440, owing to their location in the floodplain of the Humber River. The 2005 Provincial Policy Statement states:

"A Special Policy Area is not intended to allow for new or intensified development and site alteration if a community has feasible opportunities for development outside the floodplain."

Any changes to land uses within designated SPAs normally requires the permission of the Ministry of Municipal Affairs and Housing, and the Ministry of Natural Resources. Therefore, in the revised OPA 661, this area has been omitted from the new designation.

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5. Introduction of policies respecting drive-through uses and service stations

In keeping with current Council policy, each of the five revised draft amendments includes a policy limiting service stations and gas bars to a maximum of one per arterial road intersection.

Revised OPAs 660, 661 and 663 also introduce policies prohibiting drive-through uses within the future Woodbridge and Concord GO Centres, and the Vaughan Corporate Centre, respectively, to ensure that development in these locations assumes a transit-supportive form. Such uses are considered auto-oriented, low intensity uses, and therefore are contrary to the preferred form of development proposed for Highway 7 and, in particular, at locations where transit nodes are planned.

6. Revisions and refinements to policy language and mapping

Staff have revised the wording of many of the policies in the draft amendments to ensure that they are readily understandable and consistent with the Official Plan documents which they are amending, while maintaining their substantive content and meaning.

Staff have added new maps to each amendment which more clearly identify the areas subject to the new designations introduced by the amendments. This was necessary as some of the existing land use schedules now being amended have been produced at a scale making them extremely difficult to read.

Staff have also added an appendix to each document identifying the location of site-specific amendments already in force within the lands subject to each amendment. The effect of the amendments is to expand upon the range of development opportunities available, without removing the existing land use permissions associated with the site-specific amendments.

OVERVIEW OF THE REVISED OFFICIAL PLAN AMENDMENTS

The Policy and Planning Context

The current Provincial government has undertaken three significant policy initiatives which have modified the planning and policy context in terms of Provincial policy. The updated Provincial Policy Statement and Greenbelt Plan were approved early in 2005. On June 13, 2005, the Places to Grow Act was approved, providing a legal framework for growth planning in Ontario. A regulation was also passed identifying the Greater Golden Horseshoe as the first area in the province for which a growth plan will be prepared under the Places to Grow Act. In November, 2005, a Proposed Growth Plan For the Greater Golden Horseshoe was released for public comment.

Also, early in 2005, the Region of York amended its Official Plan (ROPA 43) incorporating new policies governing development within key development nodes and corridors. In addition, a number of environmental assessments are well underway to significantly enhance the quality of public transit infrastructure and service with important implications in their vicinity. Recognizing that these new initiatives could have significant implications for development in the Highway 7 corridor, the City's studies and draft amendments to the Official Plan were held in abeyance throughout 2005.

These new initiatives are briefly summarized below.

Provincial Policy Statement (PPS)

The current Provincial Policy Statement, approved on March 1, 2005, generally supports the Highway 7 draft OPAs. The new PPS includes the following statements of relevance to the Highway 7 studies:

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Section 1.2.2.b): “identify areas where growth will be directed, including the identification of nodes and the corridors linking these nodes”;

Section 1.2.2.c): “identify targets for intensification and redevelopment within all or any of the lower tier municipalities, including minimum targets that should be met before expansion of the boundaries of the settlement area is permitted”; and

Section 1.2.2.d): “where transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted”.

Overall the Highway 7 draft OPAs are very supportive of the current Provincial Policy Statement.

The Places to Grow Act

The Places to Grow Act, approved June 13, 2005, provides more detailed direction than the PPS to managing growth. The Act supports a series of urban centres connected by urban transit. In the case of Vaughan, this implies the connection of Vaughan Corporate Centre with Brampton City Centre to the west, and to the Richmond Hill/Langstaff Gateway and Markham Centre to the east. The City’s Highway 7 corridor work and York Region’s YRTP transit initiatives will ultimately serve to fulfill the vision described of the Places to Grow Act.

The Places to Grow Act also requires, as a condition of extending urban boundaries, that a municipality must have plans in place to accommodate at least 40% of projected growth through intensification of existing urban areas. The Highway 7 corridor provides perhaps the greatest opportunity in Vaughan to accommodate substantial growth through intensification of existing areas, and in areas which will be well served by planned transit improvements. The Highway 7 draft OPAs are strongly supportive of the direction of the “Places to Grow” discussion paper.

The York Region Official Plan

The York Region Official Plan is the upper tier planning document that provides the framework for achieving the Region’s urban structure. Amendments to the City’s Official Plan must conform to the Region’s OP. Since the Highway 7 Land Use Futures Study report was drafted, the Regional Official Plan has been amended by OPA 43, which came into full force and effect on January 7 2005. The “Centres and Corridors” policies of OPA 43 provide more explicit direction to local municipalities in implementing the Region’s planned urban structure of Regional Centres, linked by Regional Corridors. Key elements of the Regional Official Plan include:

- a shift towards growth in the existing designated urban areas
- a focus of growth in Regional Centres and Corridors
- a mix of uses for both population and employment
- an overall, long term density target of 2.5 FSI
- identification of Key Development Areas along the Regional Corridors
- the provision of a higher order and connected transit network to support these uses
- urban design criteria that supports transit-supportive and pedestrian-friendly uses
- implementation strategies

The York ROP identifies Highway 7 as one of two Regional Corridors – Yonge Street being the other – which are expected to develop with higher density land uses that will support planned transit routes. The ROP suggests that over the next 25 to 50 years, the vision for Highway 7 will direct its transition from a provincial highway to a multi-purpose, transit-supportive urban street that is both a corridor and an urban space. It will link three regional centres that serve as compact mixed use areas that are intended to function as focal points for business, government, higher density residential and cultural uses.

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York Region has been an active participant in the City of Vaughan's Technical Advisory Committee for the Highway 7 Policy Review and has been supportive of the policies in the proposed Highway 7 OPAs. The Highway 7 OPAs conform with the Regional Official Plan by establishing leading edge municipal policies that: provide for an increased range of residential and employment uses; identify 'Key Development Areas'; permit a range of higher density targets according to the local context and conditions; include consistent urban design criteria that address both compatibility with adjacent stable low-density residential designations as well as transit-supportive and pedestrian-friendly uses and densities; and, set the framework for initiating an incentive-based implementation strategy.

It is appropriate to recognize that the lands subject to the draft amendments along the Highway 7 corridor conform with the role and function of "Key Development Area" as described ROPA 43, Section 5.5:

- a) areas with the greatest opportunity for compact and mixed-use development;
- b) areas assigned early priority for rapid transit services and infrastructure;
- c) areas abutting or adjacent to rapid transit stations; and
- d) areas of the Corridor that intersect with other major transportation routes or facilities, including passenger rail and other surface transit services.

YRTP & TTC Planned Transit Improvements

As a Regional Corridor linking a series of Regional Centres, Highway 7 has the potential to be part of a major transit corridor of GTA-wide significance. The Environmental Assessment (EA) for interim Bus Rapid Transit services, through the corridor and ultimately linking to the Spadina subway extension at Steeles Avenue, is now nearing completion. As the major connecting link to Vaughan, the Toronto Transit Commission(TTC) is also conducting the EA for the extension of the Spadina subway to Steeles Avenue. On Mar. 23, 2006, the Province announced its commitment to the extension of the Spadina subway to the Vaughan Corporate Centre at Highway 7.

The Official Plan amendments arising from the Highway 7 Futures Study support and take advantage of these transit initiatives, and associated development opportunities.

The Highway Seven Land Use Futures Study

This Study was initiated in 2001 to determine how Highway 7 would continue to evolve from land uses that responded to the historic highway function of the corridor, towards more of a locally functioning 'main street'. With the introduction of Highway 407, and with the transfer of Highway 7 from the Provincial government to York Region, the opportunity to facilitate change in the function of the road and adjacent land uses was made possible.

The Highway 7 Land Use Futures Study began with a broadly defined Study Area extending across the entire Highway 7 corridor in the City of Vaughan and included approximately 400 metres on both sides of the corridor. The Study Area was further refined to exclude environmental areas (river valleys) and stable residential areas backing onto the corridor. The corridor was also narrowed in width to further focus the potential density in close proximity to the right-of-way.

The Study analyzed the land use character along the corridor and the existing arterial road network that intersects with it. The Study examined the variety of existing conditions along the corridor, the existing planning policies, and the land use and urban design opportunities that the corridor provides. It also reviewed the evolution of the corridor, the existing policy context and recent Provincial and Regional initiatives. Based on this work, the Study then developed a Vision that would be the basis for preparing Official Plan amendments and an Implementation Action Plan.

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Since the beginning of the Study, the need for Highway 7 to continue to evolve as a main axis for the City's residential and employment communities has become even more apparent. York Region is aggressively pursuing both short and long-term higher order transit improvements in the corridor through the York Region Rapid Transit Plan. Transit services are being implemented through a 'quick-start' program that will provide increased levels of transit service in the corridor. The next step in transit service level is being developed through an Environmental Assessment and will incorporate dedicated lanes in the Highway 7 corridor for a Bus Rapid Transit (BRT) system. The final phase is to upgrade the dedicated bus lanes to accommodate a light rail system.

The introduction of higher order transit service means there is also a need to provide policy support for development which is more urban and transit-oriented. The City's Study is intended to provide the analytical basis and policy framework for proposed official plan amendments supporting the Region's transit initiatives. The City is also nearing completion of the Vaughan Corporate Centre Streetscape Master Plan Study, which will complement this evolution of the transit service and the associated higher order land uses.

The Jane/7 Employment Area Redevelopment Study

One area of particular interest on the Highway 7 corridor is an established industrial area south of the highway between Jane Street and the CN Rail Yard. This is part of the City's first generation of employment lands that were established in the 1950's and 1960's. Now, as part of Vaughan's future downtown, the Vaughan Corporate Centre, it is appropriate to consider how the area will redevelop to support the higher order 'downtown' vision for the area. While the planning policies are generally in place to facilitate redevelopment, the Jane/7 Employment Area Redevelopment Study was undertaken to look at what additional steps beyond land use planning and the introduction of higher order transit could be initiated by the City to encourage redevelopment.

The Study involved a review of opportunities and constraints to redevelopment in the area, including market conditions, the potential need for site remediation, and the planning framework and tools available to support redevelopment. Utilizing detailed 'Demonstration Plans' as case studies on three representative sites, the Study assessed the feasibility of higher density redevelopment in terms of both market forces and development cost factors. The Study prepared a redevelopment strategy to enable the City to begin the process of changing the area from an older industrial area in a manner consistent with the ultimate vision for the Vaughan Corporate Centre.

Description of the Proposed Amendments To the Official Plan

The purpose of the proposed amendments is to establish within the City's Official Plan:

1. a clear vision of the intended long term urban structure within the Avenue Seven corridor;
2. a transit-supportive land use plan that includes a series of urban centres, and provides broad direction respecting the expected street and block patterns, land use, building height, density and urban design;
3. a framework for implementation that reflects clear expectations, flexible planning policy, and potential to establish an incentives-based development program through the Community Improvement legislation of the Planning Act;
4. a strategy to guide decisions regarding public investment; and
5. a monitoring program to ensure achievement of the City's objectives.

The draft amendments reflect the intended vision articulated by the Highway 7 Land Use Future Study:

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“The Corridor’s future calls for it to become a broad urban avenue that embraces the vitality that will come with intensification. To be consistent with the image of an urban avenue, Highway 7 should be renamed Avenue Seven. It is envisioned as a multi-purpose urban avenue that is both a corridor and a series of centres. Avenue Seven will become a beautiful street that evolves into the focus of activity for the entire City. It is the necklace on which are strung a series of pearls – centres developed around major transit connections. In the centres, Avenue Seven will be lined with buildings that create mixed use districts, at a mix of densities. The spine will be the focus for the residential neighbourhoods that support each centre. By providing a range of housing types at a variety of densities, the centres will be healthy, vital and dynamic districts that will be successful and sustainable over time. Avenue Seven will be an appealing route of travel for pedestrians and cyclist, transit riders, as well as motorists.”

Another key concept in establishing the Vision for the Avenue Seven Corridor is to promote a finer grained road and development block pattern within 200 metres either side of Avenue Seven. Part of this objective is to establish parallel east-west collector roads, both north and south of Avenue Seven as alternate routes for vehicles as traffic demands within the Corridor increase over time. The intent of this concept is to improve the overall connectivity between land uses and districts within the Avenue Seven Corridor(north-south and east-west), as well as to enhance the vehicular and pedestrian permeability to Avenue Seven (primarily north-south).

Historically, development in the Highway 7 corridor has been regulated by several Official Plan Amendments (OPAs) produced at various stages in the City’s overall evolution. The proposed draft amendments will amend each of these plans in a consistent manner across the corridor. The draft amendments introduce new policies to guide the long term transformation of “Highway 7” to “Avenue 7”, based on the findings and recommendations of the Study.

The existing City documents to be amended by the draft amendments to the Official Plan include, from west to east:

- OPA 450 (Employment Areas)
- OPA 240 (Woodbridge Community Plan)
- OPA 345
- OPA 500 (Vaughan Corporate Centre Plan)
- OPA 467
- OPA 4

The draft amendments are substantially similar in that they establish a new land use designation, “Prestige Areas – Centres and Avenue Seven Corridor”. Within that designation there are policies that deal with the hierarchy of centres and interstitial areas, as well as the nature and form of development anticipated throughout the Avenue Seven Corridor. In addition, each Amendment includes new “Community Improvement” policies to facilitate implementation of a financial incentives package. Generally, to qualify for incentives, development is required to achieve a specified minimum development density.

The areas subject to these Official Plans reflect a wide variation in character and land use designation across the Highway 7 corridor, from employment areas (OPA 450 and OPA 345) to predominantly residential and commercial areas (OPA 240) to the broad mix of land uses and development densities envisioned in Vaughan’s planned ‘downtown’, the Vaughan Corporate Centre (OPA 500).

While the Study Area was initially defined to include all of the lands within approximately 400 metres north and south of the entire Highway 7 corridor from west to east, the limits of the amendment areas are somewhat irregular, primarily owing to their proximity to and compatibility with existing adjacent development, as described below.

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Separate from the Highway 7 planning process, OPAs 671 and 672 were adopted by the City and approved by York Region earlier in 2005. These documents amend OPA 450 and OPA 210 (Thornhill Community Plan) within Thornhill. East of the Concord industrial area, the Environmental Assessment for the Highway 7 corridor recommends that the higher order Highway 7 transit service divert from the Highway 7 corridor onto Centre Street, proceeding east to Bathurst Street and then north up Bathurst to rejoin Highway 7. OPAs 671 and 672 establish the policies applicable to the Centre Street corridor, and the transit-supportive development intended to locate there in the long term.

Highway 7 Right-of-Way - Existing Conditions

The existing conditions along the approximate 17-kilometre stretch of Highway 7 in Vaughan were analyzed as part of the Highway 7 Land Use Futures Study. The corridor was divided into five distinguishable areas. Highway 7 varies in width from four to six lanes, and interfaces with private properties and buildings along much of the corridor. Of this 'built edge', about half of it faces Highway 7 with direct access. The other half of the developed frontage has either limited access or reverse frontage conditions. There is also a significant part of the frontage which is occupied by open space, or runs parallel with and adjoins local or regional roads, or Provincial highways (407, 427 and 400).

The amendments are not based upon meeting an overall growth management population or employment target. They envision a continuing and long-term structural evolution and intensification of development along the corridor, supported and encouraged by enhanced transit services. It is nonetheless important to assess and monitor the growth that may occur in the amendment areas.

Highway 7 – Population and Employment

A very significant part of Vaughan's population and employment base currently live and/or work in the areas contiguous to the Highway 7 corridor. Based on the 2001 Census and the 2003 York Region Employment Survey, approximately 100,000 residents occupied approximately 32,000 dwelling units in the concession blocks along Highway 7, which is also the location where about 108,000 persons are employed. Thus, in 2001, this southern area accounted for more than half of Vaughan's population and a significant majority of its employment.

A preliminary review has been undertaken to help assess the potential levels of growth the proposed amendment areas could accommodate. A broad-based forecast has thus far been determined based on applying the permitted floor space index against a gross estimate of developable area in each amendment area (e.g. Transit Stop, Corridor). The analysis suggests that a considerable amount of floor space could be provided in the entire corridor over time - in the order of 800-900 hectares. The actual use and distribution of this floor space for either employment or residential growth is not proposed to be controlled by the OPAs. The mixed-use and transit supportive nature of the corridor makes it best left to market forces to provide flexible opportunities for both employment and residential uses. Based on some broad assumptions about the potential use of this floor space however, the proposed OPAs have the potential to add an estimated 150,000 residents and employees to the corridor.

It is important to assess and monitor the growth that may occur in the amendment areas on an ongoing basis. Therefore, the Highway 7 OPAs require that monitoring and forecasting be undertaken in conjunction with periodic reviews of the City's population and employment forecasts. Staff will continue to monitor and report on growth potential in the corridor in the context of emerging Provincial and Regional growth forecasts and policies.

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The Avenue 7 Land Use Structure

The draft OPAs identify a hierarchy of centers, differing in terms of their anticipated scale of development and importance as foci of transit service. In descending order of importance the hierarchy consists of the “Vaughan Corporate Centre”; three key urban centres including two “GO Station Centres” and the Seven/427 Centre; and nine “Transit Nodes”. Between these centres, there will be less dense, transit-supportive development in the interstitial lands linking the centres.

Vaughan Corporate Centre

As the City’s planned downtown, the Vaughan Corporate Centre provides for the highest level of density, the highest order of uses, and will be well served by transit service, being at the intersection of the highest orders of east-west and north-south transit. The Vaughan Corporate Centre is the City’s largest and most important centre.

Under OPA 500, two designations were established: 1) “Corporate Centre Node” encompassing an area of about 50 hectares on both sides of Highway 7 from Highway 400 to east of Jane Street; and 2) “Corporate Centre District” applicable to the lands north and south of the ‘Node’ designation as well as east and west of it.

The proposed amendment modifies OPA 500 within the “Corporate Centre Node” by:

- establishing a density target of 5.0 Floor Space Index (FSI);
- deleting height limits on landmark sites;
- providing policies governing interim forms of development (at densities of less than 3.5 FSI); and
- permitting up to 600,000 sq m GFA of development.

The proposed amendment modifies OPA 500 within the “Corporate Centre District” by:

- establishing a maximum permitted net density of 1.5 FSI
- establishing maximum permitted net density resulting from density transfer to 2.0 FSI
- establishing a maximum height limit of 16.5 m for most uses
- adding a new policy respecting protection of the CN Rail Yard, including prohibiting sensitive land uses from locating within 300 m, and requiring noise impact studies for uses proposed within 1000 m

The proposed amendment to OPA 500 also redesignates lands south along Jane Street, and east and west of the ‘Node’ along Highway 7 from “Corporate Centre District” to a new designation, “Corporate Centre Corridor”. Although these lands are outside the Corporate Centre Node, they are expected to accommodate an array of land uses at densities and in building forms which support transit in the Jane and Highway 7 corridors. The key elements of this new designation include:

- permissions for a wide range of office commercial, institutional and civic, recreational, retail (up to a maximum of 9290 sq m GFA), financial, service, medium and high density residential uses and community facilities (including parks, urban squares, open space, pedestrian linkages, day nurseries and places of worship)
- average FSI target of 1.5 ranging from .75 to a maximum 2.5
- height limit of 26 metres
- providing policy governing interim development forms(at densities of less than 1.0 FSI)

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The proposed amendment to OPA 500 also deletes lands designated “Prestige Area” from OPA 450 south of the Corporate Centre, and redesignates them to “Corporate Centre District” under OPA 500. This is a minor rounding off of the Corporate Centre District to include lands which are a logical part of it.

Lastly, to facilitate and encourage a substantial residential community and higher order uses to become located in the Corporate Centre, the proposed amendment provides for the City to undertake an open space and streetscape Master Plan to coordinate the provision of parks facilities with development. (Note: The Vaughan Corporate Centre Streetscape and Open Space Master Plan Study is nearing completion).

Major Centres: Seven/427 Centre, Woodbridge GO Centre and Concord GO Centre

The next level down in the land use structure are three centres, including the two future GO Station Centres at Woodbridge and Concord (as identified by GO Transit, and reflected in the York Region Transportation Master Plan).

The location of the westerly station will be the subject of an Environmental Assessment, and is generally expected to be between Highway 7 and the Woodbridge Fairgrounds, on the existing CP rail line. The easterly station will be located on the Bradford GO Rail line in Concord, generally between Highway 7 and Highway 407. These GO Transit Centres will include a full range of urban land uses, including high density residential, major office, business, retail, institutional and civic uses.

Because of the importance of these centres, the anticipated impact of their development on surrounding lands, and the need to ensure that they are planned and developed in a manner consistent with transit-supportive goals, a tertiary plan must be prepared for each centre to address the full range of associated planning issues, including access, local road and block structure, and integration with the GO Station and adjacent land uses. The studies will also identify policies to provide an appropriate level of protection for older residential areas within the tertiary plan study areas. Requirements of the tertiary plan are set out in draft OPA 660 and 661.

A third major centre has been identified on the lands surrounding the intersection of Highway 7 and Highway 427, within the “Vaughan Enterprise Zone”, a key location for major employment generating land uses. The Seven/427 Centre will include a wide range of employment uses, including major office, business, retail and other commercial uses.

The documents to be amended are the Woodbridge Community Plan (OPA 240), and the Employment Areas Plan (OPA 450). Like the Corporate Centre, the designation of these three centres is based upon a 400-metre walking distance from a planned transit station, and a total estimated 50-hectare land area. As the next level in the urban structure, the GO Station Centres incorporate the following key elements:

- density target of 3.5 FSI based on net developable land area
- height limit of up to 10 stories or 32 metres
- 4 storey(12.8 m) height limit where adjacent to low density residential development

Transit Stop Centres

The “Transit Stop Centres” are the lowest order of centre along the Highway 7 corridor. Seven such centres are generally located at the intersections of Highway 7 with major arterials. Their precise locations will be determined through the Environmental Assessment process. From west to east, they are located at:

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- Highway 50
- Highway 27
- Martin Grove Road
- Islington Avenue
- Pine Valley Drive
- Weston Road
- Keele Street

The Transit Stop Centre designation encompasses approximately 15 hectares, extending 200-metres north and south from the Highway 7 corridor where the transit stop will be located. The Transit Stop Centres incorporate the following key elements:

- density target of 3.0 FSI based on net developable land area
- height limit of up to 10 stories or 32 metres
- 4 storey(14.0 m) height limit within 30 m of low density residential uses

The Avenue 7 Corridor

Between the series of designated centres on Highway 7, the OPAs also provide for increased densities to support transit by applying a new “Avenue Seven Corridor” designation. This designation applies to the portions of the corridor that were determined through the analysis to provide appropriate opportunities for (re)development. The designation applies to properties north and south of the Highway 7 right-of-way generally to a maximum depth of 200 metres depending on the configuration of the existing local road network, excluding existing residential areas rear-lotted onto Highway 7, and subject to addressing land use compatibility and transportation impacts. As the lowest level of development in the Highway 7 structure that links the Centres, and supports mid-block transit stops, this policy incorporates the following key elements:

- overall density target of 1.5 FSI
- maximum of 2.5 FSI on the net developable land area of an individual development parcel
- height limit of up to 8 stories or 26 metres
- 4 storey(14 m) height limit within 30 m of low density residential uses

In summary, the land use structure described above can be illustrated as follows:

	Area	Density	Building Height	
Corporate Centre	Node	5.0 FSI Target	unlimited	
	Corridor	1.5 FSI Average	26 metres	
GO Centres & 7/427 Centre	< 400 metres 50 ha	3.5 FSI Target	10 stories or 32 metres	4 stories max. within 30 metres of low density residential
Transit Stop	< 200 metres 15 ha	3.0 FSI Target	10 stories or 32 metres	
Corridor	< 200 metres	1.5 FSI Average	8 stories or 26 metres	

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The Avenue 7 Policy Framework

The policies in the draft OPAs are largely consistent across the Highway 7 corridor in terms of permitted uses, urban design requirements, transportation, and development incentives, including the establishment of Community Improvement Areas as a tool to achieve planning objectives.

Permitted Uses

The permitted uses in the proposed OPAs reflect the vision and function that Avenue 7 is expected to fulfill over the long term. To provide the support for a “prestige urban environment” to evolve from that of a ‘highway’ to a ‘Main Street’, and to support the infrastructure investment in transit, a broad mix of land uses will be permitted on the lands subject to the proposed amendments, including:

- office
- business
- retail
- residential (excluding the Seven/427 Centre)
- institutional and civic uses.

The uses may be in the form of stand-alone or mixed-use development. Outside storage of goods or materials is not permitted. The implementing zoning by-law will establish the full range and mix of permitted land uses and development standards.

Along the Highway 7 Corridor within the Vaughan Corporate Centre ‘Node’, the range of permitted uses have been tailored to fit with the level of detail in OPA 500.

Urban Design Policies

The draft OPAs each include urban design policies, based on the Highway 7 Land Use Futures Study, which are intended to ensure that all new development will be consistent with the design vision for the Highway 7 corridor. Both public and private sector development must be of a high quality and urban in character for the Highway 7 corridor to fully achieve the City’s goals. The urban design policies address both public sector actions in terms of the design of the public realm, and private sector actions in terms of delivering development that satisfies the desired form and function of the corridor. While it will take many years for the corridor to fully evolve into the form envisioned for it, it is important to clearly establish at the outset the design elements that play a crucial role in establishing the corridor’s ultimate form and function.

Compatibility With and Transition to Low Density Residential Designations

While the draft amendments generally apply to lands on or very close to the Highway 7 corridor (within 200 metres north and south of the highway right-of-way), and exclude recently developed low density residential areas most of which are rear-lotted onto Highway 7, there are a few locations on the corridor where higher density development/redevelopment may interface with existing low density areas. Policies have been included in each of the draft amendments, where this circumstance may arise, to address this issue:

“It is the intention of this plan that older residential neighbourhoods be protected. Therefore, there shall be an appropriate height transition between development within the Centre to adjacent, sensitive land uses. For sites that abut a low density residential designation, the maximum height of development within 30 metres of such designation shall be 4 stories, or 14 metres, whichever is less.”

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Two older residential neighbourhoods located within 200 metres of Highway 7 also lie within the areas to be addressed in the tertiary planning exercises required for the Woodbridge GO Centre and Concord GO Centre. These planning studies will establish policies governing the appropriate level and form of policy protection to be afforded to these neighbourhoods.

Traffic and Transportation

Highway 7 is a very busy traffic corridor. The function of this corridor continues to shift from its long distance vehicle movement function – now increasingly the role of Highway 407 - to more of a short distance local function. The diversity of uses along the corridor contributes to a diversity of traffic associated with the employment, commercial and residential development in its vicinity.

The planned improvements to transit services in the corridor will provide a significantly improved service as an alternative to the private auto. While the development densities proposed by the draft amendments are needed to support improved transit service, there is also a need to complement transit by improvements in the capacity of the road network. The draft OPAs require:

- a street network defined by development blocks of typically 100 metres by 200 metres
- a parallel and continuous east-west collector road network on the north and south sides of Highway 7, generally within 200 metres of the corridor.

An expanded road network will improve the porosity and connectivity within the area, and thereby enable more convenient access to and from the uses located there while enhancing the efficiency of the network overall. Gradually expanding the road network as development occurs along the corridor will reduce the impact of individual developments on the road network and, over time, will begin to knit together a street fabric that supports a truly urban main street: the new “Avenue 7”.

Implementation Policies - Incentives, Minimum Densities and Marketing

The draft amendments provide a long-term vision and policy framework to guide the transformation of the Highway 7 corridor. Achieving that vision will depend upon both public and private investment. However, the Highway 7 Policy Review determined that, to facilitate appropriate development and redevelopment within some portions of the Highway 7 corridor, financial and other incentives may be required.

Therefore, each of the draft amendments includes provisions which utilize the Community Improvement powers of Section 28 of The Planning Act to establish an incentive-based strategy to development in the corridor. Each draft amendment identifies areas as “Community Improvement Areas” on the Highway 7 corridor which are proposed to be confirmed by by-law as “Community Improvement Project Areas”, for which detailed “Community Improvement Plans” are to be prepared.

Under this strategy, the identified areas normally display some or all of the following characteristics: inadequate infrastructure or community services, building or property deterioration, densities too low to support planned transit facilities, and site contamination requiring environmental site remediation. This strategy enables the City to engage in a variety of activities aimed at facilitating redevelopment, including acquiring, holding and preparing land for community improvements, constructing or rehabilitating buildings, selling, leasing or disposing of land and buildings, and making grants or loans to property owners to pay for the costs of rehabilitating lands and buildings.

This strategy is currently being successfully used or considered by a number of Ontario municipalities (e.g. Hamilton, Waterloo). York Region is also considering the potential to use such financial incentives to support development in the transit-based Regional Centres and Corridors.

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The “Highway 7 Implementation Study”, approved by Council in the 2004 capital budget, will consider the appropriate steps and tools in the City’s implementation strategy. As part of the ‘Highway 7 Implementation Study’ a marketing strategy should be undertaken by the Economic/Technology Development and Communication Department to guide and promote the successful completion of this project and the funds required for it be addressed through the budget process. This project should be initiated following Council adoption of the proposed Official Plan amendments.

Relationship to Vaughan Vision 2007

This report and the draft amendments will address priorities previously set by Council in the Vaughan Vision. The necessary resources were allocated and approved by Council upon adoption of this project’s initial terms of reference.

The following sections of Vaughan Vision are applicable:

- Section 2.5 Strengthen the City’s diversified economic base.
- Section 3.1 Support the TTC subway extension projects.
- Section 3.2 Implement solutions to traffic gridlock.
- Section 4.1 Promote and encourage investment in the Vaughan Corporate Centre.
- Section 4.7 Implement OPA 600

Conclusion

The Highway 7 Policy Review provides Vaughan with a long-term land use planning structure and policy framework that will guide development and ensure that it supports higher order transit.

Extensive consultation with members of the Technical Advisory Committee, landowners, and the public has resulted in a land use vision and plan that can guide development in the area for many years to come.

OPA 660, OPA 661, OPA 662, OPA 663 and OPA 664 establish a policy framework that:

- introduces a range of new land uses;
- provides for increased densities;
- guides the delivery of the necessary infrastructure and community services;
- sets out clear rules for the design of development; and
- establishes an incentive-based strategy for implementation, where appropriate.

The amendments also conform with and support Provincial and Regional policy. Should Council concur with the policy framework established in the draft amendments, they should be adopted.

In view of the Region’s commitment to higher order transit services on Highway 7, and the intent of the five amendments to encourage transit-supportive development throughout the Highway 7 corridor, Staff recommend that the Region of York be requested to rename the route “Avenue Seven” in keeping with its intended urban character.

To achieve these objectives, Staff also recommend that discussions be initiated with the Region of York to secure a commitment to identify and implement transit-supportive urban design and streetscaping requirements to complement the introduction of transit infrastructure.

Attachments

1. Highway 7 Concept: Subject Lands

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Report prepared by:

Clement Chong, Planner I, ext. 8214
Paul Robinson, Senior Planner, ext. 8410

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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.)

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Item 23, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 23, 2006, as follows:

By receiving the following written submissions:

- a) ***Regional Councillor Ferri, dated May 23, 2006; and***
- b) ***Mr. Frank Greco 10504 Islington Avenue, Box 772, Kleinburg, L0J 1C0, dated May 23, 2006.***

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**KLEINBURG CORE AREA POLICY REVIEW
OFFICIAL PLAN AMENDMENT FILE OP.06.004
ZONING AMENDMENT FILE Z.06.012
AMENDMENT TO OPA No. 601 (KLEINBURG NASHVILLE COMMUNITY PLAN) AND
AMENDMENT TO CITY OF VAUGHAN COMPREHENSIVE ZONING BY-LAW 1-88
(Referred from the Council meeting of May 8, 2006)(Revised Item)**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated May 1, 2006, be approved;**
- 2) **That the memorandums from the Commissioner of Planning, dated May 5, 2006 and May 12, 2006, be received;**
- 3) **That the following deputations and written submissions be received:**
 - a) **Mr. Ian H. Mitchell, on behalf of Kleinburg and Area Ratepayers Association, 245 Camlaren Crescent, P.O. Box 219, Kleinburg, L0J 1C0, and written submissions, one dated May 9, 2006;**
 - b) **Ms. Penny Spina, 10402 Islington Avenue, P.O. Box 789, Kleinburg, L0J 1C0, and written submission submitted on behalf of Hugh and Mary Jennings, 10398 Islington Avenue, Kleinburg, L0J 1C0, dated May 15, 2006;**
 - c) **Mr. G. Robert Klein, on behalf of Kleinburg and Area Ratepayers Association, 8 Daleview Court, Kleinburg, L0J 1C0;**
 - d) **Mr. Hugh Dawson, 10384 Islington Avenue, P.O. Box 82, Kleinburg, L0J 1C0;**
 - e) **Ms. Anna Bortolus, Director, Kleinburg and Area Ratepayers Association, 303 Westridge Drive, Kleinburg, L0J 1C0;**
 - f) **Ms. Sandra De Zen, 10449 Islington Avenue, Kleinburg, L0J 1C0;**
 - g) **Mr. Frank Greco, Heritage Hill, 10504 Islington Avenue, P.O. Box 772, Suite 204, Kleinburg, L0J 1C0, and written submission dated May 15, 2006; and**
 - h) **Mr. Chris Caldwell, 30 Kellam Street, Kleinburg, L0J 1C0; and**
- 4) **That the written submission of Mr. Jason Park, Goodman and Carr LLP, 200 King Street West, Suite 2300, Toronto, M5H 3W5, dated May 5, 2006, be received.**

Council, at its meeting of May 8, 2006, adopted the following:

That this matter be referred to the Committee of the Whole meeting of May 15, 2006.

Recommendation of the Committee of the Whole meeting of May 1, 2006:

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 1, 2006, be approved;

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- 2) That the following be approved in accordance with the memorandum from the Commissioner of Planning, dated April 25, 2006:

“That Item #16 in the Committee of the Whole May 1, 2006 Agenda BE REPLACED with the attached revised Item that reflects accurate reference to the attachments in the report.”; and
- 3) That the following deputations and written submission be received:
 - a) Mr. Ian Mitchell, P.O. Box 219, Kleinburg, L0J 1C0;
 - b) Mr. Yurij Michael Pelech, Senior Planner, EMC Group Limited, 7577 Keele Street, Suite 200, Vaughan, L4K 4X3, on behalf of Enza Realty Limited, and written submission dated April 24, 2006;
 - c) Mr. G. Robert Klein, Kleinburg and Area Ratepayers Association, 8 Daleview Court, Kleinburg, L0J 1C0; and
 - d) Mr. Frank Greco, 10504 Islington Avenue, Box 772, Kleinburg, L0J 1C0, on behalf of Heritage Hill.

Further, the Committee of the Whole recommends:

That a Phase II be considered by staff for inclusion in the Streetscape Master Plan to address Islington Avenue north of Major Mackenzie Drive to Highway 27.

Report of the Commissioner of Planning, dated May 1, 2006

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.004 (Kleinburg Core Area Policy Review) BE APPROVED as follows:
 - a) That the implementing Official Plan Amendment:
 - i) amend Schedule “A” and add a Schedule “A1” to OPA No. 601 to redesignate the lands shown on Attachment 3 to this report from “Kleinburg Core Area” to “Mainstreet Commercial”;
 - ii) incorporate new policies for the “Mainstreet Commercial” designation, including policies with respect to appropriate scale, massing and built form, and permitted uses;
 - iii) incorporate revised policies with respect to permitted uses within the “Kleinburg Core Area” designation;
 - iv) add Schedule “B” to OPA No. 601, to identify the boundary of the Kleinburg-Nashville Heritage Conservation District as shown on Attachment 4 to this report;
 - v) incorporate recommendations and policies contained in the Kleinburg-Nashville Heritage Conservation District Study and Plan;
 - vi) incorporate policies related to Section 40 of the Planning Act (Cash-in-lieu of Parking), which will address agreement(s) exempting owners from the requirement to provide parking, within the “Mainstreet Commercial” designation.
2. THAT Zoning By-law Amendment File Z.06.012 (Kleinburg Core Area Policy Review) BE APPROVED as follows:

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- a) That the implementing Zoning By-law:
 - i) rezone lands from C1 Restricted Commercial Zone, C3 Local Commercial Zone, C6 Highway Commercial Zone, and R1 Residential Zone to C11 Mainstreet Commercial Zone, as shown on Attachment 5 to this report;
 - ii) incorporate the new C11 Mainstreet Commercial Zone into By-law 1-88, together with permitted uses and zone requirements, and provisions respecting undersized lots, existing buildings, access from flanking streets, location of parking areas, patios, and use of basements/cellars, as set-out in this report;
 - iii) incorporate definitions for a Bed and Breakfast Establishment, Mixed Use Development Mainstreet, and a Studio into By-law 1-88;
 - iv) establish minimum parking requirements for a Bed and Breakfast Establishment and a Studio and incorporate them into the Comprehensive Zoning By-law 1-88;
 - v) delete or revise where necessary, the site specific zoning exception paragraphs contained in By-law 1-88 for lots within the C11 Mainstreet Commercial Zone to reflect the new zone requirements and provisions.

3. THAT the following additional initiatives for Kleinburg be undertaken by the appropriate City Department(s), in consultation with the Policy Planning/Urban Design Department, and report back to Council with terms of reference and budget implications for (a), (b), (c) and (d) and recommendations for (e) and (f):
 - a) An Economic Development Strategy to be undertaken by the Economic/Technology Development Department;
 - b) A Streetscape Master Plan to be undertaken by the Development Planning Department;
 - c) A Tree Inventory/Preservation By-law to be undertaken by the Parks and Forestry Operations Department and the Development Planning Department;
 - d) A City wide review of parking standards to be undertaken by the Policy Planning / Urban Design Department;
 - e) The Cash-in-Lieu of Parking for Kleinburg report undertaken by the Policy Planning / Urban Design Department be acted upon;
 - f) A review of the Sign By-law as it relates to the Special Sign Districts (Heritage areas) is to be undertaken by a committee/task force of staff from the Building Standards, Recreation & Culture, Policy Planning / Urban Design and Development Planning Departments.

Economic Impact

The implementation of recommendations from the Kleinburg Core Area Review can provide additional business opportunities that are in keeping with and enhance the Heritage/Tourism context of the area. Should Council wish to pursue any or all of the recommended additional initiatives for Kleinburg, including an economic development strategy, a streetscape master plan, tree survey and preservation by-law, sign bylaw review, and cash-in-lieu of parking, additional funding may be required.

Purpose

The purpose of amending OPA No. 601(Kleinburg–Nashville Community Plan) is:

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- 1) to incorporate recommendations and policies contained in the Kleinburg-Nashville Heritage Conservation District Study and Plan, as adopted by By-law No. 183-2003 as amended by By-law 268-2003, into OPA No. 601;
- 2) to provide appropriate policies with respect to massing, scale, built form and uses; and
- 3) to redesignate portions of the Kleinburg Core Area to Mainstreet Commercial.

The purpose of amending the Comprehensive Zoning By-law 1-88 is:

- 1) to rezone lands from C1 Restricted Commercial Zone, C3 Local Commercial Zone, C6 Highway Commercial Zone and R1 Residential Zone to C11 Mainstreet Commercial Zone; and
- 2) provide appropriate zoning and development standards to implement the policies recommended in the Kleinburg Core Area Policy Review (Draft OPA No. 633).

Background – Analysis and Options

Background

On April 19, 2004 Council directed staff to undertake a land use planning study for the Kleinburg Core Area and provide Terms of Reference for that study. The Terms of Reference were subsequently prepared and approved at the June 28, 2004 Committee of the Whole Meeting. Ted Davidson Consultant Inc. was selected to undertake the review in the Spring of 2005.

The goal of the study was to review the policies within OPA No. 601 “to determine how they could be improved to implement an appropriate scale and character of permitted ‘Mainstreet commercial’ uses/buildings in order to protect the historical character of the Kleinburg Core Area.”

The objectives of the study as presented in the Terms of Reference were:

“...To ensure the outcome of the study are compatible with the scale and massing addressed within the Kleinburg Nashville-Heritage Conservation District Plan and Study, as adopted by By-law No. 183-2003.

To review OPA No. 601 with respect to development standards for permitted ‘Mainstreet Commercial’ land uses on Islington Avenue And Nashville Road, including mixed use and multiple family residential development; and

To identify appropriate planning instruments / means of implementing the findings and recommendations pursuant to the Planning Act;”

An Interim Control By-law was adopted on June 28, 2004 and renewed on June 15, 2005. The purpose of these By-laws was to provide the City with the opportunity to undertake the above study in an environment free from development pressures while preserving the character of the village. The Interim Control By-law is scheduled to lapse on June 15, 2006.

As part of the review, the consultant and City staff met with the Kleinburg Area Ratepayer's Association twice, the Business Improvement Association twice, Heritage Vaughan twice and presented to a community meeting prior to the public hearing. In addition to these meetings, multiple conversations and meetings were held between City Staff and various concerned members of the community.

The Public Hearing was held on February 20, 2006. The consultant's report and an outline of the proposed amendments to the Official Plan and Zoning By-law 1-88 were made available to the public on January 31, 2006. At the Public Hearing, Council directed staff to consult with the McMichael Canadian Art Collection. Further to this direction, staff provided a copy of the

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consultant's report to the McMichael Canadian Art Collection and have considered the comments received from the McMichael Canadian Art Collection during the preparation of this report and associated By-laws. The proposed amendments to OPA No. 601 - The Kleinburg-Nashville Community Plan and the Zoning By-law presented herein are based on the findings and recommendations contained within the consultant's report.

Site Description

The study area is generally those lands associated with the Kleinburg Core Area designation contained within OPA No. 601 - The Kleinburg-Nashville Community Plan and further refined in the Terms of Reference for the Kleinburg Core Area Policy Review (Attachment 2). The proposed changes will affect properties within the "Kleinburg Core Area" as presented in OPA No. 601 and lands within the Kleinburg-Nashville Heritage Conservation District. These changes will affect properties located primarily along Islington Avenue between the McMichael Canadian Art Collection and Highway 27, the lands fronting onto Nashville Road between Islington Avenue and Highway 27.

The lands within the study area consist of a mix of tablelands and valleylands. A complete description of the topography and history of the community is available in the Kleinburg-Nashville Heritage Conservation District Study and Plan.

Land Use Status

OPA No. 601 - The Kleinburg-Nashville Community Plan designates the lands as "Core Area".

The majority of land within the proposed "Core Area" designation are currently subject to site specific zoning amendments for various commercial uses and existing single family residential dwelling units. Lands within the Core Area are currently zoned C1 Restricted Commercial Zone, C3 Local Commercial Zone, C6 Highway Commercial Zone, R1 Residential Zone and OS1 Open Space Conservation Zone.

Analysis and Options

Official Plan Amendment 633 – Kleinburg Core Area Policy Review

Items Presented in Public Hearing Report

Contained within the Public Hearing Report (Report 11, Item 5) Staff outlined the following recommended changes to OPA No. 601:

1. OPA No. 601 preceded the Kleinburg Nashville Heritage Conservation District Study and Plan. Within OPA No. 601 there are references and guidance that the Heritage Conservation District Study and Plan should be prepared. As the Heritage Conservation District Study and Plan have been completed and adopted by Council, the consultant has recommended that OPA No. 601 be amended to incorporate the policy recommendations contained within the Study and Plan. In order to empower comprehensive development standards in an implementing zoning by-law, policies and development criteria contained within OPA No. 601 requires revision. The recommended revisions will include new standards that are reflective of the intent of the Kleinburg-Nashville Heritage Conservation District Study and Plan.
- 2) The consultant has recommended that the role of Heritage Vaughan be more clearly explained in the development review process for Kleinburg.

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- 3) The consultant has recommended that the current “Core Area” designation be further refined to distinguish between the residential “back streets” and the “mainstreet commercial area” associated with Islington Avenue. This would provide a policy framework that would more clearly define the residential and commercial areas and the permitted uses in each designation.

Issues Identified By Public

At the public hearing and through correspondence members of the public expressed various concerns related to the proposed OPA No. 633. These concerns can be characterized into three broad themes:

- 1) Boundary of the Mainstreet Commercial Designation;
- 2) Permitted Uses; and
- 3) Other studies and “Next Steps” recommended by OPA No. 601.

These concerns were considered during the comprehensive review and analysis of the consultant’s report and are reflected in the suggested amendments to OPA No. 601.

Review and Analysis of Proposed Amendments to OPA No. 601

The consultant’s report and recommended wording for the proposed amendments were prepared in cooperation with staff and reviewed by staff prior to its release to the public. The consultant’s report indicated Sections where no changes are required and Sections where changes, revisions and additions are recommended. Having worked with the consultant to develop the policies contained within the Kleinburg Core Area Policy Review, staff generally agrees with the content of the report and recommended amendments. However, in order to ensure the ability to implement the items presented and to ensure compatibility with other City policies and to incorporate the comments from the public and Council, a detailed analysis of items presented and recommendations are contained within this report. Due to existing wording contained within OPA No. 601 - The Kleinburg-Nashville Community Plan and accepted practices, some of the language proposed by the consultant has been revised. The consultant agrees with these revisions as they do not change the intent of the study.

1) Recurring Themes

Many of the proposed amendments to OPA No. 601 - Kleinburg-Nashville Community Plan contain recurring themes and language are related to the following items:

- a) Recognition of the Kleinburg-Nashville Heritage Conservation District Plan;
- b) Creation of development standards to integrate the policies contained within the Kleinburg-Nashville Heritage Conservation District Plan into OPA No. 601 and Zoning By-law 1-88 for consideration during development approval; and
- c) Standards and policies related to the scale, massing and landscape for new buildings, the adaptive reuse of existing buildings and for additions to existing buildings.

2) Section 3.0 Goals

The purpose of Section 3.0 and its associated subsections is to establish the general philosophy of OPA No. 601 – Kleinburg-Nashville Community Plan and underlying framework on which the policies of OPA No. 601 were developed.

The proposed amendments to Section 3.0 provide a formal recognition of the relationship between the Kleinburg-Nashville Heritage Conservation District Plan Study and Plan and OPA

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No. 601 and the importance of this relationship when considering development in Kleinburg. The formal connection of the documents to one another will enable Staff and the public to have a greater understanding of the relationship between the Heritage Conservation District Plan, the Official Plan, Zoning and development applications. Having reviewed this item and comments received from the public and other Departments, staff is able to support the consultant's recommendation to include reference to the Heritage Conservation District Study and Plan.

3) Section 3.5 Core Areas and Commercial Growth / Section 3.6 Residential Areas / Neighbourhoods / Section 3.7 Heritage

The proposed changes to these Sections of OPA No. 601 are required in order to recognize that items proposed in OPA No. 601 have occurred and should be formally recognized and integrated into OPA No. 633. Specifically, OPA No. 601 empowered the City to undertake the preparation of a Heritage Conservation District Study and Plan. The Study and Plan was undertaken and adopted by Council in June 2003. (By-law No. 183-2003 as amended by 268-2003) The Kleinburg-Nashville Heritage Conservation District Plan contains policies and design guidelines that must be considered when reviewing development applications.

4) Section 4.4 Core Areas

The purpose of the revisions to Section 4.4 is to identify and refine by redesignation, the "mainstreet commercial" area that is currently described but not shown in OPA No. 601.

During the preparation of the OPA 633 Kleinburg Core Area Policy Review and the various rounds of public consultation this boundary changed multiple times. The reason for these changes is due to input received from the public and analysis undertaken by the consultant and staff. Ultimately, the boundary was decided upon based on consideration of the following items:

- a) the description of the "mainstreet commercial area" in OPA No. 601 - The Kleinburg-Nashville Community Plan;
- b) the location of the majority of existing commercial development in Kleinburg;
- c) existing zoning;
- d) existing land use patterns;
- e) the boundary of the Improvement Area as defined in By-law 169-84; and
- f) input from Kleinburg Area Ratepayers Association and the Kleinburg Business Improvement Association.

OPA No. 601 provides a general description of the area along Islington Avenue, Nashville Road and Stegman's Mill Road to be appropriate for "mainstreet commercial" type uses. OPA No. 601 distinguishes between "village" residential uses and the "commercial uses" but fails to graphically distinguish between the areas. The creation of the "Mainstreet Commercial" designation, as proposed by OPA No. 633, incorporates existing policies into the decision making framework in a manner that is easy to explain and identify.

In preparing OPA No. 633- The Kleinburg Core Area Policy Review, existing land uses and the site specific amendments to the City's Zoning By-law, 1-88 were reviewed and compared. This review found there to be 29 site specific amendments to the Zoning By-law and one amendment to OPA No. 601 – The Kleinburg Nashville Community Plan. Of these approximately 29 amendments to the Zoning By-law, 21 are for commercial uses, with 18 of these amendments located on Islington Avenue between Nashville Road and Stegman's Mill Road. This high concentration of commercial and mixed use buildings in this area differentiates it from other areas with the Kleinburg Core Area as described in OPA No. 601 - The Kleinburg-Nashville Community Plan. The proposed boundary reflects the extent of current commercial uses and provides for additional lands, contiguous to existing commercial development to be rezoned in the future. The commercial use of lands outside this designation would require an amendment to the Official Plan

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and Zoning By-law. During the public consultation process, it was requested that policies be included in OPA No. 633 that outline the requirements and conditions required to expand the “Mainstreet Commercial” designation. These conditions and requirements include items such as planning justification and heritage reports.

As Kleinburg is a designated Improvement Area (By-law 169-84), and the purpose of this improvement area is “the improvement, beautification and maintenance of municipally owned lands, buildings and structures in the improvement area.....and the promotion and advertising of the improvement area as a business, tourist or shopping area”, it is logical that the proposed commercial designation generally be applied to properties within the improvement area. While all of the properties within the proposed “Mainstreet Commercial” designation are not currently in the Improvement Area, they share other traits that warrant their inclusion in this designation. Based on the review of existing land uses and the boundary of the proposed “Mainstreet Commercial” designation, it may be advisable to amend By-law No. 169-84 to better reflect current commercial conditions.

The proposed location of the boundary has been determined based upon the above noted items and a general consensus between KARA and the BIA and consultation with the McMichael Canadian Art Collection. This agreement on the boundary by these groups aids in establishing the legitimacy of the proposed boundary as it reflects the main stakeholder groups’ objectives.

Having defined the boundary of the “Mainstreet Commercial” designation in OPA No. 633 policies have been recommended with respect to appropriate permitted uses and the development of lands. The policies contained within Section 4.4.2.2 address items such as future studies, scale and massing, empowering the zoning by-law, to regulate appropriate items, land division, the future expansion of the “Mainstreet Commercial” designation and appropriate uses within the Mainstreet Commercial and Kleinburg Core Area designations. These proposed policies consider and reflect the policies and guidelines established by the Kleinburg-Nashville Heritage Conservation District Plan.

5) Section 4.7 Urban Design

Amendments to Section 4.7 Urban Design are proposed. The purpose of these amendments is to clarify the existing polices with respect to scale and massing and formally recognize the guidelines contained within the Kleinburg-Nashville Heritage Conservation District Study and Plan.

Similar to Section 4.7.1 Objectives, there are proposed amendments to Section 4.7.4 Strategic Sites. The proposed amendment will incorporate the importance of these sites and recognize the proposed “Mainstreet Commercial” designation. The proposed amendment speaks to the importance of design and defining Kleinburg as a special place in Vaughan.

The purpose of the revisions to Section 4.7.6 Kleinburg-Nashville Core Areas, including the Mainstreet Commercial designation is to incorporate the proposed “Mainstreet Commercial” designation into the existing policies and to empower the Zoning By-law.

The purpose of Section 4.7.6.7 Built Form is to provide guidance with respect to the construction of new buildings with respect to compatibility, height, architecture and building entrances. It is proposed to revise Section 4.7.6.7 in order to provide greater regulation of commercial uses, empower the implementing zoning by-law and to minimize the potential for conflict between uses. These revised policies will aid in maintaining a pedestrian friendly environment by limiting below grade development and promote siting and accesses that relate to the main streets.

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Due to concerns raised related to the provision of parking and to empower the use of Section 40 of the Planning Act to collect cash-in-lieu of parking, various amendments are proposed to Section 4.7.6.8 Parking and Service Areas. As with all of the recommended amendments, the purpose of the proposed amendments to Section 4.7.6.8 is to improve the landscape by limiting the location of parking areas to side and rear yards and to empower the use of Section 40 of the Planning Act to collect cash-in-lieu of on-site parking. A detailed report has been prepared on cash-in-lieu of parking and has been presented to Council for consideration. The report provides a framework for calculating the levy and establishes a preferred decision making process for the levy's collection.

Amendments to Section 4.7.6.9 Signage have been included in OPA No. 633 to better regulate signage. These amendments consist primarily of ensuring that the City's Sign By-law reflects the design guidelines in the Kleinburg-Nashville Heritage Conservation District Study and Plan. This item will require additional work be undertaken by the Recreation & Culture Department and the Policy Planning / Urban Design Department.

The proposed amendments to the Urban Design Section of OPA No. 601 will implement the findings and guidelines contained within the Kleinburg-Nashville Heritage Conservation District Study and Plan, provide guidance for the establishment of provisions for uses within the Mainstreet Commercial designation and empower Section 40 of the Planning Act with respect to cash-in-lieu of parking.

6) Section 4.9 Heritage Conservation

It is proposed that Section 4.9 Heritage be deleted in its entirety and that it be replaced with a comprehensive set of polices. The proposed policies consist of the following items:

- 4.9.1 Introduction
- 4.9.2 Objectives
- 4.9.3 Heritage Vaughan (Municipal Heritage Advisory Committee formerly L.A.C.A.C.)
- 4.9.4 Listing of Buildings of Architectural and Historical Value
- 4.9.5 Heritage Conservation District Designation
- 4.9.6 Signage
- 4.9.7 Retention/Relocation/Demolition of Heritage Buildings
- 4.9.8 Pioneer Cemeteries
- 4.9.9 Archaeological Resources
- 4.9.10 Vegetation
- 4.9.11 Funding and Advocacy

The proposed policies provide detailed items to consider when reviewing development applications within the Kleinburg-Nashville Heritage Conservation District. These sections build upon and strengthen the Kleinburg-Nashville Heritage Conservation Plan and Study by incorporating the Study's findings and the Plan's guidelines directly into OPA No. 601. These findings and guidelines are further strengthened by additional objectives and policies related to each of the specific highlighted topics. Staff from Cultural Services have reviewed the proposed amendment and generally concur with the recommended policies. Changes suggested by Cultural Services have been considered and incorporated into Section 4.9.

7) Section 5.3 Community Design Guidelines

Similar to the other amendments proposed, the purpose of amending Section 5.3.2 is to provide better linkages and formally recognize the contents of the Kleinburg-Nashville Heritage Conservation District Study and Plan.

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Staff reviewed the proposed amendments to OPA No. 601 as presented by the consultant and considered the input received from the public through various meetings and the public hearing. Staff has also obtained input from other Departments. Based on these staff has made minor revisions to the consultant's report and included them in OPA No. 633 - The Kleinburg Core Area Review.

City of Vaughan Zoning By-law 1-88

In order to implement many of the changes proposed in OPA No. 633 - Kleinburg Core Area Review, amendments to the Zoning By-law are also required. The following provides analysis, response to comments and recommendations for items to be included in the implementing By-law.

Items Presented in Public Hearing Report

The following summation of the proposed changes was presented in the Public Hearing Report.

“The City's Comprehensive Zoning By-law 1-88, was prepared prior to OPA No. 601 and the Kleinburg-Nashville Heritage Conservation District Study and Plan. As a result, the commercial development standards and permitted uses within By-law 1-88 are not consistent with the policies and development standards contained within OPA No. 601 and the Kleinburg-Nashville Heritage Conservation District Study and Plan. The consultant recommends amendments to By-law 1-88 to provide a development framework that recognizes and preserves Kleinburg's unique character and landscape. Recommended changes include a new commercial zone category, standards related to height, parking, landscaping, yard setbacks, Floor Space Index and calculation of lot coverage. The new zone will provide for more appropriate uses than what is currently contained within By-law 1-88. The proposed Mainstreet Commercial (C11) zone would replace the existing C1, C3 and C6 zones within the Kleinburg Core and contain uses that are more in keeping with the policies in OPA No. 601 and the Kleinburg-Nashville Heritage Conservation District Study and Plan.”

Issues Identified at Public Hearing

Similar to the proposed amendments to the Official Plan, concerns raised by the public at the Public Hearing and through correspondence, can be summarized into three categories:

- a) Properties to be included within the C11 Mainstreet Commercial Zone;
- b) Permitted Uses; and
- c) Parking Standards

Review and Analysis of Proposed Amendments

The consultant, through his review of the City's Comprehensive Zoning By-law 1-88, recommended the creation a new zone called the MC1 – Mainstreet Commercial Zone. This zone was subsequently changed to the C11 - Mainstreet Commercial Zone in order to conform to the City's naming and number of zones. The purpose of the C11 Zone is to implement the policies contained within OPA No. 601-The Kleinburg-Nashville Community Plan as amended by OPA No. 633. The new zone addresses items such as: permitted uses, location of uses in the building, building massing as defined by Floor Space Index and lot coverage, building height, building location on a lot (setbacks), parking and landscaping.

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1) Definitions

In order to regulate permitted uses, it is first necessary to define them. Based on the recommended permitted uses within the C11 Mainstreet Commercial Zone, “bed and breakfast establishment”, “mixed use development-mainstreet” and “studio” each require definitions. The definitions were developed based on definitions from other municipalities and a consideration for existing uses and language contained within Zoning By-law 1-88.

The purpose of the “bed and breakfast establishment” definition is to enable a use permitted by OPA No. 601 that has not been previously regulated in Kleinburg.

The purpose of the “mixed use development - mainstreet” definition is to permit development of new buildings that contain commercial uses at grade and residential uses on the upper storey(s). It also allows for the adaptive reuse of existing buildings permitting ground floor commercial and upper storey residential.

The purpose of the “studio” definition is to permit businesses to produce items typically associated with artists or skilled craftsman for sale in a retail space. The inclusion of this use within the C11 Mainstreet Commercial Zone will permit businesses such as pottery and stain glass studios to be established while limiting the ability for the establishment of a large scale manufacturer of items not typically associated with a “village” environment. This is accomplished by limiting the percentage of gross floor area dedicated to the production of goods on site (30%). Concern has been expressed about some types of uses and the impact they might have on a building. However, market conditions and other approvals (Building Code, Fire Code, Heritage Permit etc.) would prevent them from occurring or limit the impact of a potential noxious use on adjacent properties and the architectural integrity of the building in which it might be located.

2) Parking

During the Kleinburg Core Area Policy Review, the consultant was requested to examine the impact of parking on the landscape and the appropriateness of the current parking standards within a “village” environment. Based on the Poulos & Chung Limited (2003) study, the findings contained within the Kleinburg-Nashville Heritage Conservation District Plan and Study, review of other jurisdictions parking standards and discussions with City staff the consultant recommended that the parking standards contained within By-law No. 1-88 be reduced for uses permitted within the C11 Mainstreet Commercial Zone. The reason for this recommendation is that all previous studies indicate that the total number parking spaces available in Kleinburg is adequate to service the area. However, the location of the parking spaces may not be conveniently located. While staff participated in the preparation of the proposed parking standards, staff has since reviewed the recommendations related to adjusting the parking standards. Based on input received from the public and due to a lack of a current detailed parking assessment, it is recommended that the changes proposed in the Kleinburg Core Area Review with respect to parking standards not be implemented at this time. It is recommended that changes to the parking standards in Kleinburg as suggested by the consultant be noted and included in the proposed City-wide review of parking standards at a later date.

While an overall review and creation of standards related to the provision of parking for existing defined uses is not included in the implementing Zoning By-law, it is necessary to include parking standards for new uses. Therefore, it has been recommended that the parking standard for a “bed and breakfast establishment” be “in addition to the requirements for a dwelling, single family detached 1 parking space for each bedroom used for the purpose of the bed and breakfast establishment”. This provision is consistent with the standards established in other municipalities that permit bed and breakfasts. For a “studio” the proposed standard is 4.5 parking spaces per 100 m² of Gross Floor Area. The rationale for this number is based on the description of the uses that compose a “studio” (retail as the primary use and production as an accessory use). As up to

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30% of the GFA is permitted to be devoted to the production of goods, it is assumed that the number of parking spaces associated with a studio should be less than a retail establishment at 6 spaces per 100 square metres Gross Floor Area.

3) Bed and Breakfasts

As previously noted, OPA No. 601 - The Kleinburg-Nashville Community Plan permits bed and breakfasts to occur throughout the "Kleinburg Core Area" designation, but there are no corresponding zone provisions. The following are the recommended zone provisions to permit a "bed and breakfast" for lands zoned C11 Mainstreet Commercial Zone.

"5.1.9 Bed and Breakfast Establishment

No dwelling unit other than a single family detached dwelling shall be used for a bed and breakfast establishment and then only in accordance with a site plan approved by Council and the following provisions:

- a) The single family detached dwelling shall be owner occupied;
- b) Not more than three bedrooms within the dwelling unit shall be devoted for accommodation of guests.
- c) The use of accessory buildings for the lodging of guests or the operator shall not be permitted;
- d) Meals will be provided to registered guests only;
- e) Parking shall be provided in accordance with Section 3.8"

The development of these provisions was based on upon a review of other jurisdictions' standards and the City's standards for similar uses, primarily home occupations. The intent of these standards is to minimize nuisance while permitting the small scale use of detached single family residential units in the C11 Mainstreet Commercial Zone and provide a framework for landowners within the "Kleinburg Core Area" to apply for site specific zoning amendments to permit a bed and breakfast.

4) Establishing the "C11 – Mainstreet Commercial" Zone

The consultant has proposed that a new zone be created that recognizes the unique characteristics of Kleinburg. For the purposes of the Review, the zone was labeled the "MC1 Mainstreet Commercial Zone". For consistency with By-law 1-88, it is proposed that the zone be called the "C11 Mainstreet Commercial Zone". The purpose of this zone is to permit commercial, mixed and limited residential uses along Kleinburg's main streets while recognizing and protecting the village character.

Within the proposed Mainstreet Commercial Designation there are approximately 46 properties. Of these 46 properties, 25 have site specific exceptions to By-law No. 1-88. The following is a summary of the current zoning in the Mainstreet Commercial designation of Kleinburg:

- 17 properties are zoned C1 Restricted Commercial Zone with exceptions;
- 6 properties are zoned C1 Restricted Commercial Zone with no exceptions;
- 1 property is zoned C3 Local Commercial Zone with exceptions;
- 1 property is zoned C6 Highway Commercial Zone,
- 15 properties are zoned R1 Residential Zone with no exceptions.
- 4 properties are zoned R1 Residential Zone but permit commercial uses; and
- 2 properties have been granted exceptions to the R1 Residential Zone for residential development.

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It is proposed that 21 of the 25 properties with exceptions be rezoned to C11 Mainstreet Commercial Zone. Some may have their exceptions modified to recognize the provisions of the C11 Zone. It is intended that exceptions that conform to the C11 Zone will be deleted and that the permitted uses will be increased. The proposed list of permitted uses will only have a direct impact on the six properties in the C1 Zone and one property in the C6 Zone by changing the uses permitted. With the exception of the property within the C6 zone, the uses that have been removed from the permitted list are not currently occurring in Kleinburg.

In providing a recommendation of the uses to be permitted in the C11 Mainstreet Commercial Zone, the consultant reviewed the existing zones in Kleinburg (C1, C3, C6, R1 and various site specific by-laws) and based his recommendation on a combination and modification of these zones. Staff generally concurs with the recommendation, however due to comments presented at the public hearing and requests received prior to the public hearing staff reviewed all commercial uses in By-law 1-88 for their suitability to be included in the C11 Mainstreet Commercial Zone as well as created a new definition for "studio". Attachment 1 provides a comparison of the number and type of uses permitted in existing zones (C1, C3, C6, and R1) within Kleinburg and the proposed C11 Mainstreet Commercial Zone. It should be noted that in addition to the uses permitted within each of these zones, some properties may have site specific exceptions that may either limit or enhance the uses and or standards within the zone category.

As previously mentioned in this report, the consultant stated it was not the intention of the review to remove or reduce the development options for existing properties within the Kleinburg Core Area. However, upon further review of permitted uses in the C1 Restricted Commercial Zone, C3 Local Commercial Zone and C6 Highway Commercial Zone, it was determined that some of the uses permitted in these zones do not comply with the intent of OPA No. 601 nor OPA No. 633 - and are clearly inappropriate for a "village mainstreet". These uses include all automotive uses, boating show room, club or health centre, funeral home, laboratory, place of entertainment, radio transmission establishment, service or repair shop and correctional or crisis care group home. For the most part these uses, if existing, are subject to site specific amendments to the Zoning By-law that will be carried forward with the new By-law.

It is the Department's opinion that the proposed list of permitted uses will contribute to a more vibrant and viable "Mainstreet Commercial" district in Kleinburg. The consultant has reviewed this list of permitted uses and concurs with the modifications staff has made by deleting some uses and adding others. See Attachment 1.

5) Establishing Development Standards for the C11 Mainstreet Commercial Zone

In addition to the permitted uses within a zone category, the standards to which properties are developed play an important role in defining, creating and reinforcing the character of a community. In order to develop these standards, an analysis of variances and amendments to the Zoning By-law was undertaken. Table 2 provides a summary of properties reviewed during the preparation of the zone provisions for the C11 Mainstreet Commercial Zone.

Based on the values in Table 2, a review of air photographs and site visits to Kleinburg, Table 1 compares the proposed development standards within the C11-Mainstreet Commercial Zone and the existing C1 Restricted Commercial Zone, C3 Local Commercial Zone, C6 Highway Commercial Zone and R1 Residential Zone.

In addition to the typical zone provisions, special attention has been provided to ensure additional separation between commercial and residential uses. To accomplish this, it is proposed that new construction for commercial uses would be subject to setbacks from lands within residential zones. The rationale for the reduced sideyard setback requirement is to recognize and promote the preferred development option, adaptive reuse and to recognize the existing lotting and development pattern in Kleinburg. This is accomplished by adding a minimum rear yard and

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minimum interior sideyard setback from a Residential zone, whereas existing commercial zones have a single minimum separation from a residential zone that is not appropriate for Kleinburg.

The general philosophy of the standards within the C11 Mainstreet Commercial Zone is to promote a scale of development that recognizes and considers the historic land use patterns and development standards while permitting the adaptive reuse of existing buildings and construction of new buildings in a village context. This work was done in support of the purpose of the Kleinburg Policy Review as expressed by Council:

“To ensure the outcome of this study is compatible with the scale and massing addressed within the Kleinburg-Nashville Heritage Conservation District Plan;

To identify appropriate planning instruments / means of implementing the findings and recommendations pursuant to the Planning Act;”

Table 1: Zone Provision Comparison

Provisions		Zone				
		C11	C1	C3	C6	R1
Permitted Use Category		Mainstreet Commercial	Restricted Commercial	Local Commercial	Highway Commercial	Single Family Detached Dwelling
Minimum Lot Frontage (m)		16.5	N/A	N/A	60	18
Minimum Lot Area, unless otherwise noted		742.5 m²	N/A	8100 m ² (maximum)	N/A	540 m ²
Yards (m)	Front (minimum)	2	9	11	15	7.5
	Front (maximum)	6	N/A	N/A	N/A	N/A
	Rear	15	15	15	15	7.5
	Interior Side	1.8	N/A	9	10	1.5
	Exterior side	4.5	9	11	15	4.5
Maximum Lot Coverage		30%	50%	33%	30%	35%
Minimum Lot Depth (m)		45	60	60	60	N/A
Maximum Building Height (m)		9.5	11	11	11	9.5
Maximum Gross Floor Area		0.6 times the area of the lot	N/A	1860m ²	N/A	N/A
Minimum Rear Yard Setback from a “R” Zone		15m	N/A	N/A	N/A	N/A
Minimum Interior Sideyard Setback from a “R” Zone		2.4 m	N/A	N/A	N/A	N/A
Minimum Setback from an “R” Zone to any building, structure, or open storage use		See above	13.5 m	9m	13.5	N/A

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In his report, the consultant recommended that the minimum front yard setback be based on a floating average of the setback on adjacent lots. Due to the complexity of calculating and defining this average and because of various development options, it was decided that consistent minimums and maximums would be easier to interpret and implement. The current front yard setbacks in the various commercial zones in Kleinburg are based on standards that permit parking in front of the building and modern freestanding or pylon signs. This form of development is not appropriate in a village setting, such as Kleinburg, and does not promote the pedestrian environment desired by the Kleinburg Area Ratepayers Association (KARA) and the Kleinburg Business Improvement Association (BIA). The proposed maximum front yard setback standard will realistically prevent parking in front of buildings and aid in developing a more pedestrian friendly and interesting environment by permitting buildings to be closer to the street. The proposed minimum and maximum values are consistent with existing development in Kleinburg.

Table 2: Development Review – Kleinburg Core Area

Municipal Address	Street	FSI	Lot Area m ²	Lot Frontage	Lot Depth	Building Area	Building Foot Print	Lot Coverage	Front Yard	Rear Yard	Side Yard 1	Side Yard 2
10360	Islington	0.55	4426	85	130	2425.0	862	0.36	11.0	35.0	2.6	5.4
10462/10472	Islington	1.22	3428	70	50	4182.2	1072	0.26	8.0	13.0	2.0	3.0
10522	Islington	0.11	891	16	35	101.6	104	0.12	4.7	8.0	1.5	1.5
10516	Islington	0.33	629	13	46	207.6	106	0.17	1.8	20.0	1.0	1.0
10512	Islington	0.56	596	13	53	333.8	172	0.29	2.7	94.0	0.0	4.6
10504	Islington	0.82	1708	28	60	1393.7	563	0.33	2.2	18.0	0.0	8.4
10496	Islington	0.20	919	20	72	186.6	177	0.19	4.2	38.0	4.1	1.5
10480	Islington	0.49	2848	60	50	1395.5	632	0.22	3.0	20.0	0.5	0.3
10432	Islington	0.11	2511	38	53	281.2	142	0.06	23.0	23.0	10.0	16.9
10535	Islington	0.17	943	27	34	155.6	154	0.16	6.1	7.5	5.6	0.0
10519	Islington	0.16	1179	23	53	183.9	188	0.16	6.0	32.0	1.6	6.0
10513	Islington	0.19	963	18	53	178.2	180	0.19	1.8	53.0	4.8	0.9
10503	Islington	0.10	1636	18	54	163.6	173	0.11	6.3	24.0	0.0	2.8
10473	Islington	0.26	937	18	52	243.6	141	0.15	2.0	29.0	8.6	0.1
10465	Islington	0.60	878	18	49	526.8	252	0.29	9.0	24.0	7.5	3.0
10459	Islington	0.34	931	18	54	316.5	156	0.17	18.0	12.0	5.5	4.3
10449	Islington	0.33	935	14	62	305.7	162	0.17	7.2	2.5	0.3	0.0
10435	Islington	0.26	1126	18	65	292.8	143	0.13	7.3	54.0	1.5	1.6
10429	Islington	0.13	1956	27	65	260.1	140	0.07	3.9	43.0	5.3	11.0
Mean		0.37	1490			601.3	290	0.17	0.4	28.6	3.5	
Median		0.26	953			251.9	172	0.17	6.0	24.0	1.8	

The maximum lot coverage and maximum floor area are related to one another. The regulation of these items will contribute directly to the future scale and massing of buildings in Kleinburg.

It is proposed that the calculation of maximum lot coverage and maximum floor area be based on the developable area of a lot. Due to the topography of lands within the Kleinburg Core Area and Mainstreet Commercial Designations there are many lots that contain valleyland. As the ability to develop valleylands is limited, they should not be used when calculating maximum lot coverage. By calculating lot coverage and maximum building area only on the developable portion of the property, any new development should be of a scale that is compatible with the existing built form of Kleinburg.

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The proposed maximum lot coverage and maximum floor area of a building also considers and reflects existing development patterns of various eras. In Kleinburg, the typical built form is a two storey building. Therefore, it is logical that the maximum building area on a site be twice the maximum lot coverage. The proposed Maximum Lot Coverage and Maximum Building Area were determined based upon a review of the properties examined in Table 2. The review of values was supplemented by site visits and discussion with KARA and the BIA. It was determined that the new development located at 10465 Islington Avenue (Here's My Baby) was felt by most people to be a suitable scale of development in Kleinburg. This property has a Floor Space Index (FSI) of approximately 0.6 and a lot coverage of approximately 29%. Based on the general acceptance of this building and the recognition that additions may be a suitable form of intensification, it is recommended that the values of 30% for lot coverage and 0.6 for maximum floor area are appropriate for Kleinburg for development by right. While 0.6 is less than the one times lot coverage permitted in OPA No. 601, it does not preclude the construction of a building with a higher lot coverage ratio than 0.6. To construct a building or buildings on a site with a higher value, a variance would be required. When applying for the required variance, a detailed review of site conditions and the design characteristics of any proposed building would occur and be considered.

In order to provide for a separation between commercial and residential uses and to preserve the natural features which define Kleinburg, it is proposed to increase the required setback between new buildings and additions in the C11 Mainstreet Commercial Zone and properties zoned R1 Residential Zone.

In addition to the typical development standards expected in a zoning by-law, the consultant has recommended a series of development standards that are specific to the C11 Mainstreet Commercial Zone. These standards include existing lots of record, landscaping, expansion and additions to existing buildings, vehicular access from side streets to commercial uses, regulation of main floor uses and the permitted location of parking spaces. As with the typical development standards proposed for the C11 Mainstreet Commercial Zone, the purpose of each of these provisions is to reinforce and enhance the village character of existing development.

6) Exceptions

The intent of the proposed amendments to the Zoning By-law is not to modify any existing site specific zoning amendments in a manner that removes or reduces property rights from existing developments and uses. The consultant has proposed that all existing amendments will be brought forward and that they will be revised to reflect that the properties are now in the C11 Mainstreet Commercial Zone. While this would not change the status of a property with respect to uses and development standards, it is staff's opinion that it is appropriate, in certain situations, to amend the existing exceptions related to permitted uses to allow all uses permitted in the C11 Mainstreet Commercial Zone. The reason for this modification to the consultant's recommendation is there are multiple properties where the uses permitted are highly restrictive and do not reflect the current economic reality as expressed by the business community in Kleinburg.

Additional Items for Consideration

Further to the consultant's work staff considered additional items. This includes the boundary of the C11-Mainstreet Commercial Zone and the potential for the creation of non-conforming uses.

The proposed boundary of the C11 Zone differs from what was presented at the public hearing. Specifically, the map prepared by the consultant showed 10443 and 10447 Islington Avenue as being zoned C11 Mainstreet Commercial Zone. The current use of these properties is residential. In order to ensure that all required permits and approvals are granted prior to the potential use of the buildings for commercial uses, it is proposed that these properties maintain their present "R1 Residential Zone".

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Another difference between the consultant's proposed boundary of the C11 Mainstreet Commercial Zone and what staff is proposing, is the inclusion of the property located at 10535 Islington Avenue in the C11 Zone. This property currently has a site specific exception to permit a retail store and residential uses in the main building in a R1 – Residential Zone. It is proposed to include this property in the C11 Mainstreet Commercial Zone as it fronts onto Islington Avenue, contains a use permitted in the C11 Mainstreet Commercial Zone and the development consists of the adaptive reuse of a building with heritage merit. Any revision to the site specific exceptions will need to recognize the access gained from John Street.

The property located at 10432 Islington Avenue is currently zoned C6 Highway Commercial Zone. This zone does not comply with the intent of OPA No. 601 nor OPA No. 633 which prohibit automobile oriented uses within the "Kleinburg Core Area". If the automobile service station and associated pumps were currently in use, it would not be an issue to change the zoning to C11 Mainstreet Commercial Zone and create a legal non-conforming use. The automobile service station has not been an ongoing use and the pumps have been removed. Any changes to the property's zoning may have an impact on the owner's ability to use the property for automobile related uses. The City's Legal Department is investigating this and their advice will be considered prior to the enactment of the By-law.

The proposed amendments to the Zoning By-law have been circulated to the Development Planning and Building Departments for comment. The comments received from these Department's have been reviewed and incorporated into the proposed amendment to the Zoning By-law.

Having reviewed the report presented by the consultant, incorporated comments received from members of the public and various City Departments staff is of the opinion that the proposed creation of the C11 Mainstreet Commercial Zone and the proposed zone provisions are suitable for Kleinburg.

Next Steps

In undertaking the research to compile this report and based upon comments received from the public additional items outside the terms of reference for the Kleinburg Core Area Policy Review have been identified. These items include:

- a) a review of the boundary of the Improvement Area as defined by By-law No. 169-84;
- b) an economic development strategy for Kleinburg;
- c) review of parking standards;
- d) the preparation of a streetscape master plan; and
- e) a tree inventory and associated by-law.

Interim Control by-law

The lands within the Kleinburg Core Area and Mainstreet Commercial designation are currently within an area under an Interim Control By-law. As the purpose of the Interim Control By-law was to allow for the Policy Review to be undertaken in an environment free from development pressure, and the recommendations contained within this report will regulate development it is appropriate that once the required By-laws to enact the Official Plan Amendments and Zoning Amendments come into force and effect that a by-law to repeal the Interim Control By-law be enacted. If these By-laws are appealed, the approval of the Official Plan is delayed by York Region or the By-laws are appealed to the Ontario Municipal Board the Interim Control By-law will lapse on June 15, 2006.

Relationship to Vaughan Vision 2007

The proposed amendments to OPA No. 601 – The Kleinburg-Nashville Community Plan and to By-law 1-88 - The City's Comprehensive Zoning By-law aid in implementing Vaughan Vision

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2007. Specifically, the proposed amendments “encourage the preservation of significant historical structures and communities” as presented in Section 4.6.1 of Vaughan Vision 2007.

Conclusion

Having reviewed the proposed amendments to OPA No. 601 - The Kleinburg-Nashville Community Plan as presented by the consultant, considered the input received from the public through various meetings and the public hearing, considered the input of other Departments and considered the questions raised by Council at the Public Hearing staff has made minor revisions to the document and recommend that OPA No. 633 - The Kleinburg Core Area Review be adopted by Council.

Having reviewed the proposed amendments to By-law No 1-88 the Comprehensive Zoning By-law as presented by the consultant, considered the input received from the public through various meetings and the public hearing, considered the input of other Departments and considered the questions raised by Council at the Public Hearing, staff has made revisions to the document that reflect the input received and recommend that the proposed amendments be adopted by Council.

Attachments

1. Proposed Zoning Comparison
2. Study Area/ Location Map
3. Proposed Mainstreet Commercial Designation
4. Proposed Kleinburg-Nashville Heritage Conservation District
5. Proposed C11 Mainstreet Commercial Zone
6. Draft Official Plan Amendment (OPA No. 633) – Members of Council Only
7. Draft Zoning By-law Amendment By-law – Members of Council Only

Report Prepared by:

Aaron Hershoff, Planner 1, ext 8320

Duncan MacAskill, Sr. Planner, ext 8017

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

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

Regional Councillor Jackson declared an interest with respect to the foregoing matter, as her husband is a tenant in the proposed mainstreet commercial core area, and did not take part in the discussion or vote on the matter.

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Item 24, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

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**DRAFT PLAN OF SUBDIVISION FILE 19T-03V19
VAUGHAN WEST II LIMITED
REPORT #P.2004.50**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated May 15, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Subdivision File 19T-03V19 (Vaughan West II Limited - previously Royal Gerab Ltd. et al) BE DRAFT APPROVED, subject to the conditions of approval set out in Attachment #1.
2. FOR the purpose of notice, the subdivision agreement shall contain a provision that cash-in-lieu of the dedication of parkland shall be dedicated and/or cash-in-lieu paid, within the plan in accordance with the Planning Act and conform to the approved "Cash-in-lieu of Parkland Policy".
3. THAT 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:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-03V19 (Vaughan West II Limited) be allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total gross developable area of 88.1 ha for employment lands, subject to the execution of a development agreement to the satisfaction of the City."

Economic Impact

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

Purpose

The Owner has submitted an application on the subject lands shown on Attachment #2, to permit a Draft Plan of Subdivision on an 88.1 ha site as shown on Attachment #3 to facilitate the following:

- 53 Prestige Employment Blocks (EM1 Zone) totaling 64.713 ha
- 3 Stormwater Management Blocks (OS1 Zone) totaling 7.828 ha
- 1 Future Stormwater Management Block (OS1-H Zone) totaling 0.144 ha
- 3 Future Prestige Employment Blocks (EM1-H Zone) totaling 6.576 ha
- Streets, Reserves and Road Widening totaling 8.771 ha

Background - Analysis and Options

The 88.11 ha site is located north of Regional Road 7, between Huntington Road and the future extension of Highway #427, in Lots 6, 7 and 8, Concession 9, City of Vaughan, as shown on Attachment #2. The surrounding land uses are:

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- North - existing dwelling/farm; proposed distribution warehouse/employment uses (EM1 Prestige Employment Area Zone with/without Holding provision, EM2 General Employment Area Zone), proposed stormwater pond (OS1 Open Space Conservation Zone with/without Holding provision)
- South - Regional Road 7; outside storage/dwelling/commercial (A Agricultural Zone, C6 Highway Commercial Zone)
- East - future Highway #427; vacant (A Agricultural Zone, EM1 (H) Prestige Employment Area Zone with Holding Symbol)
- West - Huntington Road; agricultural, employment (A Agricultural Zone, M2 General Industrial Zone)

On February 6, 2004, a Notice of Public Hearing was mailed to all landowners within 120m of the subject lands and to persons requesting notification. To date, no responses have been received. At the Public Hearing on March 1, 2004, the recommendation of the Committee of the Whole to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on March 8, 2004.

On April 26, 2005, the Owner submitted a revised subdivision plan which further subdivided some of the original proposed larger Blocks into smaller ones, and also reflected the refined alignment of the Highway #427 extension, as identified in the "Corridor Study Area Limits Review" and depicted on the recently approved Huntington Business Park (Block 57/58) Plan shown on Attachment #4.

Official Plan

The subject lands are designated "Prestige Area" and "Employment Area General" by OPA #450 (Employment Area Plan) and are further subject to the Huntington Business Park (Block 57/58) Plan as shown on Attachment #4, subject to the following policies:

a) Prestige Area

The "Prestige Area" designation is located adjacent to arterial roads and highways, and accommodates uses that require high visual exposure, good accessibility and an attractive working environment. It defines areas where it is appropriate to restrict uses, which by nature of their operating characteristics, would contribute to attractive streetscapes, and provide opportunities for employment intensive uses that will take advantage of and support the transit system. A wide range of industrial, office, business and civic uses are permitted, but not outside storage. The implementing zoning is EM1 Prestige Employment Area Zone.

b) Employment Area General

The "Employment Area General" designation accommodates uses which do not require high visual exposure, provides location opportunities for industrial development which may require outside storage or be undertaken outdoors, and that facilitates a broad range of lot sizes and a diversity of building forms in order to meet the needs of any business or industry. Permitted uses include a full range of processing, warehousing and outside storage operations, and transportation and distribution facilities. The implementing zoning is typically EM2 General Employment Area Zone, however, the owner has requested that all Blocks be zoned EM1 Prestige Employment Area Zone instead, to promote a more prestige industrial business park with no outside storage. The EM1 Zone uses are also permitted in an EM2 Zone and are more restrictive, which conforms to the policies of OPA #450.

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c) Stormwater Management

The location of the stormwater management ponds were established by the Huntington Business Park (Block 57/58) Plan. No buildings or structures are permitted, except where structures are intended for flood or erosion control purposes. The implementing zoning is OS1 Open Space Conservation Zone.

Zoning

The approved zoning for the industrial plan of subdivision is shown on Attachment #5. The development is a combination of EM1 Prestige Employment Area Zone (employment use blocks) and OS1 Open Space Conservation Zone (storm pond blocks), with the far easterly Blocks 57-60 being zoned EM1(H) with a Holding "H" provision pending the resolution of the Highway #427 extension by the Ministry of Transportation Ontario.

The related Zoning By-law Amendment Application Z.03.089 to implement the above zoning categories was approved by Council on April 10, 2006. The implementing Zoning By-laws 126-2006 and 127-2006 were enacted by Council on April 24, 2006, and the final day of appeal is May 17, 2006. These by-laws must be in full force and in effect, prior to the registration of the final subdivision plan.

Block Plan

The proposed draft plan of subdivision is consistent with the Huntington Business Park (Block 57/58) Plan as shown on Attachment #4 in terms of road pattern, and location of employment and stormwater management pond blocks. Street "1" (east/west) will form the connection between Fogal Road to the west and Zenway Boulevard on the east side of the future Highway 427 extension. Street "2" (north/south) will form part of the Huntington Road realignment, which will see a portion of the existing Huntington Road closed south of Langstaff Road and renamed. The Block Plan was approved by Council on February 27, 2006.

Subdivision Design

The proposed draft of subdivision includes a total of 84 Blocks consisting of 53 Prestige Employment blocks and 3 future Prestige Employment blocks, 3 Open Space Conservation blocks and 1 future Open Space Conservation block (stormwater management ponds), with the remaining blocks allocated for roads, reserves and widenings as shown on Attachment #3. Access to the subdivision blocks will in the interim be from Huntington Road, with Street "1" providing access into the subdivision plan, until such time as the lands to the north, south and east develops, to allow for future road connections.

Servicing

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

"a) Servicing Report

In support of the draft plan, the applicant has submitted a Master Environmental Servicing Plan prepared by Urban Ecosystem Limited dated August 1999, and revised dated April 2005 (the "MESP"), confirming the availability of water, sanitary, and storm sewers to develop the lands. The MESP identifies that the municipal services are external and sized to service the draft plan.

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b) Water System

The draft plan is located within the service area of Pressure District #5 of the York Water Supply System. The draft plan can be provided with a looped water supply by extending the existing 600mm diameter watermain on Zenway Boulevard and constructing the proposed 600mm diameter watermain along Langstaff Road west from Regional Road. 27.

c) Sanitary Sewer

In review of the construction drawings for the Vaughan West (North) Corporate Park 19T-89058 and 19T-99V07, a sanitary sewer has been constructed on Zenway Boulevard that can be extended to service the draft plan. The applicant shall pay its proportionate share of the costs for any external municipal services designed and oversized to develop the draft plan such as those costs listed in the Vaughan West (North) Corporate Park 19T-89058 and 19T-99V07 subdivision agreement.

d) Storm Drainage

The MESP proposes the construction of two stormwater ponds within the draft plan, the "SWM Facility A2" and the "SWM Facility B", to service both the subject draft plan and abutting external developing lands in the Block Plan. Prior to final subdivision approval, the applicant shall provide a storm water management report for the review and approval of the city. This report shall describe the proposed drainage system to develop the draft plan and include, but not be limited to, the following items:

- (i) Plans illustrating the proposed system and its connection into the existing storm system,
- (ii) Stormwater management techniques that may be required to control minor or major flows, and
- (iii) Proposed methods for controlling or minimizing erosion and siltation on-site and in down stream areas during and after construction.

e) Roads

The MESP proposes to construct the road network using the current City of Vaughan road design standards within the draft plan.

f) Street-lighting

The street-lighting shall meet the City criteria within the draft plan including the intersection of Street '1' and Huntington Road.

g) Sewage and Water Allocation

A recommendation is provided from the Engineering Planning & Studies Division, dated March 15, 2006, confirming sewage and water allocation to be forwarded for Council approval.

h) Environmental Site Assessment

In April 2006, the City's Environmental Engineer, confirmed that he accepted the Environmental Site Assessment reports for the proposed industrial development within the draft plan."

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The conditions of approval with respect to the Engineering Department's requirements have been included in Attachment #1 – Conditions of Approval.

Region of York

The Region of York Transportation and Works Department has reviewed the proposed draft plan and provides the following comments:

“This subdivision is within the West Rainbow Collector drainage area of the York Durham Sewage System. Full build-out of the West Rainbow Collector drainage area will require completion of the twinning of the Rainbow Trunk Sewer east of Kipling Avenue. The Rainbow Trunk Sewer twinning is expected to be completed in late 2006.

Based on contours provided on the draft plan of subdivision, this site will be serviced from Pressure District No. 5. We have no concerns regarding water supply to this area.”

The conditions of approval with respect to the Region of York's requirements have been included in Attachment #1 – Conditions of Approval.

Ministry of Transportation Ontario (MTO)

In a letter dated March 23, 2006, the MTO advised that sufficient land must be protected for the future construction and detour requirements to build the Fogal Road extension and structures for the crossing of Highway 427 to Zenway Boulevard. The MTO provided the following comments:

“The Ministry requires that any new buildings/structures (including internal roads) above and below ground (including detention ponds) be setback a minimum distance as previously approved from the future Transitway property line and/or future Highway 427 property line. The owner must be made aware that Ministry permits are required for all buildings located within 45m from Highway 427 property line and a radius of 395m from the centrepoint of Highway 427/RR7 right of way prior to any construction being undertaken.”

The conditions of approval with respect to MTO requirements have been included in Attachment #1 – Conditions of Approval.

Region of Peel

In an e-mail dated May 4, 2006, the Region of Peel's Traffic and Transportation Engineering Section provided the following comments for consideration:

- The draft plan of subdivision is within the Huntington Business Park Block Plan. A traffic study has been completed for the Huntington Business Park Block Plan to determine the road improvements along Highway 50 to facilitate the proposed development under the land use designated in the Block Plan. Further, the Region has a Highway 50 Class EA to review the road improvements along Highway 50. A traffic impact study will not be required at this time. However, we advise that the necessary upgrades to the Regional arterial road network shall be carried out coordinately with the development within the Huntington Business Block Plan.
- We advise that the Ministry of Transportation is in the planning process for an extension of Highway 427 north of the current terminus at Highway 7. The alignment of the Highway 427 northerly extension and the connecting ramps has not been established at this time. We request that this application be sent to the Ministry of Transportation for review and comment on the Highway 427 extension.

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- We advise that the Region of York and Region of Peel are undertaking a road project for the interim extension of Highway 427 as and arterial to Fogal Road as identified in the BATS study. The alignment of the interim extension of Highway 427 should be identified in the draft plan of subdivision. Property may be required to be gratuitously conveyed to the appropriate agencies to support the road works. The Region of York will be coordinating the road works for the Region of Peel. The Project Manager for the interim extension of Highway 427 is Steve Mota from Region of York. We request that this application be sent to the Region of York for review and comment.”

The Ministry of Transportation and Region of York have provided comments and conditions, as noted above.

The Region of Peel is satisfied that the Owner and the City will take into consideration their above-noted comments, and do not have any specific conditions of approval.

Utilities

PowerStream Inc. has no objection to the proposed draft plan of subdivision subject to the Developer entering into a separate subdivision agreement with them to address hydro matters. The Developer is to design, purchase materials, and install a buried hydro distribution system and a street lighting system within the confines of the subdivision, and compatible with the existing and/or proposed systems, in the surrounding plans of subdivision, all in accordance with PowerStream and City of Vaughan standards and specifications, and latest revisions.

Toronto and Region Conservation Authority (TRCA)

In a letter dated March 28, 2006, the TRCA provided the following comments:

“Given the approval of the Block Plan [57/58] and given the confirmation that a consultant has been retained for an erosion monitoring program, Authority staff is now in a position to consider draft plan of subdivision and/or site development applications including the subject application.

A portion of the Block Plan Area is traversed by Rainbow Creek in the northeast corner while a tributary of Rainbow Creek enters the site from the northwest, near the intersection of Langstaff Road and Highway 50. This tributary flows through the agricultural lands in an easterly direction and joins the West Rainbow Creek. While the Block Plan Area is partially located within the Authority’s Fill Regulated Area and Regional Storm Floodplain of the Humber River, it is noted that the subject property, as described in the draft plan of subdivision application, is located outside the Authority’s Fill Regulated Area and Regional Storm Floodplain of the Humber River. As such, a permit under Ontario Regulation 158 (Fill, Construction and Alteration of Waterways) will not be required for the development of the subject property. Please note that O.Reg 158 will be replaced with Ontario Regulation 97/04 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) on May 1, 2006.”

The TRCA has provided conditions of approval with respect to this standard requirements, which have been included in Attachment #1 – Conditions of Approval.

Archaeological Assessment

In a letter dated December 7, 2005, the Ministry of Culture concurred with the Archeological Report submitted by the Owner, which documented that there are no archaeological sites on the property.

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Parkland

The Owner shall pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. The cash-in-lieu payment, under Section 42 of the Planning Act, will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

Relationship to Vaughan Vision

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

Conclusion

The Development Planning Department has reviewed the proposed draft plan of subdivision in accordance with the policies of OPA #450, the approved Block Plan and the provisions of By-law 1-88, as well as, the existing and proposed developments in the surrounding area. The Development Planning Department considers the proposed subdivision development to facilitate industrial employment uses to be desirable and appropriate, and in keeping with the approved Huntington Business Park Block Plan.

For these reasons, the Development Planning Department recommends approval of the draft plan of subdivision shown on Attachment #3, subject to the conditions of approval outlined in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-03V19
4. Huntington Business Park – Block Plan
5. Approved Zoning

Report prepared by:

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

/LG

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

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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.

3. THAT the following street name for Draft Plan of Subdivision 19T-03V07 (Vito and Marianne Pacifico), as shown on Attachment #3, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Old Forest Lane

Economic Impact

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

Purpose

The Owner has submitted an application on the subject lands shown on Attachment #2, for approval of a Draft Plan of Subdivision shown on Attachment #3, to permit a residential subdivision consisting of the following:

- four rural residential lots for single detached dwellings with lot frontages ranging from 45m to 47.6m, and lot areas ranging from 0.4ha and 0.62ha;
- 3 blocks for future residential development;
- a 0.301ha valleyland block;
- a 0.419ha block for road and 0.013 ha for associated reserve blocks.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the east side of Kipling Avenue, north of Kirby Road, in Lot 31, Concession 7, City of Vaughan. The vacant 2.67ha site has approximately 107m frontage on Kipling Avenue, and is irregular in shape, consisting of trees and bushes. The lands are relatively flat in the westerly portion, and descends towards the southeast of the site. The surrounding land uses are:

- North - agricultural (A Agricultural Zone)
- South - existing residential and open space (RR Rural Residential Zone and OS1 Open Space Conservation Zone)
- East - open space (OS1 Open Space Conservation Zone)
- West - Kipling Avenue; agricultural (A Agricultural Zone)

Previous applications to amend the Official Plan and Zoning By-law (Files OP.28.82 and Z.91.84) were approved and implemented (OPA #193 and By-law 208-88) to redesignate and rezone the subject lands and including the lands to the south to Kirby Road for rural residential development. The related Draft Plan of Subdivision (File 19T-82059) was approved on December 29, 1987, however it was not finalized and the approval lapsed. Subsequently, the entire property was severed into four parcels, the subject lands being the most northerly parcel.

Public Hearing

On August 8, 2003, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and the Kleinburg and Area Ratepayers Association (KARA). A letter was

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received from KARA, expressing concern that the proposed subdivision is not in keeping with the surrounding area, and that the neighbouring lot to the south will have a street running adjacent to their property line.

At the Public Hearing on September 2, 2003, Council directed that the applicant meet with the Ward Councillor, and the two neighbouring property owners who had expressed concerns, in an attempt to resolve any outstanding issues, prior to this matter being brought forward to a Committee of the Whole meeting. The Development Planning Department was advised by the Ward Councillor's office that both neighbours had declined to attend the meeting.

A notice of this Committee of the Whole meeting was sent to those individuals on file having expressed interest in this application.

The recommendation of the Committee of the Whole to receive the Public Hearing report of September 2, 2003, and the forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on September 8, 2003.

Official Plan

i) Land Use Designation

The subject lands shown on Attachment #2 are designated "Estate Residential" by OPA #193. The "Estate Residential" designation permits detached dwellings on large lots. Each lot on the proposed draft plan of subdivision will be serviced by a private well and sewage disposal system, which is provided for on the plan and appears to be sufficient, and must be confirmed at the building permit stage.

OPA #193 states that the subdivision design shall be in conformity with the lot size and design provisions of OPA #57 to the Vaughan Official Plan, which sets out policies pertaining to rural residential development. The "Estate Residential" designation of OPA #57 permits a maximum density of two persons per acre (0.4 ha) and requires a minimum lot size of 2322.5m². The lot areas for the lots on the proposed draft plan of subdivision range from 4000m² to 6200m² (0.4ha to 0.62ha), thereby complying with this requirement. The proposed draft plan of subdivision conforms to the Official Plan.

ii) Greenbelt Plan

The subject lands are located within the "Protected Countryside", and "Natural Heritage System" as designated by the Greenbelt Plan. Notwithstanding its location within the Greenbelt, the *Greenbelt Act* provides that applications commenced on or after December 16, 2004 shall conform with the Greenbelt Plan. The application for draft plan of subdivision was submitted on June 4, 2003, thereby exempting it from the provisions of the legislation. In addition, Official Plan Amendment #193 and Zoning By-law Amendment 208-88 were passed on July 20, 1989, and May 2, 1988, respectively, which established the Estate Residential/Open Space designations and zoning for this property. The Greenbelt Plan (Section 5.2.1) states that:

"Where an official plan was amended prior to December 16, 2004 to specifically designate land use(s), this approval may continue to be recognized through the conformity exercise addressed in Section 5.3 and any further applications required under the *Planning Act* or *Condominium Act, 1998*, to implement the official plan approval are not required to conform with this Plan."

Accordingly, the proposed draft plan of subdivision is not subject to the provisions of the Greenbelt Plan.

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Zoning

The subject lands are zoned RR Rural Residential Zone and OS1 Open Space Conservation Zone, subject to Exception 9(640). The 4 lots on the proposed draft plan of subdivision comply with the requirements of By-law 1-88.

Subdivision Design

The proposed 2.67ha draft plan of subdivision shown on Attachment #3 consists of 4 residential lots with lot frontages and areas ranging between 45m to 47.64m, and 0.4ha to 0.62ha, respectively, to facilitate detached residential dwellings. The lots front onto a proposed street to be named "Old Forest Lane", which runs along the southern boundary of the site in an east-west direction, and terminates in a temporary turning circle. The road design facilitates the potential development of the lands to the immediate south. A minimum 10m development setback is established from the staked top-of-bank and the Regional Storm Flood Plain along the east limit adjacent to Lot 4. The 10m setback, and the lands in the flood plain and below top-of-bank are to be conveyed to the Toronto Region and Conservation Authority (TRCA) or the City. A permanent fence will be erected along this edge, to the satisfaction of the TRCA.

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

Estate Residential Lots (Lots 1-4)	1.888 ha
Local Road	0.419 ha
Future Residential Blocks (5-7)	0.053 ha
0.3 m Reserve (Blocks 8-12)	0.013 ha
Valley Land (Block 13)	<u>0.301 ha</u>
TOTAL	2.674 ha

Toronto and Region Conservation Authority (TRCA)

The TRCA has no objections to the proposed draft plan of subdivision, subject to the conditions of approval, as set out in Attachment #1.

Engineering Department

i) Environmental Site Assessment (ESA)

A Phase I Environmental Site Assessment was submitted in support of the proposed development and was approved by the City on March 03, 2006.

ii) Roads

A 20.0m right-of-way width with a 8.5m wide paved urban road is being proposed in accordance with City Standard Drawing "B-6". Construction access to the subject lands will be from Kipling Avenue.

iii) Sanitary Servicing

There are no municipal sanitary sewers in the vicinity of the subject site, therefore, the Owner will be required to design a private sewage disposal system for the proposed dwelling units.

The subject site will be serviced by individual septic tank and tile bed systems. The location of the septic tank and tile bed should be shown with the minimum setbacks on the proposed draft plan of subdivision, in accordance with the requirements of the Ontario Building Code. The private sewage disposal systems must be installed in accordance with the requirements of the Regional Medical Officer of Health and the regulations of the Ministry of the Environment (MOE).

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A warning clause to perspective purchasers is required for Lot 1 on the proposed draft plan of subdivision indicating that Lot 1 includes a large open space and therefore, the on-site sewage system requires the use of tertiary treatment unit based on a maximum house size of 280m², with 4 bedrooms.

iv) Storm Drainage

Storm drainage is proposed to be conveyed on the surface over land to the westerly and easterly areas of the proposed draft plan of subdivision draining to the Kipling Avenue ditch and the East Humber River, respectively. A detailed stormwater management report will be required.

v) Water Supply

As there are no municipal water mains in the vicinity of the subject site, on-site drilled wells are proposed to service the dwellings.

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 Cultural Services Department has no objection to the approval of the proposed subdivision, subject to the conditions of approval set out in Attachment #1.

Region of York

The Region of York has no objection to proposed draft plan of subdivision, subject to conditions provided in Attachment #1. The Planning Department for the Region of York has also reviewed the street proposed name (Old Forest Lane) and has advised that it does not have any objections.

Agency Comments

Canada Post and PowerStream Inc. have advised that they have no objection to the proposed draft plan of subdivision, subject to the conditions of approval, as set out in Attachment #1.

Street Name

The Development Planning Department has reviewed the proposed street name of "Old Forest Lane" and has no objections. The Region of York Planning has also reviewed the proposed street name and advised that it does not have any objections.

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 Subdivision approval in accordance with the policies in the Official Plan and the requirements of the Zoning By-law. The proposed draft plan of subdivision consisting of 4 single detached lots with minimum 45m frontages and 4000m² lot areas is an appropriate form of development for the

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lands, and conforms to the Official Plan and Zoning By-law. On this basis, it is recommended that the proposed Draft Plan of Subdivision be approved, subject to the conditions set out in Attachment #1 to this report.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision

Report prepared by:

Carmela Marrelli, Planner, ext. 8791
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 26, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

26 ENSURING THE SAFETY OF ELDERLY PEDESTRIANS AT VILLA AMICA/VILLA GIARDINO

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated May 15, 2006:

Recommendation

Councillor Carella recommends that staff be directed to confirm the advisability of placing a speed hump or humps, or any other appropriate traffic calming measure, along the roadway linking Martin Grove Road to Vaughan Grove Sport Park in the vicinity of Villa Amica/Villa Giardino.

Economic Impact

Nil

Purpose

To address concerns respecting the safety of elderly pedestrians in and around Villa Amica and Villa Giardino.

Background - Analysis and Options

The public has access to the southern portion of the Vaughan Grove Sport Park (WR1) via a private roadway which the City is obliged to maintain for the foreseeable future. The roadway is paved, with grassed shoulders. Due to the shortage of parking in the area, vehicles are frequently parked on the north side of this roadway, and along that portion of the south side closest to Martin Grove Road. As a result, much of the grass has disappeared, and the area has the character of a narrow, unpaved parking lot.

The Director of Public Works and Ward Councillor Carella recently met with the General Manager of Villa Amica (in fact, Amica at Villa da Vinci), Ms. Sara Tripodi, to discuss her concerns about the state of the private roadway and related safety issues. The latter have to do with the fact that once the warmer weather arrives many ambulatory residents of Villa Amica enjoy attending soccer matches and baseball games at Vaughan Grove Sports Park, which is a brief walk to the north from the Villa. To reach the park, however, they must cross a busy roadway which is the principal means of public access to the baseball diamonds and soccer fields, both natural and artificial, which comprise the park. Traffic can be quite heavy at times, and there is a tendency of motorists to travel at speeds which any reasonable individual would agree could be dangerous to slow-moving seniors, many of whom use walkers or canes.

As Villa Amica is prepared to address some of the aesthetic issues (e.g., resodding the south side of the roadway and placing low-rise cement strips, to prevent parking on that side), and as the Public Works Department is prepared to lay gravel along the north side, to prevent the shoulders turning into mud as a result of rain, it is appropriate that the City address the speeding/pedestrian safety issue by considering what traffic calming measures (not necessarily the speed humps suggested, but speed humps if necessary) might best serve this situation.

Relationship to Vaughan Vision 2007

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

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Conclusion

Given the expected increase in local traffic consequent on the near-future opening of another artificial field at Vaughan Grove Sports Park, it is appropriate that staff consider ways to reduce any threat offered by such traffic to the safety of nearby residents all of whom generally access the Sports Park by crossing this roadway on foot.

Attachments

E-mail of Ms Sara Tripodi, to Councillor Tony Carella, May 8, 2006

Report prepared by:

Councillor Tony Carella

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

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Item 27, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

27 LEASH-FREE CANINE EXERCISE AREA: PILOT PROJECT PROPOSAL

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated May 15, 2006:

Recommendation

Councillor Tony Carella recommends that appropriate staff be directed to investigate all issues relating to the development on a pilot project basis of a suitable open space within Ward 2, to serve as a venue for dog owners to exercise their pets off-leash such issues including but not limited to the following: location, physical components, and all associated costs.

Economic Impact

Nil. Staff's task will be to determine the cost of a pilot project at one location, which project will be subject to the 2007 budget process.

Purpose

To respond to numerous and continuing requests for a leash-free canine exercise venue.

Background - Analysis and Options

Requests for a leash-free canine area have been persistent in the last five years, and culminated most recently in a report to Council in May 2003, which was not pursued at that time. In light of recent requests, it seems appropriate to revisit the issue on a more limited basis, focusing on issues relating to a single site.

Relationship to Vaughan Vision 2007

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

Conclusion

It is appropriate that this question be revisited, as no action was taken when the matter was last before Council, and requests for such a facility continue to be received.

Attachments

None

Report prepared by

Councillor Tony Carella

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Item 28, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

28

CONTRACT AWARD – RFP 06-13
VOTE TABULATING EQUIPMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk and Returning Officer, dated May 15, 2006:

Recommendation

The City Clerk and Returning Officer, in consultation with the Director of Purchasing Services, recommends:

- 1) That the contract for RFP 06-13 Vote Tabulating Equipment be awarded to Dominion Voting Systems at a contract value of \$267,852.00; and
- 2) That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

There are sufficient funds in the election reserve to fund the lease of the equipment and the cost of the November 13, 2006 municipal election.

Purpose

To report on information requested by Council respecting the award of Contract RFP-06-13.

Background - Analysis and Options

Council directed that an RFP be issued for poll counter vote tabulating equipment to provide fast accurate results for the November 13th municipal election. Staff reported to Council on April 24, 2006 recommending that a contract be awarded to Dominion Voting systems. At that time, a number of issues were raised including costs, other options and a request that a demonstration of the equipment be arranged for members of Council. A demonstration was conducted on May 8th and a number of Councillors attended.

One of the issues that had been raised at Council on April 24th was whether the current vote tabulating equipment in use since 1991 could be used again as there had been indications that the vendor would no longer support the equipment. Enquiries were made and the vendor has indicated they would support the system including a software upgrade. This would be the most cost effective way to conduct the upcoming election however it is not recommended. Council has indicated a desire to have election results reported earlier than in the past on election night which has been at approximately 10:30 p.m. Given the increase in population since the last election and the anticipated higher voter turnout for the upcoming election if the current system is used election results would not be available until at least 11:30 p.m. which is probably unacceptable.

Council has indicated it would like to consider alternatives to leasing equipment. Recognizing that Council is desirous of having fast accurate election results, the most cost effective options would be to lease or purchase a central count system or a poll counter system which has been recommended. The cost to lease a new central count system would be approximately \$70,000. and \$220,000. to purchase. If such a system were to be used election results should be available at approximately 10:30 p.m. The cost of the proposed poll count system would be as indicated above \$267,852. to lease or \$525,000. to purchase. It should be noted that the comparative cost

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to lease the poll counters is approximately \$150,000. as the RFP price of \$267,852. includes the cost of the ballots, support service, software license, taxes, et cetera. A poll counter system should provide election results before 9:00 p.m.

For ease of reference, the aforementioned cost comparisons are set out in the following table:

	<u>Poll Count</u>	<u>Central Count</u>
Lease	\$150,000.	\$ 70,000.
Purchase	\$525,000.	\$220,000.

Given that voting technology is changing quickly and Council's desire to have election results provided earlier than in the past on election night and the need to conduct elections in a cost effective manner, it is being recommended that a poll count system be leased.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-1', "Pursue Excellence in the Delivery of Core Services" and the necessary resources have been allocated and approved.

Conclusion

Council directed that an RFP be issued for vote tabulating equipment. An RFP was issued and it would be in order to award the contract to the successful proponent.

Attachments

None

Report prepared by:

John D. Leach, City Clerk

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Item 29, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 23, 2006, as follows:

By receiving the written submission from Mr. Paul De Buono, 9983 Keele Street, Suite 105, Vaughan, L6A 3Y5, dated May 23, 2006.

29 NAMING OF THE NEW CITY HALL IN HONOUR OF FORMER MAYOR, LORNA D. JACKSON

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Di Biase, dated May 15, 2006:

Recommendation

Mayor Michael Di Biase recommends that the following resolution be approved;

Whereas the late Lorna D. Jackson was first elected to Vaughan Council in 1974 and served continuously until April 2002; and

Whereas Lorna served as the Mayor of the City of Vaughan from 1982 to April 2002; and

Whereas Lorna was committed to the City of Vaughan and well respected by the citizens, the business community, her colleagues and within the municipal sector;

Now therefore be it resolved that the new City Hall be named "The Lorna D. Jackson Building"; and

That the Jackson family be advised of the City's intent and that formal arrangements be made to announce the naming of the City Hall at the official opening.

Economic Impact

N/A

Purpose

To recognize and honour the years of service and the contribution to the City of Vaughan, by the City's former Mayor, Lorna D. Jackson.

Background – Analysis and Options

The late Lorna Jackson served as the Mayor of Vaughan from 1982 until her passing in April 2002. She was first elected to office as a local Councillor in Vaughan in 1974 when Vaughan was a small town with a population of less than 20,000.

Lorna was dedicated to Vaughan and served tirelessly for 28 years. During that time she led Council and the community through years of rapid growth and development and through the transition from a small Town into a vibrant City.

For seventeen (17) years I worked alongside Lorna on Vaughan Council and as well on Regional Council. We shared many common goals and I can personally attest to her commitment to the City of Vaughan.

The City of Vaughan will be constructing a new City Hall, which will be built on the site of the existing City Hall and ready for occupancy in 2007. It would be a fitting tribute to the former Mayor, the late Lorna D. Jackson that the new City Hall be named in her honour.

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Relationship to Vaughan Vision 2007

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

Conclusion

The late Lorna Jackson was a long-time Mayor of the City of Vaughan, well respected and admired by the citizens of Vaughan, the business community within Vaughan and by her counterparts in neighbouring municipalities and in other levels of government.

The naming of the new City Hall “The Lorna D. Jackson Building” is a fitting tribute to her dedication, numerous contributions and her memory.

Attachments

N/A

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Item 30, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

30 REQUEST FOR TRAFFIC SIGNALS AT KIRBY ROAD AND HIGHWAY 27

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Di Biase, dated May 15, 2006:

Recommendation

Mayor Michael Di Biase recommends:

That the Region of York be requested to review the need for traffic signals at the intersection of Highway 27 and Kirby Road, to address the safety concerns expressed to the City and that installation be scheduled through the appropriate process.

Economic Impact

As the intersection is under the jurisdiction of the Region of York, if warranted, the traffic signals would be installed at the cost of the Region of York. Should the signal warrant be met to the 70% level, the City of Vaughan, in accordance with the Region's policy, could pay for the signal installation and be responsible for the cost of maintenance. The Region would reimburse the City for the cost of installation only once the signal warrants were met. The estimated cost of traffic signals is approximately \$150,000.

Purpose

To request the Region of York to review the installation of traffic signals at the intersection of Kirby Road and Highway 27.

Background - Analysis and Options

The Highway 27 / Kirby Road intersection is an unsignalized, rural cross section intersection under the jurisdiction of the Region of York. The posted speed limit on Highway 27 is 80 km/hr. Highway 27 is a busy arterial road that can be very difficult to access from Kirby Road during peak travel periods. The Mayor's office has been advised through the Local Councillor's office of a safety concern at this intersection. A member of the public submitted a request that the possibility of the installation of traffic signals be investigated to address their concern and to reduce the possibility of incidents at this intersection.

Since the intersection is under the jurisdiction of the Region of York, the cost of signalization, if warranted, would be the responsibility of the Region of York. The Region's policy provides that if signals are warranted to the 70% level, signal installation and maintenance would be borne by the area municipality. When the warrants are met, the Region would reimburse the area municipality for the cost of installation only.

Should the Region's review show that the signals are warranted, the Region is requested to schedule the installation. Should the 70% threshold be met, the cost of the installation should be referred to the City's 2007 capital budget process.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, A-2, Promote Community Safety, Health and Wellness.

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Conclusion

In order to address a safety concern expressed to the City, a review of the need for traffic signals should be undertaken by the Region of York and installation scheduled through the appropriate process.

Attachments

N/A

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Item 31, Report No. 29, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 23, 2006.

31

SUMMERIDGE DRIVE –TRAFFIC CALMING

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated May 15, 2006:

Recommendation

In response to resident concerns, Councillor Sandra Yeung Racco recommends:

1. THAT staff be directed to take the necessary steps to reduce the speed limit along the entirety of Summeridge Drive to 40 kms per hour and;
2. THAT York Regional Police be requested to provide more monitoring and enforcement of the speed limit along Summeridge Drive.

Economic Impact

To be determined.

Purpose

To alleviate speeding along Summeridge Drive.

Background - Analysis and Options

Summeridge Drive is a collector road that extends between Dufferin Street and Bathurst Street in the Thornhill Woods subdivision, with a statutory speed limit of 50kms per hour. Currently, there are existing all-way stop controls located at the intersections of Summeridge Drive & Pleasant Ridge Ave, Summeridge Drive & Thornhill Woods Drive and Summeridge Drive & Bathurst Glen Drive, as well as Summeridge Drive and Loire Valley.

Despite the presence of these all-way stops, vehicular traffic continues to ignore them and speed through thereby turning Summeridge Drive into an 'expressway' and endangering the safety of community members.

Relationship to Vaughan Vision 2007

3.3.1 Implement effective traffic calming measures

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

Conclusion

It is recommended that staff be directed to investigate the necessity and feasibility of reducing the speed limit along the entirety of Summeridge Drive in order to address the ongoing concerns over speeding along Summeridge Drive.

Attachments

N/A

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Report prepared by:

Tanya Dubar, Council Executive Assistant

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Item 32, Report No. 29, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 23, 2006, as follows:

By receiving the written submission from Ms Noreen Lee, The York Centre for Children, Youth & Families, 11225 Leslie Street, Richmond Hill, L4S 1N5, dated May 18, 2006.

**32 DEPUTATION – MS. NOREEN LEE, THE YORK CENTRE FOR CHILDREN,
 YOUTH & FAMILIES WITH RESPECT TO
 CHILDREN’S MENTAL HEALTH SERVICES IN YORK REGION**

The Committee of the Whole recommends:

- 1) That the deputations of Ms. Noreen Lee, Chairperson, Board of Directors, The York Centre for Children, Youth & Families, 11225 Leslie Street, Richmond Hill, L4S 1N5, and written submission dated April 21, 2006, Dr. Helena Jaczek, Member, Capital Campaign Cabinet, and Mr. Paul Meadows, Executive Director, and submission titled, “Case Statement”, be received;
- 2) That the deputants consider appearing in deputation at the Region of York’s Health and Emergency Medical Services, Human Services Planning Coalition and Finance and Administration Committees; and
- 3) That The York Centre for Children, Youth & Families Agency also consider applying to the Mayor Michael Di Biase Foundation.