

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 1, CW Report No. 22 – Page 2

7) That the Province of Ontario again be requested to implement an environmental surcharge on all single serving paper, coated paper, waxboard, polystyrene, and primarily polystyrene beverage containers, and the funds generated by this surcharge be made available to municipalities to offset the cost of litter clean-up within their boundaries; and,

8) That the Province of Ontario again be requested to implement a deposit return system for all beverage containers made from polyethylene terephthalate (PET), glass, steel, or aluminium.

9) The City continue to request Canada Post to install and maintain Litter/Recycling containers adjacent to the community mailbox locations.

Economic Impact

The cost to implement recommendations No. 1 – 5 has no economic impact on the City.

Recommendation 6 has a financial impact should \$50,000 be allotted to test different container styles, and this has not been allotted for in the draft 2007 Operating Budget. However, if the City is successful in securing a company to provide and maintain containers at their cost, due to the expected advertising revenues, there would be no cost involved.

Recommendation number 8 has an economic impact, should the province of Ontario proceed with the deposit-return system for all beverage containers made from polyethylene terephthalate (PET), glass, steel, or aluminium. Should such a system be implemented, it is anticipated that less monies would be available through the Waste Diversion Organization to offset collection costs. Currently, these industries pay a Stewardship Ontario monies which are then in part funneled into the WDO program. The recently implemented LCBO deposit–return initiative will result in a payment reduction to WDO of approximately \$5 million, commencing 2009. Should this program be rolled out to include other types of beverage containers, it is anticipated that the majority of residents will participate in the deposit-return program, reducing the amount of beverage containers being deposited in the public space litter / recycling containers. This could potentially provide savings on the collection component, depending on the structure of the contract.

Communications Plan

In preparing this document, staff from the three Commissions met to review past history of how litter containers have been placed in the past, and come forward with a plan for moving forward. Depending on Council's direction, appropriate staff will prepare future communications plans to promote the City's initiatives in this subject.

Purpose

The purpose of this report is to respond to Council's direction to:

- Review the current policy regarding the placement of litter / recycling containers in public places, such as parks, boulevards and walkways;
- Implement a new policy that will rationalize responsibilities for the placement and maintenance of public litter / recycling containers;
- Provide these containers more widely according to an established criteria throughout the City;
- Emphasize encouraging residents to utilize recycling containers rather than trash bins;
- Develop this policy in consultation and co-operation with York Region Transit and the Regional Municipality of York who also provide various types of litter / recycling containers in the City of Vaughan

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Background - Analysis and Options

PART 1: History

There have been 3 areas of the City that have been involved with litter containers, as well as York Region Transit (YRT). Below is a brief history of each area's involvement.

a) Parks and Forestry Operations

The Parks and Forestry Department, through the Boulevard Maintenance contract, oversees contractors who cut grass and clean debris on City and Region owned boulevards that are not fronted by residential or business establishments. The contract is in effect April 1st to December 31st each year, while staff are responsible for removing the debris during the remaining three months, as required

The Parks and Forestry department are also responsible for emptying exterior litter containers in Parks and community centers on a rotation, based on the seasonal demands as well as ground debris. Since the project began in 2004, these cans have been emptied by Parks staff.

b) Public Works Department

Transit Stops

When Transit was a function of the City, the Public Works Department maintained litter containers at a number of transit stops (approximately 28 in total). This collection was performed by the City's waste collection contractor. For a while after the Region took over the transit function, the City continued to provide this collection service to the limited number of York Region Transit (YRT) stops. In 2005, YRT initiated its own program of installing litter containers at selected transit stops. Over a period of approximately one year, YRT assumed collection responsibilities for all containers at the transit stops, including the containers historically serviced by the area municipalities. The YRT assumed responsibility of the transit locations serviced by the City of Vaughan January 1, 2006. As a result, Public Works no longer provides any collection services to YRT.

Anti-Littering

In 2003, when the City launched its anti-litter campaign, one of the recommendations of the report was to purchase litter containers and place them throughout the City. Public Works, in consultation with Parks, purchased approximately 100 of these litter units and placed 96 containers throughout the city that were part of a pilot project initiative, and the Parks Department maintains them.

Community Mail Boxes (CMB)

In September 2005, Council approved a pilot program that involved locating 5 combination litter / recycling and bulletin board units across the City, with one being located in each ward. The units were provided to the City at no cost by Envirozone, and were placed in high volume community mail box locations. These 5 units are still in place and are the only public space containers maintained by the Public Works Department. Since their installation, staff has monitored the effectiveness and efficiencies of these containers. The containers were assessed both on the functionality of the container as well as issues pertaining to the collection of the containers. The tables below provides an overview of staff's findings:

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COLLECTION Concerns (5 Envirozone 'Pilot' containers at CMB)

1. In some areas, the existence of the litter / recycling bin attracted frequent occurrences of illegal dumping.
2. Collections were done at the same frequency as residential curbside collections. In many cases, the litter / recycling bins required more frequent servicing, as the bins would often be overflowing.
3. Even though the containers provided residents with the option to recycle acceptable materials, the recycling section of the container was always contaminated with pet waste and other non recyclable material. As a result of the high contamination, all materials collected were disposed of as garbage.
4. The pilot litter / recycling containers required a key to access the waste for disposal purposes. This was problematic from an operations perspective as the key was at times misplaced or the locking mechanism became frozen or rusted.
5. In some cases the existence of the litter / recycling container did not minimize the amount of litter thrown onto the ground by users of the super mail box
6. Winter collections were difficult as the accumulation snow hindered access to the container as well as the doors used to access the waste for collection purposes.

CONTAINER Concerns (5 'Pilot' containers at CMB)

1. Design of container allowed for rain and snow to fall into the bin. In the winter months the bags became frozen into the receptacle itself, which in turn led to some collection challenges.
2. Message Board frequently vandalized and misused – With the posting of numerous messages they became an eyesore and required staff time to clean and maintain.
3. Access doors vandalized (i.e. kicked in) and as such difficult to open
4. Rust on containers was quite evident on many locations of the containers. Paint was peeling away in some areas.
5. Locking mechanism was problematic – premature rusting
6. The design of the container provided a flat top with two 8" diameter holes (one for recycling one for litter). The flat top permitted many pieces of garbage and pet waste to just sit on top of the waste container, making the appearance of the container very unsightly.

Although the concept of providing litter / recycling containers at designated community mail box locations is laudable, the findings of the pilot project concluded that there were significant collection and contamination issues that have to be resolved should the City wish to implement such a program at designated locations city wide. The findings also concluded that the style of bin used in the pilot did not perform as well as anticipated, and as such, should not be recommended for future use in the City of Vaughan.

As waste collection will change to every other week in September, and there is no provision in the contract to service such containers on a weekly basis, it is recommended that due to the collections concerns and deficiencies in bin design, that all five pilot litter / recycling containers be removed from their current locations no later than September 10, 2007

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c) Urban Design / Planning Department

Since 2001 it has been standard practice for staff to request new subdivision development proposals to include litter receptacles supplied and installed as a condition of development approval. The litter receptacles are predominately installed in the following instances and locations:

- Block community gateways;
- Major subdivision entry features;
- Stormpond seating area / lookout nodes;
- Woodlot trail entry nodes; and
- Open space / valley trail entry nodes.

Traditionally, a 32 gallon decorative metal waste receptacle with side-door openings have been installed for all of the above referenced scenarios; however, 20 gallon decorative metal waste receptacles are installed for storm pond seating area / lookout nodes to deter illegal dumping, side-door openings promote easier maintenance and positive ergonomics.

Waste receptacles are generally designed and installed within subdivision neighbourhoods in accordance with the following criteria:

- Should be located at high visibility areas (i.e. adjacent to road frontage, community gateways, entry features, etc.) to deter illegal dumping and potential vandalism;
- Waste receptacles should be installed and anchored on p.i.p. (poured in place) concrete pads to deter theft and vandalism;
- Waste receptacles should have heavy-duty plastic liners with weep holes (at the base) to promote drainage and easier maintenance.

For private development applications it has been standard practice for staff to request litter receptacles be included as a important component of the site plan streetscape design. The receptacles are generally designed and located based on the following criteria:

- Exclusively on private property;
- Close proximity to main entrances, gateways, and specific access locations into the site from the public sidewalk system; and
- At least 3 metres away from seating bench locations

Typically, a 32 gallon decorative metal waste receptacle with side-door openings is installed at 20 metre intervals along the pedestrian network throughout the site plan. It is the responsibility of the property owner to maintain the litter receptacles including the removal garbage.

d) York Region Transit (YRT)

In 2005 YRT initiated a program of installing litter / recycling containers at selected transit stops. YRT's policy regarding the placement of litter containers is that they are to be placed at bus terminals and bus stops with that have 20 or more boarders per day. The vast majority (95%) of the locations that have 20 plus boarders per day also have bus shelters. To date, YRT has a total of approximately 4,000 bus stops. Of these, approximately 700 have shelters. Currently, they have outfitted approximately 300 of the 700 designated sheltered locations with litter / recycling containers. It is anticipated that all sheltered locations have litter / recycling containers by approximately 2010. Of the 700 designated sheltered locations, approximately 258 are in Vaughan. Approximately 35% of these have been outfitted with litter / recycling containers.

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PART 2: Moving Forward

In response to Council's direction, staff has held a number of meetings, and has come forward with the following recommendations:

a) Deposit-Return Legislation

In 1970, prompted by the amount of litter created by soft drink containers, the province of British Columbia introduced the first deposit-refund system in North America. Since that time, the debate over curbside recycling programs vs. deposit-return systems has been waged.

In order to capture more of the materials that often are found on the roadways and public spaces as litter, it is recommended that Council request the Province to introduce a deposit-return system for all beverage containers made from polyethylene terephthalate (PET), glass, steel, or aluminium. Such a deposit–return system would result in increased awareness of packaging, and would provide a financial incentive for people not to throw these types of containers on the roadways.

b) Environmental Surcharge

As part of a growing trend, coffee shops are increasing in numbers across the province and the country. With the growing number of stores, the number of single use cups being produced and sold also increases. Unfortunately, a significant number of these containers appear to be ending up on highways, in roadside ditches and parks throughout the City, Region and Province.

In order to offset the rising costs of litter control, it is recommended that Council request the Province to implement an environmental surcharge on all single serving paper, coated paper, waxboard, polystyrene, and primarily polystyrene beverage containers, and the funds generated by such a surcharge be made available to municipalities to offset the cost of litter clean-up within their boundaries.

c) York Region School Boards

School Boards provide litter containers for students, but their litter containers are not usually placed adjacent to City owned property where students often congregate and leave litter. Schools have actively participated in the “20 Minute Makeover” and caretakers respond quickly to requests for clean up if complaints are received by the City of Vaughan. Staff will continue to foster these good relationships in an attempt to reduce litter.

However, to help reduce litter and capture recyclables, all existing York Region Public and Catholic School Boards should be formally requested to install and maintain litter / recycling containers on the schools' outdoor property adjacent to City property where the students may congregate. In addition, both school boards should be required, as a condition of approval for all proposed new schools, to install and maintain litter / recycling containers on the school's outdoor property to the satisfaction of the City.

d) Development Agreements

As a condition of approval for new development proposals, it has been standard practice for staff to review the proposed landscape/streetscape drawings and require litter receptacles in specific locations of the development based on typical urban design criteria and their connectivity to the site's pedestrian network. Once the area is assumed the litter container is plotted on a route map and added to the Parks litter pick up rotation.

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e) Illegal Dumping

It should be recognized that in some situations, public space litter / recycling containers attract illegal dumping. Consideration must be given to minimize the occurrences of illegal dumping by minimizing excessive or inappropriate placement of containers and securing a style of bin that prohibits bags of garbage (or other non-litter material such as paint cans) being dumped into the container. Even with the limited number of public space litter containers currently maintained and serviced by the City, the repercussions of illegally dumped garbage is significant. Aside from providing the City with an unfavourable image, it impacts the City's resources, as staff is often required to provide unscheduled runs to clean up illegally dumped materials including bags of garbage and household hazardous wastes.

More containers may lead to more instances of illegal dumping, and as such will further impact City resources, especially given the frequency of waste collection changing in the Fall. Given this dichotomy, a balance must be found between the perceived need of a public space litter / recycling bin in a given location, and the resources available to maintain and monitor bins for illegal dumping.

f) Canada Post

The results of the City's 5 pilot garbage / litter containers at Community Mail Box locations is not isolated to the City of Vaughan. The Canada Post Corporation has been reviewing the placement of garbage / litter container issue as well, and similarly has conducted trials of garbage / litter containers at Community Mail Boxes or Kiosk sites. Attachment 1 shows a typical picture of the results from the trials that Canada Post had conducted in the City of Brampton.

Canada Post indicated that the reasons for the disappointing results were because:

- 1) Canada Post could not control the type of litter deposited into the receptacle (i.e. household garbage, animal waste)
- 2) Some locations became targets of illegal dumping and vandalism (i.e. tipping over containers, contents lit on fire, containers damaged)
- 3) Containers were stolen if not affixed to immovable object

In addition to the concerns noted above, the perception that the presence of the receptacle could encourage customers to discard ad-mail without reading it, which would generate complaints from Canada Post's mailing customers.

Canada Post have related that they are willing to support community efforts to protect the environment through possible joint awareness campaigns, or by other communication means. However, installing garbage / recycling bins has not shown to be successful in the past and is not something that the Canada Post Corporation is willing to support further. Notwithstanding the foregoing, it is recommended that staff continue discussions with Canada Post regarding options to deal with litter at the community mailbox sites.

g) York Region Transit (YRT)

The Region of York has recently entered into a five year contract, whereby the contractor agrees to design, supply, install and maintain litter / recycling containers with advertising panels at the contractor's sole expense. YRT developed a comprehensive plan to install litter / recycling containers at designated transit stops throughout the Region by approximately 2010. The City of Vaughan supports the Region's initiative as it addresses the needs of transit users as it pertains to the disposal of small quantities of litter / recycling at designated bus stops in the Region of York. However, as all transit stops have the potential for litter to be deposited, it is recommended that YRT incorporate litter / recycling units at all YRT stops by 2012, not just those locations with transit shelters.

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h) Public Space Litter / Recycling Container Task Force

In an effort to address the need of public space litter / recycling containers in Vaughan, it is recommended that a task force be created. The task force shall be comprised of staff from various departments inclusive of Parks, Parks Development, Public Works and Urban Design. The mandate of this task force would be to develop a business plan that would address in part criteria pertaining to the placement of containers and to approve designs and specifications that would dictate acceptable style of bins. In order to evaluate different styles of containers, \$50,000 is requested to purchase and test them in terms of operational issues and aesthetic acceptance.

Part of the Task Force's review would be to see how any such new containers would be serviced. Although Miller Waste currently provides collection services for the 5 pilot containers at a nominal cost, all other public space litter containers located on municipal property and not associated with YRT are emptied by the City's Parks Department. There is no provision in the City's current waste collection contract that requires the City's collection contractor to collect public space litter / recycling receptacles, as this was not a projected service when the contract was developed, and, the frequency of waste collection changes to every other week in September. The Public Works Department also lacks the necessary resources (i.e. staff, collection vehicles) to conduct such a service in-house, and the existing small garbage trucks used by Parks do not allow for the collection of two materials at once.

Alternatively, the Task Force could simply be charged with looking at criteria for locating such containers, and then prepare an RFP whereby interested parties would be invited to put forward their proposals for the supply and installation of litter/recycling units at locations across the City. The intent would be that such containers would be provided and maintained at no cost to the City due to their potential for advertising revenue, similar to the arrangement YRT has with their contractor. In an effort to determine the economic impact should the City enter into an agreement similar to that of YRT, compensation under this agreement requires *"the contractor shall pay the Region, annually, guaranteed revenue equal to \$8.00 multiplied by the aggregate number of units installed under this agreement or five percent (5%) of the contractor's net revenue from the sale of all advertising faces installed in units under the agreement, whichever is greater"*

i) Parks and Forestry Department

Working with the partners in the Task Force, staff will identify additional locations that meet the public demand for debris containers. It is recommended that the present 96 locations be considered to include the recycle unit as well. The strategy for increasing and adding recycling containers will be inline with the present guidelines and consistent throughout the city.

There are presently three types of boulevard containers around the City, which include a pole mounted, grey and wrought iron style of container. As the Task Force decides on the most suitable style, this will become the new standard throughout the city.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, specifically:

- A-1 "Pursue Excellence in the Delivery of Core Services"
- A-2 "Promote Community Safety Health & Wellness"
- A-3 "Safeguard Our Environment"
- A-5 "Plan & Manage Growth"
- D-2 "Develop Internal/External Collaborative Solutions"

However, not all of the necessary resources have been allocated and approved.

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Regional Implications

As York Region operates the transit system, the recommendation requesting YRT to install litter/recycling containers at all YRT stops by 2012 would have a financial impact on the Region, if approved by Regional Council.

Conclusion

On a go forward basis, the recommendations contained in this report will address Council's direction to rationalize placement and servicing litter/recycling containers, and will provide opportunities for the public to recycle their materials.

Attachments

Attachment 1: Canada Post – Trial of garbage / litter containers at Community Mail Boxes

Report prepared by:

Brian T. Anthony, Director of Public Works
Caroline Kirkpatrick, Manager of Solid Waste Management
Marjie Fraser, Director of Parks & Forestry Operations
Rob Bayley, Senior Urban Designer, Ext. 8254

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

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Item 2, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

2

2006 ECONOMIC ANNUAL REPORT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated April 30, 2007:

Recommendation

The Commissioner of Economic/Technology Development and Communications, in consultation with the Director of Economic Development, recommends

That this report be received as information only.

Economic Impact

There is no impact associated with this report.

Communications Plan

This report will be available online on the City's website and in hardcopy format. Copies of the report will be distributed to investors, site selectors, government agencies and business associations, such as the Chamber of Commerce.

Purpose

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

Background - Analysis and Options

The Economic & Technology Development Department's mandate includes attraction of new investment and the retention of existing businesses; entrepreneurship development; tourism expansion and environmental business development. Over the past 16 years, the ETDD has produced Annual Reports which provide a summary of the Department's activities as well as an analysis of the economic conditions that will impact local businesses as they plan and prepare to meet the challenges of local and global competitiveness.

In 2006, ETDD recorded successful business completions totalling nearly 3.2 million square feet and employing over 2,000 people. New investments and relocations have dominated the overall activity of the Department.

Through the Vaughan Business Enterprise Centre, over 24,000 clients were served and 2,500 confidential consultations were provided. The fifth annual Bridges to Better Business/Vaughan Business Expo Event drew 180 business professionals and 90 exhibitors.

The Tourism and Environment divisions also continued to develop in 2006. The ETDD made a successful bid to host the Communities in Bloom 2009 National Conference which will welcome 1,000 national and international delegates to the 6-day conference. From the Environment division, the City hosted its third annual 20-Minute Makeover, its first-ever Clean Air Commute Challenge as well as helping to initiate Vaughan's first sustainable residential community development in Block 39.

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Overall 2006 was a very successful year for the City and the ETDD. The Annual Report serves as the year-to-year reporting mechanism and a good marketing tool to attract and retain businesses. The Annual Report will be posted on the City's website. Hardcopies are also available and will be mailed accompanied by a letter from the Mayor and Commissioner to investors, site selectors, realtors, business associations, federal, provincial and regional agencies.

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. This report conforms to:

- Goal 2.5 Strengthen the City's diversified economic base
- Goal 4.3 Attract emerging value-added businesses and institutions
- Goal 6.4.2 Create increased awareness of the City's leadership on key issues and celebrate our successes and achievements.

Regional Implications

The Annual Report has no regional implications.

Conclusion

The 2006 Economic Annual Report documents the achievements of the Economic and Technology Development Department. It demonstrates to future investors the dynamic nature of the community and its strong position and economic advantages for business investment.

Attachments

2006 Economic Annual Report (available prior to the meeting)

Report prepared by:

Emilia Valentini, Director of Economic Development
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 3, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

**3 NIMBUS PLACE NEIGHBOURHOOD TRAFFIC COMMITTEE
WESTON DOWNS PHASE 2
NEIGHBOURHOOD TRAFFIC COMMITTEE FOLLOW UP**

The Committee of the Whole recommends:

- 1) That no further action is required for the Nimbus Place Neighbourhood Traffic Committee, subject to the completion of the amber centreline pavement markers referred to in the Nimbus Place Traffic Calming Plan;
- 2) That the matter with respect to the installation of a speed hump on Bell Harbour Place be referred to the Weston Downs Phase 2 Neighbourhood Traffic Committee; and
- 3) That the following report of the Commissioner of Engineering and Public Works, dated April 30, 2007, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That no further action is required for the Nimbus Place or the Weston Downs Phase 2 Neighbourhood Traffic Committees.

Economic Impact

Nil

Communications Plan

There was community involvement during the initial stages of the Traffic Committee process. As part of the report, ("Neighbourhood Traffic Committee Review of Existing Traffic Calming Measures"), Engineering Services staff sent out surveys to the Committee chairs and to the affected residents requesting feedback on the implemented traffic calming measures.

Purpose

To report on the feasibility of implementing additional traffic calming measures or traffic control devices within both the Nimbus Place and Weston Downs, Phase 2 Neighbourhood Traffic Committee areas.

Background - Analysis and Options

At their meeting of September 25, 2006 Council directed:

"That staff provide a report outlining options to address the concerns raised by Members of Council with respect to Nimbus Place and Weston Downs Phase 2."

Both of the neighbourhood traffic committees followed the City's Traffic Calming Committee Policy and Procedure. All the traffic calming measures for both committees were installed in the Fall 2005.

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Nimbus Place Neighbourhood Traffic Committee (Refer to Attachment No. 1)

The Plan consisted of:

- Durable centerline markings and raised snowplowable markers on Longhouse Street at Embassy Drive and on Nimbus Place at Aberdeen Avenue.
- A speed hump between the properties of #103/#107 and #102/#106 Spring Town Road.
- A speed hump between the properties of #72/#78 and #77/#81 Nimbus Place

A speed hump was proposed on Longhouse Street between properties #97/#103 and #98/#102, however, the speed hump was deleted due to complaints of the residents at these addresses.

An all-way stop control was proposed at the intersection of Nimbus Place and Longhouse Street. This traffic control device was not approved as the traffic volumes are very low within the subdivision. During the meetings between Engineering Services staff and the committee, other options were discussed but not pursued by the Committee. It is noted that the availability to physically place a speed hump on Spring Town Road, Nimbus Place and Longhouse Street is limited due to the spacing of the driveways (required 7.0 metres).

As part of the report, "Neighbourhood Traffic Committee Review of Existing Traffic Calming Measures", the Committee Chair did send back feedback to the survey that the traffic conditions have not improved with the implementation of the traffic calming measures. However, subsequent studies did indicate that the average speed in the area was reduced from 47 km/h to 38 km/h and the maximum speed was reduced from 81 km/h to 49 km/h. Staff can conclude that the measures that were installed did have a positive impact in speed reduction near these areas.

Engineering Services staff have not received any complaints over the past two years regarding cut-through or speeding on these roadways.

Weston Downs Phase 2 Neighbourhood Traffic Committee (Refer to Attachment No. 2)

The Plan consisted of:

- A speed hump between properties #83/#87 Woolcott Road.
- A speed hump between properties #157/#163 Valeria Boulevard.
- A speed hump between properties #237/#243 Valeria Boulevard.
- A speed hump between properties #54/#60 Fifth Avenue.
- A speed hump in front of #222 Fifth Avenue.
- A speed hump between properties #131/#137 Greenpark Boulevard.
- A raised crosswalk on the west side of Greenpark Boulevard/Fifth Avenue.

An additional speed hump was approved near #101 Greenpark Boulevard. As part of the report, "Neighbourhood Traffic Committee Review of Existing Traffic Calming Measures", the committee chair did not send back the survey that was sent requesting feedback on the existing traffic calming measures in their area. Staff completed before/after radar speed studies for this area and the study concluded that there was a reduction in the average speed from 46 km/h to 44 km/h. The maximum speed did increase from 67 km/h to 76 km/h and could be attributed to driver impatience after traveling over the speed hump to make up for lost time.

Engineering Services staff have not received any complaints over the past two years regarding the speeding on the roadways. Recently, a request was received to review the section of Valeria Boulevard from Greenpark Boulevard to Langstaff Road. This section was not reviewed in the initial study.

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Relationship to Vaughan Vision 2007

This Traffic Study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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

Regional Implications

Nil

Conclusion

Based on the above information, staff recommends that no further action is required for either the Nimbus Place or the Weston Downs Phase 2 Neighbourhood Traffic Committees.

Attachments

1. Nimbus Place – Traffic Calming Plan
2. Weston Downs Phase 2 – Traffic Calming Plan

Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

(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. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

**4 MELVILLE AVENUE AND CUNNINGHAM DRIVE
FOLLOW UP – COMMUNITY MEETING**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 30, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. The existing school crossing guards at the intersections of Melville Avenue and Cunningham Drive (south side), Melville Avenue and Carron Avenue (south side) and at Melville Avenue and Roseheath Drive (east side) remain as is;
2. That the crossing guard that has been approved through the Operating Budget on the west side of Melville Avenue and Cunningham Drive remain;
3. That a crossing guard not be implemented on the south side of Melville Avenue and Roseheath Drive intersection;
4. That the constructed Pedestrian Signal located on Melville Avenue in front of Melville Park be removed;
5. That the removal of the Pedestrian Signal be deferred until such time as the above ground equipment can be relocated to a 2007 installation site by the Signal Contractor; and
6. That the By-Law Enforcement Services Department continue to vigorously monitor enforcement of the existing parking by-law on Melville Avenue between Cunningham Drive and Roseheath Drive.

Economic Impact

The cost impact for the removal of the constructed pedestrian signal will be borne in the 2007 contract for this year's proposed signal installations.

Communications Plan

There was a community meeting to discuss issues regarding the crossing guards and the pedestrian signals with the residents in the area along with the Local Councillor, Engineering Services staff and the Principal of Devine Mercy Catholic School. The Principal's office will be directly advised of Council's decision in this matter.

Purpose

To report on the outcome of the community meeting between the Local Councillor, Engineering Services Department staff, the Principal of Divine Mercy Catholic School and residents.

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Background - Analysis and Options

At their meeting of January 29, 2007 Council directed:

“That this matter be deferred pending a meeting with local residents and area schools to review the issues identified and that staff report back to a future Committee of the Whole meeting.”

Staff received completed surveys from the Principal of Divine Mercy Catholic School to maintain the existing school crossing guard at the intersection of Melville Avenue and Cunningham Drive (south side). A total of 272 signatures were collected on separate survey pages and returned to Divine Mercy Catholic School.

Divine Mercy Catholic Elementary School is located on the south-east corner of Melville Avenue and Cunningham Drive, and Michael Cranny Public Elementary School is located on the north-east corner of Melville Avenue and Roseheath Drive. The existing crossing guard locations are shown on the attachment for each of the three intersections of Melville Avenue. The constructed pedestrian signal is located at the existing raised crosswalk on Melville Avenue in front of Melville Park. (See Attachment No. 1 for the area network).

Community Meeting

The meeting was held on March 7, 2007 at the Divine Mercy Catholic School. Present at the meeting was the Local Councillor, Engineering Services Department staff, the Principal of Divine Mercy Catholic School and 17 residents. The following four matters were approved by all 17 residents:

1. Leave all the existing crossing guards at the three intersections on Melville Avenue at Cunningham Drive, Carron Avenue and Roseheath Drive as is.
2. One additional crossing guard be added on the south side of Melville Avenue and Roseheath Drive.
3. Remove the constructed pedestrian signal on Melville Avenue in front of Melville Park.
4. Request more enforcement of the parking by-laws on Melville Avenue near the schools.

The cost to remove the constructed pedestrian signal is estimated at \$16,000. The above ground equipment such as the signal poles, mast arms, traffic/pedestrian signal heads and the signal controller/cabinet can be salvaged and used for a 2007 installation. It would be most cost effective to have the 2007 Signal Contractor remove the pedestrian signal equipment on Melville Avenue at the time of installation of the 2007 projects.

School Crossing Guard Review

Staff conducted pedestrian studies at the intersections of Melville Avenue and Cunningham Drive and at Melville Avenue and Roseheath Drive. The studies were completed on Tuesday, April 3, 2007 at the Melville Avenue and Cunningham Drive intersection and on Wednesday, April 4, 2007 (afternoon) and Tuesday, April 10, 2007 (morning). The weather on April 3 was clear and on both April 4 and April 10 the weather was overcast. The unassisted children crossing at the intersections are summarized below:

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Melville/Cunningham	North Side	South Side	East Side	West Side
7:30 a.m. – 9:00 a.m.	0 (0)	61 (37)	7 (3)	19 (27)
2:30 p.m. – 4:00 p.m.	0 (2)	59 (32)	28 (17)	23 (19)

Melville/Roseheath	North Side	South Side	East Side	West Side
7:30 a.m. – 9:00 a.m.	0 (0)	6 (2)	9 (4)	2 (1)
2:30 p.m. – 4:00 p.m.	6 (0)	20 (3)	40 (9)	7 (0)

Note: () indicates children crossing with an adult.

A school crossing guard is recommended in accordance with the Council approved warrant when the number of unassisted children crossing the road exceeds 50 in the peak hour. Based on the traffic study and warrant, staff does not recommend that a new school crossing guard be implemented on the south side of the Melville Avenue and Roseheath Drive intersection.

A crossing guard has recently been approved within the 2007 Operating Budget on the west side of Melville Avenue and Cunningham Drive. The number of children crossing the south side of Melville Avenue and Roseheath Drive does meet the Council approved warrant. There will be a total of four crossing guards to assist children to/from both Divine Mercy Catholic School and Michael Cranny Public School.

Staff collected the 24 hour vehicle volume on Melville Avenue between the two schools on Wednesday, April 4, 2007. The total number of vehicles in a 24 hour time period is 9,453. The highest recorded volumes did occur during the morning and afternoon peak time periods. Melville Avenue is a collector road that can accommodate volumes not exceeding 12,000 vehicles

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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

Regional Implications

Not applicable.

Conclusion

Based on a review, staff recommends that the existing crossing guards remain as is at the Melville Avenue intersections of Cunningham Drive, Carron Avenue and Roseheath Drive. That an additional crossing guard not be implemented on the south side of Melville Avenue and Roseheath Drive. Also, that the constructed pedestrian signal on Melville Avenue in front of Melville Park be removed and that the above ground equipment be salvaged and used for a 2007 signal installation. And further, that the By-Law Enforcement Services Department continue to vigorously monitor enforcement of the existing parking by-law on Melville Avenue in front of the schools.

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Attachments

1. Location Map

Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

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

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Item 5, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

5 PEDESTRIAN SIGNALS – REVIEW OF CRITERIA

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 30, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the proposed City Guidelines/Criteria for the installation of pedestrian signals as set out in this report be approved for use in assessing future pedestrian signal requests.

Economic Impact

Implementation of this policy will lead to individual project costs averaging \$50,000 depending on site conditions. Specific projects will come forward for consideration as part of future Annual Capital Budget deliberations.

Communications Plan

Requests were made to several southern Ontario Municipal and Regional Engineering and Public Works Departments in order to determine what criteria is currently being used or developed for the feasibility of pedestrian signal installations. If approved, copies of the NEW guidelines/criteria will be made available on demand to the various Community Ratepayer Groups, as well as to the School Boards (YDSB and YDCSB)

Purpose

To develop a set of criteria for the installation of pedestrian signals, in response to direction from Council.

Background - Analysis and Options

At its meeting on January 29, 2007 Council directed:

- “1. That staff review the current criteria for the installation of pedestrian signals and that staff develop a firm set of criteria for both areas in a school zone and areas not in school zones for the installation of pedestrian signals; and**
- 2. That staff report back to a future Committee of the Whole meeting.”**

The City of Vaughan currently does not have a firm criteria for the installation of pedestrian signals. However, a threshold volume of 100 pedestrians crossing during the peak time periods has been utilized, as well as field reviews to consider vehicular traffic, and crossing alternatives such as crossing at the nearest all-way stop or traffic signal controlled intersection.

Staff have requested feedback from other Municipalities and Regional Engineering and Public Works Departments to determine what criteria those departments are currently using. Responses have been received from a number of Municipal and Regional Departments and are briefly summarized below:

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- The Town of Richmond Hill and the Town of Oakville currently have no policy or guideline and are not working to develop one.
- The City of Oshawa, the Town of Markham, and the Region of Durham all consistently follow the guidelines as provided in the Ontario Traffic Manual standards Book 12. There is no difference in criteria between school zones vs. non-school zones in this document.
- The City of Guelph generally follows the guidelines provided in the Ontario Traffic Manual standards Book 12 when a pedestrian signal is requested on an arterial roadway. However, if at or near a school, the City of Guelph has developed a separate criteria that incorporates a combination of pedestrian volumes, gaps in traffic, and alternative crossing possibilities (i.e. there is no single volume or delay requirement that would alone justify a pedestrian signal).
- The Region of York is developing a guideline for the installation of pedestrian signals, and is currently using a guideline for the installation of IPS (Intersection Pedestrian Signals).

The Ontario Traffic Manual Book 12 provides a guideline when determining the feasibility of installing a pedestrian signal which reviews the total pedestrian volumes crossing the main road over an 8-hour period. The data is compared for both volume and delay to meet warrant requirements. Typically, a minimum of 200 pedestrians during the 8-hour period must be met before any form of pedestrian crossing device is considered. The traffic volume of the road is also considered.

Most of the Vaughan street network is classified as local, feeder, or collector roadways which are lower in traffic volume than arterial roadways, thus raising the warrant requirements. (For example, if there were between 200 and 275 pedestrians crossing the street during the 8-hour period, the corresponding 8-hour traffic volume would have to exceed 7,000 vehicles). By using the rates provided by the OTM Book 12 standards, it is unlikely a pedestrian signal would be warranted on most Vaughan roadways.

As stated, the Region of York currently has a guideline for the installation of IPS (Intersection Pedestrian Signals). In an IPS configuration, signals are provided for pedestrians to cross the major road, while the minor road is controlled by stop sign control. The City of Vaughan has previously installed IPS configurations at two locations (Hilda Avenue/Jonathan Gate and Kipling Avenue/Burwick Avenue).

Proposed City Guidelines/Criteria for Placement of Pedestrian Signals

1. Consideration for pedestrian signal installation when there is a minimum of 100 pedestrians for a 23.0 metre right-of-way roadway over a 5 hour period, and the corresponding 5 hour volume is greater than 1,000 vehicles.
2. Consideration for pedestrian signal installation when there is a minimum of 200 pedestrians for roadways greater than a 23.0 metre right-of-way over a 5 hour period, and the corresponding 5 hour volume is greater than 3,000 vehicles.
3. That the time periods to be studied are 7:00am to 9:00am, and 3:00pm to 6:00pm., for a total 5 hour period
4. Consideration for pedestrian signal installations should be reserved for roadways with a 23.0 metre wide right-of way or greater (Arterial, Major and Minor Collector, Feeder, and Industrial roadways).
5. A pedestrian signal should not be considered where an opportunity for a safe crossing exists within 150 metres to either side of the proposed pedestrian signal location (e.g. at existing all-way stop controlled intersection or traffic signal controlled intersection).
6. Breakdown of pedestrian use should be classified into age groups, with special attention given to elementary school age children, and senior citizens.
7. Not to be installed in front of or between residential homes unless there is full support in writing by said owners.

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8. Special consideration should be given for “campus” school settings, community centres/sports facilities/parks and the like, or other such high pedestrian generation sites, where the neighbourhood is in full support.

Relationship to Vaughan Vision 2007

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

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

Regional Implications

Nil.

Conclusion

Based on staff’s review, it is recommended that the proposed City Guidelines/Criteria for the installation of pedestrian signals as set out in this report be approved for use in assessing future pedestrian signal requests.

Attachments

Nil

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

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Item 6, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

6

**CUNNINGHAM DRIVE
RELOCATION OF EXISTING SPEED HUMP**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 30, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the existing speed hump located partially across the driveway of #496 Cunningham Drive be relocated approximately 4.5 metres west between the driveways of properties #490 and #496 Cunningham Drive; and
2. That the Developer of the subject lands be requested to relocate the speed hump at their own expense.

Economic Impact

There would be future Operating Budget impacts with the maintenance of the traffic signs and pavement markings.

Communications Plan

Notices were mailed to residents on Cunningham Drive from Leor Court to Robertson Close, as well as to the former Maple Springs Phase 1 Committee Chair to request any comments on the proposed relocation. The speed hump was initially installed at this location following the Traffic Committee Policy and Procedure.

Purpose

To review the feasibility of relocating the existing speed hump, in response to request from the owners of #496 Cunningham Drive.

Background - Analysis and Options

Cunningham Drive is a feeder roadway with a pavement width of 11.5 metres. The existing speed hump is located partially across the driveway of #496 Cunningham Drive. The area is shown on Attachment No. 1.

Concerns were received from the owners of #496 Cunningham Drive regarding the location of the speed hump and the difficulty they have entering/exiting their driveway. The owners requested the existing speed hump be removed and/or relocated.

The speed hump was approved through the Maple Springs Phase 1 Traffic Calming Committee in 2001 and built according to the approved plan. At the time of installation, there were no homes on the north side of Cunningham Drive. The remainder of the subdivision has since been completed.

As per the Ministry of the Environment Class Environmental Assessment process, a Notice was mailed on February 28, 2007 to all residences on Cunningham Drive between Leor Court and Robertson Close. The proposal was to relocate the existing speed hump from its current location,

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westerly between the driveways of properties of #490 and #496 Cunningham Drive, a distance of 4.5 metres. The Notice was also sent to the former Committee Chair of the Maple Springs Phase 1 Traffic Committee.

The relocation of the speed hump would maintain the original intent of the Maple Springs Phase 1 Traffic Calming Committee, and would no longer interfere with the driveway at #496 Cunningham Drive.

As no concerns to the speed hump relocation proposal were received from the residents or the Committee Chair, staff recommends the relocation of the existing speed hump approximately 4.5 metres west to be installed between the driveways of properties #490 and #496 Cunningham Drive. There were 13 surveys sent and 1 reply (#496) received in support of the relocation of the speed hump. Staff is not aware of any opposition to the proposed relocation.

Relationship to Vaughan Vision 2007

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

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

Regional Implications

Nil.

Conclusion

Based on staff's review and the feedback from the notices, it is recommended that the existing speed hump located partially across the driveway of #496 Cunningham Drive be relocated approximately 4.5 metres west between the driveways of properties #490 and #496 Cunningham Drive.

Attachments

1. Location Map
2. Copy of Notice 'Existing Speed Hump on Cunningham Drive Concern' dated February 28, 2007

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 7, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

7 PROCLAMATION - 2007 NATIONAL PUBLIC WORKS WEEK AND KICK-OFF EVENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 30, 2007:

Recommendation

The Commissioner of Engineering and Public Works, recommends that:

1. Council proclaim the week of May 20-26, 2007, as "Public Works Week" in the City of Vaughan; and
2. Council adopt the following resolution:

WHEREAS Public Works services provided in our community are an integral part of our citizen's everyday lives; and

WHEREAS the support of an understanding and informed citizenry is vital to the efficient operation of public works systems and programs such as water, sewers, street, and solid waste collection; and,

WHEREAS the health, safety and comfort of this community greatly depends on these facilities and services; and

WHEREAS the quality and effectiveness of these facilities, as well as their planning, design, construction, and maintenance is vitally dependant upon the efforts and skill of Public Works officials and staff; and

WHEREAS the efficiency of qualified and dedicated personnel who staff the Public Works Department is influenced by people's attitude and understanding of the importance of the work they perform,

NOW THEREFORE BE IT RESOLVED THAT Council proclaim the week of May 20-26, 2007 as "Public Works Week" in the City of Vaughan, and request that all citizens and elected officials recognize the contributions which Public Works make every day to their health, safety, comfort, and quality of life in the community.

Economic Impact

N/A

Communications Plan

Advertisements for the event will be placed in the local papers and on the City's website.

Purpose

To request that Council proclaim May 20-26, 2007 as "National Public Works Week" in the City of Vaughan, and present an overview of the City's Public Works Week event to be held at the Joint Operations Centre on Saturday, May 26, 2007.

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Background - Analysis and Options

Since 1960, the American Public Works Association has sponsored National Public Works Week. The purpose of National Public Works Week is to celebrate the hard work and dedication of the many thousands of men and women in North America who provide and maintain the infrastructure and services collectively known as public works. For 2007, Public Works Week is the week of May 20-26.

The theme for this year is “Moving Life Forward”, and is meant to call attention to the importance of Public Works in the community, and its role in ensuring these essential services are available for future generations.

Once again, the City’s Public Works Department will be participating in the ‘York Region Area Municipalities Challenge’, where area municipalities challenge each other in Municipal Works equipment operating contests. As part of the event, the Mayors of the area municipalities also compete against each other, driving plough trucks and/or other equipment through an obstacle course. The City will also hold its annual Public Works barbeque at the JOC for all Public Works, Engineering and Parks and Forestry employees.

In order to provide a public forum to educate, and get feedback from, residents about roads, water, and specifically the City’s Greening Vaughan waste management initiatives, on Saturday May 26, 2007, the Public Works Department will host a Public Works Week event at the Joint Operations Centre located at 2800 Rutherford Rd. This event will be held at the northeast employee parking lot (rain or shine) from 10:00 a.m. to 3:00 p.m. and it is intended to enhance the public’s understanding of various practices and initiatives undertaken by the Public Works Department. As has been previously reported to Council, the Parks & Forestry Department will also host a “Mulch Give-away Day” at the same time.

The event itself will be somewhat multi-faceted, and as a result, has the potential to draw a number of people. The event includes:

- A reuse event, whereby residents will be encouraged to donate their gently used items to a charitable organization (Goodwill)
- The Region’s Household Hazardous Waste facility will be open to accept materials.
- The promotion of Kraft Paper Bags (City of Vaughan and Region of York)
- The sale of Blue Boxes at \$6.00/each (City of Vaughan – Public Works)
- The sale of Backyard Composters \$17.00 (City of Vaughan – Public Works)
- The sale of Green Bins at \$20 each (City of Vaughan – Public Works)
- The promotion of “Greening Vaughan”, as well as other waste management initiatives (City of Vaughan – Public Works)
- Displays about Water Quality & Roads Maintenance (City of Vaughan – Public Works)
- The Mulch Give-Away (City of Vaughan – Parks & Forestry Department)
- York Region displays pertaining to Waste Management and ‘Water for Tomorrow’
- The use of free on-site document shredding service courtesy of The Shredding Company
- A display and give-aways promoting energy efficiency hosted by PowerStream

Although there will be some costs to advertise and host this event, some of the costs will be shared between Public Works and the Region.

The Public Works Days have all been well attended. As such, it is important to build on previous year’s successes, and use this as another opportunity to promote not only the Public Works Week theme, but also promote the City’s Greening Vaughan program as well.

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Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, and complies with Vaughan Vision A-3 “Safeguard Our Environment” and D-4 “Communicate Effectively”.

Regional Implications

The Region of York is participating in the City’s event on Saturday, May 26, 2007.

Conclusion

The 2007 National Public Works Week Kick-Off event provides a venue by which the City can inform, educate, and in some cases, give back to the public, initiatives borne by public works departments.

Attachments

None

Report prepared by:

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

Brian T. Anthony, CRS-S, C. Tech
Director of Public Works

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 8, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

8 **WASTE COLLECTION DESIGN STANDARDS POLICY**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 30, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the 'Waste Collection Design Standards Policy' be approved;
2. That the Waste Collection Design Standards Policy be applied to site development applications; and
3. That a Public Hearing be scheduled to consider possible amendments to the Zoning By-law 1-88 to incorporate the site development standards contained within the Waste Collection Design Standards Policy.

Economic Impact

There is no economic impact to the City to implement the Waste Collection Design Standards Policy.

Communications Plan

Developers applying for site plan approval will be informed by City staff at the point of site plan application of the requirements pursuant to the Waste Collection Design Standards Policy. Properties that are developed / re-developed under the building permit process will be advised of specific requirements via amendments to the zoning by-law

Copies of the document 'Waste Collection Design Standards Policy' will be available at the Engineering Department and made available on line via the City's website and the Greening Vaughan website, under 'Development Requirements'.

Applicants will be directed to contact the staff in the Public Works Waste Management Section should they have any questions concerning the contents of the document or related amendments to the zoning by-laws.

Purpose

The purpose of the 'Waste Collection Design Standards Policy' is to meet Council's direction with respect to establishing design standards pertaining to waste collection for development applications going through the site plan approval process, and ultimately, those going through the building permit process.

Typically, development applications going through the site plan approval or the building permit process will receive private collection, however there is a need to ensure that all of these developments meet the necessary requirements to ensure collections are unencumbered (i.e. designated access routes and loading areas). Additional requirements are intended to eliminate visual eyesores by ensuring all waste material is stored internally (or in some cases, in an external waste enclosure) and that the applicant (or designate), where applicable, employ the necessary tools to ensure compliance to mandatory source separation programs (i.e. recycling) pursuant to the Ministry of Environment's Regulation 103 / 94.

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The requirements would apply to new developments only. Any existing properties that have previously developed and are not in compliance with the proposed standards would be deemed to be legal non-conforming.

Background - Analysis and Options

The Waste Collection Design Standards Policy was developed to provide consistent design standards specific to waste collection for those applications going through the site plan approval process and ultimately through the building permit process.

a) Site Plan Approval Process

The Site Plan Control By-law (228-2005) designates classes of development and re-development that require site plan approval.

Historically, development applications were silent on waste collection issues altogether. In recent years, staff have required developments going through the site plan approval process to have internal garbage storage areas, appropriate access and loading areas.

However, this document goes further, by stipulating the sphere of responsibility for collection services and ensuring multi-unit residential developments, such as condominiums, construct and make available a multiple-sort disposal system that permits the disposal of recycling and garbage on each floor. The vast majority of multi-unit residential developments go through the site plan approval process prior to the issuance of a building permit.

The Waste Collection Design Standards will be a prerequisite of acceptance of site plan development applications. The process to employ the conditions as so stipulated in the Waste Collection Design Standards Policy is that the developer be informed of these requirements when the applicant comes in for a site plan application (via reference and link to the Waste Collection Design Standards in the Site Plan Application form obtained in the Development Planning Department). The onus would be borne by the developer to ensure that they meet all the necessary requirements (similar to a 'certified submission') of this document. To this end, the developer is required to submit a Waste Collection Design Standards submission (Appendix B of Attachment 1), upon submission of site plan and other necessary documentation. In this submission, the "Owner" must substantiate compliance with the following main categories:

1. General Collection Requirements, including
 - A multiple-sort system for multi-unit residential developments that permits the disposal of garbage and recycling on every floor
 - Compliance with all existing and future government regulations pertaining to waste reduction and waste audit programs.
 - Submission of Waste Collection Design Standards Compliance submission
2. Designated Access (Collection) Route
3. Designated Loading (Collection) Area
4. Storage (Garbage / Recycling) Area

b. Building Permit Process - Amendments to City of Vaughan Zoning By-Law 1-88

The large number of properties within the City are not developed / re-developed under the site plan approval process. These are mainly industrial properties that do not directly abut major arterial roads. Most development applications go through the building permit process and as such must comply with Zoning By-law 1-88, as amended, the Building Code and other 'applicable law' as defined in the Ontario Building Code Act. Policies, such as that identified in the 'Waste Collection Design Standards' document, are not defined as 'applicable law' and therefore cannot be incorporated as of condition of permit.

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To implement the site development standards contained within the Waste Collection Design Standards Policy, it is being recommended that Council, through a zoning by-law amendment process, consider appropriate amendments to the City's zoning by-law 1-88. This would ensure that all future developments in the City would be developed using the applicable development standards contained within the Waste Collection Design Standards Policy. As with any new zoning requirement, the requirements would apply to new developments only. Any existing properties that have been previously developed and are not in compliance with the proposed standards would be deemed to be legal non-conforming.

The zoning by-law cannot dictate or regulate development criteria for inside buildings, therefore only those conditions specific to outside the building envelope can be considered for inclusion in the City's zoning by-law. In instances albeit infrequent, where an applicant is applying through the building permit process for a multi-unit residential development, the City cannot require the applicant to construct a multi-sort disposal system on every floor, as it is a condition internal to the building..

Given the proposed amendments can only stipulate requirements for outside the building, the applicable zoning bylaw amendments specific to the Waste Collection Design Standard document would include development standards for:

1. Designated (Collection) Access Routes (eg. Width of road and centre line radius)
2. Location, size and screening of the Loading (Collection) Areas
3. Location, size and screening of the Storage (Garbage / Recycling) Area

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, specifically:
A-1 "Pursue Excellence in the Delivery of Core Services"
A-3 "Safeguard Our Environment"
A-5 "Plan & Manage Growth"
D-2 "Develop Internal/External Collaborative Solutions"

Regional Implications

There are no Regional implications to implementing the 'Waste Collection Design Standards Policy'.

Conclusion

The Waste Collection Design Standards Policy is a beneficial tool that will assist both City staff and developers. The document is intended to ensure collections services are unencumbered, regardless of who is providing the collection services and where applicable, to provide increased recycling opportunities for residents residing in multi-unit residential developments via a multiple sort system on every floor.

The document ensures that the requirements put forth by the City, specific to waste collection design standards, are consistent and that developers are informed from the outset of all necessary requirements as so stipulated in the Waste Collection Design Standards Policy or through the amendments of the the Zoning By-law..

Attachments

Attachment 1: Waste Collection Design Standards Policy

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Report prepared by:

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

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

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Item 9, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

9 NON-RES PROPERTY TAX CAPPING PROGRAM UPDATE

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 Financial Services, dated April 30, 2007:

Recommendation

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

That this report be received for information purposes.

Economic Impact

There is no economic impact to the City of Vaughan.

Communications Plan

A Communications Plan is not applicable to this report.

Purpose

The purpose of this report is to provide an update to Council related to the Capping and Clawback program for non-res properties. Each year, the Region must set, by By-law, their tax policy tools and options. This By-law will also include the provision for the Provincial capping/clawback program for the non-residential property tax classes. As previously reported to Council in April of 2005, the Province introduced additional options in 2004 relating to the capping and clawback of properties in the commercial, industrial and multi-residential (business class) properties. These options are administered by the Region and have been in place for 2005 and 2006.

Background - Analysis and Options

Business class properties have been protected from large assessment related tax increases since 1998. Protection was introduced, a 10% cap for 1998 and 5% for 1999 through to 2004. The tax revenue that is not collected from protected or capped properties is recovered from properties that should be receiving tax decreases (clawback). In addition, effective in 2001, all "new construction" and "new to class" properties have also been protected.

The result of this legislated protection was that properties were not progressing toward full taxation based on their Current Value Assessment (CVA) as quickly as anticipated. The Province recognized this and, effective 2005, provided new and additional capping tools. These tools continue today and remain as follows:

- Assessment-related property tax increases be limited to an amount which is the greater of,
 - 10% of the previous year's annualized capped taxes, and
 - 5% of the previous year's annualized full CVA taxes
- Properties that would receive a cap credit of \$250 or less will be moved directly to CVA tax.
- Properties that would be subject to a clawback of \$250 or less will be moved directly to CVA tax.

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- New Construction and New to Class properties that would be protected through a review of comparable properties were limited to a tax level of 70% of their CVA tax for 2005 and 80% for 2006. This protection will rise to 90% for 2007 and then 100% for 2008 and beyond.

Decisions relating to the capping and clawback tools and options still remain the responsibility of the Region of York. The above tax policy tools have been in effect for 2005 and 2006 and the Region will be recommending that they continue in 2007.

Annual Regional Tax Policy Recommendation:

Based on a detailed analysis of the tools each year by Regional staff, and with the participation and support of the local municipal Treasurers and property tax staff, the Region will be recommending that we continue to apply a combination of all the above available tools provided by the Province. This will continue to encourage the movement of capped properties to their full CVA level taxation.

Impacts:

An analysis shows that applying all the new optional tools to the City of Vaughan business class properties results in an increase in the number of properties that will be taxed more appropriately at CVA level taxation. It is also important to note that as a result of the recommended new tools, some of those properties that should be experiencing a decrease in taxation will now get the benefit of paying taxes based on their CVA or a lower clawback percentage.

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.

Regional Implications

The tax revenue that is not collected from protected or capped properties is recovered from properties that should be receiving tax decreases (clawback). When there are insufficient decreases available across the Region to fund the protection in a particular class, there may be a shortfall that is funded jointly by the Region and all the local municipalities. However, the continual use of the optional recommended tools should continue to eliminate any potential shortfall.

Conclusion

City Finance staff agree with the Region of York's recommendation for 2007 to continue to implement a combination of all the available Provincial optional tools, as completed in 2005 and 2006, which will extend the movement of business class properties to full taxation based on current value assessment.

Attachments

None

Report prepared by:

Maureen E. Zabiuk, A.I.M.A., AMTC
Manager, Property Tax & Assessment
Ext. 8268

CITY OF VAUGHAN

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9519 Keele is not designated as “senior housing” by MPAC, but as regular residential condominium living. MPAC will class properties under “Retirement/Nursing Home Comb”; “Nursing Home”; and “Old Age/Retirement Home” should the property be zoned under that classification. However, the tax rate applied to these properties will still be residential.

The condominiums located at 9519 are receiving the same services that are provided to all residents of the City of Vaughan, including garbage collection. Municipal services are provided on an universal basis, that is, some property owners use these services while others may not. However, all property owners are required to pay for all services via their property taxes (i.e. libraries, garbage collections, street lighting).

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.

Regional Implications

There are no Regional Implications in this Report.

Conclusion

The tax rate, assessment, and services provided or applied to this building are consistent to services with all residential property owners within the City of Vaughan.

Attachments

None.

Report prepared by:

Maureen E. Zabiuk, A.I.M.A., AMTC
Manager, Property Tax & Assessment
Ext. 8268

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 11, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

11

**PROCLAMATION REQUEST –
ELDER ABUSE AWARENESS MONTH**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 30, 2007:

Recommendation

The City Clerk recommends:

- 1) That June 2007 be proclaimed as “**Elder Abuse 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

N/A

Communications Plan

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.

Purpose

To respond to the request received from the President, Toronto Residents in Partnership.

Background - Analysis and Options

The correspondence received from the President, Toronto Residents in Partnership, dated April 17, 2007 is attached (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. A similar proclamation was issued last year.

The President, Toronto Residents in Partnership 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 City of Vaughan proclaimed Elder Abuse Week in 2006 in response to a request received from the Chair, Prevention of Elder Abuse Committee of York Region.

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.

Regional Implications

This proclamation will bring awareness of Elder Abuse throughout the Region.

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Conclusion

Staff is recommending that June 2007 be proclaimed as “Elder Abuse 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 President, Toronto Residents in Partnership, dated April 17, 2007

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 7, 2007

Item 12, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

12

JUSTICES OF THE PEACE – CENTRAL EAST REGION

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services & City Solicitor, dated April 30, 2007:

Recommendation

The Commissioner of Legal and Administrative Services & City Solicitor recommends:

That Council adopt a Resolution urging the Attorney General to reconsider York Regional Council's earlier request for the appointment of Justices of the Peace; and,

That such Resolution be forwarded to the Attorney General and other municipalities in York Region.

Economic Impact

N/A

Communications Plan

The ongoing efforts by Vaughan and other area municipalities to encourage the Attorney General to appoint more Justices of the Peace should be marketed through media statements and the City of Vaughan website.

Purpose

This report is to provide information related to the impact the shortage of Justices of the Peace has on the City of Vaughan.

Background - Analysis and Options

As a result of an ongoing shortage of Justices of the Peace in York Region and the negative impacts on the area municipalities, York Region Council, on March 23, 2005, by Resolution, requested that the Attorney General immediately appoint 11 new Justices of the Peace for the Central East Region.

Despite the Resolution, the York Region Courts did not receive any of the 9 Justices of the Peace appointed in 2006.

On February 27, 2007, the Town of Markham passed a similar Resolution.

The resulting impact of the Justices of the Peace shortage on the City of Vaughan is a significantly diminished service level from the courts. In 2006, approximately 60 cases had to be withdrawn or re-summonsed. This resulted in loss of staff time and fine revenue, as well as negatively impacting service to the public. In addition, the resultant backlog now adds many months delay to trial times.

The lack of Justices of the Peace also resulted in approximately 65 days in 2006 where no "intake" Justice was available. This means that information on new charges could not be sworn or summonses issued. This further delays bringing matters to court and potentially prolongs bringing violations into compliance.

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In addition to the days that no intake Justice was available, the courts were closed for an additional 60 days in 2006 due to Justices' holidays, training, and sick time.

The situation in 2007 continues to deteriorate. The court schedule for 2007 indicates that the courts will be closed for 61 days. Examples of the closures are: 5 days for March break, 4 days in late April and 4 days in early May for a "spring seminar", 5 out of 6 weeks from late July to the end of August for vacations, and 4 days in late September and 4 days in early October for a "fall seminar". This will result in an excessive backlog of cases to be heard, potentially threatening the procedures due to the length of time it takes to bring matters to trial.

These 61 days do not include days that may be lost due to illness or other unforeseen problems. This equates to the courts being closed for approximately 24% of the available time.

Due to growth in the Region since 2005, the number of Justices of the Peace now required in Central East Region is 14. Without these Justices of the Peace, constituents will have to wait an inordinate amount of time for resolution of matters before the court; not have access to Justices of the Peace for other business at the courts and have the perception that the City is not acting in a timely manner to address their concerns.

It is critical that the public, enforcement, and legal communities have access to a court system that operates efficiently and effectively.

Relationship to Vaughan Vision 2007

This report is in keeping with the Vaughan Vision as it speaks to service excellence.

Regional Implications

The Region of York operates the Provincial Courts on behalf of the municipalities and would be supported by a resolution to increase the number of Justices of the Peace.

Conclusion

The Courts in the Central East Region are operating far below the required complement of Justices of the Peace. The resulting negative impact on the residents and staff of the City of Vaughan is unacceptable. It is appropriate to pass and circulate a Resolution demanding more Justices of the Peace be appointed and assigned to York Region.

Attachments

1. Copy of the Town of Markham's Resolution of February 27, 2007
2. Proposed City of Vaughan Resolution

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

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Item 13, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

13 APPOINTMENTS TO THE HUMBER WATERSHED ALLIANCE AND THE DON WATERSHED REGENERATION COUNCIL OF TORONTO AND REGION CONSERVATION: 2007-2010

The Committee of the Whole recommends:

- 1) That Councillor Meffe and the Commissioner of Community Services be appointed to the Humber Watershed Alliance for the 2006-2010 term;
- 2) That Councillor Shefman and the Commissioner of Planning be appointed to the Don Watershed Regeneration Council for the 2006-2010 term; and
- 3) That the following report of the City Clerk, dated April 30, 2007, be received.

Recommendation

The City Clerk recommends:

That Council appoint one Councillor to represent the City of Vaughan on the Humber Watershed Alliance and one Councillor to represent the City of Vaughan on the Don Watershed Regeneration Council; and

That Council appoint one staff representative to the Humber Watershed Alliance and to the Don Watershed Regeneration Council.

Economic Impact

N/A

Communications Plan

N/A

Purpose

To appoint Council and staff representatives to the Humber Watershed Alliance and to the Don Watershed Regeneration Council.

Background - Analysis and Options

The Toronto and Region Conservation is requesting the appointment of one Councillor to represent the City of Vaughan on the Humber Watershed Alliance and one Councillor to represent the City of Vaughan on the Don Watershed Regeneration Council. Additionally, they are requesting the appointment of one staff member to the Humber Watershed Alliance and to the Don Watershed Regeneration Council. The term is two years beginning approximately in June 2007. A copy of the correspondence received from Toronto and Region Conservation, dated April 2 and 10, 2007, is attached for your information (Attachments #1 and #2).

The following Council members were appointed for the 2004-2006 term of office:

Ward Councillor Tony Carella to the Humber Watershed Alliance with Ward Councillor Bernie Di Vona as an alternate.

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Ward Councillor Sandra Yeung Racco to the Don Watershed Regeneration Council with Ward Councillor Peter Meffe as an alternate.

The Commissioner of Community Services or alternate was appointed as the staff representative to both committees.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 section 5.3 – Strengthen relationship with other government authorities and agencies and section 6.2 – Develop Innovative External Communication Initiatives.

Regional Implications

N/A

Conclusion

That Council appoint one Councillor to represent the City of Vaughan on the Humber Watershed Alliance and one Councillor to represent the City of Vaughan on the Don Watershed Regeneration Council; and

That Council appoint one staff representative to the Humber Watershed Alliance and to the Don Watershed Regeneration Council.

Attachments

Attachment #1 Letter from Adele Freeman, Director, Watershed Management and Don Watershed Specialist, Toronto and Region Conservation, dated April 2, 2007

Attachment #2 Letter from Adele Freeman, Director, Watershed Management Division, Toronto and Region Conservation, dated April 10, 2007

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 7, 2007

Item 14, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

14

CITY OF VAUGHAN INSURANCE POLICY 2007- 2008

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 30, 2007:

Recommendation

The City Clerk in consultation with the Commissioner of Legal and Administrative Services and City Solicitor and the Manager of Special Projects, Licensing and Permits Insurance-Risk Management recommends:

That staff be authorized to renew the insurance policies for one year with Frank Cowan Company Limited for the renewal premium of \$1,274,867.00 plus applicable taxes.

Economic Impact

Sufficient funds have been budgeted to cover the premium for the 2007-2008 insurance policies. If the above recommendation is adopted by Council the renewal premium represents a cost saving of \$285,133.00 over the budgeted premium set out in the 2007 operating budget.

Communications Plan

N/A

Purpose

The purpose of this report is to seek Council approval to renew the City's policies of insurance for a renewal premium of \$1,274,864.00 plus applicable taxes for the period of July 1, 2007 to June 30, 2008.

Background - Analysis and Options

On May 18, 2006 the City's Purchasing Department issued a Request for Proposal for a General Insurance and Risk Management Program. A total of seven (7) companies picked up the proposal. The only company that submitted a proposal was Frank Cowan Company Limited (Cowan) the City's present insurer.

The policy with Cowan provides for a one year term expiring on June 30, 2007 with an option to renew for each subsequent year, based on satisfactory performance and service. The City Clerk's Department is satisfied with the services being provided by Cowan.

In early March 2007 the Manager of Insurance-Risk Management requested the Regional Manager for Cowan to provide a renewal quote for the 2007-2008 policy period. A renewal quote was received on March 22, 2007 setting out a renewal premium of \$1,274,867.00 plus applicable taxes. The premium is based on City assets and coverage's as of March 22, 2007.

The full term adjusted premium for the 2006-2007 policy was \$1,318,139.00 plus applicable taxes. The renewal premium represents a reduction of \$43,272.00 over the previous year's premium, a percentage **decrease** of 3.3%.

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The reduced renewal premium reflects a favorable claims record over the past year due in part to risk management practices that have been put into effect to reduce the City's liability. Staff will continue working with various City departments with a view to identifying areas where risk can be reduced. A pro active approach to risk management will over time have a positive effect on claims received by the City which in turn will have a favorable affect on future premiums.

It is staff's intention to issue a Request for Proposals early in 2008 in order to allow ample time to ensure a robust response in terms of competitive bids from interested parties.

Should Council authorize the City Clerk to renew the policy on the above noted terms the budgeted amount for insurance premium for the 2007 operating budget can be reduced from \$1,560,000.00 to \$1,274,867.00, a cost saving of \$285,133.00.

Relationship to Vaughan Vision 2007

This report is consistent with the Vaughan Vision 2007 with respect to providing effective and efficient delivery of services.

Regional Implications

N/A

Conclusion

It is recommended that staff be authorized to renew the City's insurance coverage for a further period of one year at the renewal quote of \$1,274,867.00 plus applicable taxes.

Attachments

N/A

Report prepared by:

Joseph A.V. Chiarelli
Manager Special Projects Licensing & Permits
Insurance-Risk Management

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 15, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

15

**SIGN VARIANCE APPLICATION
FILE NO: SV.07-03
OWNER: HAULOVER INVESTMENTS LTD.
LOCATION: 8100 YONGE STREET
LOT 1, REGISTERED PLAN 3765, CONCESSION 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated April 30, 2007:

Recommendation

That Sign Variance Application SV.07-03, Haulover Investments Ltd., be APPROVED subject to the following:

- a) that the sign area be reduced by 25%;
- b) that the sign be externally lit and the existing banners be removed in accordance with Heritage Vaughan approval; and
- c) that the previous siding material be restored for the gable end.

Economic Impact

None.

Communications Plan

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee

Purpose

Request to install an additional wall sign located above the existing sign of the subject property as shown on the attached drawings.

Background - Analysis and Options

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

- 5.8 No Sign shall be erected in part or entirely above the surface of the roof of a building or structure.
- 6.2 (a) Where a site plan approved by the City provides standards for signage and the signs for the development comply therewith, such signs shall be deemed to comply with this By-Law.
- 11 Special Sign District
The subject property is located within the Special Sign District for Thornhill
(Maximum area of a Wall Sign = 1.50 sqm.)

Relationship to Vaughan Vision 2007

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

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Regional Implications

Prior to the issuance of the Sign Permit, the approval of the York Region Engineering Department is required.

Conclusion

The applicant is proposing to install an additional wall sign having an area of approx. 3.4 sqm. The proposed sign is located in the gable end of the structure and located above an existing banner that is to be removed.

Heritage Vaughan at it's meeting of March 21, 2007 approved the following recommendation in respect to the sign variance application:

That Sign Variance Application be approved subject to the signage not being internally illuminated; and

That all existing banners on the subject property be removed immediately.

Sign Variance Committee members noted at the Sign Variance meeting that the subject property is located with the Special Sign District for Thornhill and proposed sign area 3.4 sqm. far exceeds the maximum 1.50 sqm. permitted by the City's Sign By-law Further, the sign is proposed to be located above the roof line of the building.

Members of the Sign Variance Committee support the recommendations of Heritage Vaughan however are suggesting the additional conditions of a 25% reduction in the sign area and the re-instatement of the previous siding material within the gable end of the building in order that the proposed sign would be more in keeping with the character and massing of the rest of the building.

If Council finds merit in the application a Sign Permit issued by the Building Standards Department is required.

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232.

/pa

(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 7, 2007

Item 16, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

16

**SIGN VARIANCE APPLICATION
FILE NO: SV.07-06
OWNER: BETTER LIVING PRODUCTS
LOCATION: 201 CHRISLEA ROAD
LOT 26, REGISTERED PLAN 65M-2589**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated April 30, 2007:

Recommendation

That Sign Variance Application SV.07-06, Better Living Products, be APPROVED in accordance with the attached revised sketch and that all other existing signs be removed and that no additional signs be permitted on the east elevation of the building.

Economic Impact

None.

Communications Plan

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

Purpose

Request to install additional signs on the east elevation of the subject property as shown on the attached drawings.

Background - Analysis and Options

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

Relationship to Vaughan Vision 2007

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

Regional Implications

N/A

Conclusion

The applicant is proposing to install three (3) wall signs having a total sign area of 34 m² on the east elevation of the existing building as shown on the attached drawings.

Members of the Signs Variance Committee had no objections to the application as submitted provided there were no other signs permitted on the east building elevation.

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Members of the Signs Variance Committee are of the opinion the intent and purpose of the by-law is being maintained.

If Council finds merit in the application, Sign Permit issued by the Building Standards Department is required.

Attachments

1. Site Plan
2. Revised Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

(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 7, 2007

Item 17, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

17 RECYCLING IN NEW RESIDENTIAL APARTMENT/CONDOMINIUM BUILDINGS
GENERAL FILE 14.55

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning and the Commissioner of Engineering and Public Works, dated April 30, 2007:

Recommendation

The Commissioner of Planning and the Commissioner of Engineering and Public Works recommend:

1. THAT the Development Planning Department amend its standard Site Plan Application Form to require an applicant for a multi-unit residential apartment/condominium building to submit a "Waste Collection Design Standards Submission" consistent with the Public Works Department's draft document entitled "Waste Collection Design Standards Policy", wherein the applicant will be required to provide with the submission, typical floor plan(s) that depict the location and type of a multiple-sort disposal system that is required on each floor (to separate garbage, recyclable, and organic materials) and shall also include information on collection access routes, storage areas for garbage, recycling and other waste materials, and designated loading areas;
2. THAT the Development Planning Department amend its standard Site Plan Agreement to include appropriate wording to affirm that recycling must be implemented within multi-unit residential apartment/condominium buildings in accordance with the Environmental Protection Act Regulation (103/94) and the approved site plan drawings, and that the executed Site Plan Agreement include the final approved "Waste Collection Design Standards Submission"; and,
3. THAT the Building Standards Department ensure through the Building Permit review that the internal storage room for garbage/recycling and the associated multiple-sort disposal system on each floor of the multi-unit residential apartment/condominium building are consistent with the approved floor plan(s) appended to the executed site plan agreement.

AND THAT should the applicant wish to make any alterations to the Building Permit plans with respect to the proposed recycling, that any such proposal be resubmitted to the Development Planning Department for recirculation and approval, and that the Building Standards Department place orders for non-compliance with the approved drawings where appropriate.

Economic Impact

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

Communications Plan

N/A

Purpose

To implement new procedures through the Site Plan and Building Permit processes to ensure waste diversion in new residential apartment/condominium buildings.

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Background - Analysis and Options

The various City Departments currently review site development applications to ensure that recycling is implemented in the internal design of apartment/condominium buildings, in accordance with the Environmental Protection Act, Ontario Regulations 103/94 and 102/94 pertaining to Multi-Unit Residential Source Separation (Recycling) Programs and Waste Audits/Waste Reduction Work Plans, respectively.

To address recent comments made by Council, the Development Planning Department has met with the Public Works, Engineering and Building Standards Departments to review current procedures and to recommend initiatives to ensure that waste reduction opportunities are clearly documented so as to be incorporated by the development community into new mid/high rise residential apartment/condominium buildings through the Site Plan approval and Building Permit processes. This report will also briefly discuss the draft "Waste Collection Design Standards Policy" that is being finalized by the Public Works Department to address all development forms (ie. residential, commercial, industrial, and institutional), and will be completed in Spring 2007.

a) Draft "Waste Collection Design Standards Policy"

The Public Works Department is currently finalizing a "Waste Collection Design Standards Policy", which will provide the development community with guidelines to address new development proposals, including recycling within residential apartment/ condominium buildings, to be implemented through the Site Plan approval and Building Permit processes.

The draft policy document (Section 4.1.1) indicates the following as it relates to multi-unit residential developments:

"For multi-unit residential developments, general access to recycling shall be as convenient as access to garbage disposal. To this end, the "Owner" or designate shall construct and make available a multiple-sort disposal system (i.e. tri-sorter, multiple chutes, bi-sorter) that permits the disposal of recycling and garbage on each floor. It is also necessary to provide a separate yet attached recycling room for all owner/tenant access, especially in buildings incorporating compaction equipment.

The multiple-sort system must be designed in such a way that permits for the increase or decrease of waste streams, if so required in the future. Refer to Appendix 'C' for Regulation 103-94 of the Environmental Protection Act for materials that must be recycled in multi-unit residential establishments.

For larger items that do not fit in the multiple-sort disposal system provided on each floor, the "Owner" or designate shall provide an internal storage room solely dedicated to this purpose (refer to section 4.4) to temporarily store white goods, bulky items and other waste materials that may be generated by occupants of the development. The internal storage room shall be clean, well marked and conveniently accessible to residents of the development. No waste materials shall be stored outside between collection days."

The draft policy document (Section 4.1.3) will also require that the following information be provided with the site plan application reflecting conditions both within and outside of the building:

"The "Owner" or designate must provide a Waste Collection Design Standards Submission to the City with the submission of a development application. Please refer to Appendix 'B' for a template for the required submission. In addition to general information requirements, a site plan of the development must accompany the submission and must clearly identify the following:

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- a) COLLECTION ACCESS ROUTE and all applicable requirements therein (i.e. width of road, type of road construction, turning radius). Please refer to section 4.2 of this document for more information on 'Access Routes'.
- b) DESIGNATED LOADING (COLLECTION) AREA and all applicable requirements therein (i.e. type of loading area construction, dimension of loading facility, how bins will be lined up, etc.). Please refer to section 4.3 of this document for more information on "Loading Areas".
- c) INTERNAL STORAGE AREA (or where approved, an external garbage enclosure) for garbage and recycling and other waste materials. The Site Plan shall show the size of the storage area and the number of requisite bins for garbage and recycling. Please refer to section 4.4 of this document for more details on "Storage Areas".
- d) TYPE OF COLLECTION METHOD proposed for the collection of recycling, garbage and other applicable waste streams (i.e. front-end collection).
- e) DRAWINGS SIGNED OFF BY A PROFESSIONAL ENGINEER OF ONTARIO supporting that all requirements identified in this document have been met.
- f) TYPICAL FLOOR PLAN(S) showing the multi-sort system on every floor.
- g) DETAILS OF MULTI-SORT AND/OR COMPACTION SYSTEM USED.
- h) NUMBER OF RESIDENTIAL DWELLING UNITS IN DEVELOPMENT."

The "Waste Collection Design Standards Policy", when it is completed by the Public Works Department in Spring 2007, will assist developers and their consultants to incorporate recycling initiatives into their building and site design. In the interim, the Public Works Department will continue to review the site plan proposal that is circulated to their Department, and provide appropriate comments to the applicant and Development Planning Department to ensure recycling is incorporated into the building design.

b) Site Plan Review Process

The Development Planning Department currently circulates site plan drawings proposing new mid/high rise residential apartment/condominium development to all appropriate internal and external public agencies including the Public Works, Engineering and Building Standards Departments. Currently, the Site Plan Application Form does not require applicants to submit internal floor plans with their application, as the site plan approval process concentrates on the exterior of the building and the overall site and landscape design, in accordance with the requirements of the Planning Act. When floor plans are submitted, they are usually done so at a later date, when requested by certain Departments to review certain aspects of the internal building layout as it relates to the external building footprint and design.

The Development Planning Department will be amending its Site Plan Application Form to require an applicant to submit with the initial application, a 'Waste Collection Design Standards Submission' (as proposed by the Public Works Department), which shall include, in part, a typical floor plan(s) to show the location and type of the multiple-sort disposal system that is required on every floor (to separate garbage, recyclable, organic and other waste materials). Information concerning the collection access route, internal storage room for garbage, recycling and other waste materials, and the designated loading (collection) area, will also be required.

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The site plan and floor plan will be circulated to the Public Works and Building Standards Department for review and comment, with any comments requiring revisions to be forwarded to the applicant to address. The Engineering Department will continue to review the collection access driveway and designated loading area construction that is external to the building, and used by private firms to access for collection.

The Development Planning Department will also be amending its Site Plan Agreement to include appropriate wording to affirm that recycling must be implemented in accordance with the Environmental Protection Act Regulation and the approved site plan drawings, and that the executed Site Plan Agreement include the final approved Waste Collection Design Standards Submission (including typical floor plan(s)).

c) Building Permit Review Process

Upon execution of the implementing site plan agreement, the Building Standards Department may begin to process the Building Permit application, and will confirm that the internal storage room for garbage, recycling, organic and other waste materials and associated multiple-sort disposal system required on each floor are consistent with the approved floor plan(s) appended to the executed site plan agreement.

It is noted that the internal garbage/recycling is not considered applicable law, the applicant could submit revised drawings to the Building Standards Department for approval, and the Building Standards Department would be obligated under the Building Code Act to approve them. However, should the applicant wish to make any alterations to the Building Permit plans with respect to the proposed recycling, that any such proposal be resubmitted to the Development Planning Department for recirculation and approval, and that the Building Standards Department place orders for non-compliance with the approved drawings where appropriate.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-3', "Safeguard Our Environment", and 'A-5', "Plan and Manage Growth".

Regional Implications

N/A

Conclusion

To address recent comments made by Council, the Development Planning Department has met with the Public Works, Engineering and Building Standards Departments to review current procedures and to recommend initiatives to ensure that recycling opportunities are clearly documented so as to be incorporated by the development community into new mid/high rise residential apartment/condominium buildings through the Site Plan approval and Building Permit processes. The Public Works Department is finalizing its "Waste Collection Design Standards Policy", which will provide the development community with guidelines to incorporate into new development proposals, including recycling within residential apartment/condominium buildings. A report on this matter appears elsewhere on this agenda.

The Development Planning Department will also be amending its Site Plan Application Form to require the applicant to provide a "Waste Collection Design Standards Submission" (as proposed by the Public Works Department), which shall consist of a typical floor plan(s) to show the location and type of multiple-sort disposal system required on every floor (to separate garbage, recyclable, organic and other waste materials), as well as, other information required in the Public Work's Department draft "Waste Collection Design Standards Policy".

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The Development Planning Department will also be amending its Site Plan Agreement to include appropriate wording to affirm that recycling must be implemented in accordance with the Environmental Protection Act Regulation and the approved site plan drawings, and that the executed Site Plan Agreement include the final approved Waste Collection Design Standards Submission (including typical floor plan(s)).

Upon execution of the implementing site plan agreement, the Building Standards Department will review the Building Permit drawings to confirm that the internal storage room for garbage, recycling and the associated multiple-sort disposal system on each floor are consistent with the approved floor plan(s) appended to the executed site plan agreement.

Attachments

N/A

Report prepared by:

Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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Item 18, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

18

**SITE DEVELOPMENT FILE DA.07.006
NORWOOD PLAZA INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2007, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.07.006 (Norwood Plaza Inc.) BE APPROVED, to permit the construction of a one-storey bank building as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, access, parking and on-site vehicular circulation shall be approved by the Engineering Department;
 - iii) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) all hydro requirements of PowerStream Inc. shall be satisfied; and
 - v) the Owner shall file an Application for Minor Variance to the Committee of Adjustment to facilitate the variances required to implement the final approved site plan, and the said application shall be approved and be final and binding.
 - b) that the site plan agreement contain the following provisions:
 - i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;
 - ii) a clause requiring the Owner to grant an easement in favour of the landowner to the immediate south for the purposes of a potential future driveway connection in accordance with the Maple West Urban Design Guidelines.

Economic Impact

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

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Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1 for a proposed one-storey, 815.81m², free-standing bank (CIBC) building and 56 parking spaces, as shown on Attachment #2.

Background - Analysis and Options

The 0.37 ha vacant subject lands shown on Attachment #1 are located on the southeast corner of Jane Street and Norwood Avenue in Part of Lot 19, Concession 4, City of Vaughan. The surrounding land uses are:

- North - Norwood Avenue; existing commercial plaza (C2 General Commercial Zone)
- South - vacant land (C2(H) General Commercial Zone with the Holding Symbol "(H)")
- East - Via Lanciano; existing residential (RV4 Residential Urban Village Zone Four)
- West - Jane Street; Canada's Wonderland (TPC Theme Park Commercial Zone)

Official Plan

The subject lands are designated "General Commercial Area" by OPA #350 (Maple Community Plan) as amended by OPA #513, which permits the proposed bank use. The proposed development conforms to the Official Plan.

Zoning

The subject lands are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(1095). The proposed bank use is permitted on the subject lands, however, the following zoning exceptions are required to facilitate the proposed site plan as shown on Attachment #2:

	<u>By-law 1-88 Requirement</u>	<u>Proposed</u>
Minimum Exterior Side Yard (abutting Norwood Ave.)	9m	2.08 m
Minimum Front Yard (abutting Jane Street)	15m	1.38 m
Maximum Driveway Width (Jane Street)	7.5m	9.1 m
Minimum Landscaped Strip Width (Abutting Jane Street & Norwood Ave.)	6.0m	1.38 m (sight triangle) 2.08 m (Norwood Ave.)

The Owner is proposing to seek relief from these minimum By-law 1-88 requirements through the submission of a Minor Variance Application to the Committee of Adjustment. The variances to the minimum front and exterior side yards and the landscape strips are a result of the proposed building location in close proximity to the Jane Street and Norwood Avenue intersection. The main front façade, including the entry into the building, faces the Jane Street frontage. From an urban perspective, the building location, orientation and form will create a pedestrian-friendly

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streetscape that is consistent with the existing commercial buildings to the north along Jane Street. The Development Planning Department has no objections to the proposed variances, which can be supported.

Site Design

The proposed site plan is shown on Attachment #2. The proposed bank is free-standing and located in the northwest portion of the site. The building is oriented with the main front façade facing Jane Street. Parking is located to the east and south of the main building, with landscaping provided along each street frontage. Pedestrian access to the site will be from public sidewalks located on Jane Street and Norwood Avenue, which ultimately connect into a walkway located around the west, east and south sides of the proposed bank.

Access to the site will be provided from 2 driveways, one each from Jane Street and Norwood Avenue. The Region of York requires that a centre median be constructed within the Jane Street right-of-way, as shown on Attachment #2, to restrict the movements from the Jane Street access to “right-in/right-out” turns only. The proposed driveway aisles within the site have been designed with a minimum 6m width and provide access to the parking area.

The Development Planning and Engineering Departments are satisfied with the proposed site design.

Parking

By-law 1-88 requires that the minimum required parking for the proposed bank be calculated as follows:

- 815.81 m² @ 6 spaces/ 100 m² GFA = 49 spaces
- Parking Proposed = 56 spaces (including 2 spaces for physically disabled)

The proposed development meets the minimum parking requirement of By-law 1-88, with a surplus of 7 spaces.

It is noted that the site is located within the area subject to the Maple West Urban Design Guidelines. The Guidelines identify a potential driveway connection through the subject lands, from the lands lying to the immediate south to Norwood Avenue. This connection would occur directly opposite the main driveway access on Norwood Avenue, as shown on Attachment #2, and result in the loss of two or three parking spaces along the south property line of the subject lands. However, given the surplus parking of 7 spaces, the site would still comply to the minimum parking requirement of By-law 1-88. If approved, the site-plan agreement will include a clause requiring the Owner to provide for an easement in favour of the Owner of the lands to the immediate south. A condition of approval is included in this respect. A reciprocal easement will be secured from the landowner to the south when the adjoining lands are developed.

The Control Architect for the Maple West Area, John G. Williams Ltd. Architect, has reviewed the site plan application and has verbally advised that it meets their requirements written confirmation to the City will be forthcoming.

Landscape Plan

The proposed landscape plan is shown on Attachment #3 and provides for a mix of coniferous and deciduous trees and shrubs within the landscape buffer strips abutting each street line. Larger street trees are to be provided by the applicant to define and animate the streetscape along Jane Street.

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The proposed development is required to conform to the Maple West Urban Design Guidelines and Landscape Master Plan. The Development Planning Department has reviewed the landscape plan and provided some detailed comments regarding plant material composition, spacing and location. The applicant is aware of these comments and has agreed to work with the Development Planning Department in order to finalize the landscape plan.

The landscape plan also includes a hard surfaced area at the corner of Norwood Avenue and Jane which will be comprised of concrete unit pavers. Two low walls are to be placed in front of the north-east corner of the building to match the building finish, within which deciduous shrubs along with perennials, ground covers and grasses would be planted. This treatment is consistent with that provided on the northeast corner of Jane Street and Norwood Avenue, which together will form an attractive entry feature into the residential community to the east.

The landscape plan shown on Attachment #3 indicates that a light pole will be located along the Jane Street frontage. The light pole shall be consistent with the light standards provided in other developments in the Maple Area (Maple streetscape style lamp standard): The Owner shall provide a detail of the light standard to the satisfaction of the City.

The final landscape plan, including detailed drawings and a landscape cost estimate must be approved according to the "Maple West Urban Design Guidelines & Landscape Master Plan" by the Development Planning Department.

Building Elevations

The proposed building are shown on Attachment #4 is one-storey and 6.4m in height to the top of the parapet, which will screen the roof-top mechanical equipment from the view of adjacent streets. The main entrance faces Jane Street, and is comprised primarily vertical and horizontal glazing along with clear double glazing in anodized aluminum curtain wall frames. The glass entry feature extends 1.37m higher than the main building height as shown on Attachment #4. The remaining elevations similar architectural features including clear glazing along the north and south facades, with all exterior walls to be primarily constructed of two textures of sage coloured arriscraft renaissance block. CIBC corporate signage will be located on all four facades. The Development Planning Department is satisfied with the proposed building elevations.

Engineering

The City Engineering Department has reviewed the Site Development application and has provided comments to the applicant with regard to the site grading and servicing plans. The applicant is working with the City and Region's respective Engineering Departments to satisfy the site grading and servicing requirements for the Site Plan Agreement.

The City Engineering Department has reviewed the Traffic Impact/Access Study dated January 29, 2007, conducted by iTrans Consulting Inc. in support of developing the subject lands for the CIBC bank facility, and concurs with the overall study and methodology and accepts its conclusions and recommendations.

The Region of York Transportation and Works Department is protecting a 36 m right-of-way for the section of Jane Street leading up to the subject lands. York Region has stated that the Owner shall as a condition of site plan approval, convey the following lands along the entire frontage of the site adjacent to Jane Street to York Region, free of all costs and encumbrances:

- a road widening along the entire frontage of the site adjacent to Jane Street of sufficient width to provide 18 m from the centreline of construction of Jane Street;
- sufficient property to provide for a 2 m widening, 40m in length, south of the Norwood property line, and a 60.0 m taper; and

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- a 0.3 m reserve along the entire frontage of the site, adjacent to the above road widening.

The Owner has incorporated the Region's requirements into the latest site plan submission. The owner will be required to satisfy all requirements of the Region of York. A condition of approval is included in this respect.

Services

The Owner has submitted site-servicing, grading and stormwater management plans, which must be approved to the satisfaction of the Engineering Department. Garbage pick-up and snow plowing will be administered privately.

All hydro requirements must be addressed to the satisfaction of PowerStream Inc before the registration of the Site Plan Agreement.

Regional Implications

The Region of York Transportation and Works Department has reviewed the application and supporting Traffic Study and have recommended specific road widening requirements as outlined in this report, and has restricted the Jane Street access to "right-in/right-out" vehicular movements only. The Owner is required to comply with all Regional requirements.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed application to develop the subject lands with a bank as shown on Attachment #1, and can support the proposal, development subject to the comments and recommendations in this report. The proposed bank's main façade will front onto Jane Street, and together with the streetscape work, will create a pedestrian-friendly public space along Jane Street.

Attachments

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

Report prepared by:

Joseph Yun, Planner I, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 19, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

**19 DRAFT PLAN OF CONDOMINIUM FILE 19CDM-07V02
2056332 ONTARIO LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2007:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-07V02 (2056332 Ontario Limited), as shown on Attachment #3, 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.

Communications Plan

N/A

Purpose

The Owner has submitted an application on the subject lands shown on Attachment #2 for approval of a Draft Plan of Condominium consisting of two industrial buildings with a total of 11 units and a combined gross floor area of 6,269.75m². The buildings are already constructed.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the east side of Keele Street, south of Teston Road, backing onto the Canadian National Railway tracks, being 10557 Keele Street, in Part of Lot 24, Concession 3, City of Vaughan. The surrounding lands uses are:

North - existing industrial (M1 Restricted Industrial Zone and M2 General Industrial Zone)

South - vacant (M1 Restricted Industrial Zone and M2 General Industrial Zone)

East - CNR (M3 Transportation Industrial Zone)

West - Keele Street; semi-detached residential (RS1 Residential Semi-Detached Zone); vacant (C4 Neighbourhood Commercial Zone); and York Region Water Reservoir (A Agricultural Zone)

Official Plan/Zoning

The subject lands are designated "Prestige Industrial" adjacent to Keele Street (west half of site) and "Industrial" in the easterly half of the site by OPA #332, which permits the proposed industrial and ancillary office uses on the property. The Draft Plan of Condominium conforms to the Official Plan.

The subject lands are split-zoned M1 Restricted Industrial Zone in the westerly half of the site and M2 General Industrial Zone in the easterly half of the site by By-law 1-88. The Draft Plan of Condominium complies with the provisions of By-law 1-88.

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Site Development

The 1.54 ha site has a frontage of approximately 85 m on Keele Street and an average lot depth of 170 m, as shown on Attachment #3. The Draft Plan of Condominium consists of two industrial buildings. The westerly 4 unit building is sited along Keele Street and is two storeys in height, with a gross floor area of 2,381.62 m². The easterly 7 unit building is one storey in height, and has a gross floor area of 3,888.11 m².

The site is accessed from Keele Street by two points of egress and ingress located at the north and south ends of the property. Parking spaces are provided at the north and south sides of the property. Parallel parking spaces are provided between the two buildings. The parking area consists of 115 spaces.

The westerly building is serviced by loading spaces at the rear (east side) of the building, while the easterly building will be serviced by a loading area on the north side of the building. Both loading areas will not be visible from Keele Street. All garbage areas are enclosed within the buildings, with garbage/recycling and snow removal being privately administered.

Easement

An existing easement (Parts 2 and 3 on Plan 65R-29817) currently exists on the subject lands, which runs along the north property line and along the CN Rail line at the east property line, as shown on Attachment #3. The easement is in favour of the Municipality of Metropolitan Toronto for the purposes of providing access to a Secondary Buffer Zone of the Keele Valley Landfill Site. On February 19, 2007, the Committee of the Whole considered a report from the Commissioner of Engineering wherein it is identified that this easement is no longer required for monitoring and post closure management as identified in the Keele Valley Landfill Closure Plan because it is not contiguous with the existing Secondary Buffer of the Keele Valley Landfill Site and is separated from the lands to the east by the CN Rail tracks that run along the eastern boundary of the subject lands. The Ministry of the Environment in a letter dated February 28, 2007 also supported the removal of the subject lands from the Secondary Buffer Zone of the Keele Valley Landfill Site because the property is not required for groundwater and gas monitoring and control. On March 9, 2007, the Ministry of the Environment deleted the subject lands from the Secondary Buffer Zone of the Keele Valley Landfill Site.

To date, the easement has not been discharged. The Owner is actively seeking its discharge from the City of Toronto. Accordingly, it is recommended that the Condominium Agreement not be executed until the City is advised that the easement has been formally discharged from the title of the subject lands. A condition of approval is included in this respect.

Application Review

The draft plan of condominium is in accordance with the approved Site Plan File DA.05.055. As a condition of approval, the Owner will be required to submit an “as-built” survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

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”.

Regional Implications

N/A

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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-07V02

Report prepared by:

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

/CM

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

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Item 20, Report No. 22, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on May 7, 2007, was dealt with by approving:

That this matter be referred to a future Committee of the Whole as soon as possible after 30 days;

That the additional report of the Commissioner of Planning, dated May 7, 2007, be received; and

That the following written submissions be received:

- a) ***Mr. Joseph Sgro, ZZEN Group of Companies Limited, 100 Zenway Boulevard, Woodbridge, L4H 2Y7, dated April 30, 2007;***
- b) ***Mr. Roger Howard, Rice Developments, 17 Dean Street, Brampton, L6W 1M7, dated May 4, 2007; and***
- c) ***Ms. Clara Astolfo, President, Vaughanwood Ratepayers Association, dated May 7, 2007.***

**20 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 this matter be referred to the Council meeting of May 7, 2007, to allow staff the opportunity to meet with the Vaughanwood Ratepayers' Association;**
- 2) **That the following deputations be received:**
 - a) **Ms. Clara Astolfo, President, Vaughanwood Ratepayers' Association, 15 Francis Street, Woodbridge, L4L 1P7; and**
 - b) **Ms. Mary Mauti, Vaughanwood Ratepayers' Association, 52 Forest Circle Court, Woodbridge, L4L 1N9; and**
- 3) **That the written submission of Mr. David Phalp, Senior Consultant, IBI Group, 5th Floor, 230 Richmond Street West, Toronto, M5V 1V6, dated April 30, 2007, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the modifications identified in this report be approved by Council;
2. 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;
3. 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;
4. THAT Staff be directed to initiate discussions with the Region of York and York Region Transit with respect to the preparation and implementation of streetscaping requirements to complement transit objectives to the satisfaction of the City; and
5. THAT the Commissioner of Economic/Technology Development and Communications 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.

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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.

Communications Plan

Courtesy notice of today's item and Committee of the Whole meeting was sent out to all individuals and corporate interests on the list assembled from numerous previous public meetings and correspondence. Draft copies of the Official Plan amendments were made available to the public on Friday, April 27, 2007. Following Council adoption of the amendments, notice will be given by the Clerk's Department to all those on the list.

Purpose

The purpose of this report is to address concerns raised at the Committee of the Whole meeting of March 15, 2006, respecting the draft Official Plan Amendments #660, 661, 662, 663 and 664, and to bring forward modifications to the Official Plan Amendments for Council consideration for approval.

Background – Analysis and Options

Location

The lands subject to OPA 660, 661, 662, 663 and 664 include properties that traverse 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 extend up to 200 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, associated Council meetings and relevant policy initiatives on this file to date:

- On May 14, 2001, Council approved the Terms of Reference for the Highway 7 Policy Review.
- 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 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 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. Staff was directed to address the issues raised at the Public Hearing in a subsequent report to the Committee of the Whole.
- On May 23, 2006, Council deferred the approval of the five draft amendments to the Official Plan, and directed staff to report on the impacts associated with the subway extension, high capacity transit link and other services.

The Policy and Planning Context

The Province has recently 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 OPA's. The new PPS includes the following statements of relevance to the Highway 7 studies:

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

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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 OPA’s are very supportive of the current Provincial Policy Statement.

The Places To Grow Act

The Growth Plan For The Greater Golden Horseshoe was prepared and approved under the Places To Grow Act, and came into effect on June 16, 2006. The Places to Grow Act 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 after 2015 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 York Region Official Plan

The Official Plan Amendments for Highway 7 must conform to the goals, objectives and policies of the Region of York Official Plan. 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
- focusing 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 Highway 7 OPA’s 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 by ROPA 43, Section 5.5:

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- 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

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 200 metres on each side 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.

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.

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The five Official Plan amendments, which are the subject of this report, are intended to implement the recommendations of the Highway 7 Land Use Study, and thereby facilitate the gradual transformation of development within the Highway 7 corridor into a scale, form and character reflective of an urban, transit-supportive and pedestrian-friendly environment.

Staff Response to Council Direction

Pursuant to Council's direction, Development Engineering staff have reviewed the anticipated impacts of the five Official Plan amendments, in terms of transportation and servicing implications, and have commented as follows:

- The Transportation Planning Division is generally supportive of the OPAs' intent to facilitate the change in urban structure along Highway 7 with a plan to establish a sustainable urban structure that will support higher order transit. The amendment also conforms with and supports Provincial and Regional policy.
- In order to achieve the overall density targets, the planned parallel east-west road network defined by development blocks of typically 100 metres by 200 metres north and south of Highway 7 (Avenue 7) will provide access to the developments and balance traffic along Highway 7, where such a road and block pattern is achievable. An adequate transportation infrastructure is paramount for achieving the overall density of the Plans.
- The proposed grid road network is to be established through more detailed tertiary planning, the preparation of Block Plans and/or through the approval of individual development applications, and must proceed through the Draft Plan of Subdivision process in order to convey the planned road allowances to the City of Vaughan.
- A development and transportation infrastructure phasing plan should be required as part of the Block Plan or Tertiary Plan approval process for blocks located west of Highway 27. The phasing plan should also address the impact of the non-participating landowners on the overall servicing of the Block, and what interim servicing measures will be required
- The City of Vaughan Corporate Centre Transportation/Transit Planning and Functional Design Study was completed in October 2000. The Study provided a significant level of detail necessary to support the Vaughan Corporate Centre (VCC) development vision. A proposed grid road network is an essential component of the VCC transportation network that will support both existing development and the anticipated planned growth.
- Currently there are two Class Environmental Assessments underway in the VCC area:
 - Highway 7 Corridor and Vaughan North-South Link EA, and
 - Highway 400 and Highway 7 Improvements to Support the Vaughan Corporate Centre Class EA (Links 4 and 5 EA)
- With Federal support along with commitments from the Provincial government and York Region for the subway extension to the VCC, the existing OPA 500 Plan requires a comprehensive review of existing and planned transportation infrastructure. The transportation study should identify studies and opportunities for improvement, assess recommendations of the above noted studies and investigate road network requirements to be in place at the time subway is built and higher order transit services are provided on Highway 7.
- The proposed Draft OPA 663 and/or current OPA 500 policies do not provide enough detail to protect for transportation infrastructure within the VCC and in our opinion an updated transportation study should be completed as part of the City's forthcoming Transportation Master Plan for the area in support of the subject OPA.
- In general the proposed Highway 7 Official Plan Amendment areas are within existing serviced areas of the City. Additional specific servicing capacity requirements to support the proposed re-development of these lands will be addressed in conjunction with the City-wide OP Master Servicing Plan preparations. In addition, the subject lands will also be subject to the findings of the on-going City-wide stormwater management retrofit study requirements.

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Modifications to the Draft Amendments

The following modifications to the earlier drafts of OPA 660, 661, 662, 663, and 664 have been introduced to strengthen the policies, and improve the clarity of the documents.

1. *Exclude certain stable residential areas that were proposed for redesignation by draft OPA 661 (amending OPA 240 – Woodbridge Community Plan) and draft OPA 664 (amending OPA 4 - Concord West neighbourhood)*

The subject areas are established residential areas located within the Woodbridge community, as well as the Concord West neighbourhood south of Highway 7 and east of Keele Street.

The Highway 7 Land Use Futures Study recommended that, with the exception of lands zoned Open Space or Special Policy Area (SPA), and existing residential subdivisions backing onto Highway 7, other residential areas within 200 metres of the highway should be considered for redevelopment to transit-supportive densities. Generally, those areas located within a convenient walk of transit service are most important in generating transit ridership; therefore, it is logical to try and intensify development there to maximize the potential number of riders.

The Highway 7 Study also recommended establishment of “a parallel east-west collector road network north and south of Highway 7, to complement and support it and facilitate traffic circulation in its vicinity”. Intensification of development along Highway 7 can be expected to increase traffic on the road. A more porous road network in the areas north and south of Highway 7 would enable more local trips to utilize the local road network instead of relying mainly on Highway 7.

Staff have completed a review of the areas north and south of Highway 7, in order to assess the potential for improving the local road network there. Staff have concluded that, within the Woodbridge community and the Concord neighbourhood, significant improvements are unlikely to be achieved due to the existing pattern of development, the presence of major topographical constraints, natural features and railway lines. The establishment of new east-west roads paralleling Highway 7, 200 metres north and south, is probably achievable only within the employment areas flanking Highway 7, where large land parcels exist and the potential is present to improve the road system as redevelopment occurs over time.

In Staff's view, a sensitive approach to the Concord and Woodbridge neighbourhoods is appropriate to respect their stable residential environments. Properties located on local streets internal to the neighbourhood are physically separated from the transit service on Highway 7 by greater distance, and should not become the subject of redevelopment pressure. It is appropriate to limit redesignation to those properties which are most conveniently accessible to the improved transit service planned for Highway 7.

Therefore, Staff have concluded that generally, within Woodbridge, the redesignations to encourage redevelopment of existing residential uses should be confined to the Highway 7 frontage. The existing neighbourhoods along Highway 7, whether backing onto the highway or not, are quiet, stable residential areas which generally are not showing signs of deterioration or transition to other non-residential development. Staff also examined the properties fronting on north/south arterials within 200 metres of Highway 7, to determine whether they should be included in the area to be redesignated to the 'Prestige Areas – Centres and Avenue Seven Corridor' designation. However, these arterials generally are fronted by stable residential development which is less than 25 years in age and where redevelopment is unlikely until well into the future. The only exception is Kipling Avenue, where the existing residential area is much older and shows evidence of transition, with the presence of some commercial uses along the Kipling frontage, particularly north of Highway 7. (Note: Further north, the lands fronting Kipling are currently the subject of the Kipling Avenue Land Use Study.) Staff are proposing that the

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properties fronting Kipling within 200 metres of its intersection with Highway 7 be included in the
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redesignated area to foster intensification. These properties are effectively located at the outside edge of the surrounding neighbourhood, and are within an easy walk of the planned Transit Stop at Kipling/Highway 7.

Within the Concord West neighbourhood, a detailed review has likewise shown it to be a stable residential neighbourhood. Furthermore, those properties fronting the south side of Highway 7 are limited in depth, owing to the presence of a watercourse which defines their southern boundary. Insufficient depth results in too little area to permit any significant amount of intensified development to occur on these properties. Therefore, in Staff's view it would not be appropriate to redesignate them for more transit-supportive development.

Within OPA's 661 and 664, the properties to be redesignated to 'Prestige Areas – Centres and Avenue Seven Corridor' are identified and outlined on Attachment 2 through to Attachment 6. For the balance of the Highway 7 corridor where employment areas predominate, a wider area extending 200 metres north and south of Highway 7 (where a more porous local road network is achievable) is redesignated to encourage transit supportive redevelopment.

2. Require development to proceed via draft plan of subdivision in the Vaughan Corporate Centre (OPA 663) and along Highway 7 west of Highway 27 (OPA 660)

The Highway 7 Land Use Futures Study recommended that parallel east-west collector roads north and south of Highway 7 be established. To accomplish this objective, Staff are recommending that OPA's 660 and 663 include policies requiring that development within these areas proceed via draft plan of subdivision, in order to ensure that these essential roads will be constructed and conveyed to the City.

In the Corporate Centre, development to date has occurred through the site plan approval process (Section 41 of the Planning Act). This process has been employed with the development of one building at a time on part of a large landholding, particularly where the development site abuts an existing arterial and/or collector road that provides access and servicing. Unlike the subdivision approval process, Section 41 only provides the municipality with the authority to obtain lands for widening of existing roads, but not for the right-of-way for a new road. Consequently, in most cases in the Corporate Centre, the City has protected the rights-of-way for planned roads by using the site plan process to prevent buildings from locating on the right-of-way. However, this process has not enabled the roads to be constructed or conveyed, leaving the City in a position where it may be required to either expropriate the road allowances or wait until they can be secured as a condition of a future redevelopment approval.

In light of the imminent construction of the Spadina subway extension and establishment of a subway station within the Corporate Centre, and recognizing the importance of providing the local road system early in the development process, simply protecting rights-of-way for planned roads is no longer sufficient. The envisioned scale and intensity of development requires that the local road network be established at an early stage to provide the necessary porosity, connectivity and access throughout the development area. Therefore, a stronger policy has been incorporated into OPA 663 for the lands within the Corporate Centre. The new policy requires that, development approvals shall be initiated via a plan of subdivision/condominium, or alternatively, to Council's satisfaction, via a development agreement providing for the construction and conveyance of the road allowance to the City.

A similar policy has been incorporated into OPA 660 for the lands west of Highway 27. Currently, most of the properties west of Highway 27 are undeveloped and have sufficient depth to readily accommodate east-west roads north and south of Highway 7. A grid road network within the lands close to Highway 7 will ultimately facilitate access from developed areas to the transit

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service on Highway 7. The Highway 7 Land Use Study has identified Transit Stop Centres at the Highway 27 and Highway 50 intersections with Highway 7. The 427/7 Centre will ultimately .../9

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become an intensively developed focus which should support high quality transit service. To ensure that such improvements are undertaken in a timely manner in coordination with redevelopment and transit service enhancements, it is appropriate to require development to proceed via draft plan of subdivision.

3. Include definition of 'net developable land' in each OPA

Staff recognize the need to further define "net developable land" in the calculation of Floor Space Index (FSI). The Plan provides that the overall FSI target densities shall be based on the "net developable land" area, but does not include a detailed description. The definition of "net developable lands" has been added and excludes: major arterial distributor roads; City streets; valleys; woodlots; parks; open spaces (including stormwater management ponds); hydro easements; existing development; parks; and schools.

4. Introduction of Transit-Oriented Development (TOD) Guidelines

To provide an appropriate context for coordinated development, additional policies have been added to each of the amendments, requiring development applications to be consistent with the design policies outlined in the York Region Transit-Oriented Development (TOD) Guidelines. The TOD Guidelines provide guidance with respect to the design of the built environment along Regional roads like Highway 7. The Highway 7 Study envisions a pedestrian-friendly, transit supportive, and attractive built environment of high-quality design that is compatible with adjacent neighbourhoods. The TOD Guidelines are expected to be instrumental in achieving the desired form of future development, consistent with the vision for Highway 7.

5. Introduction of new provisions of The Planning Act, respecting Site Plans and Plans of Subdivision

Bill 51 has introduced changes to the Planning Act, Section 41 (Site Plan Control) and Section 51 (Plans of Subdivision) enabling municipalities to require drawings displaying the exterior design buildings, the relationship between the design of a proposed plan of subdivision and site plan control matters, and the range of permitted subdivision approval conditions pertaining to those subdivision plans including a school site, and those including a highway, pedestrian and bike pathways and transit rights-of-way. In order to implement such provisions, amendments are needed to the Official Plan and zoning bylaw. A policy has been added to each of the five Highway 7 OPAs to permit the City to utilize these provisions.

6. Phasing plans required for blocks west of Highway 27

Pursuant to the recommendations of Engineering staff, a requirement for a development and transportation infrastructure phasing plan has been added to OPA 660 as part of the Block Plan approval process for blocks located west of Highway 27. These blocks are the only lands in the Highway 7 corridor where developable greenfield areas remain and the opportunity to prepare block plans remains available. The phasing plan includes a requirement to address the impact of the non-participating landowners on the overall servicing of the Block, and what interim servicing measures will be required.

7. Revisions to OPA figures and schedules

Staff have revised and updated Figures and Schedules in the 5 OPA's to reflect the changes to the Plan described in this report. The following is a list of changes that have been made:

- revise development boundary areas in OPA 661 and OPA 664

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- update Transit Stop Locations along Highway 7 in all 5 OPA's as identified in the York Region Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements: Environmental Assessment Report
- refine labels and identifiers on the Schedules and Appendix to improve the visual clarity on mappings

Additional Work Completed By Staff

Staff have also undertaken further work in response to the Highway 7 Land Use Study, to refine and improve the draft amendments to be considered by Council. This work has included the following:

1. Vaughanwood Ratepayers' Association concerns

Staff met with the Vaughanwood Ratepayers' Association to discuss their concerns respecting the proposed height and safety implications associated with the Official Plan Amendment File OP.06.013 (1643750 Ontario Limited) and its related Zoning By-law Amendment File Z.06.035 located on the north side of Highway 7 adjacent to the Cosmetic Surgery Hospital. The property owner has proposed development of a private residential condominium building, varying in height between four and eight storeys, with its access on the north side of Highway 7 via the driveway entering the Hospital.

Residents have concerns that access to the proposed high density development, particularly left turn access into and out of the site, will worsen already existing high traffic volumes, speeding and aggressive driving along this stretch of Highway 7. Staff acknowledge the concerns of the residents regarding the high speed and risks to pedestrians along Highway 7. However, Staff are advised by York Region Engineering that the proposed access arrangements to and from Highway 7 satisfy accepted safety standards, and that, when it is constructed, the dedicated transitway in the centre median of Highway 7 will effectively eliminate left turns to and from the driveway onto Highway 7. These opinions are supported by Vaughan Engineering. The planned construction of the dedicated transit-way on Highway 7 and associated streetscaping should have a significant influence on the character of the street, changing it from a primarily auto-oriented highway, operating at relatively high speeds, to a more pedestrian friendly avenue.

With regard to building heights, OPA 661 permits residential uses to a maximum of eight storeys or, alternatively, a maximum of four storeys within 30 metres (12.8 m) of an existing low density residential designation. With respect to the development application, there is only one low density residential building within 30 metres of the proposed building. The height of the central portion of the building is proposed to be eight storeys, but is limited to four storeys within 30 metres of the one low density residential use. Since the development is appropriate relative to the scale and capacity of Highway 7, Staff have concluded that no change is required to the maximum height policies of OPA 661.

2. Height policies in the Vaughan Corporate Centre – OPA 500

Staff have considered the recommendation of the Highway 7 Land Use Study to remove the height restrictions within the Vaughan Corporate Centre. OPA 500 currently provides that "the maximum height of any building shall be 25 metres, except that on development blocks identified on Schedule 'B' as "Gateway Sites", there will be no maximum height limit."

The Highway 7 Study's recommendation was intended to stimulate development there, given the expectation that it would likely be many years before the Spadina subway would be extended. However, since the Study was completed, the development context has changed considerably.

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The recent announcements of Federal and Provincial funding commitments to the Spadina subway extension have significantly shortened the horizon for its development, resulting in much greater interest in near-term development in the Corporate Centre.

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In Staff's opinion, OPA 500 is in need of a comprehensive review, and policy changes which could have a significant impact on the form or scale of its future development should be considered within such a review. The scale of development also will have implications for servicing and transportation requirements. It is anticipated that the forthcoming Official Plan Review will include a comprehensive review of OPA 500, including detailed study of its height and density provisions. In the meantime, the current height policies in OPA 500 should continue to apply, and are reflected in the current draft of OPA 663.

Conformity With The Places To Grow Act

The Growth Plan For The Greater Golden Horseshoe (GGH) was prepared and approved under the Places To Grow Act, and came into effect on June 16, 2006, establishing broad policy direction for GGH municipalities engaging in growth management. The Highway 7 OPA's are strongly supportive of the direction of the Places To Grow Act, particularly with respect to encouraging transit-supportive development in areas where significant public investment in transit infrastructure is planned, such as on Highway 7.

The Places To Grow Act includes specific policy direction respecting the introduction of permissions for non-employment uses within designated employment areas. Specifically, the Places To Grow Act, Section 2.2.6 (5) provides:

“Municipalities may permit conversion of lands within employment areas, to non-employment uses, only through a municipal comprehensive review where it has been demonstrated that:

- a) there is a need for the conversion
- b) the municipality will meet the employment forecasts allocated to the municipality pursuant to this Plan
- c) the conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target, density targets, and other policies of this Plan
- d) there is existing or planned infrastructure to accommodate the proposed conversion
- e) the lands are not required over the long term for the employment purposes for which they are designated
- f) cross-jurisdictional issues have been considered.

For the purposes of this policy, major retail uses are considered non-employment uses.”

This section of the Act is relevant to OPA's 660, 662, 663 and 664. Each of these amendments propose to introduce permissions for residential uses within designated employment areas.

For the purposes of the Act, a municipal comprehensive review is defined as “An official plan review, or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of this Plan”.

In Staff's view, the Highway 7 Land Use Study satisfies the requirements of the Places To Grow Act for a municipal comprehensive review. The Study is the result of four years of work, examining the Highway 7 corridor from a comprehensive planning perspective. In response to the criteria articulated in the Act:

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- a) there is a need for the conversion in order to provide the form and density of development to support the planned public investment in transit infrastructure on Highway 7;

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- b) the City has recently completed an analysis of its long term requirements for employment lands, and has adopted OPA 637 to provide sufficient employment land to address not only its own forecast needs but the further needs of York Region;
- c) the conversion will not adversely affect the viability of the subject employment areas, and will facilitate achievement of intensification and density targets, and public transit policy objectives;
- d) the planned infrastructure to accommodate the proposed conversion will be put in place via York Region's YRTP initiative, and Master Plans to upgrade water, sewer and stormwater infrastructure;
- e) the lands are not required over the long term for employment purposes, as much of the designated land is currently occupied by major retail developments which are considered non-employment uses under the Act and are unlikely to ever be converted to employment use;
- f) there are no significant, negative cross-jurisdictional uses to be considered.

Relationship to Vaughan Vision 2007

This report and the draft amendments will address priorities previously set by Council in Vaughan Vision 2007. 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 2007 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

Regional Implications

The land use permissions introduced by these amendments will, in time, result in significant redevelopment along Highway 7 in support of the higher order transit initiatives of York Region. There will also be a requirement for significant improvements to streetscaping along Highway 7, a regional road. The need for additional servicing capacity to serve redevelopment will be examined in the City's Servicing Master Plans, and would have an impact upon the broader regional water and sanitary sewer systems.

Conclusion

The five Official Plan amendments submitted for adoption by this report will provide Vaughan with a long-term land use planning structure and policy framework that will guide development and ensure that it supports higher order transit. The proposed modifications improve and strengthen the policy framework being established for future development in the Highway 7 Corridor, in keeping with the recommendations of the Highway 7 Land Use Study. The modifications will afford greater protection to existing stable residential neighbourhoods, while still providing a significant amount of intensification opportunity along the Highway 7 corridor to support transit service there.

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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.

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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. Attachment 1: Highway 7 Concept Subject Lands
2. Attachment 2: Developable Land Adjustment
3. Attachment 3: Map of Development Limits
4. Attachment 4: Map of Development Limits
5. Attachment 5: Map of Development Limits
6. Attachment 6: Map of Development Limits
7. Attachment 7: Overview of the Official Plan Amendments

Report prepared by:

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Paul Robinson, Senior Planner, ext. 8410

(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. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

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**ZONING BY-LAW AMENDMENT FILE Z.06.048
DRAFT PLAN OF SUBDIVISION FILE 19T-06V08
MORENCI HOME BUILDERS INC.
REPORT #P.2006.58**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.048 (Morenci Home Builders Inc.) BE APPROVED, to rezone the subject lands from C4 Neighbourhood Commercial Zone to RV4 Residential Urban Village Zone Four as shown on Attachment #5, with the implementing zoning by-law to include the following exceptions:
 - a) a minimum lot depth of 29.4m rather than 30m for Lot 12;
 - b) the necessary exceptions to bring the westerly developed Red Birch commercial lands into compliance with the C4 Zone standards
2. THAT Draft Plan of Subdivision File 19T-06V08 (Morenci Home Builders Inc.) as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1.
3. THAT for the purpose of notice, the subdivision agreement shall contain a provision that parkland shall be dedicated, and/or cash-in-lieu paid, within the plan at the rates stipulated in OPA #600 and conform to the approved "Cash-In-Lieu of Parkland Policy".
4. THAT Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated February 26, 2007:

"IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-06V08 be allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 25 single-detached units."

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted the following:

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1. An application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands from C4 Neighbourhood Commercial Zone to RV4 Residential Urban Village Zone Four to implement the proposed residential plan of subdivision shown on Attachment #4.
2. An application for Draft Plan of Subdivision approval for the subject lands shown on Attachment #4 to facilitate a residential plan of subdivision consisting of 25 lots for single-detached dwelling units with lot frontages ranging from 11.0m to 15.7m and lot areas ranging from 348.7m² to 502.4m². The development details are as follows:

25 Single Detached Dwelling Units (Lots 1-25)	1.173 ha
Road and 0.3m reserves (Blocks 26 and 27)	0.297 ha
<hr/> Total Site Area	<hr/> 1.470 ha

Background - Analysis and Options

The subject lands shown on Attachment #2 are located south of Summeridge Drive, between Sisley Crescent and Dufferin Street, in Planning Block 10, being Part of Lot 391 on Registered Plan 65M-3757, City of Vaughan.

The vacant 1.47 ha parcel has access from Summeridge Drive and was originally approved as residential, and then later rezoned to C4 Neighbourhood Commercial Zone to facilitate commercial development as part of the larger Red Birch commercial site plan application (File DA.04.060). The subject lands comprise the east half of the total commercial area for the Red Birch development. The west half of the Red Birch development is developed with two (2) multi-unit commercial buildings, two (2) single use buildings, and a gas bar with an associated carwash use. The subject lands are designated "Medium Density Residential/Commercial Area" by OPA No. 600, which permits the proposed residential land use, and zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to site-specific Exception 9(1063), which requires the proposed rezoning to RV4 Residential Urban Village Zone Four to implement the proposed residential plan of subdivision. The surrounding land uses are:

- North - Summeridge Drive; existing residential (RV4 (WS) Residential Urban Village Zone Four-Wide Shallow)
- South - woodlot (OS4 Open Space Woodlot Zone)
- East - existing residential (RV4 (WS) Residential Urban Village Zone Four – Wide Shallow)
- West - existing commercial (C4 Neighbourhood Commercial Zone)

On August 11, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. To date, the Development Planning Department has received one objection to the proposed draft plan of subdivision 19T-06V08, stating that a retail grocery store would be more beneficial to the existing subdivisions within the area than would additional residential dwellings.

The recommendation of the Committee of the Whole to receive the Public Hearing report of September 5, 2006, and to forward a comprehensive report to a future Committee of the Whole Meeting was ratified by Council on September 11, 2006.

Block 10 is located within the community of "Carrville Urban Village 2" and bounded by Rutherford Road to the north, Regional Road No.7 to the south, Dufferin Street to the west and Bathurst Street to the east as shown on Attachment #3.

The Block 10 Plan provides primarily low and medium density residential development for most of the Block, which is comprised of single and semi detached units and townhouse units. The Block

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10 Plan was approved with a total of 5,360 units. High Density development in the Carrville District Centre forms the high density housing stock in the area. The Block 10 plan provides for four elementary schools and one high school, as well as 7 neighbourhood parks, 3 of which are located adjacent to the elementary schools. Neighbourhood Commercial sites are located at the end of the primary roads along the major arterials bounding the block.

The subject draft plan of subdivision (see Attachment #4) was originally planned for residential uses, and later rezoned for commercial purposes to be developed in conjunction with the existing commercial to the west.

The Block Plan (Attachment #3) differs slightly with the proposed draft plan of subdivision as shown on Attachment #4 to reflect a change in the road pattern. The Block Plan was originally approved showing Sisley Crescent as a U-shaped public road with blocks most likely for street townhouse development situated between Sisley Court and the Neighbourhood Commercial Block to the west. The Development Planning Department and Engineering Department have reviewed the change to the street layout, which proposes a cul-de-sac flanked on both sides with lots for single detached dwellings and can support the revision.

Official Plan

The “Medium Density Residential/Commercial Area” designation is generally located along major arterial roads and certain primary streets. The character of the “Medium Density Residential/Commercial area shall be primarily residential with limited commercial uses located at grade level along transit routes to encourage and facilitate pedestrian movement. This designation encourages a mix of lot sizes and building types.

Within the “Medium Density Residential/Commercial Area” designation, the minimum net residential density on any one site shall be 17 units per hectare and the maximum net residential density shall be 40 units per hectare. The average net density taken across all the medium Density Residential-Commercial areas of the block plan, shall be in the range of 25 to 35 units per hectare.

The net residential density for the subject development is 17 units per hectare, and therefore conforms to the density requirements of OPA #600.

Zoning

The subject lands are zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to site-specific Exception 9(1063), as shown on Attachment #2.

A rezoning of the subject lands (see Attachment #5) is required to implement the proposed draft plan of subdivision, in accordance with the City of Vaughan’s residential zone standards outlined in Schedule “A1” of By-law 1-88, as amended. Specifically the proposed draft plan of subdivision will be rezoned to RV4 Residential Urban Village Zone Four in keeping with the zoning categories used for all of Block 10.

The RV4 Zone requires lots to have a minimum lot frontage of 9.75m, lot depth of 30m, and lot area of 292m². Twenty-four of the proposed 25 lots comply to the minimum lot frontage, area and depth. Lot 12, however, has a lot depth of 29.4m and will require an exception to the minimum lot depth standard of 30m for the RV4 Zone, which can be supported by Development Planning Staff.

As a result of the proposed subdivision being located on a formerly approved but not constructed commercial development site, references to the front, side and rear yards have been impacted with respect to the constructed portion of the westerly Red Birch commercial development as

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shown on Attachment #6. The former front yard (along Dufferin Street) is now deemed to be the exterior side. The former exterior side along Summeridge Drive is now deemed to be the front yard. The interior side yard abuts the subject draft plan of subdivision, and the rear yard abuts the existing woodlot to the south of the Red Birch development. Should the proposed draft plan of subdivision 19T-06V08 be approved, it would create a non-compliance within the adjacent Red Birch commercial development to the immediate west. The following exceptions to the C4 Neighbourhood Commercial Zone under Exception 9(1063) will be required to address the existing commercial development to the west:

	<u>Required</u>	<u>Proposed</u>
Min. Setback from Residential Zone	19.0m	14.0m
Min. Number of Parking Spaces	441 spaces	264 spaces

Development Planning Staff can support the above-noted exceptions, as well as, the required changes to references respecting front, interior and exterior side and rear yard setbacks to specific buildings on site. The proposed exceptions will correct references which were impacted by Draft Plan 19T-06V08 and bring the existing remaining Red Birch commercial development into compliance. No construction changes to the on-site commercial development will be made.

It will be necessary for the Red Birch owner to amend Site Plan File DA.04.060 to reflect the changes to the westerly commercial plaza, including identifying the new landscaping to be provided along the easterly property limit, adjacent to the subject residential plan of subdivision.

Subdivision Design

The draft plan of subdivision shown on Attachment #4 will incorporate the use of alternative road design standards consistent with the other existing subdivisions in Block 10. The site has access to a primary road, Summeridge Drive, which was constructed in conjunction with draft plan of subdivision 19T-89037. The site contains one local road which will be constructed in conjunction with the development of the subject lands.

The draft plan proposes a total of 25 residential lots, 17 of which are fronting onto the proposed new local road, and 8 which will front onto Summeridge Drive. Lots 1-6 inclusive, 10-16 inclusive and 20-25 inclusive have minimum 12.0m frontage. The remainder of the lots all have minimum 11.0m frontages. The lot depths range between 29.4m and 44.7m.

The Development Planning Department is satisfied with the proposed draft plan, subject to the conditions of approval outlined in Attachment #1.

Vaughan Engineering Department

The Vaughan Engineering Department has provided the following comments:

a) Engineering Services

The municipal services for the development shall be in accordance with the functional servicing report prepared by Ander Engineering & Associates Limited dated October 1, 2006.

b) Allocation

In accordance with the City of Vaughan Servicing Capacity Distribution Protocol as adopted by Council on February 26, 2007, the subject lands have been assigned Priority 2 allocation. Formal allocation of servicing capacity will be required by Council in

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conjunction with the subject Draft Plan of Subdivision 19T-06V08 (Morenci Home Builders) approval. Should Council approve the draft plan, allocation will be made available for the proposed 25 residential single-detached lots.

c) Sanitary Servicing

The subject lands will be serviced through the Summeridge Drive sanitary sewer that discharges to the east, then south via the Firtree Trail sewer system. The draft plan of subdivision is a tributary to the Concord Sub-Trunk.

d) Storm Drainage

The subject site will be serviced through the Summeridge Drive 1200mm diameter storm sewer that discharges to the Storm Water Management Pond facility located to the west of Sagecrest Crescent

e) Water Supply

The subject lands are located within the service area of Pressure District No. 6 of the York Water Supply System. It is anticipated that the water supply will be provided by the existing 400 mm diameter watermain located on Summeridge Drive.

Archaeological Assessment

The Stages 1 and 2 Archaeological Assessments have been conducted and submitted to the Ministry of Culture for approval.

Toronto and Region Conservation Authority (TRCA)

The TRCA notes that a tableland woodlot is located adjacent (to the south) to the subject lands as shown on Attachment #2. The limits of this natural feature were identified and delineated during the Block 10 Block Plan/Master Environmental Servicing Plan (MESP) process. A development setback limit along with a 10m municipal structural setback from the woodlot was applied through the Block Plan process. The TRCA is satisfied that the proposed draft plan of subdivision as shown on Attachment #4 respects the previously delineated limits of development. The TRCA has no objections to the proposed rezoning and draft plan of subdivision, subject to the conditions of approval in Attachment #1.

Region of York

The Region of York Transportation and Works Department has no objections to the proposed applications, subject to the conditions of approval in Attachment #1.

Canada Post

Conditions of approval for Canada Post are provided 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".

Regional Implications

N/A

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Conclusion

The Development Planning Department has reviewed the proposed applications to amend the Zoning By-law and for approval of Draft Plan of Subdivision 19T-06V08 in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 10 Plan and the area context. The proposed Draft Plan of Subdivision consisting of 25 single detached residential units as shown on Attachment #4 is an appropriate form of development for the subject lands and conforms to OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development established in the Block 10 Plan.

The Development Planning Department can support the approval of the Zoning By-law Amendment application and the proposed Draft Plan of Subdivision, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Approved Block 10 Plan
4. Draft Plan of Subdivision 19T-06V08
5. Draft Plan of Subdivision 19T-06V08 with Proposed Zoning
6. Site Plan DA.04.060 - Remaining Existing Red Birch Development in relation to 19T-06V08

Report prepared by:

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

/CM

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

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**22 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)
PRINCIPLES AND GUIDELINES FOR DEVELOPMENT REVIEW
GENERAL FILE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT the Crime Prevention Through Environmental Design (CPTED) Principles and Guidelines For Development Review appended to this report as Attachment #1, BE APPROVED.
2. THAT City Staff be directed to implement these CPTED Principles and Guidelines in the review of development proposals.

Economic Impact

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

Communications Plan

The development application forms will include a notification that all development submissions are subject to the CPTED Principles and Guidelines. These Guidelines will be available to the public on the City's corporate website. The applicants can also purchase a hard copy of the Guidelines at the Development Planning Department.

Purpose

The Crime Prevention Through Environmental Design (CPTED) principles and guidelines will provide the City of Vaughan's staff and the development industry with the necessary guidance in developing land in a manner which will foster safer communities. In doing so, CPTED design strategies intend to create security conscience neighbourhoods that can facilitate the police and other crime prevention groups to keep the community safer.

Background – Analysis and Options

Item 28, Report No.63, of the Committee of the Whole, which was adopted without amendment by Council on September 27, 2004, recommended:

“That Staff review the City of Mississauga's guidelines relating to the integration of CPTED safety initiatives in the development application review process and provide a report on implementing a similar process in Vaughan.”

To reduce the rate and occurrence of crime in towns and cities, since the mid 1980's, the Canadian Government has promoted crime prevention through the National Strategy on Community Safety, and Crime Prevention. The new approach includes policies to decrease the crime rate by reducing the availability and attractiveness of opportunities for criminal activity. Following the Federal Government initiative, many Canadian cities have developed their own crime prevention strategies by employing the “Crime Prevention through Environmental Design” (CPTED) guidelines.

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a) Context for Application of Design Guidelines in the Development Review Process

In the Greater Toronto Area (GTA), urban development has grown and expanded to such an extent that the resources of the police force are strained in their efforts to protect communities from the crime. As a new and fast growing community in the GTA, the City of Vaughan has evolved to become a major urban centre of commerce and industry, with varying types of residential communities. With a growing population, and an expanding developed land mass the duty of the York Regional Police is becoming increasingly difficult and challenging. The purpose of the following design guidelines is to create an urban landscape designed to facilitate improved surveillance by the police and the public of our urban environment to help protect against potential criminal activities. It is with this intention that the following guidelines were prepared by the City of Vaughan's Development Planning Department to be used as a tool for planners, design professionals and developers to build high quality urban environments with the idea of reducing the opportunity for crime to occur.

b) Value of Crime Prevention Through Environmental Design (CPTED)

CPTED is a crime deterrence method based on the proper design and the effective use of the built environment, leading to a reduction in the incidence of crime, as well as an improvement in quality of life. CPTED reduces criminal opportunity and fosters positive social interaction among legitimate users of space. The emphasis is on deterrence rather than apprehension and punishment. Despite the fact that crime cannot be prevented by well-designed places alone, CPTED is an important tool with proven benefits. To be most effective, CPTED needs to be part of a broader crime prevention strategy that incorporates social, environmental and community development strategies.

c) Fundamental Principles

Most criminal behaviour studies show that the decision to offend or not offend is highly dependent upon the prospect or chances of being caught. This behavioural characteristic shapes the CPTED chief strategy that intends to increase the perceived risk of detection and apprehension. The CPTED built environment strategies to discourage the occurrence of crime are, surveillance, access management, territorial reinforcement and quality environments.

▪ Natural Surveillance:

The natural surveillance strategy includes the design of all publicly accessible spaces, which are visible to the public eye with clear sightlines. This approach increases the perception that the intruders are constantly under observation. The proper design and placement of physical elements maximizes visibility and promotes social activities among the citizens in public and private realms, as well as effectively reduces the potential offenders escape routes. Once the natural surveillance strategy is implemented, it deters crime by making criminal activities visible to both local citizens and police patrols.

▪ Natural Territorial Reinforcement:

Territorial reinforcement utilizes natural, and design elements to define the space, and its limits. With visibly defined realms, CPTED encourages social control by assigning ownership of public and semi-public space to the local residents. This strategy promotes sense of ownership that encourages the residents to defend their own space against intruders or report to the police. Furthermore, the sense of space ownership limits potential intruders' movements and makes them more vulnerable and identifiable.

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- Natural Access Control

Natural access control deters potential criminals from entering onto private space, by clearly separating the private and public realms. The primary objective for the access control strategy is to limit the intruders' access to the private realm and to increase the perception of being identified and apprehended. In order to control flow, or limit access through the entrances, access control method limits the number of entrances to the private realm by the placement of a constant barrier system on the perimeter.

- Quality Environment

Activity support and maintenance are major factors to establish quality environments. Quality environment occurs when all parts of the urban environment appropriately function and are maintained well. Good-quality and well-maintained places attract people and promote social activities that create natural surveillance in a casual way with no specific plan to watch out for criminals or criminal activity. As a result, active urban environments deter offenders by increasing the possibility of being watched and detected. Maintenance indicates the state of the ownership and management of the urban area. Once the urban space deteriorates, the condition of the site indicates there is less control by the intended users and greater tolerance of disorder. It is proven that the presence of deteriorated and unattended sites persuade vandals to damage more properties in the vicinity, including the prominence of poor graffiti. As a result, many North American cities have adopted a zero tolerance approach to substandard property maintenance.

These principles may seem self-explanatory, however to properly administer these principles can become a challenge depending upon social needs, behaviour and perception.

Significance to Site Development Applications

Understandably, applying a blanket set of CPTED guidelines to the City of Vaughan is impossible. The most appropriate application of CPTED should come from a site-by-site basis. The differing site conditions and land uses will always dictate how best to apply the four principles in physical form. This can be a difficult process, therefore the attached report has outlined a series of problems and a general approach to a physical CPTED design solution for each principle. Through these general solutions, Urban Planners and Designers will be able to devise the most appropriate response under varying circumstances.

Implication to Staff

Planners and Urban Designers will take the introductory course offered by CPTED Ontario, in order to ensure that City Staff is CPTED conscious. This is particularly important for anyone reviewing Site Plan and Subdivision applications. In addition, there is a tremendous amount of CPTED work outlined for internal building design and organization.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A5', "Plan and Manage Growth".

Regional Implications

The Region of York will be required to provide approval on certain development applications that are within their jurisdiction.

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Conclusion

The Development Planning Department has developed draft CPTED principles and guidelines (Attachment #1) based on the review of the City of Mississauga's Guidelines relating to the integration of CPTED safety initiatives in their development review process.

This document was produced for the benefit of development applicants and their designers, however, the principles and guidelines set out in the document provide a conceptual framework derived through CPTED, which serves to develop and ensure a better designed property.

Attachments

1. Draft Design Principles and Guidelines (COUNCILLORS ONLY)

Report prepared by:

Farhad Jalilli, Urban Designer, ext. 8653

Rob Bayley, Senior Urban Designer, ext. 8254

Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 23, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

23 COMMITTEE NAME CHANGE - COMMUNITY RELATIONS COMMITTEE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Community Relations Committee, dated April 30, 2007:

Recommendation

The Community Relations Committee recommends the approval of the committee name change from Community Relations Committee to Community Equity and Diversity Committee.

Economic Impact

There is no economic impact to the City of Vaughan.

Communications Plan

In future and in all City materials and on its Web site, the name of this Committee will now be referenced with its new name.

Purpose

The purpose of this report is to request that the name of the Community Relations Committee be changed to the Community Equity and Diversity Committee, in order to better reflect its commitment to the community.

Background – Analysis and Options

As a result of a planning report prepared in the last term of the Committee, the Community Relations Committee has proposed a change of name for the Committee. The name change to the Community Equity and Diversity Committee will better reflect this Committee's commitment to these twin goals. It is believed that "Community Relations" does not do justice to the role of the committee as suggested in its current terms of reference – to promote better relations between diverse groups represented in Vaughan. The name change will reflect the City's commitment to equality of access to all of the diverse members of our community.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council to serve our citizens and promote community safety, health and wellness.

Regional Implications

There are no Regional Implications associated with this request.

Conclusion

The name change will better reflect the City's commitment to equality of access to all of the diverse members of our community.

Attachments

None

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Report prepared by:

Gloria Hardyck, Assistant City Clerk

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Item 24, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

24 CANADIAN COALITION OF MUNICIPALITIES AGAINST RACISM AND DISCRIMINATION

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Community Relations Committee, dated April 30, 2007:

Recommendation

The Community Relations Committee recommends that the City of Vaughan join the Canadian Coalition of Municipalities Against Racism and Discrimination.

Economic Impact

There may be some costs associated with this initiative as the City addresses the various aspects of the Coalition pledge. It is expected that these cost will be absorbed as part of funding that is currently in place.

Communications Plan

Once approval is given by Council, a media release will be issued by the City.

Purpose

The purpose of this report is to seek Council's approval to join the Canadian Coalition of Municipalities Against Racism and Discrimination.

Background – Analysis and Options

The Ontario Human Rights Commission (OHRC), the Canadian Commission for UNESCO (the United Nations Educational, Scientific and Cultural Organization), and other regional and national partners are calling on municipalities in Ontario and across Canada to join the Canadian Coalition of Municipalities Against Racism and Discrimination, and be part of a larger international coalition being promoted by UNESCO. The Ontario Human Rights Commission and other partners across Canada will lend their expertise and support to the Canadian Commission for UNESCO for the development, promotion and distribution of a draft proposal to interested parties in Canada.

On March 29, 2007, Ontario municipalities participated in a provincial forum of the Canadian Coalition of Municipalities Against Racism and Discrimination, held in Windsor, Ontario. The Chair of the Community Relations Committee (Community Equity and Diversity Committee) attended the forum in order to gain a better understanding of the Coalition and determine how it would benefit the City. It is believed that society today "must look for new ways to renew its pledge to address racism and discrimination". A key aspect of the Coalition framework is cooperation among municipalities, other levels of government, Aboriginal peoples, the private sector and civil society organizations, all of whom have responsibilities in the area of human rights.

By taking action to combat racism and multiple forms of discrimination, municipalities will be better able to build respectful, inclusive and safe societies where everyone has an equal opportunity to participate in the economic, social, cultural, recreational and political life of the community.

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A special session of the Federation of Canadian Municipalities taking place in Calgary this June will be held by the Coalition.

This UNESCO-supported initiative in Canada is part of a global movement that recognizes local communities to be an ideal place to develop strategies and take meaningful action towards eliminating racism and discrimination, and to establish a network of cities, interested in exchanging experiences and expertise, and committed to adopting a Plan of Action to address racism.

Attached is information titled “Call For a Coalition of Municipalities Against Racism and Discrimination”, for review and consideration.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council to serve our citizens and promote community safety, health and wellness.

Regional Implications

There are no Regional Implications associated with this report.

Conclusion

By becoming a member of the Coalition, the City of Vaughan will be taking an active and public role to combat racism and multiple forms of discrimination, and will be better able to build respectful, inclusive and safe societies where everyone has an equal opportunity to participate in the economic, social, cultural, recreational and political life of the community.

Attachments

Attachment 1: Call For a Coalition of Municipalities Against Racism and Discrimination

Report prepared by

Gloria Hardyck, Assistant City Clerk

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Item 25, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

25

LEASE OF PREMISES AT MAXEY VALLEY PARK

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated April 30, 2007:

Recommendation

Councillor Tony Carella recommends that staff be directed to negotiate the renewal of the lease between the City of Vaughan and the Maxey Valley Bocciofila Club, respecting the use of certain facilities at Maxey Park.

Economic Impact

Nil

Communication Plan

A copy of the renewed lease will be forwarded to the Maxey Valley Bocciofila Club.

Purpose

To accommodate the exercise of an option contained in the original lease, permitting its renewal for a further five year term if requested by the leasee.

Background – Analysis and Options

The Maxey Valley Bocciofila Club (MVBC) is one of the oldest such organizations in the City of Vaughan. Taking its name from the park where the club is based, the MVBC has always demonstrated a commitment to the location, as evidenced by its contribution to the cost of the construction of a small building containing washrooms and storage space at the site. Recently, as an indicator of the club's further commitment to the enhanced maintenance of the park, the MVBC adopted Maxey Park, and thereby assumed additional responsibilities as caretaker of the entire premises on a volunteer basis.

Regional Implications

None

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 Council continue the mutually-beneficial relationship that has existed between the Maxey Valley Bocciofila Club and the City of Vaughan.

Attachments

Correspondence from Maxey Valley Bocciofila Club

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Item 25, CW Report No. 22 – Page 2

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 26, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

26

STAFF ATTENDANCE AT A COMMUNITY MEETING

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated April 30, 2007:

Recommendation

Councillor Tony Carella recommends that a staff person of the Parks Department and Enforcement Services Department be directed to attend a community meeting in the area of Sonoma Heights.

Economic Impact

Nil.

Communications Plan

Notices will be sent by mail to the residents of the area. Corporate Communications Department to arrange for advertising in the local papers.

Purpose

To provide information to residents of the area.

Background - Analysis and Options

Many residents have contacted our office requesting a meeting to discuss their concerns with respect to the parks in the area and enforcement related matters. Authoritative answers to expected questions will require the attendance of appropriate staff.

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.

Regional Implications

None at this time, but some may arise from the meeting.

Conclusion

The presence of appropriate staff will allow for a more authoritatively-informed meeting

Report prepared by:

Councillor Tony Carella

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- i) the final site plan, building elevations, landscape plan, lighting and signage plans, and roof-top screening shall be approved by the Development Planning Department;
 - ii) the Owner shall address the comments of the Vellore Woods Ratepayers Association and the Block 32W Control Architect to the satisfaction of the Development Planning Department;
 - iii) the final site servicing and grading plan, site access, parking and on-site vehicular circulation shall be approved by the Vaughan Engineering Department and the Region of York Transportation & Works Department; and
 - iv) all required approvals from the Region of York Transportation & Works Department shall be obtained.
- b) That prior to the execution of the site plan agreement for Phase 2 of the proposed development shown on Attachment #2, the required variances to implement the Phase 2 portion of the site plan shall be approved by the Committee of Adjustment, and such variances shall be final and binding.
- c) That the site development agreement contain the following provisions:
- i) The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with Section 51 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment; and,
 - ii) Conditions 2a), i), ii), iii) and iv) above shall be satisfied for Phase 2 of the proposed development.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachment #1:

1. A Zoning By-law Amendment Application (File Z.07.005), specifically to amend By-law 1-88, to:
 - i) add a drive-through use to be accessory to a permitted bank use in Buildings "A" and "C", and an LCBO Outlet in Building "B" as shown on Attachment #2, to the list of permitted commercial uses on the subject lands within the C1 Restricted Commercial Zone;

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- ii) permit the necessary zoning exceptions to the minimum C1 Restricted Commercial Zone standards that are required to implement the Phase 1 development (consisting of Buildings “A”, “B” and “C”) of the proposed site plan shown on Attachment #2; and
 - iii) remove the Holding Symbol “(H)” from the subject lands.
2. A Site Development Application (File DA.07.017) on the subject lands to permit the development of 6 commercial buildings with a total gross floor area of 3911m², consisting of Phases 1 & 2, as shown on Attachment #2. The Phase 1 portion of the development is comprised of 2 financial institutions with proposed drive-through facilities in Buildings “A” and “C”, and a proposed LCBO Outlet in Building “B”. The above noted zoning by-law amendment application is required to facilitate the Phase 1 portion of the development.

Phase 2 of the proposed development consists of two multi-unit commercial buildings (Buildings “D” and “E”), and one future commercial building identified as Building “F”, as shown on Attachment #2. The zoning exceptions that are required to implement the Phase 2 portion of the development will be sought by way of a Minor Variance Application, through the Committee of Adjustment. The required variances are discussed in this report.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the south side of Major Mackenzie Drive, east of Weston Road between Starling Boulevard and Vellore Woods Boulevard, being Block 85 on Registered Plan 65M-3626, in Lot 20, Concession 5, City of Vaughan. The subject lands have an area of 1.83ha, with approximately 190m of frontage on Major Mackenzie Drive, and an average depth of approximately 82m.

The subject lands are designated “Medium Density Residential/Commercial” by OPA #600 and are zoned C1(H) Restricted Commercial Zone with the addition of the Holding Symbol “(H)” by By-law 1-88, subject to Exception 9(1019). The surrounding land uses are:

- North - Major Mackenzie Drive; vacant/proposed gas bar (C5 Community Commercial Zone) and vacant land (A Agricultural Zone)
- South - existing residential (RVM1 WS-A and WS-B Residential Urban Village Multiple Zone One)
- East - Vellore Woods Boulevard; existing commercial (C2 General Commercial Zone)
- West - Starling Boulevard; existing commercial (C5 Community Commercial Zone)

Public Hearing

On March 2, 2007, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Woods Ratepayers Association. A letter was received from the Ratepayer Association requesting that the application not proceed to Committee of the Whole until a meeting with the Owner and Ratepayer Group was held to address their concerns. This issue, as well as those raised by Council at the Public Hearing are addressed further in this report.

The recommendation of the Committee of the Whole to receive the Public Hearing report of March 26, 2007, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on April 2, 2007.

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Official Plan

The subject lands are designated “Medium Density Residential/Commercial” by OPA #600. This designation provides opportunities for a broad range of neighbourhood commercial uses, including retail establishments and financial institutions. The proposed commercial development, including the proposed accessory drive-through and LCBO Outlet is permitted by the Official Plan.

Zoning

a) Phase 1

The subject lands are zoned C1(H) Restricted Commercial Zone with the addition of the Holding Symbol “(H)” by By-law 1-88, subject to site-specific Exception 9(1019). The C1 Restricted Commercial Zone permits a variety of commercial/retail uses, without outside storage. The site specific exception on the subject lands does not permit a motor vehicle sales establishment, boating showroom, place of entertainment, and eating establishment - convenience with drive-through.

Zoning By-law 1-88 defines an ‘LCBO’ Outlet as a specific use, and it is permitted in certain commercial zone categories as-of-right, such as the C4 Neighbourhood Commercial Zone and C5 Community Commercial Zone. The proposed LCBO Outlet is comparable with a typical retail store that is permitted on the subject lands in the C1 Restricted Commercial Zone. Both uses can be similarly defined as a place where goods are offered or kept for sale directly to the public at retail. The LCBO outlet would be compatible with other commercial uses permitted on the site, and therefore, would be developed in a manner consistent with the permitted uses on the subject lands.

The proposed drive-through facilities are associated with a financial institution use in Buildings “A” and “C”, as shown on Attachment #2. The drive-through lanes are not located between the proposed buildings and the street and are appropriately buffered from Major Mackenzie Drive by trees and shrubs within the adjacent landscape strip abutting Major Mackenzie. Both the location and design of the drive-through are appropriate and will not negatively impact pedestrian and vehicular site circulation. The drive-through lanes would not have a negative impact on the existing residential development at the south limit of the site, considering that both Buildings “A” and “C” are located along Major Mackenzie Drive.

The following zoning exceptions are required to facilitate Phase 1 of the proposed development:

- i) a minimum landscape buffer strip of 3m abutting a street, whereas the By-law requires a minimum of 6m;
- ii) exterior side yards of between 6m to 12m, whereas the By-law permits a maximum of 3m; and,
- iii) 1 loading space, whereas the By-law requires a minimum of 2 loading spaces.

The landscape strip has been reduced to 3m to accommodate the site-specific proposal on the subject lands and to be consistent with another requirement in Exception 9(1019), which requires a maximum front and exterior side yard of 3m, to ensure that the buildings are erected closer to the street. Applying these standards provides for a development that has street presence and is pedestrian-friendly, and is consistent with the urban design guidelines. The variance is considered minor and technical in nature, given the reduction is required to satisfy a by-law requirement, and that it provides for a continuous 3m wide landscape strip along the 3 street frontages on the subject lands. Also, the existing commercial development immediately to the west of the subject lands has also been developed with a minimum 3m wide landscape strip.

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The exterior side yard is increased along the Starling Boulevard and Vellore Woods Boulevard elevations on Buildings “A” and “C”, respectfully. Both buildings are located within 3m of the street at the front (north elevations) to provide more street presence, however the exterior side yard setback is greater along the local road frontages. The area between the two buildings and the street will be appropriately landscaped. The Development Planning Department has reviewed the proposed site plan and can support the increase in the exterior side yard at these locations.

By-law 1-88 requires a loading space for any building over 500m². Building “C”, as shown on Attachment #2, is a financial institution (Royal Bank) and they have indicated that a loading space is not required for this use. Development Planning Department has no objection to deleting the proposed loading space requirement for this bank building.

In consideration of the above, the Development Planning Department can support the “drive-through” and “LCBO Outlet” as permitted uses in the C1 Zone, and the above noted variances, on the subject lands.

b) Phase 2

The following variances to By-law 1-88 are required to implement Phase 2 of the proposed site plan:

- i) a minimum rear yard abutting a Residential Zone of 6m, whereas the By-law requires a minimum 10m setback;
- ii) a minimum landscape buffer strip of 3m abutting a street, whereas the By-law requires a minimum of 6.0m;
- iii) the total parking proposed for the subject lands for Phases 1 & 2 of the development is 226 spaces, whereas the By-law currently requires 235 parking spaces;
- iv) an exterior yard in excess of 3m (approximately 30m for Building “D” and 50m for Building “E”), whereas the By-law requires a maximum of 3m.

A 4m reduction to the minimum rear yard requirement is being proposed for this development. Buildings “D” and “E” of Phase 2, as shown on Attachment #2, are sited 6m from the southerly lot line, whereas the by-law requires a 10m setback. In doing so, all on-site vehicular circulation and traffic is directed toward the front of the development and diverted away from the existing residential uses abutting the south limit of the subject lands. If Buildings “D” and “E” were sited at the required 10m rear yard setback, a full movement driveway would likely be located between the existing residential uses in a manner similar to the existing commercial development to the west, thus creating more noise, dust and fumes at this location. The Owner is proposing a 6m wide, bermed landscape strip along the entire south property line to be developed with a large amount of coniferous trees and shrubs. This landscape strip, in addition to the existing 1.8 m high acoustic fence, will provide a buffer between the proposed development and the existing residential uses, and will reduce the noise and nuisance typically associated with a commercial service road abutting existing residential uses. The Development Planning Department has reviewed the proposed landscape plan and the proposed plantings at this location and consider them to be appropriate.

Once the Phase 2 portion of the subject development is completed, the site will accommodate 226 parking spaces; however, the minimum By-law requirement is a total parking of 235 spaces, thereby creating a shortage of 9 spaces, or approximately a 4% deficiency in the site. This deficiency is minor, considering this is a multi-commercial development and parking requirements and operating times differ between the uses located on the site.

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Buildings “D” and “E”, as shown on Attachment #2, have been centrally sited at the rear of the subject property, and are therefore in excess of the maximum exterior side yard requirement of 3m, as noted above. The Development Planning Department is of the opinion that the site can accommodate exterior side yards in excess of 3m at these locations, and this variance is considered to be minor.

The Owner is required to file an application to the Committee of Adjustment for consideration of the above noted variances as they relate to Phase 2 of the development. In light of the above, the variances required to implement the proposed development are considered supportable for the appropriate development of the Phase 2 portion of the subject lands. The variances must be approved and be final and binding, prior to finalizing the site plan agreement for Phase 2 of the development.

Removal of the Holding Symbol “(H)”

The Holding Symbol “(H)” is to be removed from the subject lands upon Council’s approval of the Site Plan Application DA.07.017. If the Site Development and Committee of Adjustment approvals are obtained in a timely manner, allowing the entire development to proceed at one time, the Holding Symbol “(H)” can be removed from the entire site. However, should the approvals be staggered and the Owner wishes to proceed with Phase 1 of the development in advance of the balance of the site, the Holding Symbol “(H)” will then be removed at a later date once all the approvals are in place to facilitate Phase 2 of the development.

Site Design

The rectangular shaped, 1.83 ha site is to be developed with 6 commercial buildings, as shown on Attachment #2. The development statistics are as follows:

Phase 1

Building “A”	465m ²
Building “B”	743m ²
Building “C”	511m ²
Phase 1 total GFA	1719m ²

Phase 2

Building “D”	931m ²
Building “E”	829m ²
Building “F”	418m ²
Mechanical/Electric Room	14m ²
Phase 2 total GFA	2187m ²

Total Phase 1 & 2 GFA	3911m ²
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Four single use buildings are situated along the Major Mackenzie Drive frontage, including 2 financial institutions, a proposed LCBO Outlet, and one future commercial use (Building “F” – Phase 2). Two multi-unit commercial buildings are located on the southerly portion of the site, and the users are not known at this time. The site illustrates the financial institutions on either corner of the site, and contain the proposed drive-through facilities. A right-in/right-out access is proposed at the centre of the site onto Major Mackenzie Drive, and full movement accesses are proposed onto Starling Boulevard and Vellore Woods Boulevard. The driveway from Major Mackenzie Drive was roughed in when the Region of York reconstructed this portion of Major Mackenzie Drive. The final location and design of the access points are subject to approval by

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the Vaughan Engineering Department and the Region of York. Pedestrian circulation throughout the site has been facilitated by an internal walkway system connecting to the public sidewalks along Major Mackenzie Drive, Starling Boulevard and Vellore Woods Boulevard.

Parking

By-law 1-88 requires the following number of parking spaces for the site:

Phase 1: 1719 m² GFA @ 6 spaces/100m² = 104 parking spaces
Parking Provided for Phase 1 = 122 spaces

When Phase 1 of the site is developed, there will be sufficient parking on the site, with a surplus of 18 spaces.

When the applicant proceeds with the Phase 2 portion of the development, the following parking spaces are required for the site:

Total GFA Phase 1 & Phase 2: 3911 m² GFA @ 6 spaces/100m² = 235 parking spaces
Total Parking Provided For Phase 1 & 2 = 226 spaces

When Phases 1 & 2 are developed entirely, the site will be deficient 9 spaces (4%) of the total required spaces. The applicant will be required to address this variance through an application to the Committee of Adjustment. This and any other variances that are required to develop the Phase 2 portion of the subject lands must be approved and be final and binding, prior to finalizing the site plan agreement for Phase 2 of the development.

Landscaping

The landscape plan as shown on Attachment #3 includes a variety of deciduous and coniferous trees and shrubs around the perimeter of the site. All 3 street frontages will be sodded and treed with planting in front of each of the 4 buildings abutting the Major Mackenzie Drive frontage. The 6m landscape strip abutting the residential development at the south end of the site will be bermed to a height of 0.6m and heavily landscaped primarily with coniferous trees in order to buffer the existing residential from proposed Buildings "D" and "E", as discussed in the zoning section of this report.

The main entrance from Major Mackenzie Drive will include a mix of soft and hard landscaping, to enhance the appearance of the east elevation of the proposed LCBO Outlet in Building "B". Plantings will be used to screen the drive-through lanes from the street, and the parking lot islands will be planted with trees and shrubs. Pedestrian areas will feature concrete pavers with unit paving banding. This same type of material will be used within the parking lot and driveways to identify pedestrian crossings.

The Development Planning Department has reviewed the proposed landscape plan and are satisfied it meets City requirements. The Owner is required to submit a landscape cost estimate and lighting plan to the satisfaction of the Development Planning Department. The lighting plan will be reviewed to ensure security of the site and minimal disturbance to the abutting residential. A condition of approval is included in this respect.

Building Elevations

The proposed site plan consists of six buildings to be developed in two phases. The proposed building elevations incorporate an architectural style and materials consistent with the existing commercial plaza developed by the same Owners on the lands located to the immediate west of the subject lands.

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i) Building “A” (Scotiabank)

The proposed elevations for Building “A” (Scotiabank) are shown on Attachment #4. The height of Building “A” is approximately 6 m. The main front (south) elevation consists primarily of clear windows in clear anodized aluminum frames at the pedestrian level with spandrel glazing above. A canopy that extends across the front of the building provides architectural interest to the building and shelter from the elements for pedestrians. “Scotiabank” signage is located over the canopy in the form of individual illuminated letters. Stone and red modular panels flank either side of the glass to complete the main elevation.

The elevations facing Major Mackenzie Drive (north) and Starling Boulevard (west) consist of clear glass windows in anodized aluminum frames, stone returns and an earth-tone coloured brick. A sign band over the windows in the form of an illuminated sign box appears on both elevations. An architectural concrete block base is provided along the bottom of each elevation.

The east elevation consists primarily of an earth tone coloured brick, with three panels of clear glass. This elevation includes a proposed banking machine associated with a drive-through. Three illuminated posters and an illuminated sign box bearing the “Scotiabank” name are proposed on this elevation.

Building “A” includes an approximately 10.5 m high sign panel comprised of red modular panels and with the corporate logo on the east and west elevations. The sign panel extends approximately 4.5 m above the roof line.

ii) Building “B” (LCBO)

The elevations for Building “B” (LCBO) are shown on Attachment #5. The front (west) elevation includes the main entry to the building comprised of glass doors surrounded with stone. The main entry treatment extends just above the height of the building and clearly identifies the main entrance for patrons. The balance of the west elevation consists of 2 panels each of glass windows and spandrel at the pedestrian level of the building with stucco above. The LCBO logo and wall mounted light packs are provided on this elevation. The southerly portion of the west elevation incorporates the loading doors, which are set back approximately 17 m from the main front façade. This is the only building on the site with loading spaces.

The Major Mackenzie Drive (north) elevation incorporates three symmetrical architectural panels (one full glass and two spandrel panels) separated by vertical stucco columns. The east and south elevations are finished primarily with stucco with relief to the building provided in the form of vertical columns with wall mount lighting, thereby creating symmetrical architectural pattern to the building. A cornice cap molding is provided along the top edge of the entire building. Architectural block is proposed at the base of the building,

iii) Building “C” (Royal Bank)

The elevations for Building “C” (Royal Bank) are shown on Attachment #6. The main building height is approximately 4.6 m and utilizes a combination of stone, stucco in earth tone colours, and glass and spandrel panels as the primary building materials. The front (south) elevation consists of the main entry door, three groupings of windows, comprised of 4 window panels each, and the main Royal Bank signage incorporating the corporate logo on a royal blue backing.

The balance of the elevations are treated in a consistent manner utilizing stucco as the main exterior finishing material with a 0.3m wide royal blue band, which projects approximately 0.3 m outward from each wall. The Major Mackenzie Drive (north) elevation includes stone sections at each corner of the building that wraps around to the west and east elevations. Three spandrel

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glass panels are also included on the north elevation. Architectural concrete block is provided at the base of the building. The drive-through ATM machine is located on the west elevation and is identified by a stucco surround incorporating the corporate logo.

iv) Buildings “D” and “E”

The proposed elevations for Buildings “D” and “E” are shown on Attachments #7 and #8 respectively. The main building height for each building is approximately 5.6 m. Each building is treated using the same architectural style, building materials and colours. These buildings are intended for multiple users and therefore, the front elevation of each includes six entry doors leading to the individual units. The front (north) elevations include an architectural concrete block base, clear glazing and a canopy extending across the full width of each building. Four large stone sections are proposed for each building that extends above the main height of the building. These sections add architectural interest to the elevations and are similar to the existing commercial development on the lands to the immediate west. The upper half of the building is finished utilizing stucco panels. Signage for individual tenants is provided over the canopy.

The rear of each building, facing the residential lands to the south, is finished with architectural concrete block. The rooftop mechanical units are proposed to be screened. The details of the roof screens shall be provided to the Development Planning Department for review and approval.

v) Building “F”

The proposed elevations for Building “F” are shown on Attachment #9. The design and building materials used for Building “F” is consistent with that of Buildings “D” and “E”, utilizing stone, stucco and glazing. Building “F” is a multi-unit building with the main front (east) façade being constructed of an architectural block base, with glazing and a canopy extending across its full width. Stone corner tower structures anchor the building at the corners and stucco is utilized on the upper portion of the building, over the canopy. Tenant signage is accommodated above the canopy, over each main entry door.

The Major Mackenzie Drive (north) elevation is primarily finished with stone and a combination of glass and spandrel panels and includes a small area finished in stucco. The west and south elevations use the same finishing materials described for the north and east elevations, including individual canopies over the spandrel and glass panels.

vi) Elevations - General

All garbage is stored internally to each building, and all garbage pick-up areas screened and incorporated into the elevations of the buildings.

The Development Planning Department has reviewed the proposed building elevations and is satisfied that they represent an appropriate development of the lands, consistent with the existing commercial development to the west of the subject lands. The elevations are also subject to comment from the Block 32W Control Architect – Watchorn Architects, as well as the Vellore Woods Ratepayers Association. Any comments they may have, in consultation with the Development Planning Department may be included as a condition of approval.

Signage

The Owner has illustrated the location of the proposed tenant signage for each building as shown on Attachments #4 to #9. In addition, two pylon signs as shown on Attachment #10, will be located along the Major Mackenzie Drive frontage approximately 45 m and 25 m west and east of the main driveway, respectively. The pylon sign has a height of approximately 9.6m and is constructed using a 0.3m diameter steel pole with tenant signage panels located on one side of
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the pole, on a concrete base. The pylon sign includes the “Vellore Village” community identifier at the top and the municipal address is incorporated into the base. The sign also includes an electronic LED message centre board located just above the base, at pedestrian eye-level. The sign will display messages relating to tenant activities (i.e. grand openings, sales, etc.) and may serve to deter the use of “A-frame” and street signage often associated with commercial developments. The pylon sign design is consistent with that provided on the adjacent commercial development to the west. The Owner will be required to provide details of any directional signage intended to be incorporated on the site.

Services

The final stormwater management report and site servicing and grading plans must be approved to the satisfaction of the Engineering Department. Major Mackenzie is a Regional Road. The Region or York has advised that they have no objection to the site plan, subject to the standard list of conditions which will be included in the site plan agreement.

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

Garbage pick-up and snow removal will be administered by private services.

Issues Raised at Public Hearing

At the March 26, 2007 Public Hearing various comments and or concerns were raised. These issues have been addressed as follows:

Vellore Woods Ratepayers Association

The Vellore Woods Ratepayers Association submitted a letter requesting that the applications not proceed to Committee of the Whole until such time that a meeting be held between the Owner and Ratepayer Group to address any outstanding issues. The Owner has advised that a meeting was held on April 20, 2007, at which both parties agreed to minor revisions to the proposed elevations. The Owner has advised that the Ratepayer Group requested the addition of cornice around on the top of Building “A” (Scotiabank Building), consistent with that proposed for Building “B” (LCBO Outlet) as shown on Attachment #5. Stone columns were also requested for Buildings “A” and “C”, on the south and west elevations respectively, as well as minor revisions to the elevation of Building “D”. The Development Planning Department will confirm the nature of the agreed upon changes prior to final approval. The final elevations will be to the satisfaction of the Development Planning Department, in consultation with the Vellore Woods Ratepayers Association and the Block 32W Architect.

a) Existing Fence along Southerly Residential Development

The Owner has verified that the existing fence is a 1.8m high acoustic fence as per City standards.

b) Lighting Impact on Existing Residential

A lighting plan must be submitted by the Owner and it will be reviewed to ensure lighting is directed inward to the site and will not illuminate onto adjacent properties, with consideration given to the adjacent residential properties to the south. The requirement for a lighting plan is a condition of approval, subject to review by the Development Planning Department.

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c) 6m Wide Landscape Strip Abutting Existing Southerly Residential

An issue was raised at the Public Hearing regarding whether there was adequate planting proposed for the 6m wide landscape strip at the south end of the site, adjacent to the existing residential. The Owner has revised the plan and included additional coniferous plantings at this location. The Development Planning Department has reviewed the proposal and are satisfied with the revised landscape plan.

d) Pylon Sign Design

Council requested that the site be developed with a pylon sign with an electronic component, to discourage the later use of small mobile signs. The applicant has accommodated this request and has proposed 2 large pylon signs, as shown on Attachment #10, with a LED message display, as discussed earlier in this report.

Relationship to Vaughan Vision 2007

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

Regional Implications

N/A

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment File Z.07.005 and Site Development File DA.07.01, in accordance with the policies of OPA #600, the requirements of By-law 1-88, and in the context of the surrounding land use. The Development Planning Department is satisfied with the proposed drive-through facilities to be accessory to a permitted bank use and the LCBO Outlet use on the site, as well as the proposed variances for the ultimate development of Phases 1 and 2 of the site. The proposed development, as shown on Attachment #2, is an appropriate form of development for the subject lands, conforms to the policies of OPA #600, and is compatible with the surrounding land uses.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed Site Development Application, subject to the conditions of approval outlined in the Recommendation section of this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations – Building "A"
5. Elevations – Building "B"
6. Elevations – Building "C"
7. Elevations – Building "D"
8. Elevations – Building "E"
9. Elevations – Building "F"
10. Pylon Sign

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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 28, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

28

**MEDIAN AND LANDSCAPING FOR THE INTERSECTION OF
RUTHERFORD ROAD AND BABAK BOULEVARD
FILE 14.58**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning and the Commissioner of Engineering and Public Works, dated April 30, 2007:

Recommendation

The Commissioners of Planning and Engineering/Public Works recommend:

THAT the following report BE RECEIVED for information purposes.

Economic Impact

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

Communications Plan

N/A

Purpose

This report has been prepared in response to Council's request that the Development Planning Department immediately review the appropriate urban design guidelines in consultation with the Engineering Department and Finance Department, and provide a report by April 2007, addressing the appropriateness, timing and funding of a median and landscaping for the intersection of Rutherford Road and Babak Boulevard.

Background - Analysis and Options

Item 50, Report No. 15, of the Committee of the Whole of March 26, 2007, which was adopted without amendment by Council of the City of Vaughan on April 2, 2007 recommended:

"That the Planning Department be requested to immediately review the appropriate urban design guidelines in consultation with the Engineering Department and Finance Department, and provide a report by April 2007, addressing the appropriateness, timing and funding of a median and landscaping for the intersection of Rutherford Road and Babak Boulevard."

On May 10, 1999, City Council approved the "Woodbridge Neighbourhood 3-North, Revised Urban Design Guidelines" dated April 30, 1999 prepared by Quarto Architects, Paul Johnson Architect and The MBTW Group. These revised guidelines were prepared based on a July 1998 agreement reached with the landowners in the Woodbridge Neighbourhood 3-North area, and the Weston Downs Ratepayers Association regarding the urban design treatment along the south side of Rutherford Road between Weston Road and Pine Valley Drive, as well as the west side of Weston Road, north of Astona Boulevard.

The Woodbridge Neighbourhood 3-North Revised Urban Design Guidelines addresses specific design details for the wall and landscape treatment along the south side of Rutherford Road including spacing and type of columns, wall height, brick colour and specific treatments for defined streetscape areas. Other highlights of the revised urban design guidelines include:

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- Continuous wall treatment on single loaded roads adjacent to Rutherford Road;
- Wood fence treatment combined with ornamental fencing along Pine Valley Drive;
- Wood fence with masonry pillars on Rutherford Road between Babek and Pine Valley Drive;
- No landscape median at the Rutherford Road and Babak Boulevard intersection.

Relationship to Vaughan Vision 2007

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

Regional Implications

The Region of York will need to be consulted on the feasibility of providing a landscape median for the intersection of Rutherford Road and Babak Boulevard.

Conclusion

Development Planning Department staff in consultation with staff from the City's Engineering Department, Finance Department and Fire Department and the Region of York is in the process of analyzing and evaluating the request to design and construct a landscaped median for the intersection at Rutherford Road and Babak Boulevard, with a report scheduled to be brought forward to the Committee of the Whole meeting on June 18, 2007.

Attachments

1. Location Map

Report prepared by:

Rob Bayley, Senior Urban Designer, ext. 8254
Grant Uyeyama, Manager of Development Planning, ext. 8635
Marco Ramunno, Director of Development Planning, ext. 8485

/CM

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

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Item 29, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

29

**ONTARIO MUNICIPAL BOARD HEARING
SITE DEVELOPMENT FILE DA.05.070
724352 ONTARIO LIMITED C/O UPS CANADA LTD.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2007, be approved; and
- 2) That the confidential memorandum of the Director of Legal Services, dated April 27, 2007, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT The Ontario Municipal Board be advised that the City of Vaughan Council endorses Site Development File DA.05.070 (724352 Ontario Limited C/O UPS Canada Ltd.), subject to the following conditions and the conditions outlined on Attachment #7:
 - a) that prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations, landscaping, storm water management pond landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plans, stormwater management report, access, parking; traffic study and on-site vehicular circulation shall be approved by the Engineering Department;
 - iii) the Owner shall submit an application to the Public Works Department for the proposed sanitary service connection of Steeles Avenue, to the satisfaction of the Public Works Department and the Engineering Department;
 - iv) all requirements of York Region shall be satisfied;
 - v) all requirements of the Toronto and Region Conservation Authority shall be satisfied;
 - vi) all requirements of City of Toronto shall be satisfied; and,
 - vii) the Owner shall pay to the City of Vaughan \$570.00, in accordance with the Tariff of Fee for Planning Applications By-Law 89-2006, which is required for the processing of an appeal of a *Planning Act* application to the Ontario Municipal Board and shall satisfy all requirements of the City of Vaughan, financially and otherwise.

Economic Impact

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

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Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application to permit the development of a 21,700m² addition to the existing 23, 590m² UPS Canada parcel distribution building, as shown on Attachment #2.

Background - Analysis and Options

The partially developed 16.45ha site is located on the north side of Steeles Avenue, west through to Jane Street, municipally known as 2900 Steeles Avenue West, in Part of Lot 1, Concession 4, City of Vaughan.

The subject lands are designated “Prestige Area” directly along the arterial roads (Steeles Avenue and Jane Street) and “Employment Area General in the interior of the site by OPA #450 (Employment Area Plan). The subject lands are zoned EM1 Prestige Employment Area Zone by By-Law 1-88. The surrounding land uses are as follows:

- North - Hydro Corridor, Canadian National Rail Line (PB1 (S) Parkway Belt Linear Facilities Zone)
- South - Steeles Avenue, York University Campus
- East - vacant, employment lands (EM1 Prestige Employment Area Zone)
- West - existing Stormwater Management Pond and vacant commercial (EM1 Prestige Employment Area Zone and C1 Restricted Commercial Zone)

Ontario Municipal Board

On December 7, 2006 the applicant appealed Site Development Application DA.05.070 (724352 Ontario Limited C/O UPS Canada Ltd.) to the Ontario Municipal Board (OMB), pursuant to subsection 41 (12) of the *Planning Act*, with respect to Councils failure to approve the plans and drawings for the site plan approval within 30 days after their submission to the City of Vaughan on December 23, 2005. The OMB has scheduled a three day hearing for this appeal on May 7th, 8th, and 9th, 2007.

Official Plan

The subject lands, as shown on Attachment #5, are designated “Prestige Area” directly along the arterial roads; Steeles Avenue and Jane Street and “Employment Area General” in the interior of the site by OPA #450 (Employment Area Plan), that was further amended by OPA #529 (Higher Order Transit Plan) as shown on Attachment #6, which designates the subject lands as “Station Site and Commuter Parking Access” along the easterly most property line and the northwest corner of the site and the balance of the lands are designated “Remaining Parcels”.

The “Prestige Area” designation, provides opportunities for activities that require good visual good accessibility and an attractive working environment, and permits a wide range of office, business and civic uses, where outside storage is not permitted. The “Employment Area General” designation is located within the interior portion of the lot and permits the full range of processing, warehousing and distribution facilities, where outside storage is permitted. The proposed addition to the existing parcel distribution facility conforms to the “Prestige Area” and “Employment Area General” policies of the Official Plan.

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The purpose of OPA #529 (Higher Order Transit Plan) is to define in the official plan a right of way for the use of higher order transit north of Steeles Avenue and provide land use policies which will support the extension of a rapid transit service to the Vaughan Corporate Centre. OPA #529 amends three specific official plans; OPA #400 (the City's overall structural plan); OPA #450 (Employment Area Plan); and OPA #500 (Corporate Centre Plan).

One of the objectives of OPA #529 was to incorporate into the official plan the requirements for a land use study in respect of the lands located on the north side of Steeles Avenue between Keele and Jane Streets for the purpose of determining the most appropriate long term development densities, uses, urban design and any required improvements to the transportation system, necessary to maximize development potential.

The "Steeles Corridor: Jane to Keele Study" known as OPA #620 responds to the policy basis founded in OPA #529. On June 26, 2006, Vaughan Council adopted OPA#620 and it was adopted on October 24, 2006 by the Region of York. The applicant along with other adjacent land owners appealed the adoption of OPA #620 to the Ontario Municipal Board.

Zoning

The subject lands are zoned EM1 Prestige Employment Area Zone by By-law 1-88, as shown on Attachment #1, which permits the proposed expansion of the existing industrial use. The proposed site plan was reviewed in accordance with the standards contained in By-Law 1-88 and the EM1 Zone and complies in all respects with By-law 1-88.

Site Plan

The site plan (Attachment #2) shows the existing 23, 590m² building in the southwest corner of the site with the proposed irregular shaped 21, 700m² building expansion extending east along Steeles Avenue. The site is served by two full movement access points; one onto Jane Street and the other onto Steeles Avenue at Murray Ross Parkway. The site plan shows a retaining wall setback from and parallel to a majority of the northern and southern property line. The site will be enclosed by a chain link fence along the north, east and a portion of the southern property line.

Parking

Vehicular circulation is provided around the entire building. The site maintains 392 employee parking spaces; 23 visitor spaces; 88 loading spaces and 8 spaces for disabled persons. The applicant proposes an additional 760 employee spaces, 23 visitor spaces; 159 loading spaces and 13 spaces for disabled persons, which complies with the requirements of By-law 1-88. On-site vehicular circulation and the Traffic Impact Study prepared by the Owner has been approved to the satisfaction of the Engineering Department and the City of Toronto-Transportation Services Section.

Building Design

The building elevations are shown on Attachment #3. The proposed building addition will be constructed to a height 10.7m which consist with the existing building. The building materials consist of light beige painted concrete, dark beige precast concrete, brown metal siding and tinted glass windows. The primary façade is located on the south elevation. It is designed with a series overhead doors framed in precast concrete panels and first and second storey windows. The remaining elevations are of similar design, concrete panels at the base to the mid point of the building with metal siding to the roof line and a series of loading doors. The loading areas on the north, east and west elevations are partial screened from view of adjacent streets and the hydro corridor by a northerly retaining wall ranging in height from 2-6m and a 3m southerly retaining wall. All roof top mechanical equipment will be screened.

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Landscape Plan

The landscape plan (Attachment #4) shows a variety of existing deciduous and coniferous trees around the Steeles Avenue access point, north along the perimeter of the existing storm water management pond through to the Jane Street access. The applicant is proposing a mix of deciduous and coniferous trees around the proposed employee parking area in the northeast corner of the site. There are pedestrian connections to and from the parking areas to both the existing and proposed buildings. The site maintains a 9m landscape strip along Jane Street and Steeles Avenue with existing sidewalks along each connecting the site to the arterial road network. In addition, the applicant is proposing enhanced landscaping including shrubs and trees on the City owned storm water management pond, abutting the site to the southwest. As a condition of site plan approval, the final landscape plan and storm water management pond landscape plan and details shall be to the satisfaction of the Development Planning Department.

Services

The Owner has submitted a site grading and servicing plan, and a stormwater management report, which must be approved to the satisfaction of the Engineering Department.

The Owner shall submit an application to the Public Works Department for the proposed sanitary service connection to Steeles Avenue, to the satisfaction of the Public Works Department and the Engineering Department. All work in the road allowance must be completed by the City of Vaughan Public Works Department.

All hydro requirements have been addressed by the Owner, to the satisfaction of Power Stream Inc.

Region of York

The Region of York will be a party to the site development agreement given that the subject lands abut a Regional Road (Jane Street), with conditions of approval to be included in the implementing Agreement. As a condition of site plan approval, all requirements of the Regional Municipality of York shall be satisfied.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) owns and operates Black Creek Pioneer Village and as an adjacent landowner has reviewed the plans submitted by the applicant and has no objection to the proposal, subject to conditions of approval to be included in the implementing Agreement. As a condition of site plan approval, all requirements of the TRCA shall be satisfied.

City of Toronto

The City of Toronto-Transportation Services Section has reviewed and approved the Traffic Impact Study prepared by the Owner and has no objection to the proposed development. The Technical Services Division has reviewed and approved the storm water management report and engineering plans submitted by the Owner and has no objection to the proposed development subject to the following condition: the applicant must provide the City of Toronto with certification by the professional engineer who designed and supervised the construction that the storm water management facilities have been constructed in accordance with the final storm water management report.

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".

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Regional Implications

The Region of York will be a party at the Ontario Municipal Board hearing, scheduled for May 7-9, 2007.

Conclusion

The Development Planning Department has reviewed the proposed Site Development Application in accordance with the official plan and policies, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies and the area context. The Development Planning Department is satisfied that the proposed development of the subject lands for an expansion to the existing parcel distribution facility is appropriate.

Accordingly, the Development Planning Department can support the proposed application, to permit the development of a 21,700m² addition to the existing 23, 590m² UPS Canada parcel distribution building subject to the conditions contained in this report. The application will be considered by the OMB at a hearing scheduled for May 7-9th, 2007.

Attachments

1. Location Plan
2. Site Plan
3. Elevation Plan
4. Landscape Plan
5. Schedule 2C OPA #450 (Employment Area Plan)
6. Schedule 4C OPA #529 (Higher Order Transit Plan)
7. Conditions of Site Plan Approval

Report prepared by:

Christina Napoli, Planner, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 30, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

30

**APPOINTMENT OF ADDITIONAL MEMBERS TO THE
COMMUNITY RELATIONS COMMITTEE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Community Relations Committee, dated April 30, 2007:

Recommendation

The Community Relations Committee recommends:

- 1) That the City of Vaughan approve the appointment of five (5) new members to the Community Relations Committee, being one member each from the York Catholic District School Board, York Region District School Board, York Regional Police, Vaughan Youth Cabinet and S.A.V.I.; and
- 2) That the quorum for this Committee remain unchanged at seven (7).

Economic Impact

None.

Communications Plan

The City of Vaughan website will be updated to include revised information.

Purpose

The purpose of this report is to seek Council's approval to add five (5) additional members to the Community Relations Committee and to request that the quorum remain unchanged at seven (7).

Background – Analysis and Options

The Community Relations Committee is currently comprised of thirteen (13) members of the community. During the 2003-2006 term, representatives from York Catholic District School Board, York Region District School Board, York Regional Police, Vaughan Youth Cabinet and S.A.V.I. were appointed by Council to sit on the Community Relations Committee as voting members. The Committee sees merit in requesting that representatives from the same five organizations be once again appointed to the Committee as members for the 2006-2010 term.

At the Community Relations Committee meeting of April 18, 2007, members approved a recommendation to once again request representation from the five organizations for the 2006-2010 term.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council to serve our citizens and promote community safety, health and wellness.

Regional Implications

There are no Regional Implications associated with this request.

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Conclusion

The Community Relations Committee sees merits in expanding the current membership to include the additional five members on the Committee. The appointment of these members will serve to further enhance the pursuit; to promote understanding and respect among racial, cultural, ethnic, religious and community in the city.

Attachments

None.

Report prepared by:

Gloria Hardyck, Assistant City Clerk

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**31 WOODBRIDGE – PROPOSED HERITAGE CONSERVATION DISTRICT STUDY AND PLAN
FILE NO. 15.99**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 30, 2007:

Recommendation

The Commissioner of Planning recommends approval of the following:

- 1) A Heritage Conservation District Study be undertaken in order to secure the long-term protection of Woodbridge's historic built and natural environment to ensure that new development within the area is compatible with the architectural and contextual character of the community;
- 2) Council enact a By-law to identify the area shown on Attachment 1 as a potential Heritage Conservation District pursuant to Part V, Section 40, of the Ontario Heritage Act;
- 3) Council approve the attached Terms of Reference for the Woodbridge Heritage Conservation District Study and Plan;
- 4) Council approve the selection of the consulting firm Office for Urbanism on a sole source basis at a cost not to exceed \$80,000 following approval of the 2007 Operating Budget;
- 5) Council approve the list of interested parties as noted in this report and the Terms Of Reference to receive notice of the statutory Public Meeting and all Public Open Houses;
- 6) Council permit staff to add other interested parties identified through the process and members of the public that request specific notification to the noted circulation list and Notice for Public Meeting (Hearing); and
- 7) All development applications received by the City that fall within the approved Study Area be reviewed for conformance with the direction of the study as it proceeds.

Economic Impact

The cost of undertaking the Study and Plan is an amount not to exceed \$80,000.

As a result of the efficiencies achieved by building on the work of the Kipling Avenue Corridor Study, currently underway, the cost is less than the amount identified in the Policy Planning Department 2007 Capital Budget request.

Communications Plan

In order for a Heritage Conservation District to be successful, the community needs to embrace the idea and make the plan their own. This typically requires understanding what a Heritage Conservation District is, what it regulates, and how it is beneficial to them and the successful implementation of the policies. During the preparation of previous Heritage Conservation District Plans in Vaughan numerous public meeting have been held. It is the intention that the process will be similar. Property owners within the Study area will be notified by direct mailings, advertisements will be placed in local papers and the study will be highlighted on the Policy Planning section of the City's website.

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It should also be noted that the Ontario Heritage Act requires a “Public Meeting” prior to the adoption of a Heritage Conservation By-law to allow public comment and requires that Council seek input from its Local Architectural Advisory Committee (Heritage Vaughan). Finally the Ontario Heritage Act requires that Council identify agencies, parties and organizations that should be informed of the process. A list of these agencies and organizations has been included in the Terms of Reference.

Purpose

The purpose of this report is explain why the area to be studied in the community of Woodbridge may be suitable for consideration as a Heritage Conservation District pursuant to Part V of the Ontario Heritage Act. As well, the purpose is to seek approval from Council on the attached Terms of Reference (Attachment 2) and the hiring of the Office for Urbanism (the consulting team currently undertaking the Kipling Avenue Corridor Study) on a sole source basis to undertake the Study and Plan.

Background, Analysis and Options

Background

Direction from Council

At the April 23, 2007 Budget Committee meeting Council directed:

“That the Commissioner of Planning be directed to meet with the consultants retained by the City with respect to the Kipling Corridor Study;

That staff report on how Woodbridge heritage issues might be addressed as a result;

That taxation funding in the amount of \$100,000, less any portion that can be funded from voluntary business contributions, donations from individuals, or any other sources be placed in the Heritage Reserve; and”

Following the Budget Committee meeting of April 23, 2007, Policy Planning staff met with the Consultant for the Kipling Avenue Corridor Study to discuss undertaking additional work related to the Heritage Conservation District Study and Plan. Office for Urbanism with heritage sub-consultant Goldsmith Borgal and Company Architects are capable and willing to undertake the additional work.

Based on the direction of Council and having met with Office for Urbanism the area identified on Attachment 1 were identified for Study and the Terms of Reference (Attachment 2) were prepared.

Area to be Examined for Consideration of Becoming a Heritage Conservation District

The identification of the Study Area (Attachment 1) is based on early historic maps of Woodbridge and the location of heritage buildings and landscape features. Within the proposed study area the Cultural Services Department has identified approximately 42 buildings through the City's *Listing of Buildings of Architectural and Historical Value*. The purpose of this listing is to identify the City's built heritage resources in order to promote their protection and enhancement. Due to the location and concentration of the approximately 42 buildings, combined with the natural features (valley lands and rivers) and the relationship between these aspects the area shown on Attachment 1 is a suitable area within which to undertake a Heritage Conservation District Study.

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Based on the findings of the Study, the selected consultant may provide a recommendation with respect to the appropriate boundary for a Heritage Conservation District within the community of Woodbridge.

Ontario Heritage Act

The Ontario Heritage Act, R.S.O. 1990, c.O. 18, as amended, (the “Act”), Part V enables municipalities to establish or designate Heritage Conservation Districts. The Act governs the establishment of Heritage Conservation Districts and is concerned with the protection and enhancement of buildings, streets, and open spaces that collectively give an area a special character, identity or association. Heritage Conservation Districts can either comprise a few buildings, a large area or even an entire municipality. They may have cultural, architectural, historic, scenic or archaeological aspects worth conserving. The designation of a District under Part V of the Act can provide a means to protect and manage that character in the course of change over time.

A municipal council may control alterations, additions and proposed demolitions through the District similar to that for individually designated heritage properties under Part IV of the Act. The compatibility and design of new construction may also be reviewed and managed by Council more rigorously than is permitted under the Planning Act. It should be noted that the intent of a Heritage Conservation District is not to “freeze” a community in time, but to manage its special character through the preparation of a district plan that guides physical change and compatible development. The outcome is the conservation of complete environments as attractive, interesting and congenial places to live, work and visit.

Recent revisions to the Ontario Heritage Act change the relationship between Heritage Conservation District Plans and Official Plans and Zoning By-laws. Pursuant to Part V, Section 41(2) of the Ontario Heritage Act, the development policies and guidelines contained with the Heritage Conservation District Plan will supersede existing policies contained within OPA No. 240 (The Woodbridge Community Plan) and the City’s Comprehensive Zoning By-law 1-88. As a result of this change to the Act, it will be necessary to review these documents to ensure they conform to the Heritage Conservation District Plan.

Section 40(3) of the Ontario Heritage Act requires that Council consult Heritage Vaughan with respect to undertaking the Study. At the March, 2007 meeting of Heritage Vaughan, a motion was passed requesting that the City provide funding to undertake a Heritage Conservation District Study. Additional consultation with Heritage Vaughan will occur prior to finalizing the boundary of a Heritage Conservation District and the associated policies.

OPA No. 240 – Woodbridge Community Plan

Subsection 41(1) of the Ontario Heritage Act enables a municipal council to designate heritage conservation districts where an Official Plan (Amendment) contains policies relating to the establishment of such districts. Section 10 “Heritage Conservation” of OPA No. 240 fulfills this requirement by outlining Council’s intent to retain and preserve historic buildings, structures, landscapes and archaeological sites and artifacts. Specifically, Section 10(c) of OPA 240 states:

Council may, among other things, designate properties under the Ontario Heritage Act and may prepare a Heritage Conservation District Plan in accordance with the guidelines of the Ministry of Culture and Communications (sic) and designate appropriate Heritage Conservation Districts under the provisions of the Heritage Act.

Since the adoption of OPA 240, the Ministry of Culture and Communications has evolved into the Ministry of Citizenship and Culture.

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Upon review of the Plan and should Council decide to create a Heritage Conservation District in Woodbridge, this Section of OPA No. 240 will need to be revised to reflect the contents of the Heritage Conservation District Plan. These amendments will address items such as appropriate uses, built form and policies to preserve and enhance the heritage landscape of Woodbridge.

Kipling Avenue Corridor Study

At the September 11, 2006 meeting of the Committee of the Whole, Council approved the Terms of Reference for the Kipling Avenue Corridor Study. The purpose of this study is to “examine existing and appropriate future development for lands on the west and east sides of Kipling Avenue”. The City has identified 19 buildings along Kipling Avenue as being of historic interest within the area subject to this study. This heritage fabric and the landscape associated with it will influence the recommendations flowing from this study and any work required for the creation of a Heritage Conservation District.

Undertaking a Heritage Conservation District Study and Plan concurrently with the Kipling Avenue Corridor Study is advisable for the following reasons:

- a) the required design guidelines coming out of each study will be more compatible than if prepared separately;
- b) it will be easier and faster to process one Official Plan Amendment to implement the findings of both studies;
- c) the heritage assets in the community should be looked at comprehensively and as a whole; and
- d) the study processes will raise the awareness of the importance of heritage preservation, urban design and planning in Woodbridge and provide the appropriate implementation tools.

Analysis and Options

Historical Significance of the Proposed District

Woodbridge is one of four historic communities in Vaughan, the others being Kleinburg, Thornhill and Maple are the other three. Of these four communities Woodbridge is the only one without a Heritage Conservation District to protect the historic buildings and landscape of the community.

Woodbridge was originally settled by United Empire Loyalists in the early 1800's. Woodbridge originally consisted of the settlements of Pine Grove and Woodbridge and was originally named Burwick. In 1855 the area was renamed Woodbridge, with the Village being incorporated in 1882.

The area has many historic buildings of various eras that include Victorian and Arts and Crafts. In addition to the historic structures in the community, the location of the Woodbridge in and along the Humber River Valley contributes to a unique natural landscape that deserves preservation as well.

Development Pressures in Community

Like much of Vaughan, Woodbridge has experienced intense development pressures within the core area along Woodbridge Avenue and along Kipling Avenue. While this development has created many new residences and businesses the potential to lose much of the character that made Woodbridge attractive in the first place is likely if development continues in the current form and at the current rate.

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Process to Undertake Heritage Study and Plan

The process to establish a heritage conservation district pursuant to Part V of the Ontario Heritage Act generally involves the following:

- a) A Policy Statement contained within the Official Plan encouraging the designation of a Heritage Conservation District pursuant to the Ontario Heritage Act (this has been undertaken with the adoption of OPA 240- The Woodbridge Community Plan as noted previously;
- b) The enactment of a municipal by-law to examine a particular area as a potential Heritage Conservation District. This report recommends the recognition of the area shown on Attachment 1 as the Study Area. The area recommended for the Plan may differ based on the findings of the Study;
- c) The undertaking of a Study consisting of historical research, landscape analysis, the creation of a comprehensive property/building inventory, and the delineation of a proposed Heritage District Boundary;
- d) The creation of a statement of heritage value that clearly expresses the reasons the area should be considered historically important;
- e) The preparation of a District Plan outlining policies, approval procedures and heritage design guidelines that will guide property owners and decision makers on maintenance, restoration, alternation, demolition, new construction and proposed development occurring within the heritage conservation district. The Plan may also contain a recommendations required to harmonize existing planning tools, such as Site Plan Control and Zoning, and other municipal activities with the District Plan; and
- f) The enactment of a By-law by Council under the Ontario Heritage Act to establish the boundaries of the District and implement District Plan Controls.

Public Consultation

In order for the Study and Plan to be successful the public has to be kept informed and involved throughout the process. Section 41.1(7) of the *Ontario Heritage Act* requires that Council identify parties that must be informed of the passing of the required Public Meeting (Hearing). Based on past experience and a review of groups in Woodbridge it is suggested that the following people, organizations and agencies be notified of all public open houses and the required Public Meeting:

- a) All property owners within the proposed Heritage Conservation District study area
- b) City of Vaughan Chamber of Commerce
- c) Village of Woodbridge Quasquicentennial Committee
- d) Vaughan Youth Cabinet
- e) Wallace House Committee
- f) Any person who requests, in writing, to be informed of the statutory public meeting
- g) Heritage Vaughan
- h) Regional Municipality of York
- i) Toronto Region Conservation Authority
- j) Any other person or body that is identified during the study process as having an interest in the development of lands and / or preservation of heritage resources in the study area or proposed Heritage Conservation District

Based on past experiences, a minimum of four public open houses will be held. The expected content of these open houses is included in the Terms of Reference (Attachment 2).

Selecting A Consultant

As previously mentioned, the Office for Urbanism was selected to undertake the "Kipling Avenue Corridor Study". As part of the "Kipling Avenue Corridor Study", Office for Urbanism partnered

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with Goldsmith Borgal and Company Architects (GBCA) to provide expertise on heritage matters. The Kipling Avenue Corridor Study consists of a land use/urban design review and the preparation of associated amendments to OPA 240 – The Woodbridge Community Plan and the creation of urban design guidelines and an implementing detailed streetscape master plan. As a team, the Office for Urbanism and GBCA possess the skills and knowledge required to undertake a heritage conservation district study. The two firms have jointly undertaken 4 studies of a similar type and scope. Cost savings will be achieved as a result of the background work undertaken to date by Office for Urbanism and the efficiencies achieved by addressing both Kipling Avenue and the heritage conservation district through one public consultation process.

Study Cost

As noted, the Office for Urbanism is currently under contract to the City to prepare the “Kipling Avenue Corridor Study” at a cost of \$190,000. The additional work required to prepare a Heritage Conservation District requires a separate Terms of Reference. The cost of the study is not to exceed \$80,000 and will be determined once a detailed work program is established.

Relationship to Vaughan Vision 2007

Section 4.6 of Vaughan Vision outlines the City’s commitment to preserving “significant historical buildings and communities”. The recommendation to undertake a study and plan for the lands shown on Attachment 1 as a Heritage Conservation District pursuant to Part V of the Ontario Heritage Act is consistent with the polices contained within Vaughan Vision 2007.

Regional Implications

While the Region does not have a direct interest in the creation of municipal Heritage Conservation Districts, their creation does help implement various polices contained within Section 4.2 “Cultural Heritage” of the Region’s Official Plan. As previously noted, the Region will be informed of all meetings pertaining to this Study and circulated the final draft documents for comment prior to final approval.

Conclusion

The City of Vaughan was one of the first municipalities in Ontario to make use of the Ontario Heritage Act in creating the Thornhill Village Heritage Conservation District in the mid 1980’s. Subsequently, studies and plans were prepared for Kleinburg(2002) and Maple(2007). The creation of a heritage conservation district in Woodbridge would recognize the importance of this community as one of the founding villages in the City.

In order for the Study and Plan to be undertaken, Council will be required to pass a By-law pursuant to the Ontario Heritage Act and approve the 2007 Operating Budget.

Based on their past experience developing heritage conservation district plans and the potential savings that may be realized by selecting the team of Office for Urbanism and Goldsmith Borgal and Company Architects, the Office for Urbanism should be selected to undertake this project on a sole source contract basis.

Woodbridge is one of four historic places that have contributed to Vaughan’s special identity. This fact combined with the number of buildings of interest and the natural landscape of the community supports the undertaking of a Heritage Conservation District Study and Plan for the lands identified on Attachment 1 in accordance with the Terms of Reference(Attachment 2).

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Attachments

- 1) Woodbridge Heritage Conservation District Study Boundary
- 2) Woodbridge Heritage Conservation District Terms of Reference

Report prepared by:

Aaron Hershoff, Planner 1 ext 8320

Wayne McEachern, Manager Policy Planning 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.)

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Item 32, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

32

MONITORING REGIONAL ISSUES

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri, dated April 30, 2007:

Recommendation

Regional Councillor Mario Ferri recommends:

- 1) That the respective City of Vaughan Commissioners monitor the Region of York committee agendas and regularly update/advise Vaughan's representatives on Regional Council in a timely manner on any matters that may impact the City of Vaughan;
- 2) That Vaughan's representatives on Regional Council that have been appointed to committees, boards, special task forces, etc. formally update members of Vaughan Council on a regular basis, at a Working Session or other appropriate meeting, on the matters being addressed by their respective regional committee; and
- 3) That the updates occur on a quarterly basis or more often if necessary.

Economic Impact

There is no specific economic impact as a result of this report.

Communications Plan

N/A

Purpose

To put a formal process in place to monitor regional issues that can have an impact on the City of Vaughan and ensure that those issues are communicated in a timely manner to ensure Vaughan's interested are properly represented.

Background – Analysis & Options

The City of Vaughan is one of the fastest growing municipalities in Ontario. It has the largest assessment base within the Region of York and therefore is the largest contributor to the funding of York Region's operations. The growth forecast for the Region and the City of Vaughan indicates that the rate of growth will continue to be very strong for the next number of years. Consequently actions and decisions taken by the Region of York can have a very significant impact on the City of Vaughan, its residents and businesses.

To properly manage growth and other issues it is critical that Vaughan's representatives at the Region receive regular updates and advice from the senior staff at the City regarding issues that may impact Vaughan. It is also equally important that members of Vaughan Council receive regular updates as to the activities and direction being taken by the various regional committees, boards, special task forces, etc. Regional representatives should update the Vaughan Council on a more formal and regular basis on issues. This will allow local members of Council to be informed, provide input, provide a local perspective and ultimately be in a better position to support the City's regional representatives.

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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.

Regional Implications

There are no direct implications for the Region.

Conclusion

Approval of the recommendation is important as the overriding objective of the recommendation is to improve communication and where possible develop a common City of Vaughan position on important matters.

Attachments

None

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Item 33, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

33

**DEPUTATION – MS. GEMMA GALLORO WITH RESPECT TO
A REQUEST FOR SERVICES-IN-KIND**

The Committee of the Whole recommends that the deputation of Ms. Gemma Galloro, Department Head of Special Education, Special Olympics Ontario, 17 Wynford Drive, Suite 300, Toronto, M3C 3S2, and written submission dated April 17, 2007, be received and referred to staff to review with the deputant the services-in-kind requested.

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Item 34, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

34 DEPUTATION – MR. GARY WILKINS, TORONTO AND REGION CONSERVATION AUTHORITY, WITH RESPECT TO THE PINE VALLEY UNOPENED ROAD ALLOWANCE

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Gary Wilkins, Humber Watershed Specialist, Toronto and Region Conservation Authority, be received, and referred to staff for a report to the Committee of the Whole meeting of June 18, 2007, addressing the concerns expressed with respect to the road allowance; and

- 2) That staff enter into discussion with the Toronto and Region Conservation Authority to review opportunities for transfer of table lands between the City of Vaughan and the TRCA.

Refer to Item 35 for further disposition regarding this matter.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 35, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

35

**DEPUTATION – MS. DEBORAH SCHULTE
WITH RESPECT TO THE PINE VALLEY ROAD ALLOWANCE**

The Committee of the Whole recommends:

- 1) That the following deputations be received:
 - a) Mr. Domenic Eramo, 40 Golf Avenue, Woodbridge, L4L 3A5;**
 - b) Mr. Iain Craig, Friends of Boyd Park, Box 157, Kleinburg, L0J 1C0; and**
 - c) Ms. Deborah Schulte, 76 Mira Vista Place, Woodbridge, L4H 1V8; and****

- 2) That appropriate staff take immediate measures to reduce access of motorized vehicles to the Pine Valley Road Allowance, from Deer Run Court, Clubhouse Road and Rutherford Road.**

Refer to Item 34 for further disposition regarding this matter.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 36, Report No. 22, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 7, 2007, as follows:

By approving that the services-in-kind identified in the memorandum of the Commissioner of Community Services, dated May 3, 2007, be provided at no cost, including facility allocation should it be necessary to hold the event indoors.

36

NEW BUSINESS – FESTA DELLA REPUBBLICA

The Committee of the Whole recommends that the written submission of Mr. Giacomo Parisi, dated April 10, 2007, be received and referred to staff for a report addressing the request for services-in-kind.

The foregoing matter was brought to the attention of the Committee by Regional Councillor Ferri.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 37, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

**37 NEW BUSINESS – TRAFFIC STUDY: AL PALLADINI COMMUNITY CENTRE,
PIERRE BERTON RESOURCE LIBRARY, AND EMILY CARR SECONDARY SCHOOL**

The Committee of the Whole recommends that the report submitted by Councillors Carella and Di Vona, titled “Traffic Study: Al Palladini Community Centre, Pierre Berton Resource Library, and Emily Carr Secondary School”, dated April 30, 2007, be received and referred to staff for a report to the Committee of the Whole meeting of May 14, 2007.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 38, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

38

NEW BUSINESS – NEW HOSPITAL SERVICES IN VAUGHAN

The Committee of the Whole recommends that the following resolution submitted by Mayor Jackson, be approved:

WHEREAS the Ontario government has announced its decision to support planning for new hospital services in the City of Vaughan;

AND WHEREAS the Central Local Health Integration Network (LHIN) will be working in conjunction with the Vaughan Health Centre Foundation to conduct planning for health care services in Vaughan;

AND WHEREAS the City of Vaughan is a founding member of the Vaughan Health Care Foundation and continues to support its vision and activities and other community initiatives;

AND WHEREAS Vaughan Council has proposed a major health care facility in the City of Vaughan, and endorses the Vaughan Health Campus of Care needs assessment report;

AND WHEREAS the City of Vaughan is the largest city in Canada without its own hospital;

AND WHEREAS accessibility to local health care services is essential to a growing and healthy community;

BE IT RESOLVED THAT the Council of The Corporation of the City of Vaughan is strongly supportive of the provincial government initiatives to work with the Vaughan Health Care Foundation and the community to plan expanded health care services in the City of Vaughan;

AND THAT a copy of this resolution be forwarded to the Honourable George Smitherman, Provincial Minister of Health and Long-Term Care; the Honourable Greg Sorbara, Provincial Minister of Finance; Mario G. Racco, MPP, Thornhill; and to the Chair and Council of The Regional Municipality of York;

AND THAT a copy of this resolution be forwarded to each of the area municipalities in the Regions of York and Peel.

The foregoing matter was brought to the attention of the Committee by Mayor Jackson.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 39, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

39

NEW BUSINESS – NO PARKING ON GREENOCK DRIVE

The Committee of the Whole recommends that the following resolution, submitted by Councillor Meffe, be approved:

WHEREAS parking has become very limited due to the installation of “No Parking” signage;

AND WHEREAS the Local Councillor has received numerous requests for identifying the reason for such installation;

MOVED THAT staff prepare a report regarding the “No Parking” signs recently installed on Greenock Drive in Maple, including the need and purpose of this signage.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 7, 2007

Item 40, Report No. 22, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 7, 2007.

40

**PRESENTATION – TO THE UNITED WAY OF YORK REGION
WITH THE PROCEEDS FROM THE 2006 CAMPAIGN**

Mayor Jackson presented Mr. Daniele Zanotti, Chief Executive Officer, United Way of York Region, with a cheque in the amount of \$45,607.90, being the proceeds raised through various fundraising events during the City of Vaughan's 2006 United Way Campaign.