

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008

Item 1, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

#### 1 **REQUEST FOR INSTALLATION OF TRAFFIC SIGNALS LANGSTAFF ROAD AND BALDING BOULEVARD**

The Committee of the Whole recommends:

- 1) That the Regional Municipality of York be requested to install traffic signals at the intersection of Langstaff Road and Balding Boulevard in the City of Vaughan; and
- 2) That the following report of Regional Councillor Frustaglio, dated November 3, 2008, be received.

#### **Recommendation**

Regional Councillor Joyce Frustaglio recommends:

THAT the Regional Municipality of York be requested to undertake a traffic review on the feasibility to install traffic signals at the intersection of Langstaff Road and Balding Boulevard in the City of Vaughan.

#### **Economic Impact**

The cost for the installation of Traffic Control Signals at the intersection of Langstaff Road and Balding Boulevard would follow the current Region of York's Policy, whereby traffic control signal costs for installation and maintenance costs are borne by the local municipality until such time that the traffic signal meets the warrant as outlined in Book 12 of the Ontario Traffic Manual. The municipal section of the Region's policy requires a minimum of 70% of the warrant to be met.

#### **Communications Plan**

To this point, the Region of York has been previously requested to install traffic control signals at the subject intersection in 2005. The minimal warrant requirements were not met at that time.

#### **Purpose**

To obtain the Regional Municipality of York's approval for the installation of traffic signals at the Langstaff/Balding Boulevard intersection.

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

In 2005, the Regional Municipality of York conducted studies to determine if signalization of the Langstaff/Balding intersection was warranted. Results indicated that signalization was not warranted; however, area residents are still concerned about the difficulty of accessing Langstaff Road from Balding Boulevard, particularly during peak hours. As well, the need to provide a safe crossing for pedestrians has been voiced.

The installation of full traffic signals at this intersection would ensure safer vehicular access to Langstaff Road and would provide a safe location for pedestrians to cross Langstaff. Installation of a vehicle detector loop on Balding Boulevard would allow for a constant green signal for Langstaff Road traffic and would only trigger a red signal on Langstaff when a vehicle on Balding is waiting for access to Langstaff.

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Signal installation would be completed by the Region of York and be paid for by the City of Vaughan should the Warrant for the installation of Traffic Control Signals meet at least 70% as per the Region's current Traffic Control Signal policy.

#### **Relationship to Vaughan Vision 2020**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

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

#### **Regional Implications**

The determination for installation of Traffic Control Signals at the intersection of Langstaff Road and Balding Boulevard would be the responsibility and decision of the Region of York. The Region's current Traffic Control Signal policy will be followed.

#### **Conclusion**

Regional Councillor Joyce Frustaglio recommends:

THAT the Regional Municipality of York be requested to undertake a traffic review on the feasibility to install traffic signals at the intersection of Langstaff Road and Balding Boulevard in the City of Vaughan.

#### **Attachments**

None

MR:mc

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Item 2, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**2** **COMMUNITY FACILITY FOR KLEINBURG/NASHVILLE**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of Councillor Meffe, dated November 3, 2008, be approved, subject to adding “and on-site building” after “Clubhouse” in Clause 2; and**
- 2) That the following deputations be received:**
  - a) Mr. Adriano Volpentesta, 74 Mediterra Drive, Vaughan, L4H 3B8;**
  - b) Mr. Bob Klein, 8 Daleview Court, Kleinburg, L0J 1C0; and**
  - c) Mr. Paul Mantella, NARA, 420 Nashville Road, Kleinburg, L0J 1C0.**

**Recommendation**

Councillor Peter Meffe recommends:

1. That Staff review the provision of a community centre for the Kleinburg/Nasvhille Community – Long Term;
2. That Staff investigate the possibility of retaining the Kleinburg Golf Clubhouse for use as a community centre for the residents of Kleinburg/Nashville – Short Term;
3. That Staff explore other alternatives which will provide community space within the Kleinburg/Nashville area – Short Term; and
4. That a report be provided to a future Council meeting on these matters.

**Economic Impact**

To be determined.

**Communications Plan**

Not presently required.

**Purpose**

To provide community centre facilities to the residents in the Kleinburg/Nashville area recognizing the growth that is expected to occur and the existing facilities that are available in the area.

**Background - Analysis and Options**

There is concern in the community that as the area of Kleinburg/Nashville continues to grow that they will be seriously lacking in community facilities. At one time there were various groups and clubs in the area, due to the lack of meetings spaces they have since relocated to other areas and the residents that live in Kleinburg/Nashville are suffering as a result. It has also been mentioned that residents that wish to volunteer for these groups are being affected.

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**Relationship to Vaughan Vision 2020**

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

Under the Vaughan Vision this would fall under Service Excellence, enhance and ensure community safety, health and wellness.

**Regional Implications**

None.

**Conclusion**

It is my belief that the residents that live in the Kleinburg/Nashville area are in serious need of community facilities. This is a growing community and the needs of the residents for such a facility are constantly growing and a plan to address these issues must be developed as quickly as possible.

**Attachments**

List of affected Community Groups.

**Report prepared by:**

Peter Meffe

(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. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

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**3** **ENFORCING OUR BY-LAW REGARDING ILLEGALLY PLACED SIGNS ON REGIONAL ROADS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco and Councillor Di Vona, dated November 3, 2008:**

**Recommendation**

Councillor Sandra Yeung Racco and Councillor Bernie Di Vona recommend:

1. That the City of Vaughan request that York Region enter into a cost sharing agreement to fund/compensate the City of Vaughan to enforce York Region sign by-laws within the municipality.

**Economic Impact**

None

**Communications Plan**

None

**Purpose**

To ensure that illegally placed signs can be removed from all roads by City of Vaughan Enforcement Services.

**Background - Analysis and Options**

The City of Vaughan staff focuses sign enforcement efforts on municipal road allowance and municipal property.

To deploy staff to remove illegally placed signs from Regional intersections, the City and the Region will work together to identify a reimbursement program for each sign that is picked up on a regional road by City of Vaughan enforcement services, therefore alleviating an economic impact from the City of Vaughan.

**Relationship to Vaughan Vision 2020**

Demonstrate Leadership and Promote Effective Governance.

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

**Regional Implications**

We require Regional cost-sharing to enforce the sign by-law on Regional Roads in the City of Vaughan.

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**Conclusion**

In the matters of illegally placed signs, it is requested that a partnership between the Region of York and the City of Vaughan be developed to enforce the removal of illegally placed signs on Regional Roads by the City of Vaughan enforcement services.

**Attachments**

None.

**Report prepared by:**

Anita Micoli, Council Executive Assistant

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Item 4, Report No. 53, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 10, 2008, as follows:

***By receiving the confidential memorandum from the Manager of Economic Development, dated November 5, 2008.***

4

**RFP AWARD – RFP08-201  
EMPLOYMENT SECTORS STRATEGY STUDY**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Manager, the Manager of Economic Development and the Manager of Corporate Policy, dated November 3, 2008, be approved; and
- 2) That staff provide a confidential memorandum to Members of Council with respect to the bid submission amounts.

**Recommendation**

The City Manager, the Manager of Economic Development and the Manager of Corporate Policy in consultation with the Purchasing Services Department, recommend:

1. That RFP08-201 for the retention of consulting services to prepare the City of Vaughan Employment Sectors Strategy Study, be awarded to the firm Hemson Consulting Limited, in association with EDP Consulting and Hardy Stevenson and Associates Limited, in the amount of \$109,600.00; and
2. That a by-law be enacted to authorize the Mayor and Clerk to execute all necessary documents.

**Economic Impact**

There will be no additional economic impact. This study was included in the 2008 Capital Budget as part of the *Vaughan Tomorrow* growth management program (Project No. ET-3005-08).

**Communications Plan**

The Request for Proposal (RFP08-201) was advertised in *Novae Res Urbis – Greater Toronto Edition* on July 2, 2008, the *Globe and Mail* on July 3, 2008, *Vaughan Perspectives* (City Page) on July 3, 2008 and on the Electronic Tendering Network and on the Ontario Public Buyer's Association Website on July 3, 2008.

**Purpose**

The purpose of this report is to obtain direction to retain consulting services to prepare the City of Vaughan Employment Sectors Strategy Study. The Employment Sectors Strategy Study is a component of the Vaughan Consolidated Growth Management Strategy – 2031 (*Vaughan Tomorrow*) and will inform the preparation of the City's new Official Plan and the updating of the Economic Development Strategy.

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#### **Background – Analysis and Options**

##### Previous Council Action

On August 31, 1994 Council adopted OPA No. 450. OPA No. 450 is the City's Employment Area Growth and Management Plan, which regulates land use and development in Vaughan's employment areas. OPA No. 450 was approved by the OMB on June 29, 1995.

There have been minor changes to the extent of the City's employment lands, as designated in the Vaughan Official Plan, since 1995. However, there has not been a review of the overall OPA No. 450 policy regime. The policies of OPA No. 450 were developed in response to the conditions of the early 1990's. Today, Vaughan and its businesses and industries are facing new challenges and the current plan needs to be updated.

On February 12, 2007 Council directed staff to proceed with the preparation of the Vaughan Consolidated Growth Management Strategy – 2031 (the *Vaughan Tomorrow* program). The Employment Sectors Strategy Study was identified as an integral part of *Vaughan Tomorrow*. It is intended to provide the basis for developing contemporary policies and strategies that will ensure that the city's employment areas remain competitive, providing jobs, a balanced assessment base and sustainable long-term growth.

The Employment Sectors Strategy will be supporting the Official Plan Review. It will provide the guidance necessary to update the City's existing employment area official plan policies. The findings of the ESS will contribute to the development of planning policies and standards for:

- Employment Areas currently designated under OPA No. 450;
- New Employment Areas, including those located in the Vaughan Enterprise Zone, which are now subject to an "Urban" designation by Regional Official Plan Amendment No. 19. (approved October 22, 2001) The redesignation of the ROPA No. 19 area by the City, to permit employment uses, has been delayed, pending the identification of the Highway No. 427 alignment by way of an Individual Environmental Assessment, which is being undertaken by the Ministry of Transportation;
- Areas where there may be major office development, such as the Vaughan Corporate Centre and the OPA No. 620 area (Steeles Avenue – between Jane and Keele Streets).

The results of the Employment Sector Strategy Study will also contribute to the updating of the City's Economic Development Strategy. Like OPA No. 450, it has its origins in the early 1990's and requires review. Revising and updating the Economic Development Strategy is an objective of Vaughan Vision 2020.

##### The Procurement Process

The Request for Proposal (RFP08-201) was advertised in *Novae Res Urbis – Greater Toronto Edition* on July 2, 2008, the *Globe and Mail* on July 3, 2008, *Vaughan Perspectives* (City Page) on July 3, 2008 and on the Electronic Tendering Network and on the Ontario Public Buyer's Association Website on July 3, 2008. A total of fifteen (15) documents were issued.

A total of four proposals were received from the following proponents:

##### **Consultant**

Hemson Consulting Ltd.  
Toronto, Ontario



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Metropolitan Knowledge International  
Toronto, Ontario

Malone Givens Parsons Ltd.  
Markham, Ontario

GHK International (Canada) Ltd.  
Toronto, Ontario

All of the proposals were within the upset fee of \$110,000.00 prescribed in the Request for Proposals.

An Evaluation Committee of City Staff was struck to review the proposals. The Committee included representatives from the City Manager's Office (1), Policy Planning (1) and Economic Development (2). A representative from the Purchasing Department provided support with the process and administrative matters.

The Committee evaluated the written proposals on the basis of the criteria set out in the RFP, as summarized below:

- |   |            |
|---|------------|
| <b>Qualifications and Experience:</b>   | <b>50%</b> |
| <ul style="list-style-type: none"><li>• Capability of the Consultant Team Leader;</li><li>• Degree of Participation of senior staff;</li><li>• Qualifications and expertise of the team members;</li><li>• Skills consistent with the needs of the project;</li><li>• Experience in similar studies;</li><li>• Level of public sector experience;</li><li>• Experience in multi-disciplinary teams;</li><li>• Demonstrated success in public/stakeholder consultation; and the quality of the proposed consultation plan.</li></ul> |            |
| <b>Quality of the Proposal:</b>   | <b>20%</b> |
| <ul style="list-style-type: none"><li>• Complete and comprehensive submission;</li><li>• Demonstrated understanding of the project requirements;</li><li>• Organization and clarity of presentation;</li><li>• Introduction of innovative ideas and concepts;</li><li>• Skill in communicating the project plan and innovative ideas and concepts.</li></ul>  |            |
| <b>Project Management:</b>  | <b>25%</b> |
| <ul style="list-style-type: none"><li>• Work program and scheduling of major milestones and meetings;</li><li>• Timelines consistent with study requirements;</li><li>• Approach to reporting and invoicing;</li><li>• Monitoring of budget;</li><li>• Ability to commit to the timing objectives for the completion of the study;</li><li>• Appropriate allocation of resources to various phases of the study.</li></ul>  |            |
| <b>Financial:</b>   | <b>5%</b>  |
| <ul style="list-style-type: none"><li>• Proposal Fee</li></ul>  |            |

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As a result of the evaluation of the written proposals, the Committee determined that all four firms should be interviewed. The RFP provided that a bonus of up to 25 points could be awarded as a result of the interviews. The four firms were interviewed on October 14<sup>th</sup> and 15<sup>th</sup>, 2008.

Based on the evaluation process, including consideration of the written proposals, the interviews and a positive reference check, it is recommended that the highest scoring consulting team led by Hemson Consulting Limited, in conjunction with EDP Consulting and Hardy Stevenson and Associates Ltd. be retained to prepare the City of Vaughan Employment Sectors Strategy Study

Hemson will be the lead consultant and will be responsible for overall project management. They will work with EDP Consulting to undertake the necessary technical analyses and prepare the resulting policy recommendations for implementation by the City. Hardy Stevenson and Associates Limited will be responsible for the stakeholder consultation processes.

#### **Relationship to Vaughan Vision 2020**

The preparation of the Employment Sectors Strategy Study supports the City's objectives for planning and managing growth and economic vitality by responding to the following policies:

- Complete and implement the Growth Management Strategy;
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;
- Prepare an employment area plan for the Vaughan Enterprise Zone and employment lands; and
- Revise and update the Economic Development Strategy.

#### **Regional Implications**

There are no Regional implications resulting from the adoption of this report.

#### **Conclusion**

Based on the evaluation of the written proposals, the subsequent interviews and reference checks, Hemson Consulting Ltd., in association EDP Consulting and Hardy Stevenson and Associates was found to have the experience and expertise that best addressed the requirements of the Request for Proposals. Therefore, it is recommended that Hemson Consulting be retained to lead the preparation of the City of Vaughan's Employment Sectors Strategy Study.

#### **Attachments**

N/A

#### **Report Prepared by:**

Roy McQuillin, Manager of Corporate Policy, ext. 8211  
Shirley Kam, Manager of Economic Development, ext. 8874

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Item 5, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**5 SIGNING AUTHORITY – CITY CORPORATION BANK ACCOUNTS**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services, dated November 3, 2008, be approved; and**
- 2) That the next ranking Regional Councillor by way of votes in the last municipal election be designated as the additional signing authority for the City's corporate bank accounts.**

**Recommendation**

The Deputy City Manager/Commissioner of Finance & Corporate Services in consultation with the Director of Financial Services recommends:

That Council designate an additional Regional Councillor that received the second highest number of votes in the previous election as a signing authority for the City's corporate bank accounts and;

That a By-Law be enacted authorizing the Regional Councillor as a signing authority for the City's corporate bank accounts.

**Purpose**

To provide for an additional Council signing officer for City cheques and other related financial transactions and to enact a signing authority By-Law.

**Background - Analysis and Options**

The City has various Bank Accounts for the receipt, investment, transfers and disbursement of funds. When the City issues cheques, transfer funds or conducts other banking transactions, two signatures are required, one member of Council and one member of senior staff. Currently the Regional Councillor that received the highest number of votes was the second Council signing officer.

The current signing officers are as follows:

Linda Jackson, Mayor  
Joyce Frustaglio, Regional Councillor  
Clayton Harris, Deputy City Manager/Commissioner of Finance & Corporate Services  
Barry Jackson, Director of Financial Services  
Ferruccio Castellarin, Director of Reserves and Investments

An additional signing officer from Council is recommended so that cheques and other financial transactions necessary to meet the City's financial obligations can be executed. In the last election Regional Councillor Mario Ferri received the second highest number of votes as Regional Councillor.

**Relationship to Vaughan Vision 2020**

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

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**Conclusion**

To provide for an additional Regional Member of Council that being the Regional Councillor that received the second highest number of votes be designated as the new signing authority to the City's various bank accounts when the Mayor or Regional Councillor is unavailable and that a signing authority By-Law be enacted.

**Attachments**

None

**Report prepared by:**

Barry Jackson, Director of Financial Services  
Ext. 8272

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**6 PRE-QUALIFICATION OF TELECOMMUNICATIONS SERVICE PROVIDERS  
RFPQ08-045**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Chief Information Officer (CIO), dated November 3, 2008:**

**Recommendation**

The Chief Information Officer (CIO), in consultation with the Director of Information Technology and Telecommunications, Director of Purchasing Services and the Deputy City Manager / Commissioner of Finance and Corporate Services recommends:

1. That Bell Canada, Rogers Communication Inc, and Telus Communications Company be established as the City's vendors of record for provision of telecommunications services for a term of three (3) years subject to annual review by the City, as described in the Request for Pre-qualifications RFPQ08-045;
2. That staff be authorized to seek competitive bids, negotiate, and enter into service agreements in accordance with the Purchasing Policies with the telecommunications services vendors of record to meet the City's telecommunications requirements at a cost not exceeding previously approved budget for such services; and
3. That the Mayor and City Clerk be authorized to sign related documents.

**Economic Impact**

The City of Vaughan maintains a large and complex data/voice network infrastructure that extends to most City facilities, including community centers, parks, Libraries and Vaughan Fire and Rescue Services locations. Additionally, the City subscribes to land and wireless telecommunications carrier services, and acquires related resources such as telephone system maintenance, network devices maintenance, network monitoring and security. The total operating cost of all telecommunications facilities and related infrastructure maintenance for the City is approximately \$1.5 million per year. This amount is included in the City's annual base operating budget as a recurring cost.

**Communications Plan**

Not required.

**Purpose**

The purpose of this report is to receive Council approval for the establishment of qualified vendors of record for delivery of telecommunications services to the City.

**Background - Analysis and Options**

The City of Vaughan maintains a large and complex data/voice network infrastructure that extends to most City facilities, including community centers, parks, Libraries and Vaughan Fire and Rescue Services locations. Additionally, the City subscribes to land and wireless telecommunications carrier services, and acquires related resources such as telephone system maintenance, network devices maintenance, network monitoring and security.

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Reliable, responsive and secure operation of the City’s telecommunications infrastructure is a key business requirement for efficient City operations and delivery of services to residents. The design, deployment and maintenance of the City’s telecommunications infrastructure must be focused on the City’s business requirements and performed on a timely basis by qualified professionals.

As the City’s data/voice network infrastructure is large and complex, the use of multiple services from multiple service providers is necessary to address the City’s business needs. To efficiently and effectively manage the City’s telecommunications infrastructure, a process needs to be put in place to enable timely and competitive response from qualified service providers to the City’s rapidly changing telecommunications needs. Issuing Requests for Proposals (RFP) for every identifiable need is administratively time consuming and costly.

By establishing a set of pre-qualified telecommunications services vendors of record will enable the City to quickly communicate its requirements for telecommunications services to qualified vendors, receive competitive proposals and engage the vendors in delivery of needed services. This approach ensures integrity of the City’s telecommunications infrastructure, and enhances the City’s ability to adapt to its rapidly changing telecommunications needs.

Pre-Qualification Process

Request for Pre-Qualification of Telecommunications Services Providers (RFPQ08-045) was advertised in the Vaughan Citizen, Electronic Tendering Network (ETN) and with Ontario Public Buyers Association (OPBA) on July 31, 2008 with closing date of August 19, 2008. Twelve (12) proponents picked up the RFPQ documents from the Purchasing Services department.

Six (6) proposals were received, one (1) of which was declared non-compliant. The following five (5) qualified proposals were evaluated by a selection team in consultation with Purchasing Services department and Legal Services department staff:

- ✓ Bell Canada
- ✓ Rogers Communication Inc
- ✓ Telus Communication Company
- ✓ Tricrest Professional Services
- ✓ DCS Telecom Ltd

The following evaluation criteria, as outlined in the RFPQ08-045, were used in the evaluation process:

TECHNICAL CAPABILITIES	EVALUATION POINTS
Identify and list all different types of available data communications services (for example 100 MBPS, Giga MBPS, point-to-point T-1, network management, on-line capability, ADSL, corporate Internet access, VPN)	15
Identify and list all different types of available voice services (for example PRI’s, tandem PRI’s, trunks, business lines, extended reach LD business lines, ISDN, long distance, network call queuing, on-line)	15
Identify and list all different type of available security services including a description, confidentiality, available enhanced security	5
Identify and list all different type of available wireless services including availability of CDMA, GSM and more enhanced protocols for traditional cellular / blackberry communications, WIFI, WIMAX	15

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EXPERIENCE, REPUTATION, RESOURCES and REFERENCES	EVALUATION POINTS
Provide company profile and information experience of proposed staff that will undertaken the services including:	
1) company background 2) location of branches in Vaughan and GTA area 3) stability and organization structure of company 4) background and experience of key project management 5) background and experience of support personnel 6) vast investment of infra structure in the City of Vaughan	10
Experience and Qualifications - demonstrate experience and qualifications in delivering services similar to the RFPQ	10
Breadth of Services - demonstrate the ability to provide the breadth of Services as required by this RFPQ	10
References - provide a minimum of three (3) qualified customer references	10
Financial Strength - financial information such as financial statements, revenue, equity and expenditure figures, bank reference	10

Based on the above evaluation criteria, as put out in the RFPQ, the evaluation team determined that Bell Canada, Rogers Communications Inc., and Telus Communications Company achieved the required minimum amount of evaluation points to qualify as the City’s vendors of record for delivery of telecommunications services.

It should be noted that prior to issuing RFPQ08-045, two (2) other similar RFPQ’s have been issued by the City. These RFPQ’s were cancelled because none of the proponents were able to provide acceptable proposals as per the City’s Purchasing Policies. The typical discrepancies were of administrative nature, such as improper completion of RFPQ forms and documentation.

**Engagement with Telecommunications Services Vendors of Record**

As the City’s telecommunications needs are identified, the telecommunications services vendors of record will be required to propose solutions to address identified needs on a case-by-case basis. The proposed solutions will be assessed for technical compatibility with the City’s technology infrastructure, effectiveness in addressing the City’s needs and value of the solution. Information and Technology Management department, in consultation with Purchasing Services department will engage the appropriate vendor of record to provide the needed solution. Specific terms and conditions of engagement have been detailed in the RFPQ08-045 and acknowledged by all qualified proponents.

In the event that none of the vendors of record are able to propose solutions to address the City’s telecommunications needs, an open Request for Proposals (RFP) will be issued.

**Relationship to Vaughan Vision 2020**

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

Specifically, the recommendations of this report support the following Vaughan Vision 2020 initiatives:

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- A-1 *Pursue Excellence in Service Delivery* – To deliver a high quality of services within approved service standards to all City stakeholders e.g. staff, citizens and businesses.
- C-2 *Enhance Productivity, Cost Effectiveness and Innovation* – To develop and implement innovative solutions and technological infrastructure, providing enhanced productivity and operational efficiency.
- C-3 *Maintain Assets and Infrastructure*– To optimize existing infrastructure through sound asset management.

**Regional Implications**

None

**Conclusion**

As the City's data/voice network infrastructure is large and complex, the use of multiple services from multiple service providers is necessary to address the City's business needs. To efficiently and effectively manage the City's telecommunications infrastructure, a process needs to be put in place to enable timely and competitive response from qualified service providers to the City's rapidly changing telecommunications needs. Issuing Requests for Proposals (RFP) for every identifiable need is administratively time consuming and costly.

By establishing a set of pre-qualified telecommunications services vendors of record will enable the City to quickly communicate its requirements for telecommunications services to qualified vendors, receive competitive proposals and engage the vendors in delivery of needed services. This approach ensures integrity of the City's telecommunications infrastructure, and enhances the City's ability to adapt to its rapidly changing telecommunications needs.

The total annual cost of all telecommunications infrastructure maintenance and related services for the City is approximately \$1.5 million. This amount is included in the City's annual operating budget, as a recurring cost.

**Attachments**

None

**Report prepared by:**

Dimitri Yampolsky, Chief Information Officer (CIO) – Ext. 8352



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Item 7, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**7** **HERITAGE PERMIT APPLICATION HP- 2008.024**  
**ALTERATIONS TO 10360 & 10384 ISLINGTON AVENUE, MARTIN SMITH HOUSE**  
**VAUGHAN PLANNING RELATED FILES: OP.07.004 and Z.07.031**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Community Services and the Director of Recreation and Culture, dated November 3, 2008, be approved; and**
- 2) That the deputation of Mr. Richard Coombs, Nexus Architects, 214 Merton Street, Suite 208, Toronto, M4S 1A6, on behalf of the Residents of Heritage Hill, be received.**

**Recommendation**

The Commissioner of Community Services and the Director of Recreation and Culture recommend approval of the following recommendation by Heritage Vaughan Committee:

1. That Council refuse Heritage Permit HP.2008.024 for the proposed new construction/ redevelopment of 10360 and 10384 Islington Avenue (related to Vaughan Planning Department Official Plan and Zoning By-law Amendment Applications OP.07.004 and Z.07.031), as the proposed new construction does not comply with the Kleinburg-Nashville Heritage Conservation District Plan and Design Guidelines as it relates to maintaining the village character, massing and scale, building design and preservation of the valleyland views and vistas of the District; and,
2. That Council approve only the proposed alterations and restorations to the Martin Smith house, identified as the removal of back addition and construction of side verandahs, subject to the owners providing further information to the satisfaction of Cultural Services staff as it relates to the matching of side porch overhangs, window muntin bars in back portion and back door design; and,
3. That as the proposed development will be a gateway feature into the Heritage District, it is recommended that the applicant reduce the mass and scale of the proposed new condo/retirement building to be in keeping with the height recommendations in place through the Kleinburg-Nashville Heritage Conservation District Plan to ensure that the new construction is sympathetic both to the Martin Smith House and the Islington Avenue heritage streetscape character and appropriate heritage design precedents established in the Kleinburg-Nashville Heritage Conservation District; and,
4. That as the proposed new building being well beyond the maximum height of 3-storeys (rising up to 5 storeys) and the building size & scale (just under 90,000 sq ft GFA ) does not follow any precedent in Kleinburg or Nashville for any use especially residential, that the owner reduce the height, overall size, massing and scale of the building; and,
5. That the applicant break up the massing of the building further than simply stepping the roofline from east to west or north and south to avoid presenting a profile which is too large when seen from Islington Avenue or from Highway 27, Nashville Road and in the valley to the west.

**Economic Impact**

There is no direct economic impact related to the approval of this report.

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#### **Communications Plan**

The property owner or his/her representative has been notified of this meeting and will be advised of Council's decision.

#### **Purpose**

The subject property is within the Kleinburg-Nashville Heritage Conservation District as designated under Part V of the *Ontario Heritage Act* and includes the Martin Smith House, designated under Part IV of the Act. The purpose of this report is to allow Council to review Heritage Permit application HP 2008-024 requesting approval of the new condominium residence and changes to the rear addition to the Martin Smith House on the property as required under section 33 & 42 of the *Ontario Heritage Act*. Council has authority to approve, refuse, or approve with conditions any application in a Heritage Conservation District. A refusal or a permit with conditions can be appealed to the Ontario Municipal Board.

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

The subject adjoined properties are located within the Kleinburg-Nashville Heritage Conservation District and designated, in part, under Part V of the Ontario Heritage Act in 2003. The property at 10384 Islington Avenue contains the Martin Smith House (built in 1852) which was designated in 1979 under Part IV of the Ontario Heritage Act. Any alterations, additions or demolition to buildings or property within a heritage conservation district or designated under Part IV of the OHA must be reviewed by Cultural Services staff and forwarded to Heritage Vaughan to review for recommendation to Council. Heritage Permit approval by Council must be obtained by property owners for changes to their designated property in conjunction with obtaining other City permits/approvals.

Pursuant to Section 33 (4) & 42(4) of the *Ontario Heritage Act*, Council must make a decision on an application within 90 days of official receipt of a Heritage Permit application. Council, upon review of a Heritage Permit application, may give the applicant:

- (a) the permit applied for;
- (b) notice that the council is refusing the application for the permit; or
- (c) the permit applied for with terms and conditions attached.

On September 12, 2008, the Applicant submitted a complete application to Cultural Services providing elevation drawings identifying proposed changes to the Designated Martin Smith House. Additionally, Culture staff received information related to the Vaughan Planning Department's Official Plan and Zoning By-law Amendment Applications OP.07.004 and Z.07.031 to permit the following on the Designated property:

- a multi-unit residential condominium building with 75 units
- a retirement residence, with 100 units
- the existing Martin Smith House to be retained for amenity purposes

Cultural Services presented the entire proposal to Heritage Vaughan at its September 17 Heritage Vaughan meeting.

The site specific Official Plan Amendment and Zoning By-law Amendment applications have been appealed to the Ontario Municipal Board and are currently scheduled for a hearing which will commence on February 17, 2009.

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#### Analysis

The Martin Smith House plays an integral role in the heritage character of the Kleinburg-Nashville Heritage Conservation District. It stands solidly on a gentle rise of land or knoll, where it has maintained a commanding view over the 100 acres of Lot 23 in Concession 8 formerly owned by its builders - Martin and Catherine Smith. As stated on page 24 of the Kleinburg-Nashville Heritage Conservation District Plan, "Redcroft" or the Martin Smith House "suitably marks the southern edge of the old Kleinburg village". The existing front and side setbacks of the Martin Smith House are relatively deep when compared with most frontages within the village core. This is due to the fact that a farmhouse is normally designed to have space separating it from the main road and other farm complex buildings. The pleasant and practical placement of the house within its lot and also as an integral element of the historical Islington Avenue and Kleinburg streetscape, is a heritage attribute that should not be put in jeopardy.

#### Condominiums and Retirement Residences /Building Overall Height, Scale and Massing/Views and Vistas

The Kleinburg-Nashville Heritage Conservation District Plan (K-N HCDD) includes the following in its goals and objectives:

K-N HCD Plan (Section 5.2.1 – Townscape)

*To preserve and reinforce existing vistas of significant features and buildings, and to open new vistas where this can be done without detriment to the heritage character of the District.*

K-N HCD Plan (Section 5.2.3 – The Roads)

*To preserve the rural quality of the views and vistas from the roads.*

K-N HCD Plan (Section 5.2.4 – The Valley Setting)

*To preserve and enhance the experience of the rural and natural character of the Kleinburg-Nashville setting.*

The proposal for 10360 and 10384 Islington Avenue is not compatible with the intention of the heritage designation of the Kleinburg-Nashville Heritage Conservation District (K-N HCD). The proposed new building is well beyond the maximum building height of 3-storeys recommended within the K-NHCD. There is no precedent in Kleinburg or Nashville for a 5-storey building or a building of this size or scale (just under 90,000 sq ft GFA) for any use, especially residential use.

The condominium and retirement residence building proposed by the applicant is too large when seen at all four elevations to appear sympathetic to or in keeping with the scale of the Martin Smith House, or the low building heights historically and currently seen in this portion of the Islington Avenue heritage streetscape. As stated in the K-N HCD Design Guidelines, this area acts as an entrance to the Kleinburg core area providing a transition from the newer 2-storey single family dwellings of the new subdivision to the southwest of the subject property, past the Martin Smith House to the Kleinburg core area.

The Cultural Heritage Resource Impact Assessment (CHRIA, prepared by Nexus Architects submitted by owner) states that the relative size and visible height of the top level of the new construction, viewed from the street, would be visually close to the roofline of the Martin Smith House and, therefore, appears to be in the background when seen from the east. This seems to be the case when looking at the north half of the proposal, however, the 5-storey south half of the new building when seen from Islington Avenue, would be in full view.

It is important for the applicant to break up the massing of the building further than simply stepping the roofline from east to west. A varied massing in the north and south may serve to

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avoid presenting a profile which is too large when seen from Islington Avenue or from Highway 27, Nashville Road and in the valley to the west. The rhythm of this building profile should emulate the building rooflines of a village setting – not all culminating in a singular horizontal roof plane at the back of the building. The existing historical view from Islington Avenue of the valley to the west would not be completely obscured if the new building presented not one monolithic block in its north/south axis but several smaller masses connected together.

At a height of 5-storeys in its western portion, the proposed new construction would certainly be seen from the “Valley Setting”, Highway 27 or Nashville Road to the west of the subject property setting a precedent that departs considerably from the vista a small village would give.

To completely close an existing vista of a significant heritage feature of the HCD (i.e. the view from Islington Avenue past the Martin Smith House to the trees, and hillside of the Humber River valley to the west would be a detriment to the heritage character of the District. As already suggested above regarding the issue of massing, the existing historical view from Islington Avenue (past the Martin Smith House) of the valley to the west would not be completely obscured if the new building presented not one monolithic block in its north/south axis but several smaller masses connected together.

#### Landscaping and Tree Planting to Screen New Construction

The applicant has proposed to “screen” the view of the new construction when seen from Islington Avenue by planting a “canopy screen of native trees [...] between Redcroft and the new building”. (CHRIA, page 26 prepared by Nexus Architects submitted by owner). Attempts to mask the appearance of a development with deciduous trees and leaf cover would only function over the summer months of the year. Even if evergreens (i.e. indigenous pine) were proposed, the landscaping and tree planting are not a solution that can be accepted as mitigation of the effects of over-sized new construction.

#### Architectural Style

Section 9.2 in reference to *Architectural Styles*, the K-N HCD states:

*New developments should be designed in a style that is consistent with the vernacular heritage of the community. All construction should be of a particular style and not a hybrid.*

The proposed new building is described by the owner’s consultant as a Post-Modern design which borrows motifs from disparate styles and influences – the flat roof of Modernism decorated with entablature motifs of Classical architecture and “massing, details and finishes that are compatible with the materials and massing of Redcroft” (CHRIA, page 10). The overall effect, however, has the appearance of institutional or commercial buildings seen elsewhere in Vaughan not in keeping with the goals of the Heritage Conservation District. Any new construction must be proven to comply with the HCD Design Guidelines and in doing so would be designed in a style which emulates one of the existing vernacular Heritage or Non-Heritage Designs. The applicant should be encouraged to examine more closely the precedent style seen in the new Kleinburg Public School to be built on Islington Avenue and other good examples of Modernism and earlier vernacular design in the K-NHCD.

#### Proposed Alterations to the Martin Smith House

Cultural Services received from the applicant additional plan and elevation drawings which provide further detail and clarification of the proposed alterations to the rear portion or tail of the Martin Smith House at 10384 Islington Avenue. The owner is proposing the removal of a rear addition and construction of verandahs to the north and south back addition of the building. The

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back addition being removed has no heritage value and therefore there are no objections to its removal. There are some minor clarifications that the applicant will need to work with Cultural Services as it relates to the design of the rear new verandahs and they are to ensure side porch overhangs match, window muntin bars in back portion be architecturally accurate and the door design conform to the K-NHCD guidelines.

#### Comments From Vaughan Planning Department

The Development Planning Department is currently processing the related Official Plan and Zoning By-law Amendment Applications (Files OP.07.004 and Z.07.031), which are tentatively scheduled to proceed to a future Committee of the Whole meeting in late 2008. The planning report will consider the application proposal and provide an appropriate recommendation. These site-specific applications, together with OPA #633 (Kleinburg-Nashville Community Plan) and By-law 167-2006, have been appealed by the applicant to the Ontario Municipal Board (OMB). The OMB Hearing is scheduled for February 17 to March 27, 2009 inclusive.

#### Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to Vaughan Vision 2020, the report will provide:

- STRATEGIC GOAL:  
Service Excellence - Providing service excellence to citizens.
- STRATEGIC OBJECTIVES:  
Preserve our heritage and support diversity, arts and culture.

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

#### Regional Implications

None.

#### Conclusion

It is recommended that Heritage Permit application HP-2008.24 for the proposed new construction/development at 10360 & 10384 Islington Avenue be refused, due to its non-compliance with the Kleinburg-Nashville Heritage Conservation District Plan as outlined in this report. It is also recommended that the proposed changes to the Martin Smith House, included as part of the subject application, which are identified as the removal of the back addition and the construction of new verandahs, be approved.

#### Attachments

1. Photographs and Artists Rendering of New Construction on Property & Elevation Drawings for New Rear Addition to Martin Smith House

#### Report Prepared By:

Stephen Robinson, Cultural Heritage Coordinator ext. 3128  
Angela Palermo, Manager of Cultural Services, ext 8139  
Mary Reali, Director of Recreation and Culture ext. 8234

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

*Mayor Jackson declared an interest with respect to the foregoing matter as her husband leases space from the applicant, and did not take part in the discussion or vote on the matter.*

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Item 8, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**8**

**AWARD OF TENDER T08-263  
FATHER BULFON COMMUNITY CENTRE PARKING LOT RECONSTRUCTION**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 3, 2008:**

**Recommendation**

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

1. That T08-263, Father Bulfon Community Centre Parking Lot Reconstruction be awarded to Sam Velocci Construction Ltd. for the amount of \$164,115.00 (including GST); and,
2. That a contingency allowance in the amount of 15% be approved within which the Commissioner of Community Services is authorized to approve amendments to the contract; and,
3. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

**Economic Impact**

Project BF-8192-08 was approved in the 2008 Capital Budget for the rehabilitation of the parking lot of Father Bulfon Community Centre. There are sufficient funds approved in the 2008 Capital budget to complete the parking lot reconstruction.

**Purpose**

The purpose of this report is to seek Council approval to award tender T08-263 for the Father Bulfon Community Centre parking lot reconstruction.

**Background - Analysis**

The west parking lot of Father Bulfon Community Centre is of the original construction date of the facility, 1988. The entrance driveway from Martingrove Road and all the west parking lot surfacing have reached a point where remedial repairs are not viable. There are large areas of broken and delaminated top surface asphalt evident, numerous potholes and linear wide cracks that allow water penetration into the base. Repair patching of defective areas has taken place over the years but the repaired areas have now failed. Funding was approved in 2008 Capital Budget to conduct a complete removal of the existing asphalt and replace with new asphalt.

The tender was advertised in the Ontario Public Buyers Association (OPBA) website and the Electronic Tender Network (ETN). Twenty-four (24) bids were issued. Tenders were closed and publicly opened on Friday, October 17, 2008 at 3:30 p.m. with sixteen (16) bids received. The bid results are as follows:

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<b><u>Contractor</u></b>	<b><u>Total Tendered Price</u></b> (Including GST)
Sam Velocci Construction Ltd. Woodbridge, Ontario	\$ 164,115.00
Fermar Paving Limited Rexdale, Ontario	\$ 181,164.69
Anacond Contracting Inc. Concord, Ontario	\$ 225,870.75
C. Valley Paving Ltd. Kleinburg, Ontario	\$ 227,327.63
Pacific Paving Limited Mississauga, Ontario	\$ 229,183.50
Pine Valley Enterprises Inc. Concord, Ontario	\$ 264,652.50
Mopal Construction Ltd. Gormley, Ontario	\$ 270,931.50
Forest Contractors Ltd. Brampton, Ontario	\$ 282,880.00
D. Crupi & Sons Limited Agincourt, Ontario	\$ 289,521.75
Lafarge Paving & Construction Limited Toronto, Ontario	\$ 297,601.92
Dig-Con International Limited Bolton, Ontario	\$ 314,339.81
Concord Paving Inc. Concord, Ontario	\$ 315,577.50
Aloia Bros. Concrete Contractors Ltd. Toronto, Ontario	\$ 323,589.00
Blackstone Paving & Construction Limited Stouffville, Ontario	\$ 328,891.50
Peltar Paving & General Contracting Co. Ltd. Concord, Ontario	\$ 352,301.25
Pylon Paving (1996) Inc. Mississauga, Ontario	\$ 408,886.00

**Relationship to Vaughan Vision 2020**

In consideration of the strategic priorities related to Vaughan Vision 2020, this project will provide:

- STRATEGIC GOAL:  
Management Excellence - Providing excellence in the management of our city.



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- **STRATEGIC OBJECTIVE:**  
Maintain Assets and Infrastructure - To optimize existing infrastructure through sound asset management.

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

**Regional Implications**

None

**Conclusion**

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

**Attachments**

None

**Report prepared by:**

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 9, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**9**

**AWARD OF TENDER T08- 190  
MOSSWOOD PARK – PARK DEVELOPMENT**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 3, 2008:**

**Recommendation**

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

- 1) That T08-190, Mosswood Park - Park Development be awarded to Forest Contractors Ltd. for the amount of \$472,055 (excluding G.S.T.) and,
- 2) That a contingency allowance in the amount of \$47,000, plus GST be approved within which the Director of Parks Development or his designate is authorized to approved amendments to the contract; and,
- 3) That an additional amount of \$90,000 be approved for this project, to be funded \$81,000 from City Wide DC – Parks and \$9,000 from Taxation; and,
- 4) That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as Mosswood Park Development is deemed sufficient notice pursuant to Section 2(1)(c) of By-law 394-2002; and,
- 5) That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

**Economic Impact**

Capital project PK-6124-07, Mosswood Park - Park Development funding was approved in the 2007 (Design) and 2008 (Construction) Capital Budgets. The total cost of \$472,055 for this tender exceeds the amount remaining in the capital account by \$43,000. Additionally, a 10% contingency allowance is requested and may be required to address unforeseen site conditions.

The annual operating cost of \$16,000 is required to maintain this park once completed.

**Communications Plan**

Not applicable.

**Purpose**

The purpose of this report is to seek approval to award tender T08-190 for the development of Mosswood Park.

**Background - Analysis and Options**

The project is for the construction of Mosswood Park located on the east side of Thornhill Woods Drive north of Mosswood Road in Ward 4.

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The project includes the construction of the following: senior and junior playground with accessible play structures and safety surfacing, a natural free play area with fieldstone boulders and armour stone seating wall, asphalt walkways with lighting, tennis courts, volleyball court with sand surfacing, a shade structure, site furniture, ornamental fencing , planting and sodding. The park is designed respecting the principles of CPTED – Crime Prevention Through Environmental Design.

The Bidders have been pre-qualified by the City of Vaughan as eligible Bidders to submit bids for this Project. Tenders were closed and publicly opened on Thursday, September 18, 2008. Two (2) bid documents were received and the results are as follows:

<b><u>Contractor</u></b>	<b><u>Base Tended Price (excl. GST)</u></b>	<b><u>Provisional Item (excl. GST)</u></b>	<b><u>Total Tended Price (excl. GST)</u></b>
Forest Contractors Ltd.	\$472,055.00	N/A	\$472,055.00
Pine Valley Enterprises Inc	\$498,594.10	N/A	\$498,594.10

The total cost of \$472,055 for the project exceeds the amount remaining in the capital account by \$43,000. The reasons for this shortfall include:

- Market conditions at the time of tender close;

**Relationship to Vaughan Vision 2020**

In consideration of the strategic priorities related to Vaughan Vision 2020, the project will provide:

- STRATEGIC GOAL:  
Service Excellence - Providing service excellence to citizens.
- STRATEGIC OBJECTIVES:  
Pursue Excellence in Service Delivery; and Enhance and Ensure Community Safety, Health and Wellness - To deliver high quality services and to promote health and wellness through design and program.

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

**Regional Implications**

Not applicable.

**Conclusion**

Parks Development and Purchasing Services Department staff members have reviewed the bid submissions and have determined that the low bid contractor, Forest Contractors Ltd. is deemed to meet the requirements of the contract.

Should Council concur with this proposed additional funding request, this action would be considered as an amendment to the Capital Budget. Before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. Where a capital budget has been subject to a public meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public Committee or Council agenda is deemed sufficient notice pursuant to Section 2(1)(c) of By-law 394-2002.

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Upon award of Tender, this project will commence within ten (10) working days from the Date of Notification of Award (weather permitting) and should be completed mid-summer of 2009.

**Attachments**

None

**Report prepared by:**

Edwina Chan, Landscape Planner, Ext. 3206  
Paul Gardner, Director of Parks Development, Ext. 3209

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Item 10, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**10 BEVERLEY GLEN BOULEVARD AND DISERA DRIVE/ABBEYWOOD GATE  
PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 3, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That a by-law be enacted to install an all-way stop control at the intersection of Beverley Glen Boulevard and Disera Drive/Abbeywood Gate.

**Economic Impact**

The cost to install the stop signs and pavement markings (stop bars) would be an initial impact on the 2008 Operating Budget for which sufficient funds are available. The on-going costs to maintain the signs and pavement markings would be incorporated in future operating budgets.

**Communications Plan**

Engineering Services staff will notify the residents in the area with Council's decision.

**Purpose**

To review the feasibility of implementing an all-way stop control at the intersection of Beverley Glen Boulevard and Disera Drive/Abbeywood Gate.

**Background - Analysis and Options**

A request was received from a resident to review the need for all-way traffic control at the intersection of Beverley Glen Boulevard and Disera Drive/Abbeywood Gate. Beverley Glen Boulevard and Disera Drive are minor collector roadways with a 23.0 metre right-of-way and a pavement width of 11.5 metres. Abbeywood Gate is a local road with a 17.5 metre right-of-way and an 8 metre pavement width. The current stop controls at this intersection are on Disera Drive and Abbeywood. The existing speed limit on Beverley Glen Boulevard, Abbeywood Gate and Disera Drive is a statutory 50 km/h. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Tuesday, September 16<sup>th</sup>, 2008 at the intersection of Beverley Glen Boulevard and Disera Drive/Abbeywood Gate. The study was conducted during the peak morning and afternoon time periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. On the day of the traffic study the weather was clear and sunny. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes                      Warranted              116%
- Warrant 2 – Accident Hazard                                      Warranted              0%
- Warrant 3 – Sight Restriction                                      Warranted              0%

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All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill 116% of the required 100% on the warrant. There are no recorded vehicle collisions at this intersection from June 2005 through to June 2006, the last year for which collision data is available. There are no sight restrictions at this intersection. According to the results above, this intersection does meet the minimum requirements of the Provincial Warrant.

**Relationship to Vaughan Vision 2020**

This traffic study is consistent with Vaughan Vision 2008 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 staff's review, it is recommended that an all-way stop control be installed at the intersection of Beverley Glen Boulevard and Disera Drive/Abbeywood Gate.

**Attachments**

1. Location Map

**Report prepared by:**

Louis Wickline, Traffic Analyst, Ext. 3131  
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

LW:mc

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 11, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

11 **WESTON ROAD AND ROWNTREE DAIRY ROAD  
ADVANCED LEFT TURN PHASE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 3, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

**Economic Impact**

None.

**Communications Plan**

Engineering Services staff did contact the Region of York regarding this matter as the intersection of Weston Road and Rowntree Dairy road is under their jurisdiction.

**Purpose**

To work in conjunction with the Regional Municipality of York to determine if an advanced left turn phase is warranted for northbound vehicles on Weston Road turning left to proceed westbound on Rowntree Dairy Road.

**Background - Analysis and Options**

At it's meeting on June 23, 2008, Council directed:

- "2. That the City of Vaughan Engineering Department conduct the necessary review, in consultation with the Regional Municipality of York to review the possibility of an 'advanced green signal' at the intersection of Rowntree Dairy Road and Weston Road entering Auto Park Circle."**

The City of Vaughan Engineering Services Department requested the Regional Municipality of York to conduct the necessary review at this intersection. Two left turn studies were completed at this intersection on September 16<sup>th</sup>, 2008 between the peak hour times of 7:30 am to 9:00 am and 4:30 pm to 6:00 pm. Typically, a left turn advanced phase would be considered when 30% or more of left turn vehicles fail to perform a left turn movement during the allocated green time. Refer to Attachment No. 1.

The results of the studies indicated that all vehicles were able to complete a northbound left turn during the allocated green time. In addition, the Region has noted that the implementation of an advanced left turn phase at this location will result in less green time for the heavy through movements on Weston Road and will lead to increased congestion on the Weston Road Corridor. Refer to the Region of York's letter, Attachment No. 2.

**Relationship to Vaughan Vision 2020**

This traffic study is consistent with Vaughan Vision 2008 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

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

**Regional Implications**

The Region of York has indicated that less green time for the north/south movements on Weston Road would lead to increased congestion on the Weston Road Corridor.

**Conclusion**

Based on staff's review in conjunction with the Regional Municipality of York, an advanced left turn phase at the intersection of Weston Road and Rowntree Dairy Road entering Auto Park Circle is not warranted.

**Attachments**

1. Location Map
2. Response letter received from the Regional Municipality of York.

**Report prepared by:**

Louis Wickline, Traffic Analyst, Ext. 3131  
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

LW:mc

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



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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 12, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**12                      REQUEST FOR ADDITIONAL FUNDING – QUOTE Q07-022  
CHARLTON AVENUE DRAINAGE IMPROVEMENTS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 3, 2008:**

**Recommendation**

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

1. That additional funds in the amount \$19,235.10, plus G.S.T. for Quote Q07-022 Charlton Avenue Drainage Improvements be approved and funded from the Sewer Reserve; and
2. That the inclusion of the matter on a Public Committee or Council agenda with respect to increasing the capital budget identified as Charlton Avenue Drainage Improvements is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002.

**Economic Impact**

Additional funding is being allocated to this specific project in the amount of \$19,235.10, which is required to pay for the extra work that was required to complete the project.

**Communications Plan**

Not Applicable.

**Purpose**

To obtain Council approval for additional funding required to complete a final payment to the Contractor for previously approved Capital Project Number EN-1694-07.

**Background - Analysis and Options**

Quote Q07-022 Charlton Avenue Drainage Improvements was awarded to Lima's Gardens & Construction Inc. by the Director of Purchasing Services on August 10, 2007 in the amount of \$22,500.00, (plus G.S.T.), plus a contingency allowance of \$2,250.00. At Council's meeting of February 11, 2008, (Item 12, Report No. 5 of the Committee of the Whole), \$12,500 of additional funding was approved by Council for the purpose of covering the cost of the contractor's original bid which exceeded the original \$20,600.00 budget for the capital project, as well as the cost of relocating an Enbridge Gas distribution line, which was found to be buried at an unexpectedly shallow depth, and required relocation.

As the work resumed following the relocation of the gas main, a concrete encased duct bank was also discovered buried at a shallow depth, which contained Bell communication lines, as well as electrical lines owned by PowerStream. By this time, the construction had already taken much longer than anticipated. In order to complete the project quickly and minimize the disruption to the local residents, approval was given to Bell and PowerStream to relocate their facilities, so that the project could be completed.

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The project has now been completed, and the final outstanding costs are as follows:

Bell facility relocation	\$ 5,292.10
PowerStream facility relocation	\$ 1,573.00*
Lima’s Garden & Construction Inc. (additional costs)	<u>\$ 12,370.00**</u>
Subtotal	\$ 19,235.10
5% GST (100% recoverable)	<u>\$ 961.76</u>
Total	\$ 20,196.86
Less GST Rebate	<u>\$ ( 961.76)</u>
 Net Total Cost	 \$ 19,235.10

\* The charge from PowerStream is significantly lower than Bell’s costs because Bell’s subcontractors (AECON) also lowered PowerStream’s conduits. PowerStream’s only costs were to route their power lines through the new conduits, and reconnect them at either ends.

\*\* The additional costs from the City’s contractor, Lima’s Garden & Construction Inc., is for their costs associated with the demobilization and remobilization of their staff and equipment on two occasions when work was stopped due to the utility relocations. There are also additional costs for the restoration of areas disturbed by the utility relocations.

**Relationship to Vaughan Vision 2020**

Maintain Assets and Infrastructure – To optimize existing infrastructure through sound asset management.

**Regional Implications**

Not Applicable.

**Conclusion**

The funds requested are required to pay Bell Canada, PowerStream and the City’s contractor, Lima’s Gardens & Construction Inc., the cost of unexpected additional work required in the completion of this project. The costs and quantities involved have been verified by Engineering Services Staff. It is therefore appropriate to approve the payment of the funds as requested.

Should Council concur with the additional funding request, this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act, before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. Where a capital project has been subject to a public meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a Public Committee or Council Agenda is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002.

**Attachments**

- 1. Location Plan

**Report prepared by:**

Colin Cassar, C.E.T., Senior Engineering Assistant, ext. 3112  
Tom Ungar, P. Eng., Manager, Design Services, ext. 3110

CC:mc

**CITY OF VAUGHAN**

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

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Item 13, Report No. 53, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 10, 2008, as follows:

***By receiving the memorandum from the Commissioner of Engineering and Public Works, dated November 7, 2008.***

13

**TRAFFIC STUDY REVIEW OF CLARENCE STREET  
BETWEEN MEETING HOUSE ROAD AND RUTHERFORD ROAD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 3, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That no additional vertical traffic calming measures be installed on Clarence Street between Meeting House Road and Rutherford Road.

**Economic Impact**

None.

**Communications Plan**

Not Applicable.

**Purpose**

To present additional information, as previously directed by Council to review Clarence Street between Meeting House Road and Rutherford Road.

**Background - Analysis and Options**

At its meeting on May 12, 2008, Council directed:

**“The future referenced report include consideration of changed circumstances resulting from the opening of the new fire hall on Islington Avenue.”**

The above direction was a further request to the original Council direction of October 22, 2008. Council directed:

- “1. That appropriate staff be directed to update the traffic study review of Clarence Street between Meeting House Road and Rutherford Road in light of any relevant changes in circumstances since the spring of 2004, when data which formed the basis of the report was first collected; and**
- 2. Update traffic study review be brought forward for consideration by the Committee of the Whole on May 5, 2008.”**

Clarence Street is a two-lane, arterial roadway with a paved driving surface of 7.0 metres and a 27.0 metre right-of-way. There are three existing speed humps and one raised crosswalk on Clarence Street between Mounsey Street and Woodbridge Avenue, which were installed in the summer of 2001 as part of the Woodbridge Core Traffic Calming Committee.

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The Board of Trade Golf Course is located on both sides of Clarence Street, north of Mounsey Street. There are two pedestrian crossings on Clarence Street north of Mounsey Street to accommodate golfers and Facility workers. Engineering Services staff previously proposed the installation of two speed humps to be located in advance of the pedestrian crossings of the Golf Course, prior to Council's moratorium on vertical traffic calming measures. The two existing pedestrian crossings in the vicinity of the golf course are located as follows: (Refer to Attachment No. 1).

- Approximately 110 metres north of Mounsey Street.
- Approximately 200 metres north of Mounsey Street.

#### Speed and Volume Data

Utilizing Automated Traffic Recorders (ATR's), staff collected speed and volume data from March 15, 2008 to March 20, 2008. The data covered a 24-hour time period and it is compared to data from spring 2004 in the table below:

LOCATION	DIRECTION	SPEED LIMIT	AVERAGE SPEED	HIGHEST 24 HOUR VOLUME
North of Mounsey St.	Southbound	40 km/h	60 km/h <b>(54 km/h)</b>	2,778 <b>(2,009)</b>
North of Mounsey St.	Northbound	40 Km/h	59 km/h <b>(54 km/h)</b>	2,563 <b>(2,174)</b>

Note: the first number indicates previous study results from March 29, 2004 to April 2, 2004 and the bold number in brackets represents study results from March 15, 2008 to March 20, 2008.

The average speeds were collected on Clarence Street from March 17, 2008 to March 20, 2008. The collected speeds north of Mounsey Street indicates that the average speed still exceeds the speed limit by approximately 10-14 km/h. Based on the above information, one of the warrants for the installation of speed humps (i.e. average speed exceeds the posted speed by 10 km/h or more) on this section of Clarence Street is met. However, as Clarence Street is both an arterial roadway and an emergency vehicle response route, the City's criteria for speed humps would preclude their installation on this section of roadway.

Each pedestrian crossing is defined by transverse pavement markings. The proposed two speed humps would be installed approximately ten metres in advance of each pedestrian crossing to reduce vehicle speeds immediately upstream of each 'Golf Crossing area'. There are also eight warning signs on Clarence Street informing traffic of the potential crossing of pedestrians near the golf course, seven "Watch For Golfers" warning signs and one "Pedestrians Ahead" warning sign.

Clarence Street has been identified as a primary response route by Fire & Rescue Services for their vehicles travelling through Woodbridge and would not support the installation of additional speed humps on Clarence Street.

There are two fire halls located in close proximity of Clarence Street; one station is located on the south side of Woodbridge Avenue west of Kipling Avenue, and another which was recently built on the east side of Islington Avenue, north of Rutherford Road (Refer to Attachment No. 2). The two proposed speed humps would slightly increase the response time and delay of Fire & Rescue Services when attempting to travel through this section of Clarence Street.

#### Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

**Regional Implications**

Not Applicable.

**Conclusion**

Based on the staff review, it is concluded that no additional vertical traffic calming measures should be installed on Clarence Street between Meeting House Road and Rutherford Road, as this road is a primary response route and two fire halls are located in close proximity.

**Attachments**

1. Location Map - Speed Hump
2. Location Map – Fire Hall Location

**Report prepared by:**

Peter Trinh, Senior Traffic Technologist, Ext. 3120  
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

PT:mc

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 14, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**14** **TRAFFIC REVIEW – THORNHILL WOODS DRIVE  
FROM HIGHWAY 7 TO SUMMERIDGE DRIVE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 3, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That no further action is required regarding additional traffic calming measures on Thornhill Woods Drive;
2. That York Region Police be requested to enforce the existing speed limit and stop signs on this section Thornhill Woods Drive; and
3. That as part of the 2008 pavement marking program, the word 'STOP' be painted on the approaches of Thornhill Woods Drive at the intersections of Misty Sugar Trail and at Maple Sugar Lane to further identify the existing stop controls, as a pilot project to allow staff to monitor its effectiveness.

**Economic Impact**

The pavement marking work can be completed within the approved operating budget for 2008.

**Communications Plan**

The residents will be advised of Council's decision on this matter.

**Purpose**

To present additional information, as previously directed by Council to review the traffic on Thornhill Woods Drive.

**Background - Analysis and Options**

At its meeting on March 31, 2008, Council directed:

**"That Engineering staff be requested to conduct a traffic study along the Southern end of Thornhill Woods Drive, focusing from Highway 7 to Summeridge Drive and report on those findings"**

**Existing Conditions**

Thornhill Woods Drive is classified as a feeder roadway with a 23.0 metre right-of-way and 11.5 metre pavement width. The existing posted speed limit is 40 km/h. Thornhill Woods Drive is a main thoroughfare that runs north-south from Rutherford Road to Highway 7. The section between Highway 7 and Summeridge Drive has a total of seven (7) intersections; there are three all-way stop controlled intersections and one signal controlled intersection. There are painted centre line and road narrowings from Summeridge Drive to Misty Sugar Lane. There are two lanes in each direction as well as centre medians on Thornhill Woods Drive from Misty Sugar Lane to Highway 7. The area is shown on Attachment No. 1.

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The concerns raised by the residents are the traffic volume, vehicle speeds, stop sign compliance and infiltration problems.

There is a York Region Transit route (number 23) running on Thornhill Woods Drive from Highway 7 to Maple Sugar Lane.

Traffic Volume / Speed

Utilizing Automated Traffic Recorders (ATR's) staff conducted speed and volume studies on Thornhill Woods Drive from June 16, 2008 to June 20, 2008. Data was collected on a 24-hour basis. The recorders were installed on Thornhill Woods Drive, 13 metres south of Bentwood Crescent (north access) and 14 metres south of Seabreeze Avenue. The results are summarized below:

Location	Direction	Average Speed	85 <sup>th</sup> Percentile Speed	Highest Speed	Average Daily Traffic
Thornhill Woods Dr, south of Bentwood Cres	Northbound	45 km/h	52 km/h	76 km/h	3821
	Southbound	51 km/h	58 km/h	81 km/h	3727
Thornhill Woods Dr, south of Seabreeze Ave	Northbound	44 km/h	52 km/h	77 km/h	3888
	Southbound	47 km/h	54 km/h	81 km/h	3789

The recorded average speeds on Thornhill Woods Drive ranged between 44 km/h and 51 km/h. The recorded 85<sup>th</sup> percentile speed (the speed at which 85 percent of the vehicles are travelling at or below) on Thornhill Woods Drive ranged between 52 km/h and 58 km/h.

Staff also conducted an AM and PM radar study on July 24, 2008. The study was completed on Thornhill Woods Drive north of Leameadow Road during the peak time periods of 8:00-9:00 am and 4:00-5:00 pm. The data recorded was similar to the Automated Traffic Recorders with an average speed ranging between 43 km/h and 46 km/h and recorded 85<sup>th</sup> percentile speed ranging between 48 km/h and 52 km/h.

In accordance with the Neighbourhood Traffic Committee Policy and Procedure, traffic calming measures may be considered where the posted speed is 50 km/h or less and the average speed is 10 km/h or greater than the posted speed limit. Therefore, traffic calming may be considered on Thornhill Woods Drive. However, since Thornhill Woods Drive is a primary emergency response route, vertical traffic calming measures cannot be considered. Other measures such as chicanes, painted road narrowings, medians or a combination of these alternatives can be considered.

In order to implement traffic calming, the Council approved Policy and Procedure should be followed. This requires the submission of a formal request from the community in the form of a petition or a written request from a registered ratepayers group.

Stop Sign Compliance

Staff completed a Stop Sign Compliance Study at the three (3) intersections along Thornhill Woods Drive. These included; Thornhill Woods Drive and Summeridge Drive, Thornhill Woods Drive and Misty Sugar Trail, and Thornhill Woods Drive and Maple Sugar Lane. The studies were conducted on Wednesday June 4, 2008 between 8:00 am - 9:00 am and 4:00 pm – 5:00pm. The results are summarized below:



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Intersection	% of Drivers Stopping	
	Full Stop	Rolling or No Stop
Thornhill Woods Drive and Summeridge Drive	97 %	3 %
Thornhill Woods Drive and Misty Sugar Trail	13 %	87 %
Thornhill Woods Drive and Maple Sugar Lane	27 %	73 %

Staff will send correspondence to York Regional Police for increased stop sign enforcement at the intersections of Thornhill Woods Drive and Misty Sugar Trail and Thornhill Woods Drive and Maple Sugar Lane. These intersections have high percentages of rolling and non stopping vehicles.

As a pilot project, staff recommend proceeding with painting the word 'STOP' on the approaches of Thornhill Woods Drive at both of the above mentioned intersections. The non stopping percentages are high and this wording may assist motorists to stop at the existing stop sign. If approved, a threshold percentage value of 70% of non compliant motorists will be used at other intersections where there is an identified stop compliance problem. Other municipalities such as the Town of Milton and the Town of Oakville paint the word 'STOP' on some roadway approaches, to encourage compliance. This is a legal practice in the traffic operation industry. The painting can be done as part of the pavement marking contract for 2008.

Infiltration Study

Staff conducted an infiltration study on September 4, 2008 during the peak traffic periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm on Thornhill Woods Drive. The concern had been raised that there is a lot of cut-through traffic using Thornhill Woods Drive as a short-cut alternative to Highway 7.

The infiltration routes and results of the studies are summarized in the following table.

September 4, 2008				
Time	Entering at	Exiting at	Total Inbound Vehicles	Total Infiltration
7:00am to 9:00am	Summeridge Drive	Highway 7	695	178
Total AM Infiltration = 178 vehicles or 25.6%				
4:00pm to 6:00pm	Highway 7	Summeridge Drive	350	186
Total PM Infiltration = 186 vehicles or 53.1%				

Infiltration is considered to be an issue when the infiltration rates exceed 30%. Although the PM infiltration was 186 vehicles or 53% of the 350 inbound vehicles, the total inbound volume during the PM peak traffic periods is relatively low at 350 vehicles.

Thornhill Woods Drive is classified as a feeder roadway and also as one of the two main thoroughfares that runs north-south from Rutherford Road to Highway 7. Typically, a feeder roadway accommodates up to 8,000 vehicles per day (source; Transportation Association of Canada, Geometric Design Guide for Canadian Roads). Our study indicates that Thornhill Woods Drive has 7,677 vehicles per day which is within the capacity of a feeder roadway. The number of vehicles identified as 'cut-through' traffic during the AM and PM peak period is 364.

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This indicates a small number (4.7%) overall to the total daily traffic, are 'cut-through' vehicles. There are several subdivisions within Block 10 north of Summeridge Drive that drivers will use Thornhill Woods Drive as a southern exit from the subdivision.

In the past, the threshold percentage of 30% was used to identify a problem with cut-through traffic, and action would be taken only if actual cut-through volumes were significant. Based on the results of the studies, Staff does not recommend any turning prohibitions for Thornhill Woods Drive, because although the percentage is high, the number of vehicles is not significant.

**Relationship to Vaughan Vision 2020**

Enhance and Ensure Community Safety, Health & Wellness – to advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

**Regional Implications**

Not Applicable.

**Conclusion**

Based on our review, it is concluded that no further action is required regarding additional traffic calming measures on Thornhill Woods Drive. That the word 'STOP' be painted on the approaches of Thornhill Woods Drive at the intersections of Misty Sugar Trail and at Maple Sugar Lane, as a pilot project to allow staff to monitor the effectiveness to further identify the existing stop controls.

**Attachments**

1. Location Map

**Report prepared by:**

Peter Trinh, Senior Traffic Technologist, ext. 3120  
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

PT:mc

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

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Item 15, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

15 **EDGELEY BOULEVARD AND BASS PRO MILLS DRIVE**  
**TRAFFIC REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 3, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That Engineering Services staff monitor the intersection in the Spring 2009 to determine the traffic signal warrant values and report to a Committee of the Whole meeting with this information.

**Economic Impact**

There are no economic impacts stemming from the recommendations of this report for the 2008 Budget Year. There will be future impacts on the 2009 Capital Budget for the installation of the traffic signals and Operating Budgets for the maintenance of the traffic signals, if the Provincial warrants are met.

**Communications Plan**

Staff will contact the area businesses on the outcome of Council's decision in this matter.

**Purpose**

To report on the feasibility of installing traffic signals at the intersection of Edgeley Boulevard and Bass Pro Mills Drive.

**Background - Analysis and Options**

At its meeting on May 26, 2008, Council adopted without amendment:

- “1. That this report be received for information;
2. That the required budget sheets be submitted for consideration in the 2009 Capital Budget process; and
3. That Engineering Services staff monitor the intersection in the Fall 2008 to determine the traffic signal warrant values and report to a Committee of the Whole meeting with this information.”

Several business employees on Four Valley Drive expressed concerns regarding the intersection of Edgeley Boulevard and Bass Pro Mills Drive. Their concerns relate to the number of accidents and heavy traffic volumes, especially during the peak time periods.

Edgeley Boulevard is designed as a 26.0 metre collector road with an existing posted speed limit of 40 km/h. Bass Pro Mills Drive is designed as a 30.0 metre arterial road with an existing 50 km/h statutory speed limit. There is an existing all-way stop control at the intersection. Refer to Attachment No. 1.

Engineering Services staff conducted an intersection turning movement count at the intersection on March 27, 2008. The studied time periods were 7:00am to 9:00am, 11:00am to 2:00pm and 3:00pm to 6:00pm. On the day of the study the weather was clear and sunny. The results of the study are summarized below.

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Warrant #1 – Minimum Vehicular Volumes		
Part A – All Approaches	-	95%
Part B – Minor Street Both Approaches	-	100%
Percentage Warrant (lowest of the two above)	-	95%
Warrant #2 – Delay to Cross Traffic		
Part A – Major Street Both Approaches	-	67%
Part B – Traffic Crossing Major Street	-	100%
Percentage Warrant (lowest of the two above)	-	67%
Warrant #3 – Accident Experience		
Part A – Reportable Accidents Correction by a Traffic Signal	-	70%
Part B – Adequate trial of less restrictive remedies	-	100%
Part C – Warrant 1 or Warrant satisfied 80% or more	-	100%
Warrant #4 – Combination Warrant		
Two Warrants Satisfied 80% for Traffic Signals	-	NO

In order to meet the Provincial Traffic Signal warrant, one of the first three warrants must be met 100% or two of the first three warrants must be met at 80%. Based on the above results, the Provincial Traffic Signal warrant is not met. Warrant 1 is very close to being met. The accident experience has not been reduced with the installation of the all-way stop control. The above results were discussed in a report to the Committee of the Whole on May 20, 2008, and Council directed that the intersection be monitored again in Fall 2008 as stated at the beginning of this section.

Engineering Services staff conducted a follow-up intersection turning movement count at the intersection on September 11, 2008. The studied time periods were 7:00am to 9:00am, 11:00am to 2:00pm and 3:00pm to 6:00pm. On the day of the study the weather was clear and sunny. The results of the study are summarized below.

Warrant #1 – Minimum Vehicular Volumes		
Part A – All Approaches	-	95%
Part B – Minor Street Both Approaches	-	100%
Percentage Warrant (lowest of the two above)	-	95%
Warrant #2 – Delay to Cross Traffic		
Part A – Major Street Both Approaches	-	68%
Part B – Traffic Crossing Major Street	-	100%
Percentage Warrant (lowest of the two above)	-	68%
Warrant #3 – Accident Experience		
Part A – Reportable Accidents Correction by a Traffic Signal	-	60%
Part B – Adequate trial of less restrictive remedies	-	100%
Part C – Warrant 1 or Warrant satisfied 80% or more	-	100%
Warrant #4 – Combination Warrant		
Two Warrants Satisfied 80% for Traffic Signals	-	NO

In order to meet the Provincial Traffic Signal warrant, one of the first three warrants must be met 100% or two of the first three warrants must be met at 80%. Based on the above results, the Provincial Traffic Signal warrant is not met. Warrant 1 is very close to being met. The accident experience has been reduced since the March 2008 traffic study.

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Staff did note that the southeast corner of the intersection is in the process of being developed. Once development in this area is completed, it is anticipated that the traffic generated by this development may fulfill the requirements of the Provincial Traffic Signal warrant.

Staff have included the required budget sheets for consideration in the 2009 Capital Budget as previously directed by Council. The approximate cost for the installation of traffic signals is \$125,000.

Staff will follow-up with another intersection turning movement count at this intersection in early Spring 2009. At that time, a report will be submitted to a Committee of the Whole meeting to update the status of the traffic signal warrants.

**Relationship to Vaughan Vision 2020**

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

**Regional Implications**

Not Applicable.

**Conclusion**

Engineering Services staff recommend that the intersection be monitored in the Spring 2009 to determine if the traffic signal warrant values have been met. The required budget sheets have been prepared and submitted during the upcoming budget preparation process for consideration in the 2009 Capital Budget deliberations, in anticipation that the Provincial Warrant for traffic signals will be met.

**Attachments**

1. Location Map

**Report prepared by**

Louis Wickline, Traffic Analyst, ext 3131  
Mike Dokman, Supervisor, Traffic Engineering, ext 3118

LW:mc

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 16, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

16

**SCHOOL CROSSING GUARD  
DR. ROBERTA BONDAR PUBLIC SCHOOL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 3, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works in consultation with the Director of Human Resources recommends:

That a supervised school crossing be implemented for the north and east sides of the intersection of Grand Trunk Avenue and Ivy Glen Drive.

**Economic Impact**

Sufficient funding is available in the 2008 Operating Budget to permit implementation of the supervised school crossing as soon as the pavement marking and recruitment processes are complete. The ongoing cost of operation will be incorporated into future Operating Budgets.

**Communications Plan**

Engineering Services staff will advise the school and the school board of Council's decision in this matter.

**Purpose**

To review the need for a supervised school crossing at the intersection of Grand Trunk Avenue and Ivy Glen Drive and the intersection of Peter Rupert Avenue and Ivy Glen Drive.

**Background - Analysis and Options**

Staff received a request from the Principal of Dr. Roberta Bondar Public School for a school crossing guard in front of Dr. Roberta Bondar Public School. Dr. Roberta Bondar Public School is located on the south-east corner of Grand Trunk Avenue and Ivy Glen Drive. Staff received the school's boundary map from York Region District School Board to assist with the possible locations of school crossing guards. There are 99 students in the north-east zone where the boundaries are from Dufferin Street to Peter Rupert Avenue and from Major Mackenzie to Maurier Boulevard. A total of 102 students reside in the north-west zone where the boundaries are from Peter Rupert Avenue to the CN Railway and from Major Mackenzie to Maurier Boulevard. Refer to Attachment No. 1 for the location of Dr. Roberta Bondar Public School, and Attachment No. 2 for the catchment area.

Two locations were studied: the intersection of Grand Trunk Avenue and Ivy Glen Drive and Peter Rupert Avenue and Ivy Glen Drive.

**Grand Trunk Avenue and Ivy Glen Drive**

A pedestrian crossing study was conducted on September 23, 2008 from 7:30am to 8:30am and 2:20pm to 3:10pm at the intersection of Grand Trunk Avenue and Ivy Glen Drive. On the day of the study, the weather was clear and sunny. The results are summarized below:

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Time	North Side	South Side	East Side	West Side
AM (7:30 – 8:30)	<b>5</b> (2)	<b>7</b> (4)	<b>12</b> (3)	<b>7</b> (4)
PM (2:20 – 3:10)	<b>10</b> (0)	<b>14</b> (9)	<b>18</b> (0)	<b>1</b> (1)
Total	<b>15</b> (2)	<b>21</b> (13)	<b>30</b> (3)	<b>8</b> (5)

Please note that the bold number is the number of students crossing unassisted and the number in brackets is the number of students crossing with assistance from an adult.

There were 74 unassisted primary school students crossing the intersection and 25 students crossing with adults. 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.

At the intersection of Grand Trunk Avenue and Ivy Glen Drive, there are sidewalks at each corner except the southwest corner. This area is still under construction.

Based on the study results, there were 17 students crossing Grand Trunk Avenue from the north side of the intersection and 34 students from the south side of the intersection. There are no houses or sidewalks on the south side of Ivy Glen Drive from Grand Trunk Avenue to Oberfrick Avenue. There is a sidewalk on the north side of Ivy Glen Drive. Therefore, staff recommends that a supervised school crossing be implemented on the north side of the intersection of Grand Trunk Avenue and Ivy Glen Drive. There were 33 students crossing the east side of the intersection. Therefore, staff also recommends that a supervised school crossing be implemented on the east side of the intersection of Grand Trunk Avenue and Ivy Glen Drive. This means the guard would cross children in an “L” type, north and east side, at the intersection as per the approved Crossing Guard criteria.

Health and Safety staff have advised that there are no significant impediments to placing a crossing guard at this location.

There are funds allocated in the 2008 Operating Budget for the addition of a crossing guard at this school. The supervised school crossing will be implemented once the appropriate pavement markings and signs are placed and the requirement process is complete.

Peter Rupert Avenue and Ivy Glen Drive

Staff conducted a pedestrian crossing study on September 24, 2008 from 7:30am to 8:30am and 2:20pm to 3:10pm at the intersection of Ivy Glen Drive and Peter Rupert Avenue. On the day of the study, the weather was clear and sunny. The results are summarized below:

Time	North Side	South Side	East Side	West Side
AM (7:30 – 8:30)	<b>0</b> (0)	<b>0</b> (0)	<b>2</b> (0)	<b>0</b> (0)
PM (2:20 – 3:10)	<b>2</b> (6)	<b>3</b> (0)	<b>1</b> (0)	<b>0</b> (0)
Total	<b>2</b> (6)	<b>3</b> (0)	<b>3</b> (0)	<b>0</b> (0)

There were 8 unassisted primary school students crossing the intersection and 6 students crossing with adults. The warrant is not met due to the low number of children crossing at the intersection. Staff does not recommend implementing a supervised school crossing at the intersection of Ivy Glen Drive and Peter Rupert Avenue.

**CITY OF VAUGHAN**

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**Relationship to Vaughan Vision 2020**

Enhance and Ensure Community Safety, Health and Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

**Regional Implications**

Not Applicable.

**Conclusion**

Based on staff's review, it is recommended that a supervised school crossing be implemented for the north and east sides of the intersection of Grand Trunk Avenue and Ivy Glen Drive. There are sufficient funds in the 2008 Operating Budget to permit implementation as soon as the appropriate pavement markings and signs are placed and the recruitment process is complete.

**Attachments**

1. Location Map
2. Dr. Roberta Bondar Public School Catchment Area

**Report prepared by:**

David Fan, Traffic Analyst, Ext. 3109  
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

DF:mc

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



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 17, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

17

**SCHOOL CROSSING GUARD  
HOLY JUBILEE ELEMENTARY SCHOOL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 3, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works in consultation with the Director of Human Resources recommends:

That a supervised school crossing be implemented for the west side of the intersection of Drummond Drive and St. Joan of Arc Avenue.

**Economic Impact**

Sufficient funding is available in the 2008 Operating Budget to permit implementation of the supervised school crossing as soon as the pavement marking and recruitment processes are complete. The ongoing cost of operation will be incorporated into future Operating Budgets.

**Communications Plan**

Engineering Services Staff will advise the school and the school board of Council's decision in this matter.

**Purpose**

To review the need for a crossing guard at the intersection of Drummond Drive and St. Joan of Arc Avenue.

**Background - Analysis and Options**

A request was received by a local resident to review the pedestrian crossing activity at the intersection of Drummond Drive and St. Joan of Arc Avenue. Holy Jubilee Elementary School is located on the southwest corner of Isaac Murray Avenue and St. Joan of Arc Avenue. There is an existing crossing guard for this school at the intersection of Isaac Murray Avenue and St. Joan of Arc Avenue. The area is shown in Attachment No. 1.

A field study was conducted on May 21, and May 28, at the intersection of Drummond Drive and St. Joan of Arc Avenue to determine the number of children crossing. The results were as follows:

Time	North Side	South Side	East side	West side
8:00 am – 9:00 am	<b>2</b> (0)	<b>3</b> (0)	<b>21</b> (2)	<b>14</b> (2)
3:10 pm – 4:10 pm	<b>3</b> (1)	<b>14</b> (1)	<b>4</b> (1)	<b>54</b> (2)
Total	<b>5</b> (1)	<b>17</b> (1)	<b>25</b> (3)	<b>68</b> (4)

Please note that the bold number is the number of students crossing unassisted and the number in brackets is the number of students crossing with assistance from 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 hours (a.m. and p.m.

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combined). Based on the total number of students crossing Drummond Drive unassisted (93) and those with an adult (7), the warrant of 50 students crossing is met. The table above shows the majority of students are crossing on the west side of the intersection of Drummond Drive and St. Joan of Arc Avenue. Staff recommends that the school crossing guard be placed on the west side at the intersection of Drummond Drive and St. Joan of Arc Avenue. This crossing is beneficial as the school is located on the west side of St. Joan of Arc Avenue and children will not need to cross any of the intersections to the north as they approach the school.

Staff have recently informed the principal of Holy Jubilee Elementary School and the City of Vaughan Human Resources Department that an additional school crossing guard will be recommended on the west leg of the intersection of Drummond Drive and St. Joan of Arc Avenue. The Principal of the Holy Jubilee Elementary School was adequately satisfied with the results.

There are funds allocated in the 2008 Operating Budget for the addition of a crossing guard at this school. The supervised school crossing will be implemented as soon as the pavement markings and signs are placed and the recruitment process is complete.

**Relationship to Vaughan Vision 2020**

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

**Regional Implications**

Not Applicable

**Conclusion**

A crossing guard is recommended on the west side of the intersection of Drummond Drive and St. Joan of Arc Avenue. There are sufficient funds in the 2008 Operating Budget to enable implementation as soon as the appropriate pavement markings and signs are placed and the recruitment process is complete.

**Attachments**

1. Location of proposed guard

**Report prepared by:**

Peter Trinh, Senior Traffic Technologist, Ext 3120  
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

PT:mc

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



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**“2a. That staff be directed to investigate the feasibility of including all bridges and culvert structures under the control of the Parks Department within the Municipal Structures Management System with the possibility to be included in the 2008 bi-annual inspections; and”**

**“2b. That staff report back on possible funding sources from the 2008 budget.”**

As part of the Municipal Structures Management System, the Engineering Services Department conducts bi-annual inspections of its structures through a qualified structural engineering consultant and has programmed Capital Works as identified through needs analysis.

In July 2008, the Purchasing Services Department issued a Request for Proposal RFP08-211 to retain a consulting firm to provide engineering services in connection with municipal structure inspection and reporting. The proposal was divided into four parts to allow pricing for the additional structures under the control of the Parks Department to be priced separately in keeping with Council's direction of May 12, 2008.

The four parts were as follows:

- 1) Part A: 106 On Road Structures
- 2) Part B: 8 Additional On Road Structures
- 3) Part C: 30 Parks and Open Spaces Structures
- 4) Part D: Structure Load Restriction Analysis

In accordance with the City's Purchasing Policy for projects of this magnitude, the RFP was publicly advertized using the Electronic Tendering Network (Biddingo), the Ontario Buyer's Association and the Daily Commercial News. In response to the RFP, proposal submissions were received on August 15, 2008, by the following six consultants to undertake this assignment:

- Totten Sims Hubicki Associates
- SNC Lavalin Inc.
- Associated Engineering Ltd.
- Halcrow Yolles.
- G.D. Jewell Engineering Inc.
- Keystone Bridge Management Corp.

An evaluation meeting was held on August 28, 2008, with Engineering Services staff and Purchasing staff were consulted. A standardized scoring and ranking system was used for the evaluation of the proposal as follows:

- 20 points available for quality of the firm and proposal
- 35 points available for scope of service and work plan
- 20 points available for qualifications of firm and experience of staff assigned to the project, and
- 25 points available for professional fees and resource allocations.

The TSH Associates proposal submission scored highest scores as per above evaluation criteria. However, only Part "A" of the proposal was accepted and awarded.

At the time only Part A of the 2008 Municipal Structure Inspection and Reporting project could be awarded until funding was approved for the other parts. However, the recommended RFP for this project came in at a price that was very close to the approved capital budget item including all 4 parts. All parts are required to complete the project, therefore we are seeking authorization to proceed with the remaining parts of the project, and fund the shortfall of \$7,560.00 from the Roads Infrastructure Reserve.

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**Relationship to Vaughan Vision 2020**

Management Excellence:      Maintain Assets and Infrastructure  
To optimize existing infrastructure through sound asset  
management practices.

Service Excellence:            Pursue Excellence in Service Delivery  
Enhance and Ensure Community Safety, Health and Wellness

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

**Regional Implications**

Not Applicable.

**Conclusion**

Staff recommend that Council award the remaining Parts B, C and D of the 2008 Municipal Structure Inspection and Reporting project to Totten Sims Hubicki and obtain authorization from Council to proceed with the remainder of the project, funding the additional requirement of \$7,560.00 from the Roads Infrastructure Reserve.

Should Council concur with the additional funding request, this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act, before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. Where a capital project has been subject to a public meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a Public Committee or Council Agenda is deemed sufficient notice pursuant to Section 2(1)(c) of By-Law 394-2002.

**Attachments**

None.

**Report prepared by:**

Jimmy Yovanovski, Design Draftsperson, ext. 3116

JY:mc

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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 19, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

19

**COMPLIANCE AUDIT DECISION  
2006 MUNICIPAL ELECTION CAMPAIGN FINANCES  
BERNIE DI VONA**

**The Committee of the Whole recommends that this matter be referred to the Committee of the Whole (Closed Session) meeting of November 3, 2008.**

Mayor Jackson declared an interest with respect to the foregoing matter as she has been the subject of an audit which has similar implications.

Regional Councillor Frustaglio declared an interest with respect to the foregoing matter as she has been the subject of an audit which has similar implications.

Councillor Di Vona declared an interest with respect to the foregoing matter as the audit deals with his election campaign finances.

*Refer to Item 8, Report No. 54 Committee of the Whole (Closed Session).*

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Item 20, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

20

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-08V03  
ROYBRIDGE HOLDINGS LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium File 19CDM-08V03 (Roybridge Holdings Limited) BE APPROVED, subject to the conditions of approval set out on Attachment #1.

**Economic Impact**

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

**Purpose**

The Owner has submitted an application for Draft Plan of Condominium approval on the subject lands shown on Attachment #2, to facilitate a multi-unit industrial building (currently under construction), having a total gross floor area of 4,101 m<sup>2</sup>, a total of 25 units, and 179 parking spaces as shown on Attachment #3.

**Background - Analysis and Options**

**Location**

The subject lands (1.33 ha) shown on Attachment #2 are located north of Regional Road #7 and west of Regional Road #27, more specifically on the southeast corner of Zenway Boulevard and Vaughan Valley Boulevard, City of Vaughan. The surrounding land uses are shown on Attachment #2.

**Official Plan/Zoning**

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan), and are zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1134), which permits a wide range of employment and business uses. The proposed draft plan of condominium conforms with the Official Plan and complies with By-law 1-88.

**Site Development**

The proposed Draft Plan of Condominium is consistent with the Building Permit that was issued by the Vaughan Building Standards Department on June 12, 2008 for the multi-unit industrial building that is under construction. The building is located central to the site, and is served by 179 parking spaces and four access driveways.

**Relationship to Vaughan Vision 2020**

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

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**Conclusion**

The Development Planning Department has reviewed the Draft Plan of Condominium application, which is consistent with the approved Building Permit drawing, and in conformity and in compliance with the provisions of the Official Plan and Zoning By-law, respectively. The Development Planning Department has no objections to the approval of the Draft Plan of Condominium, subject to the conditions of approval set out in Attachment #1.

**Attachments**

1. Conditions of Approval (19CDM-08V03)
2. Location Map
3. Draft Plan of Condominium

**Report prepared by:**

Ryan Mino, Planner, ext. 8213  
Arto Tikiryán, Senior Planner, ext. 8212

/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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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 21, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**21 DRAFT PLAN OF CONDOMINIUM FILE 19CDM-08V04  
INNOVATION COMMERCIAL CENTRE INC.**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

2. THAT Draft Plan of Condominium File 19CDM-08V04 (Innovation Commercial Centre Inc.) BE APPROVED, subject to the conditions of approval set out on Attachment #1.

**Economic Impact**

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

**Purpose**

The Owner has submitted an application for Draft Plan of Condominium approval on the subject lands shown on Attachment #2, to facilitate two multi-unit industrial buildings (currently under construction) having a total gross floor area of 6,435.51 m<sup>2</sup>, a total of 17 units (9 units – 71 Innovation Drive and 8 units – 101 Innovation Drive) and 134 parking spaces as shown on Attachment #3.

**Background - Analysis and Options**

**Location**

The subject lands (1.74 ha) shown on Attachment #2 are located south of Langstaff Road and west of Regional Road #27, more specifically on the south side of Innovation Drive, municipally known as 71 and 101 Innovation Drive, City of Vaughan. The surrounding land uses are shown on Attachment #2.

**Official Plan/Zoning**

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan), and are zoned EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone by By-law 1-88, subject to Exception 9(1258), which permits a wide range of employment and business uses. The proposed draft plan of condominium conforms with the Official Plan and complies with By-law 1-88.

**Site Development**

The proposed Draft Plan of Condominium is consistent with the Building Permit that was issued by the Vaughan Building Standards Department on June 13, 2008 for the multi-unit industrial buildings that are currently under construction. The buildings are centrally located on the site, and are served by 134 parking spaces, and four access driveways.

**Relationship to Vaughan Vision 2020**

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

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**Conclusion**

The Development Planning Department has reviewed the Draft Plan of Condominium application, which is consistent with the approved Building Permit drawings, and in conformity and in compliance with the provisions of the Official Plan and Zoning By-law, respectively. The Development Planning Department has no objections to the approval of the Draft Plan of Condominium, subject to the conditions of approval set out in Attachment #1.

**Attachments**

1. Conditions of Approval (19CDM-08V04)
2. Location Map
3. Proposed Draft Plan of Condominium 19CDM-08V04

**Report prepared by:**

Ryan Mino, Planner, ext. 8213  
Arto Tikiryán, Senior Planner, ext. 8212

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 22, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**22 SITE DEVELOPMENT FILE DA.08.050  
CITY OF TORONTO**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008, be approved;
- 2) That Parks Development staff work with City of Toronto staff to ensure that a 5m wide pedestrian walkway is provided as part of the site plan that would facilitate a pedestrian walkway between the North Thornhill Community Centre (Block 10) and the park block (Site B) to the north of the reservoir; and
- 3) That the coloured elevation drawings submitted by the applicant, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.08.050 (City of Toronto) BE APPROVED, to permit the development of the subject lands shown on Attachment #1, for the expansion of the existing Dufferin Street underground water reservoir, subject to the following conditions:
  - a) that prior to the execution of the Letter of Undertaking:
    - i) the final site plan, elevation drawings and landscape plan shall be approved to the satisfaction of the Vaughan Development Planning Department; and
    - ii) the final site servicing and grading plans and stormwater management report, lighting plan and access driveways shall be approved to the satisfaction of the Vaughan Engineering Department.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

To permit the northerly Phase 2 expansion of the City of Toronto's Dufferin Street underground water reservoir, as shown on Attachment #2. The southerly Phase 1 reservoir exists.

**Background - Analysis and Options**

Location

The 7.45 ha subject lands are located on the east side of Dufferin Street, between Autumn Hill Boulevard and Summeridge Drive, and known municipally as 8851 Dufferin Street, City of Vaughan, as shown on Attachment #1.

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

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#### Official Plan and Zoning

The subject lands are designated “Metropolitan Toronto Reservoir” by OPA #600. The proposed site development conforms to the Official Plan.

The subject lands are zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(25). The site-specific zoning exception originated from By-law 153-71, which permitted the City of Toronto to have a water reservoir and expansion of the reservoir and related structures to be located entirely within the subject lands. The proposed water reservoir use of the site complies with Exception 9(25) to By-law 1-88.

#### Site Plan Review

The Development Planning Department is satisfied with the proposed site plan, tree preservation plan, plant restoration plan, and valve house elevations, as shown on Attachment #'s 2, 3, 4 and 5, respectively.

A portion of the northerly site is tree covered. Expansion of the reservoir as contemplated by the original by-law in 1971 will necessitate the removal of most of the existing trees and vegetation. However, trees will be preserved in the locations shown on Attachment #3. New planting will also be provided in the locations shown on Attachment #4.

The existing southerly access to the site will remain off of Dufferin Street. A new driveway will be constructed at the north end of the site, to provide access to both the northerly expansion of the underground reservoir and the new reservoir parking area. The existing southerly reservoir will remain and the new addition is proposed adjacent to the north side of the existing reservoir. The water reservoir will be covered with soil and sodded so that the grade matches the grade of the existing reservoir.

The Vaughan Engineering Department is satisfied with the servicing, grading and storm water management plans.

A total of 23 new parking spaces are proposed for the expansion of the proposed water reservoir. The existing parking spaces along the driveway will remain. Additional plantings have been requested by the Development Planning Department in the area between Dufferin Street and the existing reservoir to screen the existing parallel parking spaces.

The final site plan, landscape plan and valve house elevations must be approved to the satisfaction of the Vaughan Development Planning Department.

#### Sustainability

The proposal is to expand the existing reservoir to ensure adequate water supply for the area.

#### **Relationship to Vaughan Vision 2020**

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly “Plan & Manage Growth & Economic Vitality”.

#### **Regional Implications**

The Region of York has indicated that they will be entering into a Regional Site Plan Agreement with the applicant.

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**Conclusion**

The Site Development Application has been reviewed in accordance with OPA #600, By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for an expansion to the City of Toronto Water Reservoir is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

**Attachments**

1. Location Map
2. Site Plan
3. Tree Preservation Plan
4. Plant Restoration Plan
5. New Valve House Elevation Plan

**Report prepared by:**

Laura Janotta, Planner, ext. 8634  
Arto Tikiryan, Senior Planner, ext. 8212

/LG

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 23, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

23

**SITE DEVELOPMENT FILE DA.07.068  
520 STEELES DEVELOPMENTS INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008, 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.07.068 (520 Steeles Development Inc.) BE APPROVED, to permit the construction of a 13-storey, 184 unit high rise apartment building, and a 3-storey, 54 unit townhouse complex, as shown on Attachment #2, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i) the final site plan, landscape plan, building elevation plans, and tree inventory/assessment study shall be approved to the satisfaction of the Vaughan Development Planning Department;
    - ii) the final site grading and servicing plan, stormwater management report, environmental site assessment report, access and on-site circulation shall be approved to the satisfaction of the Vaughan Engineering Department;
    - iii) the Owner shall implement the recommendations of the noise report titled "Environmental Noise Analysis 520 Steeles Avenue West" dated March 3, 2008, by Valcoustics, which requires that noise warning clauses be included in all Offers of Purchase and Sale or Lease for all residential units within the highrise building and townhouse Blocks A, E, and F of the subject site plan, and registered on title;
    - iv) the Owner shall satisfy the requirements of the City regarding the conveyance of road allowances and reserves, to the satisfaction of the Vaughan Engineering Department, the Region of York and the City of Toronto;
    - v) the Owner shall provide the Vaughan Engineering Department with the Ministry of Environment's approved Record of Site Condition;
    - vi) the Owner shall provide the City with written confirmation that satisfactory arrangements for cost sharing for servicing has been paid to the Block 4 and Block 5 landowners to the satisfaction of the City of Vaughan;
    - vii) the Owner shall satisfy all requirements of the Vaughan Fire and Rescue Services;

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- viii) all hydro requirements of PowerStream Inc. shall be satisfied;
- ix) the Owner shall satisfy all requirements of the Region of York with regard to the Region's conditions of site plan approval; and
- x) the Owner shall satisfy the requirements of Canada Post regarding the supply, installation and maintenance of all mail equipment on the site;

b) that the Site Plan Letter of Undertaking contain the following clauses:

- i) For residential development, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, or a fixed unit rate, whichever is higher, in accordance with the Planning Act and the City's Cash-in-lieu Policy. For high density residential development, the Owner shall pay to Vaughan by way of certified cheque, a fixed unit rate. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;
- ii) Development Charges are applicable and are to be paid in accordance with the Development Charge By-laws in force at the time of Building Permit issuance;
- iii) A structural engineer shall provide certification at the time of Building Permit application that the underground garage roof slab has been designed to support all structures and plant material;
- iv) Garbage and recycling collection and snow removal for both the condominium apartment building and townhouse complex shall be the responsibility of the Condominium Corporation(s);
- v) The Owner shall construct a 1.5m wide sidewalk along the north side of Steeles Avenue West as shown on the approved Site Servicing Plan, Drawing No. SG-1 for the length of the frontage to the satisfaction of the Vaughan Engineering Department. The City will reimburse the Owner through City Development Charges when the cost of the sidewalk has been included in Vaughan's approved Capital Budget and upon completion of the sidewalk and receipt of the final actual cost, certified by the consultant and as approved by the City of Vaughan. The cost of the work including engineering fees has been estimated to be \$7,917.50. The amount to be paid by the City of Vaughan to the Owner shall be the actual certified cost, however, the amount shall not exceed \$7,917.50.
- vi) The Owner shall satisfy all requirements with respect to noise attenuation and shall ensure that it is in accordance with the noise features recommended by the report entitled "Environmental Noise Analysis Study, 520 Steeles Avenue West, Proposed Residential Development, City of Vaughan", prepared by Valcoustics Canada Ltd., dated March 3, 2008;
- vii) A) The following warning clauses shall be registered on title and be included in all Offers of Sale and Purchase or Lease in the proposed high rise building:

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“Purchasers/tenants are advised that despite the inclusion of noise control features within this development area and within the building units, sound levels from increasing road traffic, may on occasion interfere with some activities of the dwelling occupants as the sound level exceeds the Municipality’s and the Ministry of the Environment’s noise criteria.”

“This dwelling unit has been supplied with a central air conditioning system which will allow windows and doors to remain closed, thereby ensuring indoor sound levels are within the Municipality’s and the Ministry of the Environment’s noise criteria.”

- B) The following warning clauses shall be registered on title and are to be included in all Offers of Sale and Purchase or Lease for all residential units in the southern most townhouse blocks (ie. Blocks A, E and F):

“Purchasers/tenants are advised that despite the inclusion of noise control features within this development area and within the building units, sound levels from increasing road traffic, may on occasion interfere with some actives of the dwelling occupants as the sound level exceeds the Municipality’s and the Ministry of the Environment’s noise criteria.”

“This dwelling unit has been fitted with a forced air heating system and ducting, etc. and was sized to accommodate central air conditioning. Installation of central air conditioning allows windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality’s and the Ministry of the Environment’s noise criteria. (Note: The location and installation of the outdoor air conditioning device should be done so as to minimize the noise impacts and comply with criteria of MOE Publication NPC-216, Residential Air Conditioning Devices).”;

- c) that the City request the Ontario Municipal Board to amend and approve the revised implementing zoning by-law as it applies to the subject lands.

2. THAT Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol of March 31, 2008:

“IT IS HEREBY RESOLVED THAT Site Development Application DA.07.068 is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 184 apartment units and 54 townhouse units.”

**Economic Impact**

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



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#### Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to permit a residential apartment and townhouse development, as shown on Attachment #2. The southerly portion of the site is to be developed for a 184 unit, 13-storey condominium building, and the northerly portion of the site for a 54 unit, 3-storey townhouse complex.

The lands fronting onto Townsgate Drive are being developed for 7 single detached residential dwellings, and the lots were created through a related Part Lot Control Application (PLC.07.033), and are not subject to site plan control.

#### Background - Analysis and Options

The subject lands shown on Attachment #1 are currently vacant, and are located on the north side of Steeles Avenue West, and east of Bathurst Street. These lands and the property immediately to the west (currently owned by Amica, formerly Nivlog Investments) were the subject of previous Official Plan and Zoning By-law Amendment applications filed jointly by the former owners of these two properties (Nivlog and Cypress Point Holdings) in 1999. These applications were approved by the Ontario Municipal Board (OMB) on May 21, 2002, however, the OMB Order concerning the zoning by-law for these lands was withheld pending the City's approval of site plans for the respective high rise apartment and townhouse complexes.

The OMB's Decision of May 21, 2002, covered both the subject lands (now owned by 520 Steeles Developments Inc.) and the adjacent lands (now owned by Amica/Berkshire Place), and permitted similar development on both properties. The site plan for the adjacent Amica/Berkshire Place property was approved by Council on June 26, 2006, and is under construction.

The surrounding land uses are shown on Attachment #1.

#### Official Plan

The site is designated "High Density Residential" by OPA #210 (Thornhill-Vaughan Community Plan), as amended by OPA #247, OPA #572 and OPA #687. The proposed apartment and townhouse uses and density, conforms to the Official Plan.

#### Zoning

The OMB's Decision of May 21, 2002, approved an RA3(H) Apartment Residential Zone with the Holding Symbol (H) and R3(H) Residential Zone with Holding Symbol (H) on the combined Amica/520 Steeles properties. The RA3(H) Apartment Residential Zone applied to the high rise and townhouse components of the site and the R3(H) Residential Zone applied to the single lots that front onto Townsgate Drive, in accordance with building envelopes described in the draft implementing by-law forming part of the Board's Decision.

The OMB's Decision of 2002, withheld the issuance of the final order on the zoning by-law pending site plan approval for the proposed apartment and townhouse development.

The draft by-law in the original OMB Decision: limited the number of units; limited the building heights and setbacks for the building envelopes; identified the minimum parking required; reduced the minimum amount of amenity area; and, allowed amenity areas to include roof tops, decks, terraces and courtyards at or above grade. That draft by-law provided the framework for what could be developed on the combined properties. The OMB recognized that some changes to the implementing zoning by-law may be required as a result of the site plan process, and withheld its Final Order regarding the implementing zoning by-law until satisfactory site plans

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were approved by the City. Processing of the site plan for the neighbouring Amica/Berkshire Place property necessitated some revisions to the draft by-law before the OMB. These changes were discussed in the June 26, 2006, Council report approving the Amica/Berkshire Place developments. The OMB issued its Final Order on September 5, 2006, approving a revised zoning by-law for the Amica/Berkshire lands only. The draft by-law as contained in the OMB's 2002 Order remains before the Board for the subject 520 Steeles Development Inc. lands.

Once Council is satisfied with the subject site plan, the City will forward a revised by-law to the OMB and request that the OMB release its final order, thereby approving the zoning for the subject site and allowing the City to enter into a Site Plan Letter of Undertaking with the applicant. The implementing by-law will zone the subject lands RA3 Apartment Residential Zone, and will not include a Holding provision, which is no longer required, in light of the impending approval of the subject site plan application.

#### Proposed Zoning – Revisions to OMB Draft Zoning By-law

The OMB's Decision of May, 2002, withheld the Board's final Order on the implementing Zoning By-law for the subject lands pending the City's approval of a satisfactory site plan. Through the site plan review process, the City and the Owner have concurred that the following changes to the draft OMB by-law are appropriate and necessary to facilitate the proposed site plan, in accordance with the RA3 Zone standards of By-law 1-88 (no Holding provision will be required):

1. Provide a site-specific definition of a "lot", to recognize the entire property as one lot regardless of any creation of additional parcels, easements or rights-of-way by way of conveyances, consent, plans of subdivision, part lot control exemptions, or plans of condominium, after the date the zoning by-law comes into effect.

The proposed change recognizes the site may be developed as one or more condominium corporations, and will require the subject lands to be considered as one lot for zoning purposes to avoid future zoning non-compliance which might occur if the property is severed into different ownerships.

2. Permit a maximum 13-storey or 40 m high apartment building not exceeding 184 units adjacent to Steeles Avenue, whereas the draft OMB by-law permits a maximum 15-storey or 43.5 m high apartment building not exceeding 162 units. The maximum townhouse building height would continue to be 3-storeys or 11 m.
3. Recognize that the total number of parking spaces provided on the site will be 349 spaces, of which 343 spaces will be underground and 6 spaces will be surface spaces. Parking for the apartment units will be provided at a ratio of 1.06 spaces/unit, townhouse parking will be provided at a ratio of 0.68 spaces/unit, and visitor parking for both will be at a ratio of 0.17 spaces/unit, whereas By-law 1-88 requires parking for apartment units at a ratio of 1.5 spaces/unit, townhouse parking at a ratio of 2.0 spaces/unit, and 0.25 spaces/unit for visitor parking. The OMB draft by-law did not include provisions for a reduction in parking.
4. Recognize that the exterior stairwells from the proposed underground parking area will not be subject to the "Permitted Yard Encroachments and Restrictions" requirements in Section 3.14 b) and c) of By-law 1-88. This will allow the exterior stairwell to locate in both the interior side and rear yards, and not just the rear yard; and slightly exceed the maximum half-storey requirement. The OMB draft by-law did not include encroachment provisions.

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5. Permit exceptions to Section 4.1.6 “Minimum Amenity Area” of By-law 1-88, which requires minimum amenity areas for one and two bedroom units of 20 m<sup>2</sup> and 55 m<sup>2</sup>, respectively, whereas the draft by-law will reflect an overall amenity area for the site of 5,000 m<sup>2</sup>.

The OMB’s draft by-law zoned the site RA3(H) Apartment Residential Zone and placed a Holding provision on the site pending the City’s approval of a site plan. The OMB is the approval authority regarding the final by-law. If Council approves the subject Site Plan Application DA.07.068 to permit the 184 apartment units and the 54 townhouse units under an RA3 Zone category (no Holding provision), and endorses the above listed revisions to the draft zoning by-law before the Board, the Legal Department will request the OMB to approve a revised implementing zoning by-law for the proposed development as shown on Attachment #2, and will further request the OMB to release its final Order for these lands.

#### Overall Site Design

The overall development of the site is shown on Attachment #2. The property is rectangular in shape with a frontage of 79.52m on Steeles Avenue West and a depth of 153.12m. The property also has vehicular access to Townsgate Drive to the north. The site consists of two components being, the 13-storey, 184 unit high rise building on the southerly portion of the site and the 54 unit townhouse complex immediately to the north. The seven single-detached residential lots that are to front onto Townsgate Drive, were approved earlier, and are not subject to this report.

The OMB’s Decision of 2002, provided for an internal driveway running between Townsgate Drive and Steeles Avenue, located on the mutual property line between the Amica and 520 Steeles Developments Inc. properties. Access to the subject multiple family residential site is proposed to be provided via Brighton Place, which is the private driveway located along the westerly property line. When Amica developed its property ahead of 520 Steeles Developments Inc., they built the entire driveway on their property, and will provide easements to 520 Steeles Developments Inc. for access to this driveway and municipal servicing connections. This private driveway has already been constructed as a requirement of the Development Agreement (external servicing agreement) between the Vaughan Engineering Department and Amica, and the Development Agreement contains clauses providing for cost sharing between Amica and adjacent landowners. Prior to the execution of the site plan letter of undertaking, confirmation from Amica indicating that satisfactory arrangements have been made for cost sharing is required by the City.

#### a) High Rise Building: Site Plan, Landscape Plan and Elevations

The high rise building (Attachments #5 and #6) is rectangular-shaped with a height of 13-storeys. Although the building fronts onto Steeles Avenue West, the main entrance to the high rise building is on the north elevation and is accessed from the Brighton Place private driveway. The building is finished in beige pre-cast concrete. The windows are framed in black aluminum with dark brown spandrel panels below them to add definition. The balconies are finished with black aluminum railings to further articulate the building facades. A combined total of 349 parking spaces are provided, of which 343 spaces are underground (for the apartments and townhouses), with the ramp to the underground being located on the north side of the building and accessed from the private driveway. Six surface parking spaces are provided adjacent to the ramp. All roof-top mechanical structures are to be screened from street view.

Garbage and recycling for the high rise building will be addressed through an internal tri-sorter system. Three stream garbage and recycling pick-up will be the responsibility of the Condominium Corporation.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008

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The high rise site will be landscaped (Attachment #3) with a mix of deciduous and coniferous trees and shrubs, and there will be a decorative metal fence placed on top of the concrete wall along the east property line. A 1.2 m high metal fence runs along the south property line. The loading area for the building is located on the north side of the building in a location where there will be little overlook from the townhouses or the adjacent seniors residence to the east. The trellis landscape structure located over the ramp to the underground will screen a portion of the ramp.

#### b) Townhouse: Site Plan, Landscape Plan and Building Elevations

The site design for the proposed townhouse complex is shown on Attachment #2. There are 54 stacked townhouse units within five rectangular townhouse blocks located north of the high rise building. The townhouse complex shares the common access (off of Brighton Place) to the underground with the high rise building. Parking for each townhouse unit and visitor parking for the complex is located in the common underground parking garage.

Garbage and recycling is to be stored internal to each townhouse unit and will be collected by the Condominium Corporation and stored in a common area gazebo type building located along the east property line, opposite townhouse Building "F".

Attachment #3 shows the combined landscape plan for the townhouse complex. A variety of deciduous shade trees, shrubs and coniferous trees will be used as a landscape buffer along the east property line adjacent to the existing seniors residence. Additional trees will be provided in concrete planter boxes in the amenity areas in front of the units and in landscaped areas around the perimeter of the site.

The elevations for the townhouse buildings are shown on Attachments #7 and #8. The townhouses are 3-storey back to back townhouses finished in a beige coloured brick, stone and beige stucco finish materials with pitched roofs. The townhouse complex is designed to be complimentary to the surrounding buildings.

#### c) Letter of Undertaking

Prior to the execution of the Site Plan Letter of Undertaking, the final site plan, landscape plan, and proposed elevations for both the high rise building and townhouses, must be approved to the satisfaction of the Development Planning Department.

#### Amenity Space

The appropriate amount of amenity space for the entire site has been determined to be 5,000 m<sup>2</sup> and includes both amenity space in the high rise and townhouse units and the exterior amenity space on site. This translates to a minimum of 23.6m<sup>2</sup> per unit for both the townhouse and apartment units.

#### Angular Plane

The angular plane for the site was considered at the OMB Hearing for OPA #247 with the purpose of buffering the impact of the high rise residential building from the planned single detached residential dwellings to be developed along the north side of Townsgate Drive. The proposed elevation for the high rise building will project very slightly into the angular plane. The Development Planning Department is satisfied that this projection is minimal and that the proposed elevation for the high rise building conforms to OPA #247.

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#### Parking

By-law 1-88 requires 1.75 parking spaces per dwelling unit for an apartment (including 1.5 spaces for residential, and 0.25 spaces/unit for visitors parking). The proposed 184 unit apartment building would require a total of 322 parking spaces. Parking for the proposed townhouse is also calculated at 1.75 spaces per unit (including visitor parking). A total of 95 parking spaces would be required for the townhouses. A total of 417 combined parking spaces would be required on site. As indicated earlier, 349 parking spaces will be provided.

A parking statement by the BA Group was prepared for the proposed development recommending a reduction in the required number of parking spaces for this development. Parking is recommended at a ratio of 1.06 spaces/unit for the high rise, 0.68 spaces/unit for the townhouses and 0.17 spaces/unit for the visitor parking. The Vaughan Engineering Department has found the parking statement to be acceptable. A provision will be included in the revised by-law to allow parking to be provided at the per unit rates discussed above.

#### City of Toronto

The City of Toronto has no objection to the approval of the application.

#### Vaughan Fire Department

The Vaughan Fire Department has requested: the swing bar at the entrance to the fire route along the east property line be setback a minimum of 6.0m to facilitate the turning of fire trucks; the design of the swing bar be approved by Vaughan Fire and Rescue Services prior to its installation; there shall be no street furniture along the fire route; and that all concrete walkways that are to provide access to individual townhouse units be a minimum of 2.0m wide to allow for adequate space for fire fighting and rescue operations.

#### Vaughan Engineering Department

The Vaughan Engineering Department provides the following comments:

a) Traffic

A traffic impact study and an addendum report which addresses traffic and parking have been reviewed in support of the application and approved by the Vaughan Engineering Department.

b) Noise

An Environmental Noise Analysis prepared by Valcoustics, dated March 3, 2008, recommended noise warning clauses be included in all Offers of Purchase and Sale or Lease agreements and registered on title for Townhouse Blocks A, E and F, and the high rise building, to warn purchasers about noise levels from Steeles Avenue. The Owner will be required to register the warning clauses on title prior to the final execution of the Site Plan Letter of Undertaking.

c) Servicing Allocation Capacity

On March 31, 2008, Council reserved servicing capacity under the Priority 2 Schedule of the City's Servicing Capacity Allocation Strategy for 245 residential units for the 520 Steeles Developments Inc. property (for 7 singles, 54 townhouses, and 184 apartment units) for a 1 year period. The single detached units have since been approved under a separate application (PLC.07.033), and the units for the townhouses and apartments will utilize the remaining reserved capacity, which must be allocated upon Council's approval of the subject site plan application. A formal resolution to allocate servicing to the proposed development is provided in the recommendation of this report.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008

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d) Site Servicing

The final site grading and servicing plan and storm water management report must be approved to the satisfaction of the City's Engineering Department, the Region of York, and the City of Toronto, prior to the execution of the Site Plan Letter of Undertaking. The applicant will also be required to fulfill all hydro requirements for the development of the site to the satisfaction of PowerStream Inc.

Sustainability

The following sustainability features have been included in the proposed development:

- i) the densities proposed make efficient use of the existing infrastructure and public facilities;
- ii) the built form incorporates interior climate control efficiencies and minimizes the amount of roof-per-resident requirement reducing the potential heat-island effect;
- iii) virtually all parking is accommodated underground reducing the overall paved areas further reducing the potential heat island effect;
- iv) the site is at grade and landscaped to provide greater biodiversity in the planting; drought tolerant planting has been proposed and will require minimal irrigation;
- v) rainwater will be collected through roof drains connected to cistern tanks and along with a below grade storm water retention system, will recycle rainwater from the roof of the high rise and roofs of the townhouses for site irrigation, thus reducing storm water runoff;
- vi) building materials will be sourced from local suppliers and interior finishes will use low-emitting materials and paints, wherever possible; and
- vii) windows are to be "Low-e" or better with special attention to how passive solar gain can be harnessed on the south side of the building; and downcast bollard lighting has been used in place of light standards throughout the outdoor pedestrian areas to reduce light pollution.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan and Manage Growth & Economic Vitality".

Regional Implications

The Region of York has provided comments and conditions regarding the proposed development, which must be satisfied prior to the execution of the Site Plan Letter of Undertaking. The Region will enter into a separate Regional Site plan Agreement with the Owner.

Conclusion

The Development Planning Department has reviewed the proposed Site Development Application for a 13-storey, 184 unit residential apartment building and a 54 unit, 3-storey townhouse complex in accordance with the OMB's decision of May 2002 regarding the Official Plan and Zoning By-law and in the context of the existing area, and is satisfied that the site can be developed appropriately.

The proposed site plan for the high rise building and townhouse complex implements the development contemplated by the OMB Decision (2002). Accordingly, the Development Planning Department can support approval of the Site Development Application, subject to the conditions contained in this report. Should Council approve the proposed site plan application, the City will request the OMB to approve a modified by-law that will implement the proposed development in accordance with the RA3 Apartment Residential Zone standards discussed earlier.

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**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. South Elevation - Condominium Building
5. North Elevation - Condominium Building
6. East and West Elevations - Condominium Building
7. Elevations - Townhouse Buildings A, B, C, and D
8. Elevations - Townhouse Buildings E and F

**Report prepared by:**

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/CM

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 24, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

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**OFFICIAL PLAN AMENDMENT FILE OP.07.002  
ZONING BY-LAW AMENDMENT FILE Z.07.007  
GALCAT INVESTMENTS INC.**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

3. THAT Official Plan Amendment File OP.07.002 (Galcat Investments Inc.) BE APPROVED, to redesignate the subject lands shown on Attachment #1 from "Special Complimentary Use Area" under the Provincial Parkway Belt West Plan to "Employment Area General" under OPA #450 (City Employment Area Plan), to facilitate the development of a one-storey industrial building with an accessory two-storey office component.
4. THAT Zoning By-law Amendment File Z.07.007 (Galcat Investments Inc.) BE APPROVED, specifically to rezone the subject lands shown on Attachment #1 from PB2 Parkway Belt Complimentary Use Zone to EM2 General Employment Area Zone (tableland) and OS1 Open Space Conservation Zone (10 m wide buffer) to permit the development of a one-storey industrial building with an accessory two storey office component and an open space buffer for long term conservation purposes with the following exceptions to the EM2 Zone and OS1 Zone:
  - i) a landscape strip width of 0 m on the EM2 Zone lands, whereas the By-law requires a minimum landscape strip width of 7.5 m where an Employment Area Zone abuts an Open Space Zone;
  - ii) prohibit the following uses on the lands zoned EM2 Zone: All Seasons Sports Facility; Autobody Repair Shop; Banquet Hall; Bowling Alley; Club/Health Centre; Contractor's Yard; Convention Centre/Hotel/Motel; Correctional or Crisis Care Group Home; Eating Establishment; Funeral Home; Personal Service Shop; Public Garage; Recreational Uses; and Truck Terminal;
  - iii) require a minimum building size of 929 m<sup>2</sup> on the EM2 Zone lands;
  - iv) permit infiltration trenches within the OS1 Open Space Conservation Zone, whereas the By-law does not permit structures other than those for conservation purposes within this zone; and
  - v) permit indirect access to the site from a public road (ie. Pine Valley Drive).

**Economic Impact**

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

**Communications Plan**

On May 25, 2007, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Ministry of Transportation, York Region, Toronto and Region  
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## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008

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Conservation Authority and Hydro One. Through the circulation, no written comments were received by the Development Planning Department, and there were no concerns expressed by the public at the Public Hearing on June 18, 2007.

The recommendation of the Committee of the Whole to receive the Public Hearing report of June 18, 2007, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on June 25, 2007.

#### **Purpose**

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

- i) an application to amend the Official Plan to redesignate the subject lands from “Special Complimentary Use Area” within the Provincial Parkway Belt West Plan to “Employment Area General” under OPA #450 (City Employment Area Plan); and,
- ii) an application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands from PB2 Parkway Belt Complimentary Use Zone to EM2 General Employment Area Zone (tableland) and OS1 Open Space Conservation Zone (10 m wide buffer) with the following exceptions to the EM2 Zone and OS1 Zone:
  - a) a landscape strip width of 0 m, whereas the By-law requires a minimum landscape strip width of 7.5m where an Employment Area Zone abuts an Open Space Zone;
  - b) prohibit the following uses on the EM2 Zone lands: All Seasons Sports Facility; Autobody Repair Shop; Banquet Hall; Bowling Alley; Club/Health Centre; Contractor’s Yard; Convention Centre/Hotel/Motel; Correctional or Crisis Care Group Home; Eating Establishment; Funeral Home; Personal Service Shop; Public Garage; Recreational Uses; and Truck Terminal;
  - c) require a minimum building size of 929 m<sup>2</sup> on the EM2 Zone lands;
  - d) permit infiltration trenches within the OS1 Open Space Conservation Zone, whereas the By-law does not permit structures other than those for conservation purposes within this zone; and
  - e) permit indirect access to the site from a public road (ie. Pine Valley Drive).

The proposed redesignation and rezoning of the 3.67 ha property will facilitate the future development of the subject lands for general employment uses and an open space conservation buffer. A concept site plan is proposed on Attachment #3.

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

##### Location

The subject lands shown on Attachment #1 are located east of Pine Valley Drive and south of Highway #407, in Part of Lots 2 and 3, Concession 6, City of Vaughan. The subject lands are currently vacant. The surrounding land uses are shown on Attachment #1.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008

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#### Official Plan

The subject lands are currently designated “Special Complimentary Use Area” by the Provincial Parkway Belt West Plan. On November 28, 1996, the Ministry of Municipal Affairs and Housing approved Amendment #106, which deleted the subject lands from the Parkway Belt West Plan.

The Owner is proposing that the subject lands be redesignated to “Employment Area General” and to be included in OPA #450 (City Employment Area Plan). The proposed Official Plan Amendment would allow for a wide range of employment uses on the subject lands, which can be supported by adjacent transportation and infrastructure systems including Highway 407, and which is compatible with the surrounding existing employment uses making the site appropriate for new employment uses. The Region of York has indicated that the proposed Official Plan Amendment is a matter of local significance and has exempted the application from Regional Approval.

#### Zoning

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

The Owner has proposed to rezone the subject lands to EM2 General Employment Area Zone as shown on Attachment #2, to permit future employment uses in a one-storey employment building. The Owner rezoned an adjacent property to the west in 2005 from PB2 Zone to EM1 Prestige Employment Area Zone to permit a range of employment uses. The types of uses on the property to the west were limited and a minimum building GFA was imposed to minimize any potential for future traffic impacts on Pine Valley Drive and the Highway #407 interchange. Through the review, the following uses were considered to generally have higher traffic volumes and were prohibited on the lands to the west: All Seasons Sports Facility; Autobody Repair Shop; Banquet Hall; Bowling Alley; Club/Health Centre; Contractor's Yard; Convention Centre/Hotel/Motel; Correctional or Crisis Care Group Home; Eating Establishment; Funeral Home; Personal Service Shop; Public Garage; Recreational Uses; and Truck Terminal, and were subject to a minimum building size of 929 m<sup>2</sup> to ensure compatibility with the surrounding uses and infrastructure.

The Owner of the subject lands is proposing to utilize the same signalized access and driveway onto Pine Valley Drive as the westerly development, and therefore, the uses permitted on the adjacent site to the west would be reflective of uses that would be appropriate on the subject lands. The following uses are considered to be appropriate on the subject site, subject to a minimum GFA of 929 m<sup>2</sup>:

#### EM2 General Employment Area Zone Uses

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

#### Additional EM1 Prestige Employment Area Zone Uses Permitted

- Employment Use
- Accessory Retail Sales to an Employment Use (maximum 5% GFA of Building)
- Accessory Office Uses to an Employment Use (maximum 49% GFA of Building)

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

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- Business and Professional Offices, not including Regulated Health Professionals
- Office Building
- Service and Repair Shop

A small triangular portion of land on the south side of the subject lands and a 10 m wide strip of land along the east property line are proposed to be rezoned to OS1 Open Space Conservation Zone (as shown on Attachment #2) to accommodate a buffer strip adjacent to the stable top-of-bank in accordance with comments received from the Toronto and Region Conservation Authority (TRCA). As the land was recently acquired by the Owner from the City, the Owner wishes to retain ownership of these lands but has agreed to rezone the 10 m buffer strip and lands on the south side of the site adjacent to the stable top-of-bank to OS1 Zone to ensure that these lands cannot be developed on and will be used for conservation purposes only. An exception to the Zoning By-law will be required to allow for infiltration trenches within the buffer, whereas the OS1 Zone does not permit structures other than those for flood protection within the conservation area. Additionally, an exception will also be required to allow the proposed building to be constructed to the OS1 zoned lands (0m setback), whereas the Zoning By-law requires a minimum 7.5 m wide landscape strip between an Employment Area Zone and an Open Space Zone. The TRCA will request appropriate landscape and conservation measures within the OS1 lands at the time of the required Site Plan Application.

The above-noted uses are consistent with the uses that are permitted on the lands directly west of the subject site, which are also owned by the Owner of the subject site. The proposed uses would allow the site to be developed for a wide range of employment uses as listed above, and conservation purposes for the buffer lands. The Development Planning Department has reviewed the proposed changes to the Zoning By-law and has no objections to permit future employment development on the subject lands.

#### Access

Access to the property will be from a common access driveway over the lands directly west of the property and a driveway which has been provided through the hydro corridor southwest of the subject lands. There is currently an existing easement over the hydro corridor to allow access from a full movement signalized access point on Pine Valley Drive to the employment lands to the west and to the subject site. An exception to the Zoning By-law will be required to permit indirect access to the site from a public road (ie. Pine Valley Drive).

The Owner has submitted a Traffic Impact Study, which was reviewed by both the Vaughan Engineering Department and the York Region Transportation Services Department, who have no concerns or objections with the proposed development.

#### Servicing

Existing sanitary and water service connections are currently available from the lands to the west. A site-servicing and grading plan and stormwater management report will be required at the site plan stage, and must be approved by the Vaughan Engineering Department.

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

#### **Relationship to Vaughan Vision 2020**

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly “Plan & Manage Growth & Economic Vitality”.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

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**Conclusion**

The Development Planning Department has reviewed the proposed Official Plan and Zoning By-law Amendment Applications to permit employment uses on the subject lands. The proposed "Prestige Area" designation in OPA #450 (City Employment Area Plan) is consistent and compatible with the surrounding employment uses. Development Planning Staff is also of the opinion that the proposed Zoning By-law Amendment Application to rezone the subject lands to EM2 General Employment Area Zone (tableland) and OS1 Open Space Conservation Zone (10m wide buffer) is appropriate to facilitate the development of an employment use building and conservation buffer area, which is compatible with the existing uses in the surrounding area. The proposed zoning exceptions respecting appropriate setbacks, use, and access will implement the policies of OPA #450.

**Attachments**

1. Location Map
2. Proposed Zoning
3. Concept Site Plan

**Report prepared by:**

Ryan Mino, Planner, ext. 8213  
Arto Tikiryran, Senior Planner, ext. 8212

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 25, Report No. 53, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 10, 2008, as follows:

**By approving the following:**

*That the Commissioner of Planning be requested to prepare a report for the Committee of the Whole meeting of December 1, 2008, which outlines the advantages and disadvantages of implementing an interim control by-law for the Vaughan Corporate Centre;*

*That the report identify if there are other planning tools which may be used to effect control over undesirable applications; and*

*That potential boundaries of the area affected by the implementation of an interim control by-law or other planning tools be identified.*

25 VAUGHAN CORPORATE CENTRE UPDATE  
RFP AWARD – RFP08-163  
**FILE #25.5**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008, be approved;
- 2) That Planning staff prepare a report for the next Committee of the Whole meeting on the possibility of implementing an Interim Control By-law for the Vaughan Corporate Centre; and
- 3) That Planning staff recommend the boundaries of said Interim Control By-law for the Vaughan Corporate Centre.

**Recommendation**

The Commissioner of Planning, in consultation with the Purchasing Services Department, recommends:

1. That RFP08-163 for the retention of consulting services to prepare the City of Vaughan Corporate Centre Update, be awarded to the firm, Urban Strategies Inc., in association with Gartner Lee Limited, in the amount of \$285,300.00; and
2. That the Mayor and City Clerk be authorized to sign the contract and necessary documents.

**Economic Impact**

There will be no additional economic impact. This study was included in the 2008 Capital Budget as part of the City's Official Plan Review (Project No. PL-9003-07) a component of the City's *Vaughan Tomorrow* growth management program.

**Communications Plan**

The Request for Proposal (RFP08-163) was released on July 24, 2008, and advertised in the Vaughan Perspective, Globe and Mail, Novae Res Urbis, Electronic Tendering Network, and the Ontario Public Buyer's Association web site on July 25, 2008, with a closing date of August 9, 2008.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008

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#### Purpose

The purpose of this report is to obtain approval to retain consulting services to prepare the Vaughan Corporate Centre Update. The Vaughan Corporate Centre Update is a Focused Area Study component of the Official Plan Review project, and will inform the preparation of the City's new Official Plan by producing an updated policy framework to guide future development within the Corporate Centre.

#### Background – Analysis and Options

The Vaughan Corporate Centre was established in 1998 with the approval of OPA 500. The Corporate Centre has an important role to play in the urban structure of both the City's and Region of York's Official Plans. The Corporate Centre has also been recently recognized by the Province as one of 25 Urban Growth Centres in the Greater Golden Horseshoe. Since the approval of OPA 500, the context for planning and development in the Corporate Centre has changed considerably, with the approval of the Provincial Places To Grow legislation, and the decision to extend the Spadina subway to the Corporate Centre.

On May 7, 2007 Council approved the Terms of Reference for the City's Official Plan Review, including a number of component studies, one of which was a Focused Area Study to review and update the plan and policy framework for the Vaughan Corporate Centre. The approved 2008 Capital Budget included funds to carry out this update. On May 12, 2008, Council approved the Terms of Reference for the Vaughan Corporate Centre Update.

#### Scope and Focus of the Vaughan Corporate Centre Update

The scope of the study entails examining the entire Secondary Plan Area within the broader context of the surrounding area, and in recognition of its Regional and Provincial significance. The focus of the study will be within the area designated 'Corporate Centre Node' (the future downtown portion) and the surrounding lands designated 'Corporate Centre District' in the Vaughan Corporate Centre Secondary Plan Area (OPA 500, as amended). The study also includes the lands designated 'Corporate Centre Corridor' which were recently added to the secondary plan by the adoption of OPA 663.

The study will thoroughly examine the Corporate Centre, and produce a comprehensive, new policy framework to enable the area to fully realize its potential as the City's largest and most important focus of high density residential and commercial development. Having one consolidated and contemporary document in a concise and illustrative package will be beneficial in promoting the Corporate Centre to other authorities, the public and potential development interests. Developing a new plan for the Corporate Centre also affords the opportunity to explore sustainable development solutions in a wide variety of dimensions.

#### The Procurement Process

The Request for Proposal (RFP08-163) was released on July 24, 2008, and advertised in the Vaughan Perspective, Globe and Mail, Novae Res Urbis, Electronic Tendering Network, and the Ontario Public Buyer's Association web site on July 25, 2008, with a closing date of August 9, 2008.

A total of thirteen (13) documents were issued. One addendum to the RFP was subsequently released.

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A total of four (4) proposals were received from the following proponents:

Urban Strategies Inc.  
Toronto, Ontario

MMM Group Limited  
Thornhill, Ontario

iPLAN Corp.  
Newmarket, Ontario

The Planning Partnership  
Toronto, Ontario

All of the proposals were within the upset fee of \$300,000.00 prescribed in the Request for Proposals.

An Evaluation Committee of City Staff was struck to review the proposals. The Committee included representatives from the City Manager's Office (1), Policy Planning (3), Development Planning (1), Development Engineering (1) and Economic Development (1). A representative from the Purchasing Department provided support with the process and administrative matters.

The Committee evaluated the written proposals on the basis of the criteria set out in the RFP, as summarized below:

- Qualifications and Experience: 35%**
- Capability of the Consultant Team Leader;
  - Degree of Participation of senior staff;
  - Qualifications and expertise of the team members;
  - Skills consistent with the needs of the project;
  - Experience in similar studies;
  - Level of public sector experience;
  - Experience in multi-disciplinary teams;
  - Demonstrated success in public/stakeholder consultation; and the quality of the proposed consultation plan.

- Quality of the Proposal: 30%**
- Complete and comprehensive submission;
  - Demonstrated understanding of the project requirements;
  - Organization and clarity of presentation;
  - Introduction of innovative ideas and concepts;
  - Skill in communicating the project plan and innovative ideas and concepts.

- Project Management: 25%**
- Work program and scheduling of major milestones and meetings;
  - Timelines consistent with study requirements;
  - Approach to reporting and invoicing;
  - Monitoring of budget;
  - Ability to commit to the timing objectives for the completion of the study;
  - Appropriate allocation of resources to various phases of the study.

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**Financial:**

**10%**

- Proposal Fee

As a result of the evaluation of the written proposals, the Committee determined that two of the four firms should be interviewed. The two firms were interviewed on October 6<sup>th</sup> and 7<sup>th</sup>, 2008.

Based on the evaluation process, including consideration of the written proposals, the interviews and a positive reference check, it is recommended that the highest scoring consulting team, led by Urban Strategies Inc., in association with Gartner Lee Limited, be retained to prepare the Vaughan Corporate Centre Update.

Urban Strategies will be the lead consultant and will be responsible for overall project management. They will work with Gartner Lee Limited to undertake the necessary technical analyses and prepare the resulting policy recommendations. The work will be coordinated and integrated with the new Official Plan's policy framework being developed by the City's Core Consulting Team, which includes both firms. Through a separate contract, the City will also be retaining consulting services to carry out the City's Transportation Master Plan. The selected transportation consultant will become an integral part of the Core Team, providing transportation expertise to the Official Plan, the Corporate Centre Update, and other focused area and secondary plan studies.

#### **Relationship to Vaughan Vision 2020**

This Study is consistent with the Vaughan Vision Strategic Plan 2020 in terms of implementing a component of the Growth Management Strategy. This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

#### **Regional Implications**

The Official Plan Amendment resulting from the Study will conform to Regional and Provincial Policy requirements and establish the ground rules for future development. The Plan will accommodate the Region's forecast growth estimates for Vaughan and will have implications for Regional servicing, transportation and community infrastructure.

#### **Conclusion**

Based on the evaluation of the written proposals, the subsequent interviews and reference checks, Urban Strategies Inc., in association with Gartner Lee Limited, was found to have the experience and expertise that best addresses the requirements of the Request for Proposals. Therefore, it is recommended that Urban Strategies Inc. be retained to carry out the Vaughan Corporate Centre Update.

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

Paul Robinson, Senior Policy Planner, ext. 8410



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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 26, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

26

**COMMERCIAL LAND USE REVIEW  
RFP AWARD – RFP08-200  
FILE #25.1.13**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008:**

**Recommendation**

The Commissioner of Planning, in consultation with the Purchasing Services Department, recommends:

1. That RFP08-200 for the retention of consulting services to prepare the City of Vaughan Commercial Land Use Review, be awarded to the firm 'The Climans Group', in association with CBRE Richard Ellis Limited, in the amount of \$142,900.00; and
2. That the Mayor and City Clerk be authorized to sign the contract and necessary documents.

**Economic Impact**

There will be no additional economic impact. This study was included in the 2008 Capital Budget as part of the City's Official Plan Review (Project No. PL-9003-07) a component of the City's *Vaughan Tomorrow* growth management program.

**Communications Plan**

The Request for Proposal (RFP08-200) was advertised in the Vaughan Citizen, Globe & Mail, Electronic Tendering Network, and the Ontario Public Buyer's Association web site on July 3, 2008, with a closing date of July 29, 2008.

**Purpose**

The purpose of this report is to obtain direction to retain consulting services to prepare the City of Vaughan Commercial Land Use Review. The Commercial Land Use Review is a component of the Official Plan Review project, and will inform the preparation of the City's new Official Plan.

**Background – Analysis and Options**

The City has not carried out a comprehensive analysis of its commercial space requirements and associated issues since the Vaughan Retail Planning Study was carried out in 1993-94 by Stamm Economic Research. The Retail Planning Study was completed as part of the planning process which led to the approval of the City's Official Plan Amendment #400 in 1995.

In May 7, 2007 Council approved the Terms of Reference for the City's Official Plan Review, including a number of component studies, one of which was a comprehensive commercial study. The approved 2008 Capital Budget included funds to carry out a commercial study to inform the Official Plan's preparation. On June 23, 2008, Council approved the Terms of Reference for the Commercial Land Use Review.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008

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#### Scope and Focus of the Commercial Land Use Review

The scope of the Review encompasses an examination of the City's current commercial structure to develop an understanding of its strengths, weakness and opportunities, and an assessment of its capability to meet current and future needs. The focus of the Review is on defining the City's long term requirements for commercial uses, determining their optimal spatial distribution, and developing a commercial uses policy framework to achieve the City's objectives. The Review will also examine a wide variety of issues and questions pertaining to existing commercial development, and future requirements and trends. The attached draft Terms of Reference outlines the project specifications in detail.

In carrying out the assignment, the selected consultant will be required to coordinate with the Core Consulting Team engaged in preparation of the new Official Plan. Also, two separate but related studies will be carried out concurrently with this assignment. The first is the Employment Lands Needs Study based on the population and employment forecasts of the Region of York. The second is the Employment Sectors Strategy which will analyze Vaughan's employment structure, strengths and opportunities in order to develop strategic policy measures to enable the City to retain and attract the businesses and industries that will contribute to the City's economic health in the short and long term. Together these studies will comprehensively address the City's core non-residential land uses.

In planning for the City's future commercial space requirements, and in developing a policy framework to guide future decision-making, there is clearly a need for a coordinated and integrated approach which will be reflected in the new Official Plan. The consultants engaged in all three studies will be required to interact and, together with the Official Plan Core Team, produce results which are complementary and supportive of the City's future plans.

The Commercial Land Use Review is expected to be completed within nine months of the start of the work to enable its results to be integrated with other ongoing Official Plan-related work. The Review will include a public consultation component which will be described in the approved proposal.

#### The Procurement Process

The Request for Proposal (RFP08-200) was advertised in the Vaughan Citizen, Globe & Mail, Electronic Tendering Network, and the Ontario Public Buyer's Association web site on July 3, 2008, with a closing date of July 29, 2008.

A total of thirteen (13) documents were issued. One addendum to the RFP was subsequently released.

A total of three (3) proposals were received from the following proponents:

The Climans Group  
Toronto, Ontario

urbanMetrics Inc.  
Toronto, Ontario

John Winter Associates Ltd.  
Toronto, Ontario

All of the proposals were within the upset fee of \$150,000.00 prescribed in the Request for Proposals.

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An Evaluation Committee of City Staff was struck to review the proposals. The Committee included representatives from the City Manager's Office (1), Policy Planning (2) and Economic Development (2). A representative from the Purchasing Department provided support with the process and administrative matters.

The Committee evaluated the written proposals on the basis of the criteria set out in the RFP, as summarized below:

- |   |            |
|---|------------|
| <b>Qualifications and Experience:</b>   | <b>40%</b> |
| <ul style="list-style-type: none"><li>• Capability of the Consultant Team Leader;</li><li>• Degree of Participation of senior staff;</li><li>• Qualifications and expertise of the team members;</li><li>• Skills consistent with the needs of the project;</li><li>• Experience in similar studies;</li><li>• Level of public sector experience;</li><li>• Experience in multi-disciplinary teams;</li><li>• Demonstrated success in public/stakeholder consultation; and the quality of the proposed consultation plan.</li></ul> |            |
| <b>Quality of the Proposal:</b>   | <b>30%</b> |
| <ul style="list-style-type: none"><li>• Complete and comprehensive submission;</li><li>• Demonstrated understanding of the project requirements;</li><li>• Organization and clarity of presentation;</li><li>• Introduction of innovative ideas and concepts;</li><li>• Skill in communicating the project plan and innovative ideas and concepts.</li></ul>  |            |
| <b>Project Management:</b>  | <b>15%</b> |
| <ul style="list-style-type: none"><li>• Work program and scheduling of major milestones and meetings;</li><li>• Timelines consistent with study requirements;</li><li>• Approach to reporting and invoicing;</li><li>• Monitoring of budget;</li><li>• Ability to commit to the timing objectives for the completion of the study;</li><li>• Appropriate allocation of resources to various phases of the study.</li></ul>  |            |
| <b>Financial:</b>   | <b>15%</b> |
| <ul style="list-style-type: none"><li>• Proposal Fee</li></ul>  |            |

As a result of the evaluation of the written proposals, the Committee determined that all three firms should be interviewed. The three firms were interviewed on October 14<sup>th</sup>, 2008.

Based on the evaluation process, including consideration of the written proposals, the interviews and a positive reference check, it is recommended that the highest scoring consulting team led by The Climans Group, in association with CBRE Richard Ellis Limited, be retained to prepare the City of Vaughan Commercial Land Use Review.

The Climans Group will be the lead consultant and will be responsible for overall project management. They will work with CBRE Richard Ellis Limited to undertake the necessary technical analyses and prepare the resulting policy recommendations to be coordinated and integrated with the new Official Plan's policy framework being developed by the City's Core Consulting Team.

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**Relationship to Vaughan Vision 2020**

This report is consistent with Vaughan Vision 2020's Strategic Initiatives respecting planning and managing growth and economic vitality, specifically "Complete and Implement the Growth Management Strategy".

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

**Regional Implications**

The Commercial Land Use Review will address the City's future commercial space requirements and their spatial allocation within the context of the Region of York's long term employment forecasts.

**Conclusion**

Based on the evaluation of the written proposals, the subsequent interviews and reference checks, The Climans Group, in association with CBRE Richard Ellis Limited was found to have the experience and expertise that best addressed the requirements of the Request for Proposals. Therefore, it is recommended that the consulting firm, The Climans Group, be retained to carry out the Commercial Land Use Review.

**Attachments**

N/A

**Report prepared by:**

Paul Robinson, Senior Policy Planner, ext. 8410

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 27, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**27**

**SITE DEVELOPMENT FILE DA.08.055  
YORK MAJOR HOLDINGS INC., C/O METRUS PROPERTIES**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008, 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.08.055 (York Major Holdings Inc., c/o Metrus Properties) BE APPROVED, subject to the following conditions:
  - b) that prior to the execution of the Letter of Undertaking:
    - i) the final site plan, building elevations, landscaping plan and signage plan shall be approved by the Vaughan Development Planning Department;
    - ii) the final site grading, servicing, and storm water management plans shall be approved by the Vaughan Engineering Department; and,
    - iii) Minor Variance Application A312/08 shall be approved by the Committee of Adjustment and shall be final and binding.
2. THAT the Letter of Undertaking include the following conditions:
  - a) that the applicant successfully obtain a TRCA permit under Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) for site grading and development on the subject property; and,
  - b) that the applicant submit a detailed and comprehensive Erosion and Sediment Control Plan, which complies with the TRCA's Erosion and Sediment Control Guidelines for Urban Construction ([www.sustainabletechnologies.ca](http://www.sustainabletechnologies.ca)).

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Owner has submitted a Site Development Application (File DA.08.055) for the development of the subject lands shown on Attachment #1, with a 515.73 m<sup>2</sup> financial institution (Building 'A') and a 1582.46 m<sup>2</sup> multi-unit commercial building (Building 'B'), as shown on Attachment #2.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

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**Background - Analysis and Options**

Location

The 2.12 ha subject lands are located on the north side of Major Mackenzie Drive, west of Dufferin Street, in Lot 21, Concession 3, City of Vaughan. The subject lands form part of a larger development complex that includes the existing Esso gas station and car wash buildings to the east. The surrounding land uses are shown on Attachment #1.

Official Plan and Zoning

The subject lands are designated "General Commercial" and "Waste Disposal Assessment Area" by OPA #332, as amended by OPA #535 (Maple Valley Plan), and "Settlement Area" by OPA #604 (Oak Ridges Moraine Conformity Plan). The proposed site development conforms to the Official Plan.

The subject lands are zoned C1 Restricted Commercial Zone by By-law 1-88, subject to Exception 9(1097). The following variances are required to facilitate the completion of the proposed site plan:

STANDARD	BY-LAW 1-88 REQUIREMENT	PROPOSED
Minimum Exterior Side Yard Setback (Major Mackenzie Drive)	9.0 m	6.0 m
Drive-Through Use (Building 'A' – Bank)	Not Permitted	To be Permitted
Minimum Stacking for Drive-Through Lane (Building 'A' - Bank)	No Standard	4 Cars

The Development Planning Department can support the above-noted variances that are required to implement the proposed site plan as shown on Attachment #2. The reduction to the minimum exterior side yard setback (Major Mackenzie Drive) will allow the bank (Building 'A') to be located close to the street, thereby enhancing the streetscape. The 4 vehicle stacking spaces for the proposed drive-through for Building 'A' (bank) is considered appropriate as the volume of customers using the drive-through facility is not expected to exceed 4 vehicles, and has been approved by the Vaughan Engineering Department. The proposed drive-through is located on the north side of Building "A" and is internal to the site and screened from Major Mackenzie Drive. The Development Planning Department has no objection to the addition of the drive-through with the permitted bank use.

The Owner has submitted a Minor Variance Application (File A312/08) to the City for consideration of the proposed variances by the Committee of Adjustment at a future meeting date. A condition of approval is included requiring that the variance application be approved by the Committee of Adjustment, and that the Committee's decision shall be final and binding prior to the execution of the Letter of Undertaking.

Site Plan Review

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, landscaping plan and building elevations as shown on Attachments #2, #3, #4 and #5, and will continue to work until the applicant to finalize the details.

The Vaughan Engineering Department is satisfied with the servicing, grading and storm water management plans.

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The proposed development requires 146 parking spaces, whereas, the site plan shows 158 parking spaces, resulting in an excess of 12 parking spaces.

#### Sustainability

The applicant has advised that the following sustainable features will be provided within the site and building design:

- i) permeable pavers will be utilized in all walkways throughout the site;
- ii) roofing materials which have a high Solar Reflectance Index (typically referred to white roofs) will be utilized;
- iii) indoor water reduction plumbing fixtures will be implemented;
- iv) landscape materials which minimize the use of water will be utilized.
- v) recycled concrete material will be used for the stone base in the parking lot pavement construction;
- vi) bicycle racks will be provided on site, which promotes alternative transportation modes;
- vii) the outdoor lighting will be designed to reduce light pollution for safety and comfort;
- viii) low emitting adhesives, sealants, paints and coatings will be used; and,
- ix) an easily accessible area for collection and storage of recyclables will be provided.

#### Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has no objection to the approval of Site Development Application DA.08.055, subject to the following conditions:

- i) that the applicant successfully obtain a permit under Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) for site grading and development on the subject property; and,
- ii) that the applicant submit a detailed and comprehensive Erosion and Sediment Control Plan, which complies with the TRCA's Erosion and Sediment Control Guidelines for Urban Construction ([www.sustainabletechnologies.ca](http://www.sustainabletechnologies.ca)).

The Development Planning Department will include the conditions in the City's Letter of Undertaking.

#### Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

#### Regional Implications

The subject lands abut Major Mackenzie Drive, which is a Regional Road, and therefore all requirements of the Region of York Transportation Services Department must be satisfied prior to the issuance of a building permit.

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**Conclusion**

Site Development File DA.08.055 has been reviewed by the Development Planning Department in accordance with the applicable policies of OPA's #332, #535 and #604, By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is generally satisfied that the proposed development for a commercial multi-unit building and a bank with drive-through are appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application. The required variances to facilitate the development must be approved by the Committee of Adjustment, and shall be final and binding.

**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations Building 'A' (Bank)
5. Elevations Building 'B' (Multi-Unit Commercial)

**Report prepared by:**

Morgan Jones, Planner 1, ext. 8216  
Mauro Peverini, Senior Planner, ext. 8407

/CM

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



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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 28, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

28

**ZONING BY-LAW AMENDMENT FILE Z.05.057  
DRAFT PLAN OF SUBDIVISION FILE 19T-05V10  
LAKE RIVERS INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.057 (Lake Rivers Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
  - a) rezone Lots 228, 229, 233 and 234, Lots 237 to 252 inclusive, Lots 255 to 259 inclusive, Lots 273 and 277, Lots 287 to 289 inclusive, and Lots 308 to 311 inclusive, from A Agricultural Zone to RD1(H) Residential Detached Zone One with the Holding Symbol "H" to facilitate 34 lots with a minimum lot frontage of 18m, a minimum lot area of 540 m<sup>2</sup> and a minimum lot depth of 30 m, for detached dwelling units in Phase 1;
  - b) rezone Lots 1 to 3 inclusive, Lots 6 to 8 inclusive, Lots 12, 13, 30 and 31, Lots 38 to 40 inclusive, Lots 47 to 50 inclusive, Lots 56 to 58 inclusive, Lots 61 to 64 inclusive, Lot 72, Lots 78 to 83 inclusive, Lots 92 to 97 inclusive, Lots 104 to 112 inclusive, Lots 119, 128 and 129, Lots 136 to 139 inclusive, Lots 144 and 145, Lots 151 to 155 inclusive, Lots 163 to 165 inclusive, Lots 172 to 176 inclusive, Lots 201 to 205 inclusive, Lots 207 and 208, Lots 214 to 220 inclusive, and Lots 282 to 284 inclusive, from A Agricultural Zone to RD1(H) Residential Detached Zone One with the Holding Symbol "H" to facilitate 85 lots with a minimum lot frontage of 18 m, a minimum lot area of 540 m<sup>2</sup> and a minimum lot depth of 30 m, for detached dwelling units in Phase 2;
  - c) rezone Lots 221 to 227 inclusive, Lots 230 to 232 inclusive, Lots 235, 236, 253 and 254, Lots 260 to 263 inclusive, Lots 267 to 272 inclusive, Lots 274 to 276 inclusive, Lots 278 to 281 inclusive, Lots 285 and 286, and Lots 290 to 307 inclusive, from A Agricultural Zone to RD2(H) Residential Detached Zone Two with the Holding Symbol "H" to facilitate 85 lots with a minimum lot frontage of 15m, a minimum lot area of 450 m<sup>2</sup> and a minimum lot depth of 30 m, for detached dwelling units in Phase 1;
  - d) rezone Lots 4 and 5, Lots 9 to 11 inclusive, Lots 14 to 29 inclusive, Lots 32 to 37 inclusive, Lots 41 to 46 inclusive, Lots 51 to 55 inclusive, Lots 59 and 60, Lots 65 to 71 inclusive, Lots 73 to 77 inclusive, Lots 84 to 91 inclusive, Lots 98 to 103 inclusive, Lots 113 to 118 inclusive, Lots 120 to 127 inclusive, Lots 130 to 135 inclusive, Lots 140 to 143 inclusive, Lots 146 to 150 inclusive, Lots 156 to 162 inclusive, Lots 166 to 171 inclusive, Lots 177 to 200 inclusive, Lot 206, Lots 209 to 213 inclusive, and Lots 264 to 266 inclusive, from A Agricultural Zone to RD2(H) Residential Detached Zone Two with the Holding Symbol "H" to facilitate 141 lots with a minimum lot frontage of 15 m, a minimum lot area of 450 m<sup>2</sup> and a minimum lot depth of 30 m, for detached dwelling units in Phase 2;

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- e) rezone Block 312 from A Agricultural Zone to RD2(H) Residential Detached Zone Two with the Holding Symbol “H” to facilitate the 1.671 ha proposed elementary school site in Phase 2;
- f) rezone Block 316 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate the 1.280 ha stormwater management pond facility in Phase 1;
- g) rezone Block 315 from A Agricultural Zone to OS1(H) Open Space Conservation Zone with the Holding Symbol “H” to facilitate the 1.037 ha stormwater management pond facility in Phase 2;
- h) rezone Blocks 317 and 318 from A Agricultural Zone to OS1 Open Space Conservation Zone for the existing 4.089 ha valleylands;
- i) rezone Block 319 from A Agricultural Zone to OS1(H) Open Space Conservation Zone with the Holding Symbol “H” to facilitate the 0.489 ha berm and multi-use pathway in Phase 2;
- j) rezone Block 313 from A Agricultural Zone to OS2(H) Open Space Park Zone with the Holding Symbol “H” to facilitate the 1.791 ha neighbourhood park in Phase 2;
- k) rezone Block 314 from A Agricultural Zone to OS2(H) Open Space Park Zone with the Holding Symbol “H” to facilitate the 0.0671ha parkette for protecting an existing oak tree in Phase 2;
- l) rezone Blocks 320 to 322 inclusive from A Agricultural Zone to OS2(H) Open Space Park Zone with the Holding Symbol “H” to facilitate the 0.258 ha entry gateway landscape buffers in Phase 1;
- m) require that prior to the removal of the Holding Symbol “H” from Lots 221 to 263 inclusive, Lots 267 to 281 inclusive, and Lots 285 to 311 inclusive in Phase 1, the following conditions shall be addressed:
  - i)
    - A. that York Region has advised, in writing, that it is no earlier than six (6) months prior to the expected completion of the Kleinburg Water Storage Facility, Additional Water Supply Works in Kleinburg and the Kleinburg Water Pressure Control Plant (WPCP) Expansion; or,
    - B. that the City approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
    - C. that the Regional Commissioner of Environmental Services confirms servicing allocation for this development by a suitable alternative method and the Council of the City of Vaughan has allocated adequate water supply and sewage servicing capacity to the subject development; and,
  - ii) that the final configuration, sizing and location of Stormwater Management Facility Block 316 be approved to the satisfaction of the City and the Toronto and Region Conservation Authority;

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- n) require that prior to the removal of the Holding Symbol “H” from Lots 1 to 220 inclusive, Lots 264 to 266 inclusive, Lots 282 to 284 inclusive, Blocks 312, 313, and 315, and Blocks 319 to 322 inclusive in Phase 2, the following conditions shall be addressed:
    - i)
      - A. that York Region has advised, in writing, that it is no earlier than six (6) months prior to the expected completion of the Kleinburg Water Storage Facility, Additional Water Supply Works in Kleinburg and the Kleinburg WPCP Expansion; or,
      - B. that the City approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
      - C. that the Regional Commissioner of Environmental Services confirms servicing allocation for this development by a suitable alternative method and the Council of the City of Vaughan has allocated adequate water supply and sewage servicing capacity to the subject development;
    - ii)
      - A. that an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Rail Line to the satisfaction of the City and York Region; and,
      - B. that York Region will consider a phased or partial release of the lots and blocks identified above, when the Environmental Assessment or a Feasibility Study (undertaken by the City and/or the Owner) has identified, to the satisfaction of York Region, that particular lots and blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive; and,
      - C. that the Owner shall agree to submit a revised draft plan which incorporates the preferred alignment for Major Mackenzie Drive and the grade separation of the CP Rail Line, including any associated changes to the configuration of the subject lots, blocks and local street network, and location of land uses to the satisfaction of the City and York Region;
    - iii) that the final configuration, sizing and location of Stormwater Management Facility Block 315 be approved to the satisfaction of the City and the Toronto and Region Conservation Authority; and,
  - o) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
2. THAT Draft Plan of Subdivision 19T-05V10 (Lake Rivers Inc.), as red-lined (November 3, 2008), and shown on Attachment #3, BE APPROVED, subject to the pre-conditions and conditions set out in Attachment #1 to this report.
  3. THAT for the purpose of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-05V10 (Lake Rivers Inc.), shall contain a provision that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands be paid, prior to the issuance of a Building Permit, in accordance with

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the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

4. THAT the Owner shall enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.
5. THAT the Owner shall enter into an agreement with the City of Vaughan, which agreement shall be registered on title and applying to Lots 1 to 220 inclusive, Lots 264 to 266 inclusive, and Lots 282 to 284 inclusive Blocks 312, 313, and 315, and Blocks 319 to 322 inclusive, as identified on the attached red-lined plan, committing the Owner not to enter into any agreements of purchase and sale with end-users for the subject lands until such time as:
  - i) An Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Rail Line to the satisfaction of the City of Vaughan and York Region; and,
  - ii) York Region will consider a phased or partial release of the Lots and Blocks identified above, when the Environmental Assessment or a Feasibility Study (undertaken by the City and/or the Owner) has identified, to the satisfaction of York Region, that particular Lots and Blocks are no longer impacted by the proposed alignment and grade separation of Major Mackenzie Drive.
6. THAT the Traffic Management Plan for Draft Plan of Subdivision 19T-05V10 (Lake Rivers Inc.), shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report.
7. THAT Council pass the following resolution with respect to the allocation of water and sewage servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT Draft Approved Plan of Subdivision 19T-05V10 (Lake Rivers Inc.), be allocated sewage capacity from the Kleinburg Servicing Scheme and water supply from the York Water Supply System for a total of 145 residential units."

#### **Economic Impact**

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

#### **Communications Plan**

On January 13, 2006, a Notice of Public Hearing was circulated to all property owners within 120 metres of the subject lands, and to the Kleinburg and Area Ratepayers' Association. Through the circulation of this notice, no written comments were received. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 6, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on February 13, 2006. As of October 29, 2008, no written comments have been received.

#### **Purpose**

The Owner has submitted the following applications to:

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1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone to:
  - RD1(H) Residential Detached Zone One with the Holding Symbol “H” for Lots 228, 229, 233 and 234, Lots 237 to 252 inclusive, Lots 255 to 259 inclusive, Lots 273 and 277, Lots 287 to 289 inclusive, and Lots 308 to 311 inclusive, for detached dwelling units in Phase 1;
  - RD1(H) Residential Detached Zone One with the Holding Symbol “H” for Lots 1 to 3 inclusive, Lots 6 to 8 inclusive, Lots 12, 13, 30 and 31, Lots 38 to 40 inclusive, Lots 47 to 50 inclusive, Lots 56 to 58 inclusive, Lots 61 to 64 inclusive, Lot 72, Lots 78 to 83 inclusive, Lots 92 to 97 inclusive, Lots 104 to 112 inclusive, Lots 119, 128 and 129, Lots 136 to 139 inclusive, Lots 144 and 145, Lots 151 to 155 inclusive, Lots 163 to 165 inclusive, Lots 172 to 176 inclusive, Lots 201 to 205 inclusive, Lots 207 and 208, Lots 214 to 220 inclusive, and Lots 282 to 284 inclusive, for detached dwelling units in Phase 2;
  - RD2(H) Residential Detached Zone Two with the Holding Symbol “H” for Lots 221 to 227 inclusive, Lots 230 to 232 inclusive, Lots 235, 236, 253 and 254, Lots 260 to 263 inclusive, Lots 267 to 272 inclusive, Lots 274 to 276 inclusive, Lots 278 to 281 inclusive, Lots 285 and 286, and Lots 290 to 307 inclusive, for detached dwelling units in Phase 1;
  - RD2(H) Residential Detached Zone Two with the Holding Symbol “H” for Lots 4 and 5, Lots 9 to 11 inclusive, Lots 14 to 29 inclusive, Lots 32 to 37 inclusive, Lots 41 to 46 inclusive, Lots 51 to 55 inclusive, Lots 59 and 60, Lots 65 to 71 inclusive, Lots 73 to 77 inclusive, Lots 84 to 91 inclusive, Lots 98 to 103 inclusive, Lots 113 to 118 inclusive, Lots 120 to 127 inclusive, Lots 130 to 135 inclusive, Lots 140 to 143 inclusive, Lots 146 to 150 inclusive, Lots 156 to 162 inclusive, Lots 166 to 171 inclusive, Lots 177 to 200 inclusive, Lot 206, Lots 209 to 213 inclusive, and Lots 264 to 266 inclusive, for detached dwelling units in Phase 2;
  - RD2(H) Residential Detached Zone Two with the Holding Symbol “H” for Block 312 for an elementary school site in Phase 2;
  - OS1 Open Space Conservation Zone for Block 316 for a stormwater management pond facility;
  - OS1(H) Open Space Conservation Zone with the Holding Symbol “H” for Block 315 for a stormwater management pond facility in Phase 2;
  - OS1 Open Space Conservation Zone for Blocks 317 and 318 for the existing valleylands;
  - OS1(H) Open Space Conservation Zone with the Holding Symbol “H” for Block 319 for the berm and multi-use pathway in Phase 2;
  - OS2(H) Open Space Park Zone with the Holding Symbol “H” for Block 313 for a neighbourhood park in Phase 2;
  - OS2(H) Open Space Park Zone with the Holding Symbol “H” for Block 314 for a parkette for protecting an existing oak tree in Phase 2; and,
  - OS2(H) Open Space Park Zone with the Holding Symbol “H” for Blocks 320 to 322 inclusive for the entry gateway landscaping buffers.
  
2. Approve a Draft Plan of Subdivision with a total of 39.337 ha, shown on Attachment #3, consisting of the following:
  - 120 lots for detached dwelling units with lot frontages of 18.3 m and lot areas of 585.6 m<sup>2</sup>, and 191 lots for detached dwelling units with lot frontages of 15.3 m and lot areas of 489.6 m<sup>2</sup> for a total of 311 residential detached units on an area of 18.805 ha;
  - 1 elementary school block of 1.671 ha;
  - 1 neighbourhood park block of 1.791 ha;
  - 1 parkette block of 0.067 ha to protect an existing oak tree;

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- 2 stormwater management facility blocks of 2.317 ha;
- 2 existing valleyland blocks of 4.098 ha;
- berm and multi-use pathway block of 0.403 ha;
- buffer/gateway entry blocks of 0.258 ha;
- road widening block of 0.947 ha;
- 0.3 m reserves of 0.019 ha; and,
- streets of 8.970 ha.

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

The subject lands shown on Attachment #2 are located on the north side of Major Mackenzie Drive, west of Highway 27, in Part of Lot 21, Concession 9, City of Vaughan. The subject lands have an area of 39.337 ha, with 1,042 m of frontage along Major Mackenzie Drive.

The subject lands are designated "Serviced Residential-Humber Trails Central", "Elementary School", "Neighbourhood Park" and "Valley Area" by OPA #601 (Kleinburg-Nashville Community Plan), as amended by OPA #686, as shown on Attachment #5. The lands are also identified in OPA #601 as being in a "Potential Groundwater Recharge Area/Potential Groundwater Discharge Area" (Schedule "B1"), "Highway 27 Humber Valley North Major Mackenzie (WL) Forest Block" (Schedule "B2"), and "Highway 27 Humber Valley Forest North Major Mackenzie (WL) with a Low Functional Rating" (Schedule "B4"), all in the location of the valley and woodlot in the southeast corner of the proposed subdivision plan (i.e., Blocks 317 and 318). The subject lands are zoned A Agricultural Zone by By-law 1-88 as shown on Attachment #2. The subject lands consist of vacant agricultural lands. The surrounding land uses are shown on Attachment #2.

The Owner had submitted an application to amend the Official Plan (File OP.05.026), specifically OPA #601 (Kleinburg-Nashville Community Plan), on the subject lands shown on Attachment #2, to increase the maximum permitted density for lands within the "Serviced Residential-Humber Trails" designation from 7.5 units per net residential hectare to not exceed 11.2 units per net residential hectare (i.e., from a maximum of 208 to 312 detached residential dwelling units, being an additional 104 units), as shown on Attachment #3. Council, at its April 14, 2008 meeting, approved the April 7, 2008 Committee of the Whole Report which recommended approval of the Official Plan Amendment. On May 12, 2008, Council passed By-law 112-2008 to adopt OPA #686. On September 3, 2008, OPA #686 was approved, with modifications, by the Region of York and came into effect.

The Owner, in support of the applications to amend the Zoning By-law and for approval of a Draft Plan of Subdivision, has submitted the following documents:

- i) Planning Justification Report, dated March 26, 2008, by KLM Planning Partners Inc.;
- ii) Functional Servicing Report, dated April 2008, by Condeland Engineering Ltd.;
- iii) Natural Heritage Evaluation, dated March 2008, by Tarandus Associates Ltd.;
- iv) Soil Investigation, dated March 2007, by Soil Engineers Ltd.;
- v) Hydrogeological Report, dated March 2007, by Goffco Ltd.;
- vi) Phase I Environmental Site Assessment, dated February 23, 2007, by Soil Engineers Ltd.;
- vii) Phase II Environmental Site Assessment, dated May 28, 2007, by Soil Engineers Ltd.;
- viii) Stage 3 Archaeological Assessment, dated September 2006 and revised to March 2007, by Archaeological Research Associates Ltd.; and,
- ix) Noise Control Feasibility Study, dated October 31, 2007, by SS Wilson Associates.

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#### Official Plan

##### a) Land Use Designation

The subject lands are designated “Serviced Residential-Humber Trails Central”, “Elementary School”, “Neighbourhood Park” and “Valley Area” by OPA #601 (Kleinburg-Nashville Community Plan), as amended by OPA #686, as shown on Attachment #5. The lands are also identified in OPA #601 as being in a “Potential Groundwater Recharge Area/Potential Groundwater Discharge Area” (Schedule “B1”), “Highway 27 Humber Valley North Major Mackenzie (WL) Forest Block” (Schedule “B2”), and “Highway 27 Humber Valley Forest North Major Mackenzie (WL) with a Low Functional Rating” (Schedule “B4”).

##### b) Residential Density/Uses

OPA #601, as amended by OPA #686 permits in the “Serviced Residential-Humber Trails Central” designation a permitted residential density not to exceed 11.2 units per net residential hectare and not to exceed 312 detached dwelling units within the “Serviced Residential-Humber Trails Central” designation. The subject lands have a net developable area of 27.775 ha, which is the area of the residential dwelling units and streets that is used in the calculation of residential density for the subject lands shown on Attachment #3. The proposed density is 11.2 units/ha. The uses and density proposed in the plan of subdivision for the subject lands conform to the Official Plan.

The housing form is appropriate for the community, which is predominantly detached dwelling units, while still meeting the objectives of the Official Plan to maintain a village character in the Kleinburg-Nashville Community. This proposal is providing development that is in accordance with the intensification policies in the *Provincial Policy Statement* and *Places To Grow-Growth Plan*.

##### c) Sustainability

The Official Plan requires the subject lands to coordinate development of the lands with Plan of Subdivision 19T-06V14 (Molise Kleinburg Estates Inc.) to the north in order to establish an integrated neighbourhood design with the broader community that addresses sustainable development objectives such as transit, walking and bicycling opportunities, water and energy efficiencies, energy alternatives, and green building design and site development. One of the sustainability objectives of the Official Plan, encourages a central community focus within walking distance of the subject lands, and therefore would allow a local neighbourhood commercial use not to exceed a land area of 0.5 ha and a supportive small-scale institutional use, without further amendment to the Official Plan.

##### d) Valleylands/Open Space

The Official Plan designates the lands, which contain part of the Humber River Valley Corridor, along the eastern portion of the subject lands, as “Valley and Stream Corridor”. The Official Plan requires that issues including, but not limited to, water resources and water related features (i.e., head water areas, groundwater recharge and discharge areas, etc.), flood and erosion control, aquatic habitat, appropriate buffers, and stormwater management facilities be addressed. The Toronto and Region Conservation Authority (TRCA) staked the lands to establish the 10 m environmental buffer between the valleylands and the rear of the residential lots. A stormwater management pond facility (Block 316) is proposed within the valleylands and inside the 10 m environmental buffer, as shown on Attachment #3. The Toronto and Region Conservation Authority has requested that the stormwater management facility be relocated outside the valleylands and the 10 m environmental buffer. Should the stormwater management facility remain within the valleylands, the Owner is required to submit a planning justification report to

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support the maintenance of the stormwater management pond facility within the valleylands and the 10 m environmental buffer. If it is determined through further review that the stormwater management facility is required to relocate from the valleylands, the configuration and location of the lots, street patterns and land uses, may be altered to accommodate the relocated stormwater management facility. Conditions of draft approval respecting the valleylands and stormwater management pond facilities have been included in Attachment #1.

#### e) Major Mackenzie Drive Re-alignment/Community Edge Buffer

The Region of York is currently undertaking the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will be examining the realignment of the northerly and southerly Major Mackenzie Drives, which includes the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the widening of Major Mackenzie. The IEA was approved by the Ministry of the Environment (MOE) in February 2006 and the IEA study findings are scheduled to be submitted to MOE in the Summer of 2010. The Ministry of Transportation has advised that the subject lands shown on Attachment #2 are not within the Highway 427 Transportation Corridor Environmental Assessment (EA) Route Alternatives Study but is impacted by the Study due to the Highway 427 interchange with Major Mackenzie Drive. The IEA will also consider the future CP Railway grade separation/crossing at Major Mackenzie Drive. Conditions of draft approval for the subject lands have been included in Attachment #1, which will indicate that the final configuration of the plan of subdivision is subject to any changes necessary to accommodate the final design of Major Mackenzie Drive, as well as the potential CP Railway grade separation/crossing, and that pre-sales of dwelling units will not be permitted prior to the determination of the final Major Mackenzie Drive alignment and CP Railway grade separation/crossing.

Subsection 4.7 of the Official Plan requires that a naturalized community edge buffer in the range of a minimum of 30 m to 50 m in width be provided on lands abutting Major Mackenzie Drive for maintaining a rural village character, as well as to address urban design issues. However, this buffer would apply to the southerly realignment of Major Mackenzie Drive (major arterial road), and not to the existing northerly Major Mackenzie Drive abutting the south end of the subject lands, which will function more as a primary or collector road through this new community. However, any portion of the realigned road that connects with the northerly Major Mackenzie Drive and abuts the subject subdivision will need to provide the buffer, and the subdivision plan will need to be amended, accordingly.

#### Zoning

The subject lands are currently zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the subject lands.

#### a) Residential Lands

The draft plan of subdivision will be developed in accordance with Schedule "A3" and the RD1 Residential Detached Zone One and RD2 Residential Detached Zone Two standards to By-law 1-88:

- i) Lots 228, 229, 233 and 234, Lots 237 to 252 inclusive, Lots 255 to 259 inclusive, Lots 273 and 277, Lots 287 to 289 inclusive, and Lots 308 to 311 inclusive, as shown on Attachment #3, are proposed to be zoned RD1(H) Residential Detached Zone One with the Holding Symbol "H" to facilitate the development of 34 lots for detached dwelling units in Phase 1;



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- ii) Lots 1 to 3 inclusive, Lots 6 to 8 inclusive, Lots 12, 13, 30 and 31, Lots 38 to 40 inclusive, Lots 47 to 50 inclusive, Lots 56 to 58 inclusive, Lots 61 to 64 inclusive, Lot 72, Lots 78 to 83 inclusive, Lots 92 to 97 inclusive, Lots 104 to 112 inclusive, Lots 119, 128 and 129, Lots 136 to 139 inclusive, Lots 144 and 145, Lots 151 to 155 inclusive, Lots 163 to 165 inclusive, Lots 172 to 176 inclusive, Lots 201 to 205 inclusive, Lots 207 and 208, Lots 214 to 220 inclusive, and Lots 282 to 284 inclusive, as shown on Attachment #3, are proposed to be zoned RD1(H) Residential Detached Zone One with the Holding Symbol "H" to facilitate the development of 85 lots for detached dwelling units in Phase 2;
- iii) Lots 221 to 227 inclusive, Lots 230 to 232 inclusive, Lots 235, 236, 253 and 254, Lots 260 to 263 inclusive, Lots 267 to 272 inclusive, Lots 274 to 276 inclusive, Lots 278 to 281 inclusive, Lots 285 and 286, and Lots 290 to 307 inclusive, as shown on Attachment #3, are proposed to be zoned RD2(H) Residential Detached Zone Two with the Holding Symbol "H" to facilitate the development of 85 lots for detached dwelling units in Phase 1; and,
- iv) Lots 4 and 5, Lots 9 to 11 inclusive, Lots 14 to 29 inclusive, Lots 32 to 37 inclusive, Lots 41 to 46 inclusive, Lots 51 to 55 inclusive, Lots 59 and 60, Lots 65 to 71 inclusive, Lots 73 to 77 inclusive, Lots 84 to 91 inclusive, Lots 98 to 103 inclusive, Lots 113 to 118 inclusive, Lots 120 to 127 inclusive, Lots 130 to 135 inclusive, Lots 140 to 143 inclusive, Lots 146 to 150 inclusive, Lots 156 to 162 inclusive, Lots 166 to 171 inclusive, Lots 177 to 200 inclusive, Lot 206, Lots 209 to 213 inclusive, and Lots 264 to 266 inclusive, as shown on Attachment #3, are proposed to be zoned RD2(H) Residential Detached Zone Two with the Holding Symbol "H" to facilitate the development of 141 lots for detached dwelling units in Phase 2.

Lots 221 to 263 inclusive, Lots 267 to 281 inclusive, and Lots 285 to 311 inclusive, will be zoned with addition of the Holding Symbol "H", as shown on Attachment #3, as Phase 1 and the implementing Zoning By-law will require that prior to the removal of the Holding Symbol "H" from any Residential Zone that water supply and sewage servicing capacity shall be identified and allocated by the City, and that the final configuration, sizing and location of Stormwater Management Facility Block 316 be approved to the satisfaction of the City and the Toronto and Region Conservation Authority. These lots are identified as being within Phase 1 since the lots are not subject to the Western Vaughan Transportation Individual Environmental Assessment (IEA), which is considering the Major Mackenzie Drive realignment, and CP Railway grade separation/crossing.

Lots 1 to 220 inclusive, Lots 264 to 266 inclusive, and Lots 282 to 40 inclusive, will be will also be zoned with addition of the Holding Symbol "H", as shown on Attachment #3, as Phase 2, which can only be removed when the IEA has identified a preferred road alignment for Major Mackenzie Drive and preferred grade separation/crossing for the CP Railway to the satisfaction of the City and York Region, and when the Environmental Assessment or a Feasibility Study undertaken by the City or the Owner identifies the lots and/or blocks which are not affected by the preferred road alignment for Major Mackenzie Drive and preferred grade separation/crossing for the CP Railway to the satisfaction of York Region. Further, the Holding Symbol "H" cannot be removed until the water supply and sewage servicing capacity has been identified and allocated by the City, and that the final configuration, sizing and location of Stormwater Management Facility Block 315 be approved to the satisfaction of the City and the Toronto and Region Conservation Authority.

b) Non-Residential Lands

The draft plan of subdivision will be developed in accordance with Schedules "A1" and "A3" in By-law 1-88. The proposed draft plan, as shown on Attachment #3, provides for open space and elementary school uses, which will be zoned as follows:

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- i) Block 312, as shown on Attachment #3, is proposed to be zoned to RD2(H) Residential Detached Zone Two with the Holding Symbol “H” to facilitate the 1.671 ha proposed elementary school site;
- ii) Block 316, as shown on Attachment #3, is proposed to be zoned to OS1 Open Space Conservation Zone to facilitate the 1.280 ha stormwater management pond facility;
- iii) Block 315 as shown on Attachment #3, is proposed to be zoned to OS1(H) Open Space Conservation Zone with the Holding Symbol “H” to facilitate the 1.037 ha stormwater management pond facility;
- iv) Blocks 317 and 318, as shown on Attachment #3, are proposed to be zoned to OS1 Open Space Conservation Zone for the existing 4.089 ha valleylands;
- v) Block 319, as shown on Attachment #3, is proposed to be zoned to OS1 Open Space Conservation Zone to facilitate the 0.489 ha berm and multi-use pathway;
- vi) Block 313, as shown on Attachment #3, is proposed to be zoned to OS2(H) Open Space Park Zone with the Holding Symbol “H” to facilitate the 1.791 ha neighbourhood park;
- vii) Block 314, as shown on Attachment #3, is proposed to be zoned to OS2(H) Open Space Park Zone with the Holding Symbol “H” to facilitate the 0.067 ha parkette to protect an existing oak tree; and,
- viii) Blocks 320 to 322 inclusive, as shown on Attachment #3, are proposed to be zoned to OS2(H) Open Space Park Zone with the Holding Symbol “H” to facilitate 3, 0.258 ha entry gateway landscape blocks.

Blocks 312 to 315 inclusive, and Blocks 319 to 322 inclusive will be zoned with the addition of the Holding Symbol “H”, as shown on Attachment #3, as Phase 2, which can only be removed when the IEA has identified a preferred road alignment for Major Mackenzie Drive and preferred grade separation/crossing for the CP Railway to the satisfaction of the City and York Region, and when the Environmental Assessment or a Feasibility Study undertaken by the City or the Owner identifies the lots and/or blocks which are not affected by the preferred road alignment for Major Mackenzie Drive and preferred grade separation/crossing for the CP Railway to the satisfaction of York Region. Prior to the removal of the Holding Symbol “H”, the final configuration, sizing and location of Stormwater Management Facility Block 315 shall be approved to the satisfaction of the City and the Toronto and Region Conservation Authority. The appropriate zoning provisions shall be provided, to address any required buffers for valleylands, stormwater management facilities and park/open space lands.

The implementing Zoning By-law will require that prior to the removal of the Holding Symbol “H” from any Residential Zone that water supply and sewage servicing capacity shall be identified and allocated by the City. The Holding Symbol “H” will also be placed on the elementary school site (Block 312) which will be zoned RD2(H) Residential Detached Zone Two with the Holding Symbol “H”. The development of the elementary school site will require a Site Development Application, which will need to be approved by Council.

The Western Vaughan Transportation Individual Environmental Assessment (IEA), to consider the Major Mackenzie Drive realignment, and CP Railway grade separation/crossing, is currently in process. The location of the land uses, and the location and configuration of the lots, blocks and street patterns may be subject to change resulting in amendments to the implementing Zoning By-law as a result of the determination of the preferred road alignment for Major Mackenzie Drive and the grade separation/crossing for the railway.

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#### Subdivision Design

The 39.337 ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- 120 lots for detached dwelling units with lot frontages of 18.3 m and lot areas of 585.6 m<sup>2</sup>, and 191 lots for detached dwelling units with lot frontages of 15.3 m and lot areas of 489.6 m<sup>2</sup> for a total of 311 residential detached units on an area of 18.805 ha;
- 1 elementary school block of 1.671 ha;
- 1 neighbourhood park block of 1.791 ha;
- 1 parkette block of 0.067 ha to protect an existing oak tree;
- 2 stormwater management pond facility blocks of 2.317 ha;
- 2 existing valleyland blocks of 4.098 ha;
- berm and multi-use pathway blocks of 0.403 ha;
- buffer/gateway entry blocks of 0.258 ha;
- road widening block of 0.947 ha;
- 0.3 m reserves of 0.019 ha; and,
- streets of 8.970 ha.

The draft plan proposes 311 lots all for detached dwelling units. All 311 lots will be zoned with the Holding Symbol "H", which shall not be removed until the City has allocated adequate water supply and sewage servicing capacity. In addition, Lots 1 to 220 inclusive, Lots 264 to 266 inclusive, and Lots 282 to 284 inclusive, being the Phase 2 lands, cannot remove the Holding Symbol "H", until the IEA has identified a preferred road alignment for Major Mackenzie Drive and preferred grade separation/crossing for the CP Railway to the satisfaction of the City and York Region, and when the Environmental Assessment or a Feasibility Study undertaken by the City or the Owner identifies the lots and/or blocks which are not affected by the preferred road alignment for Major Mackenzie Drive and preferred grade separation/crossing for the CP Railway to the satisfaction of York Region. The preferred road alignment for Major Mackenzie Drive and preferred grade separation/crossing for the railway may result in modifications to the location and configuration of lots and blocks and the street pattern, as well as the location and configuration of land uses. The Owner shall provide a revised draft plan, with the schedule of the land uses, to the City for distribution to the departments and agencies with conditions and/or comments. Conditions of draft approval with respect to the submission of a revised draft plan have been included in Attachment #1.

The draft plan includes 2 north-south traversing 28 m wide primary roads which gradually taper to widths of 23 m identified as Streets "1", and "2" which intersect with Major Mackenzie Drive, as shown on Attachment #3. Street "1" at the easterly portion of the plan is to connect to the east-west traversing Street "3" to its north. The 23 m wide primary roads, being the north-south traversing Street "2" and the east-west traversing Street "3" in the draft plan will connect with the lands to the north. The Western Vaughan Transportation Individual Environmental Assessment (IEA), to consider the Major Mackenzie Drive realignment and CP Railway grade separation/crossing, is currently in process. As the preferred road alignment of Major Mackenzie Drive and grade separation/crossing of the railway have not been determined, the location of the streets cannot be finalized, and therefore, should Streets "1" and "2" be constructed prior to the completion of the IEA, Streets "1" and "2" shall be temporary streets and constructed at the Owner's risk and expense.

The draft plan proposes the development of 2 stormwater management pond facilities, with Block 315 along the western limits of the plan and Block 316 along the eastern limits of the plan. Block 315 is within the Phase 2 lands, which are subject to the completion of the IEA to determine the preferred road alignment of Major Mackenzie Drive and grade separation/crossing of the railway. The ultimate configuration and location of the Block 315 stormwater management facility is subject to the findings of the IEA, as well as to address TRCA concerns, which will be discussed

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later in this report. As discussed earlier in the report, the Block 316 stormwater management facility, is located within the valleylands and the 10 m environmental buffer. The configuration and location of the stormwater management facility is subject to addressing TRCA concerns.

An elementary school site (Block 312) of 1.671 ha is proposed in the draft plan for the York Catholic District School Board. The school site is to develop with the 0.772 ha school site (Block 458) in Plan of Subdivision 19T-06V14 (Molise Kleinburg Estates Inc.) to the north. The total school site is to be 2.443 ha, within the Phase 2 lands, which cannot develop until the completion of the IEA.

A neighbourhood park (Block 313) of 1.791 ha is proposed adjacent to the east limits of the proposed elementary school site to form a school/park campus site. A parkette (Block 314) of 0.067 ha is also proposed to protect an existing oak tree, which is also located in the 0.075 ha Block 459 in Plan of Subdivision 19T-06V14, to the north. A berm and multi-use pathway (Block 319) for buffer and noise attenuation purposes respecting the railway, a pedestrian walkway and access to the stormwater management pond facility are proposed adjacent to the CP Railway right-of-way. Entry gateway features (Blocks 320 to 322 inclusive) are proposed where Streets “1” and “2” intersect with Major Mackenzie Drive, and where Streets “4” and “8” abut Major Mackenzie Drive. All of these blocks are within the Phase 2 lands, which cannot be developed until the completion of the IEA to determine preferred road alignment of Major Mackenzie Drive and grade separation/crossing of the railway.

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

311 Total Single Detached Dwelling Units	18.805 ha
1 Elementary School (Block 312)	1.671 ha
1 Neighbourhood Park (Blocks 313)	1.791 ha
1 Parkette (Blocks 314)	0.067 ha
2 Stormwater Management Facilities (Blocks 315 & 316)	2.317 ha
Valleylands/Woodlots (Blocks 317 & 318)	4.089 ha
Berm/Multi-Use Pathway (Block 319)	0.403 ha
Buffer/Entry Gateway (Blocks 320 - 322)	0.258 ha
Road Widening (Block 323)	0.947 ha
0.3m Reserves (Blocks 324 - 376)	0.019 ha
<u>Streets</u>	<u>8.974 ha</u>
Total Site Area	39.337 ha

All development within the draft plan is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, prepared in conjunction with Plan of Subdivision 19T-06V14 (Molise Kleinburg Estates Inc.) to the north. The architectural guidelines, which along with the control architect, are to be approved by Council. A condition in this respect is included in Attachment #1.

Prior to final approval, the Owner is required to submit urban design guidelines, and a streetscape and open space landscape master plan, prepared in conjunction with Plan of Subdivision 19T-06V14 (Molise Kleinburg Estates Inc.) to the north, in accordance with the Kleinburg-Nashville Community Plan (OPA #601) policies. The urban design guidelines, and streetscape and open space landscape master plan are to address items, including but not limited to, the urban design/streetscape elements including entrance features, parkettes, trail heads, medians and fencing, community edge treatment along CPR railway including a fence barrier and multi-use pedestrian trail, valleylands/woodlot edge management rehabilitation planting, trails, bridge crossings, erosion repair sites and pedestrian access points into the valley, appropriate pedestrian connection over the CPR railway lands to the future community centre to the west on Huntington Road, and a continuous pedestrian /bicycle route with urban connections between the streets and within the neighbourhood, as well as incorporate sustainability design elements into the overall urban fabric.

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The Development Planning Department has reviewed the proposal and requires the following red-lined revisions to the proposed draft plan of subdivision, as shown on Attachment #3:

- i) Lots 221 to 263 inclusive, Lots 267 to 281 inclusive, and Lots 285 to 311 inclusive, shall be identified as the Phase 1 lands as these lands are subject to the Holding Symbol “H” as water supply and sewage servicing capacity needs to be identified and allocated by the City resulting in a “no pre-sale agreement”, and that the final configuration, sizing and location of Stormwater Management Facility Block 316 be approved to the satisfaction of the City and the Toronto and Region Conservation Authority;
- ii) Lots 1 to 220 inclusive, Lots 264 to 266 inclusive, Lots 282 to 284 inclusive, Blocks 312, 313, and 315, and Blocks 319 to 322 inclusive shall be identified as the Phase 2 lands, which are subject to the Holding Symbol “H” as these lands require the completion of the Western Vaughan Transportation Individual Environmental Assessment to consider the Major Mackenzie Drive realignment and CP Railway grade separation/crossing, require water supply and sewage servicing capacity to be identified and allocated by the City resulting in a “no pre-sale agreement”, and require that the final configuration, sizing and location of Stormwater Management Facility Block 315 be approved to the satisfaction of the City and the Toronto and Region Conservation Authority;
- iii) Streets “1” and “2” shall be identified as temporary streets;
- iv) the interchange connections of Streets “1” and “2” to Major Mackenzie Drive should be reviewed in conjunction with the Western Vaughan Transportation Individual Environmental Assessment, and Streets “1” and “2” interchange with Major Mackenzie Drive require Region of York approval;
- v) the berm (Block 319) is to be a minimum of 11.5 m in width;
- vi) the typical detail for all angle bends are to be as per “City Standard C-4”;
- vii) the radius for Street “11” is to be 18.5 m;
- viii) the sidewalk is to be removed from the north side of Street “6” between Streets “1” and “2”, and located on the south side of Street “6” between Streets “1” and “2”;
- ix) the Owner shall convey land external to the plan for the proposed sanitary pumping station, east of Highway 27, free of all costs and encumbrances, prior to final approval of the plan;
- x) the configuration, sizing and location of the stormwater management pond facilities (Blocks 315 and 316) needs to be determined;
- xi) the 10 m buffer from the rear lot lines adjacent to the valleylands (Block 317) shall be clearly identified;
- xii) the draft plan shall identify Block 314 as a “Parkette”; and,
- xiii) the telecommunication and hydro utility buildings/easements shall be identified on the draft plan.

The Development Planning Department is satisfied with the proposed subdivision design, subject to comments, including the red-lined revisions in this report, the pre-conditions, and the conditions of approval in Attachment #1.

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City Engineering Department

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

a) Environmental Site Assessment (ESA)

The City requires a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning being enacted to implement the plan or final approval of any portion of the plan. The Environmental Site Assessment reports for the proposed residential development were accepted by the City in August 2008. Prior to final approval of the draft plan, the Owner is to submit documented proof of the satisfactory registration of the Record of Site Condition (RSC), for the valleylands and other sensitive lands (i.e., lands other than the tablelands), with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE) to the City for review and approval.

b) Water Servicing

The draft plan is located within the Kleinburg-Nashville service area. In 2007, the Region of York conducted a Class Environmental Assessment to identify the preferred method of providing sewage and water servicing capacity for the growth in the Kleinburg-Nashville area identified by OPA #601. The approved Class EA Study concluded that growth would be serviced by expanding the existing Kleinburg Water Pollution Control Plant and the conversion of the communal water system from a well to a lake based supply through a connection to Pressure District No. 6 of the York Water System. This new system will require the construction of a new large diameter regional supply watermain along Huntington Road from Rutherford Road to a new elevated storage tank in Nashville together with system improvements. Sewage and water servicing capacity for the subject draft plan will not be available until the proposed water and wastewater system improvements have been constructed to the satisfaction of the Region of York.

The City is currently undertaking a supplementary Class EA to identify the necessary local water and sanitary sewer system improvements required to service the planned development under OPA #601, and the conclusions of the City-wide OP review and associated Focus Area Studies. This Class EA is scheduled to be completed in the fourth quarter of 2009 in conjunction with the Kleinburg-Nashville Focus Area Planning Study.

Accordingly, the servicing of this draft plan is dependant on the expansion of the Kleinburg Sewage Treatment Plan, the extension of Pressure District No.6 lake based water system to the Kleinburg-Nashville area and the local system improvements.

c) Sanitary Servicing

The Functional Servicing Report proposes that sanitary flows from the draft plan, including sanitary flows from the north portion of the Plan of Subdivision 19T-06V14 (Molise Kleinburg Residential Estates Inc.), can be accommodated by the construction of a 375 mm diameter sanitary sewer east on Major Mackenzie Drive and north along Highway 27 to a proposed sanitary pumping station located on the west side of Highway 27 and a proposed sanitary forcemain connection to the existing Kleinburg Sewage Treatment Plant.

d) Storm Drainage

The preliminary design of the western stormwater management pond facility (Block 315) provides both quantity and quality controls for post-development storm flows. The stormwater management pond is proposed to outlet to the Rainbow Creek watercourse at the southwest area

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of the draft plan. The final design of this stormwater management pond must accommodate the existing external drainage from the abutting Plan of Subdivision 19T-06V14 (Molise Kleinburg Residential Estates Inc.), to the north, the ultimate alignment of Major Mackenzie Drive, the proposed grade separation of the CP railway crossing, and the City's design criteria. Given the proximity of the pond's location to the proposed Major Mackenzie Drive grade separation, there will be a need to substantially alter the configuration and size of the pond than what is shown on the proposed draft plan.

The design concept for the eastern stormwater management pond facility (Block 316) only provides quality controls for post-development storm flows. This limited stormwater management control is being proposed due to its outlet proximity to the main branch of the Humber River and the consideration to avoid coinciding peak flows in the Humber River. The intervening lands between this stormwater management pond (Block 316) and its outfall to the Humber River are privately owned and there is a real concern for potential damage and flooding from the uncontrolled storm flows on these lands. In addition, the pond is proposed to be located on partly tableland and partly below the top-of-bank within the valley, identified as natural hazard limits by the TRCA. It is our understanding, that the TRCA wants the stormwater management pond (Block 316) relocated outside the valley lands. Accordingly, the pond will need to be re-designed and moved outside the valley.

Both the design and the location of the stormwater management pond facilities (Blocks 315 and 316) will need to be resolved through detail engineering design and there is an expectation that the pond size, location and configuration will change and will necessitate revisions to the draft plan.

As part of the engineering design and prior to the initiation of any grading on the draft plan, the applicant shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands. The proposed stormwater management design for the site should incorporate the storm drainage information of proposed Plan of Subdivision 19T-06V14 (Molise Kleinburg Residential Estates Inc.). This report shall describe the proposed drainage system to develop the subject lands and include, but not be limited to, the following items:

- i) plans illustrating the proposed system and its connection into the existing storm system;
- ii) stormwater management techniques that may be required to control minor or major flows;
- iii) detail all external tributary lands, and include the existing residence(s); and,
- iv) proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.
- e) Sewage and Water Allocation

On May 20, 2008, the Region confirmed that water and sanitary servicing from the planned development under OPA #601 would be made available through the improvement of the existing water pollution control plant and planned watermain design works. The lands encompassing the subject draft plan was assigned a population of about 538 persons (145 units) under OPA #601. The draft plan can be allocated sewage capacity from the Kleinburg Servicing Scheme and water supply capacity from the York Water Supply System for a total of 145 residential units at this time. The allocation for 145 units is included as a recommendation in this report.

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f) Environmental Noise/Vibration Impact

The City requires all dwelling units that abut or face an arterial road such as Major Mackenzie Drive and Railway line be constructed with mandatory central A/C. The preliminary noise report proposes additional measures to mitigate noise such as single loaded roads abutting the railway tracks, noise berm, fencing, air conditioning and potentially upgraded building components such as windows. All required acoustic barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3 m road reserve. Also, due to the proximity of the draft plan to CP Railway, the Owner is required to submit a vibration report for review and approval by the City as part of the detail engineering submission.

g) Road Network

The proposed roads within the draft plan are to be constructed as 20 m and 18.5 m right-of-ways as per the current City road design standards and requirement of OPA #601. A Traffic Management Plan (TMP) should be presented to Council for approval of all traffic calming measures prior to the approval of any Plan of Subdivision as per Council direction of June 25, 2007. The developer has submitted a preliminary Traffic Management Plan, which identifies typical City's traffic calming measures, proposed transit routes and bus stops, school/park zone treatments, sidewalks and proposed traffic control measures for the draft plan. A copy of this TMP is included as Attachment #4 to this report. This TMP cannot be finalized until the Region's Western Vaughan Individual Environmental Assessment has satisfactorily progressed and requirements of Major Mackenzie Drive realignment are identified to the Region of York's satisfaction.

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

Parkland/Cash-in-Lieu

The parkland dedication for the draft plan of subdivision shall be dedicated and/or cash-in-lieu of the dedication of parkland paid, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The draft plan proposes 1 park (Block 313) of 1.791 ha and 1 parkette (Block 314) of 0.067 ha. Therefore, parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland will be required for the subject lands. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archaeological Assessment

The Cultural Services Department requires that prior to final approval of the subdivision or prior to the initiation of any grading, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation's approved Archaeological Assessment Technical Guidelines, for approval by the City and Ministry. A condition of draft approval has been included in this respect.

York Catholic District School Board

The York Catholic District School Board has advised that the Board requires an elementary school site (Block 312), which is 1.671 ha in size, which is to develop with the 0.772 ha school site (Block 458) in Plan of Subdivision 19T-06V14 (Molise Kleinburg Estates Inc.) to the north for a total school site of 2.443 ha. The proposed school site is adjacent to a proposed neighbourhood park. The location of the proposed school site meets the School Board's requirements with respect to the lands abutting two street frontages and a site area of 2.4 ha. The York Catholic District School Board is satisfied with the proposed site, subject to the conditions of approval in Attachment #1.



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#### The Region of York

The Region of York has reviewed the proposal and advised that the draft plan is impacted by the Western Vaughan Transportation Individual Environmental Assessment (IEA), which is to determine the preferred alignment for Major Mackenzie Drive, including the Major Mackenzie Drive and future Highway 427 interchange, and the CP Railway grade separation/crossing, which is currently in process. As such, a portion of the draft plan, being Lots 1 to 220 inclusive, Lots 264 to 266 inclusive, Lots 282 to 284 inclusive, Blocks 312, 313, and 315, and Blocks 319 to 322 inclusive, shall be subject the Holding Symbol "H" and a "no pre-sales agreement". The removal of the Holding Symbol "H" is dependent on the IEA identifying a preferred alignment for Major Mackenzie Drive and the grade separation/crossing for CP railway, and the IEA and/or a feasibility study identifying the lots and/or blocks that are no longer impacted by the Major Mackenzie Drive realignment and the CP railway grade separation/crossing. There is also the possibility that a future GO Transit station could be considered for the Major Mackenzie Drive and railway interchange.

The Region's Environmental Assessment (EA) for increasing Regional water supply and sanitary sewer services to the Kleinburg-Nashville Community was recently completed. The preferred option in the EA for water supply involves the City connecting to the York Water System. Regional Official Plan Amendment #57 was approved and came into effect on October 18, 2007, which permits the connection for water supply. The preferred option in the EA for sanitary sewer supply requires an expansion to the existing sewage treatment plant. The EA accounted for 206 units (750 people) of the 311 units proposed for the draft plan. The water supply and sanitary sewer supply for the remaining 105 units in the draft plan will be required and will need to be accounted for in the servicing scheme. The City's Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements (i.e., water supply and sanitary sewer services) required to support the build out of the planned and proposed developments within the Kleinburg-Nashville Community and access the Regional water supply system and expanded sewage treatment plant is currently in process.

Currently, the infrastructure to provide the water supply is not completed and/or constructed, and therefore, there is no water supply or sanitary sewer supply available for the draft plan. The estimated timing for the water supply infrastructure's development, which is subject to change, is as follows:

- i) Additional Water Supply Works in Kleinburg - Expected completion is the first quarter of 2010;
- ii) Kleinburg Water Storage Facility - Completion date is under review. Expected completion initially scheduled for 2010, however, to accommodate additional units, additional water storage may be required or further connections to the York Water System may be required; and,
- iii) Kleinburg WPCP Expansion - Expected completion date is the second quarter of 2010.

The draft plan may be serviced by the infrastructure identified in the current EA provided the City of Vaughan allocates to the subject lands. If the City does not allocate sufficient capacity for the entire draft plan, the development will need to be phased, based on the provision of additional water storage and possible additional connection to the York Water System. Additional infrastructure to service the revised build-out populations will be identified through the Regional Master Plan Update process and will complement the recommended infrastructure in the Class EA.

In accordance with the Region's servicing protocol, where draft plan approval is provided prior to servicing allocation being available, the Holding Symbol "H" shall be placed on all residential lands, which shall also be subject to a "no pre-sale agreement" in order to ensure that servicing allocation is

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available prior to occupancy. The Owner of the draft plan is required to enter into an indemnity agreement with the Region respecting servicing. The Region has advised that the draft plan is subject to pre-conditions and conditions of draft plan approval as set out in Attachment #1.

#### Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Planning Justification Report, dated March 26, 2008, by KLM Planning Partners Inc., Functional Servicing Report, dated April 2008, by Condeland Engineering Ltd., Natural Heritage Evaluation, dated March 2008, by Tarandus Associates Ltd., Soil Investigation, dated March 2007, by Soil Engineers Ltd., and Hydrogeological Report, dated March 2007, by Goffco Ltd., generally referred to as the Master Servicing Plan (MSP). The TRCA requires addendums/revisions to the MSP to address outstanding issues, which include, but are not limited to, the removal of the stormwater management pond facility (Block 316) from the valley or justification for it to remain within the valley, and an updated restoration plan for the deforested areas within the valley and the break-up of habitat areas within the valley, including the 10 m buffer for residential lots abutting the valleylands. The MSP is to also address, the water balance and groundwater analysis, hydraulic modeling, slope stability and stormwater management pond design details. The TRCA has provided conditions of draft plan approval in Attachment #1.

#### CP Railway

CP Railway has reviewed the proposal and advised the proposal is adjacent to the MacTier Subdivision, which is classified as a principle line. CP Railway has concerns with the proposal and requires that mitigation measures respecting the safety and the welfare of future residents, which are set out in Attachment #1 as conditions of approval, be addressed.

#### Ministry of Transportation

The Ministry has reviewed the proposal and advises that Major Mackenzie Drive will need to be realigned northerly in order to facilitate a future Highway 427 and Major Mackenzie Drive interchange, which could traverse through a portion of the proposal. The Ministry, which has been conducting the Highway 427 Transportation Corridor Environmental Assessment (EA) Route Alternatives Study, respecting the northerly expansion of Highway 427 presented the preferred alignment and terminus for Highway 427 in Spring 2008. Further, the Region's Western Vaughan Transportation Individual Environmental Assessment (IEA), which is reviewing the potential alignment and widening of Major Mackenzie Drive may also affect the subject lands. These initiatives need to be completed, prior to the related subdivision application being recommended for approval by the City.

#### Agency Comments

Canada Post, Power Stream, York Region District School Board and Le Conseil Scolaire De District Catholique Centre-Sud have advised that they have no objections to the draft plan of subdivision, subject to the conditions of approval, set out in Attachment #1.

#### Relationship to Vaughan Vision 2020

This staff report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan and Manage Growth and Economic Vitality".

#### Regional Implications

The Region has advised that there is no objection to the proposed subdivision subject to the red-lined revisions to the draft plan, pre-conditions and conditions, which have been included in Attachment #1.

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#### Conclusion

The Development Planning Department has reviewed the proposed applications to amend By-law 1-88 and for approval of Draft Plan of Subdivision 19T-05V10 (Lake Rivers Inc.) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, and the area context. The proposed draft plan of subdivision consisting of 311 residential units, an elementary school site and neighbourhood park site on approximately 39.3377 ha, as shown on Attachment #3 is an appropriate form of development for the subject lands and conforms to the policies of OPA #601, as amended.

However, the transportation road and railway infrastructure has to be determined through the Western Vaughan Transportation Individual Environmental Assessment, which is currently in process to determine the preferred alignment for Major Mackenzie Drive, including the Major Mackenzie Drive and future Highway 427 interchange, and the CP Railway grade separation/crossing, which is resulting in lots and blocks generally to the west of Street "1" being subject the Holding Symbol "H" and a "no pre-sales agreement". The preferred road alignment for Major Mackenzie Drive and preferred grade separation/crossing for the railway may result in modifications to the location and configuration of lots and blocks and the street pattern, as well as the location and configuration of land uses. The removal of the Holding Symbol "H" is dependent on the IEA identifying a preferred alignment for Major Mackenzie Drive and the grade separation/crossing for CP railway, and the IEA and/or a feasibility study identifying the lots and/or blocks that are no longer impacted by the Major Mackenzie Drive realignment and the CP railway grade separation/crossing.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision as red-lined, subject to the recommendations in this report, and the pre-conditions and conditions of approval as set out in Attachment #1.

#### Attachments

1. Pre-Conditions and Conditions of Approval
2. Location Map
3. Red-lined Draft Plan of Subdivision 19T-05V10
4. Transportation Management Plan
5. Kleinburg-Nashville Community Plan (OPA #601) - Land Use Schedule

#### Report prepared by:

Judy Jeffers, Planner, ext. 8645  
Mauro Peverini, Senior Planner, ext.8407

/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. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**29 ZONING BY-LAW AMENDMENT FILE Z.06.068  
DRAFT PLAN OF SUBDIVISION FILE 19T-06V14  
MOLISE KLEINBURG ESTATES INC.  
REPORT #P.2007.4**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 3, 2008, be approved;
- 2) That staff prepare the required report addressing conveyance of the Stevenson road allowance open space to the TRCA and include any necessary easements for municipal services utilities;
- 3) That a community committee be established to review traffic plans and calming opportunities and solutions;
- 4) That this committee's report be provided to a future Committee of the Whole meeting;
- 5) That the committee include three members from both Coldspring and Stevenson neighbourhoods and Engineering staff and the Ward 1 Subcommittee; and
- 6) That the following deputations be received:
  - a) Mr. Frank Rossi, 76 Coldspring Road, Kleinburg, L0J 1C0;
  - b) Mr. Ken Nieuwhot, 429 Stevenson Avenue, Kleinburg, L0J 1C0;
  - c) Mr. Bob Klein, 8 Daleview Court, Kleinburg, L0J 1C0;
  - d) Ms. Alexandra Hatfield, 232 Camlaren Crescent, Kleinburg, L0J 1C0;
  - e) Mr. Antonio Anania, 34 Coldspring Road, Kleinburg, L0J 1C0;
  - f) Mr. Renato Viele, 101 Coldspring Road, Kleinburg, L0J 1C0;
  - g) Mr. John Stevens, Stevens Consulting, 29 Linden Crescent, Brampton, L6S 4A1, on behalf of the applicant;
  - h) Ms. Carmela D'Amato, 119 Coldspring Road, Kleinburg, L0J 1C0; and
  - i) Mr. Brett Harris, 10 Putting Green Crescent, Kleinburg, L0J 1C0.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.068 (Molise Kleinburg Estates Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
  - i) rezone Lots 56,57, 69, 70, Lots 86-89 inclusive, Lots 162-167 inclusive, Lots 173-183 inclusive, Lots 186-189 inclusive, Lot 199, Lots 204-206 inclusive, Lots 209, 210, Lots 214-232 inclusive, Lots 280-282 inclusive, Lots 293-295 inclusive, Lots 305-328 inclusive, and Lots 329-449 inclusive from OS2 Open Space Park Zone to RD1(H) Residential Detached Zone One with the addition of the Holding Symbol "(H)" to provide for 96 lots for single detached dwelling units with 18.2 m frontages, 41 lots for single detached units with 21.3 m frontages and to provide for 68 lots for single detached dwelling units with minimum lot area of 0.21 ha;

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- ii) rezone Lots 1-3 inclusive, Lots 7-12 inclusive, Lots 58-68 inclusive, Lots 71-85 inclusive, Lots 90-107 inclusive, Lots 113-131 inclusive, Lots 133-142 inclusive, Lots 149-161 inclusive, Lots 168 to 172 inclusive, Lots 184, 185, Lots 190-198 inclusive, Lots 200-203 inclusive, Lots 207, 208, Lots 211-213 inclusive, Lots 233-251 inclusive, Lots 255-260 inclusive, Lots 265-279 inclusive, Lots 283-292 inclusive and Lots 296-304 inclusive from OS2 Open Space Park Zone to RD2 (H) Residential Detached Zone Two with the addition of the Holding Symbol “(H)”, to provide for 179 lots for single detached dwelling units with minimum 15.3m frontages;
  - iii) rezone Lots 4-6 inclusive, Lots 13-55 inclusive, Lots 108-112 inclusive Lot 132, Lots 143-158 inclusive, Lots 252-254 inclusive, and Lots 261-264 inclusive, from OS2 Open Space Park Zone to RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol “(H)”, to provide for 65 lots for single detached dwelling units with minimum 12.8m frontages;
  - iv) require that prior to the removal of the Holding Symbol “(H)” from Lots 1-449 inclusive, the following conditions shall be addressed:
    - A. that York Region has advised, in writing, that it is no earlier than six (6) months prior to the expected completion of the Kleinburg Water Storage Facility, Additional Water Supply Works in Kleinburg and the Kleinburg WPCP Expansion; or,
    - B. that the City approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
    - C. that the Regional Commissioner of Environmental Services confirms servicing allocation for this development by a suitable alternative method and the Council of the City of Vaughan has allocated adequate water supply and sewage servicing capacity to the subject development;
  - v) rezone school Block 458 from OS2 Open Space Park Zone to RD2(H) Residential Detached Zone Two, with the addition of the Holding Symbol “(H)”;
  - vi) rezone stormwater management Blocks 454-457 inclusive, open space Blocks 463-467 inclusive and valleyland buffer Blocks 468-471 inclusive, from OS2 Open Space Park Zone and OS1 Open Space Conservation Zone to OS1 Open Space Conservation Zone;
  - vii) walkway Blocks 450-453 inclusive, landscape buffer Block 472 and park & parkettes Blocks 459-462 inclusive, from OS2 Open Space Park Zone and OS1 Open Space Conservation Zone to OS2 Open Space Park Zone;
  - viii) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
2. THAT Draft Plan of Subdivision File 19T-06V14 (Molise Kleinburg Estates Inc.), as red-lined (November 3, 2008), and shown on Attachment #3, BE APPROVED, subject to the pre-conditions and conditions set out in Attachment #1 to this report.
3. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision File 19T-06V14 (Molise Kleinburg Estates Inc.) shall contain a provision that the parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands be paid, prior to the issuance of a

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Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

4. THAT the Owner shall enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.
5. THAT the Traffic Management Plan for Draft Plan of Subdivision 19T-06V14 (Molise Kleinburg Estates Inc.), shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report.
6. THAT Council pass the following resolution with respect to the allocation of water and sewage servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT Draft Approved Plan of Subdivision 19T-06V14 (Molise Kleinburg Estates Inc.), be allocated sewage capacity from the Kleinburg Servicing Scheme and water supply from the York Water Supply System for a total of 145 residential units."

#### Economic Impact

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

#### Communications Plan

On December 15, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Kleinburg and Area Ratepayers Association. Through the circulation of this Notice, the Development Planning Department received a letter of concern regarding access, safety, traffic volumes on Nashville Road, and mail delivery. The applicant's traffic consultant has addressed these issues in a letter that was forwarded to the Kleinburg and Area Ratepayers Association (KARA), and to concerned residents. A subsequent meeting was held in July, 2008 to address these and further questions regarding the development applications. A summary of that meeting is included in the Background section of this report. The recommendation of the Committee of the Whole to receive the Public Hearing report of January 22, 2007, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on January 29, 2007.

#### Purpose

The Owners have submitted applications to:

1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3, from OS1 Open Space Conservation Zone and OS2 Open Space Park Zone to:
  - RD1(H) Residential Detached Zone One with the addition of the Holding Symbol "(H)" for 205 lots;
  - RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol "(H)" for 179 lots and Elementary School Block 458;

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- RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol “(H)” for 65 lots;
  - OS2 Open Space Park Zone for Blocks 459 to 462 inclusive, Blocks 450 to 453 inclusive and Block 472;
  - OS1 Open Space Conservation Zone for Blocks 454-457 inclusive, and Blocks 463-471 inclusive;
3. Draft Plan of Subdivision approval (Attachment #3) consisting of the following:
- 449 lots for single detached dwelling units with minimum frontages ranging from 12.8 m to 21.3 m
  - 1 elementary school block to be combined with the school block within the residential subdivision to the south of the subject lands
  - 4 neighbourhood park/parkette blocks, 4 walkway blocks, and 1 landscape buffer block
  - 5 open space blocks and 4 valley/open space buffer blocks
  - 4 stormwater management blocks

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

The subject lands shown on Attachment #1 are located south of Nashville Road, west of Regional Road #27, municipally known as 115 Putting Green Crescent, in Part of Lots 22, 23 and 24, Concession 9, City of Vaughan. The subject lands are designated “Serviced Residential”, “Valley & Stream Corridor”, “Open Space” and “Neighbourhood Park” by site specific OPA #683, as shown on Attachment #5, and are zoned OS1 Open Space Conservation Zone and OS2 Open Space Park Zone by By-law 1-88, as shown on Attachment #2.

The subject lands are currently developed with the Kleinburg Golf Club that includes a club house and a 27-hole public course. The lands include naturalized areas along portions of the tributary of the Humber River that drains generally southeasterly through the site. The current access to the subject lands is via Coldspring Road, a local residential road. The TransCanada Pipeline traverses through the northwest corner of the property. The surrounding land uses are shown on Attachment #1.

On April 7, 2008 a technical report was forwarded to the Committee of the Whole on the related Official Plan Amendment Application File OP.06.027 with the following recommendation:

“The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.027 (Molise Kleinburg Estates Inc.) BE APPROVED, specifically to amend Official Plan Amendment #601 (Kleinburg-Nashville Community Plan) for the subject lands shown on Attachment #3, as follows:
  - a) redesignate the subject lands from “Special Use Golf” and “Valley Area” to “Serviced Residential”, “Valley Area”, and “Open Space”, as shown on Attachment #2;
  - b) increase the maximum permitted residential density from 7.5 units per net residential hectare for lands within the “Serviced Residential” designation to a maximum of 8.0 units per net residential hectare (ie. from a maximum of 430 to 458 detached residential dwelling units, being an additional 28 units); and,

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- c) amend "Table A – Kleinburg-Nashville Community Plan Population Estimates" by increasing the Fully Serviced Population Estimate for Residential Phase 2A respecting the golf course lands by an additional 1,400 people, from "325" people to 1,725 people.
2. THAT the implementing Official Plan Amendment include the following policies:
- a) require that the ultimate limits of the development for the subject lands be established and refined through the finalization of the zoning by-law amendment and subdivision process to the satisfaction of the City and the Toronto and Region Conservation Authority;
  - b) require the co-ordination of the proposed developments of both Official Plan Amendment Files OP.06.027 (Molise Kleinburg Estates Inc.) and OP.05.026 (Lake Rivers Inc.), to establish an integrated neighbourhood design that addresses transportation, transit, land use and sustainable community features, through the processing of the respective draft plan of subdivision applications; and,
  - c) require a minimum residential lot size of 0.2 ha for the lots located north of the open space block (identified on Attachment #2 as Block 462)."

The above noted recommendation was ratified by Council on April 14, 2008. OPA #683 was approved, with modifications, by the Region of York on July 23, 2008.

Meeting held July 13, 2008

In order to address questions/concerns by the public on the subject applications, a public meeting was held on July 13, 2008 with the applicant, traffic and planning consultants, area residents, as well as the local Councillor. The Molise and Lake Rivers combined plan were presented. Some of the questions posed pertained to, but not limited to, the following issues: density; phasing of the development; servicing and allocation impact on the Kleinburg Village Core; types of parks proposed; sustainable initiatives; services being extended to ColdSpring Road; traffic concerns and Stevenson Road access.

The applicant responded to these concerns and advised the residents of, but not limited to, the following information:

- density remains unchanged since OPA #683 was approved by Council, and the applicant will not be seeking additional density for this plan
- the timing of the development would follow the York Region sewage plant and watermain improvements
- phasing of development will occur to accommodate sewage and water capacity
- the proposed development will have no impact on the allocation available to the Kleinburg Village Core
- expansion of the sewage plant will provide partial capacity to the areas as originally defined under OPA 601, future additional capacity will be available to future trunk sewers and trunk watermains
- the parks will be owned and maintained by the City
- the sustainable initiatives provided by this development include: Energy Star Homes; Porous driveways; Roadside Infiltration Swales, and planting of valley lands
- sanitary and water services will be extended to ColdSpring and plugged, thereby providing an opportunity for those residents to connect to the services



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- to address concerns raised by Stevenson Road residents regarding an additional access to the development, the applicant will further investigate if there are any benefits to having both Stevenson and Coldspring access points opened for the development
- Stevenson Road will not be extended to Major Mackenzie Drive

#### Official Plan

The subject lands shown on Attachment #5 are designated “Serviced Residential”, “Valley & Stream Corridor”, “Neighbourhood Park” and “Open Space” by OPA #601, as amended by OPA #683 which was adopted by Council on May 12, 2008, and approved by the Region of York on July 23, 2008. The Official Plan permits single-detached dwellings, a neighbourhood park, valley and open spaces. The uses proposed in the subdivision plan conform to the Official Plan.

OPA #683 permits a residential density on the subject lands to a maximum of 8.0 units per net residential hectare, and not to exceed a total of 458 detached residential dwelling units. The proposed draft plan of subdivision proposes 449 single detached residential units and a density of 7.67 units/ha which conforms to the density permitted by OPA #683.

OPA #683 requires that the residential lots lying north of the “Valley & Stream Corridor” designation shall have a minimum lot area of 0.2 ha. There are a total of 68 lots within the northern community, identified as Lots 322-328 inclusive, Lots 437-363 inclusive, and Lots 365-381 inclusive. These lots have a minimum area of 0.21 ha, and conform to this policy of OPA #683.

OPA #683 requires the coordination of development of the subject lands with the lands immediately to the south (Lake Rivers subdivision) in order to establish an integrated neighbourhood design with the broader community in order to address sustainable development objectives such as transit, walking and bicycling opportunities, water and energy efficiencies, and building design. One of the sustainability objectives of OPA #683 encourages a central community focus within walking distance of the subject lands, and would therefore allow a local neighbourhood commercial use (not to exceed a land area of 0.5 ha) and a supportive small-scale institutional use, without further amendment to the Official Plan.

#### Zoning

The subject lands shown on Attachment #3 are currently zoned OS2 Open Space Park Zone and OS1 Open Space Conservation Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the lands to the following residential zones in accordance with the standard requirements of Schedule “A3” in By-law 1-88:

- i) rezone Lots 56,57, 69, 70, Lots 86-89 inclusive, Lots 162-167 inclusive, Lots 173-183 inclusive, Lots 186-189 inclusive, Lot 199, Lots 204-206 inclusive, Lots 209, 210, Lots 214-232 inclusive, Lots 280-282 inclusive, Lots 293-295 inclusive, Lots 305-328 inclusive, and Lots 329-449 inclusive from OS2 Open Space Park Zone to RD1(H) Residential Detached Zone One with the addition of the Holding Symbol “(H)” to provide for 96 lots for single detached dwelling units with 18.2 m frontages, 41 lots for single detached units with 21.3 m frontages and to provide for 68 lots for single detached dwelling units with minimum lot area of 0.21 ha;
- ii) rezone Lots 1-3 inclusive, Lots 7-12 inclusive, Lots 58-68 inclusive, Lots 71-85 inclusive, Lots 90-107 inclusive, Lots 113-131 inclusive, Lots 133-142 inclusive, Lots 149-161 inclusive, Lots 168 to 172 inclusive, Lots 184, 185, Lots 190-198 inclusive, Lots 200-203 inclusive, Lots 207, 208, Lots 211-213 inclusive, Lots 233-251 inclusive, Lots 255-260 inclusive, Lots 265-279 inclusive, Lots 283-292 inclusive and Lots 296-304 inclusive from

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OS2 Open Space Park Zone to RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol “(H)”, to provide for 179 lots for single detached dwelling units with minimum 15.3m frontages;

- iii) rezone Lots 4-6 inclusive, Lots 13-55 inclusive, Lots 108-112 inclusive Lot 132, Lots 143-158 inclusive, Lots 252-254 inclusive, and Lots 261-264 inclusive, from OS2 Open Space Park Zone to RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol “(H)”, to provide for 65 lots for single detached dwelling units with minimum 12.8 m frontages;

These residential lands will be zoned with the Holding Symbol “(H)” as the residential dwelling units do not have water and sewage servicing allocation. A clause will be included in the implementing zoning by-law limiting the use of the lands zoned with the Holding Zone “(H)” to a use legally existing as of the date of enactment of the implementing by-law. The Holding Symbol “(H)” shall not be removed until the water and sewage servicing capacity has been identified and allocated by the City.

#### Non-Residential Lands

The draft plan, as shown on Attachment #3, provides for uses which will be zoned as follows:

- i) rezone school Block 458 from OS2 Open Space Park Zone to RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol “(H)”;
- ii) rezone stormwater management Blocks 454-457 inclusive, open space Blocks 463-467 inclusive and valleyland buffer Blocks 468-471 inclusive from OS2 Open Space Park Zone and OS1 Open Space Conservation Zone to OS1 Open Space Conservation Zone;
- iii) rezone walkway Blocks 450-453 inclusive, landscape buffer Block 472 and park & parkette Blocks 459-462 inclusive, to OS2 Open Space Park Zone.

#### Subdivision Design

The proposed plan of subdivision integrates the redevelopment of the Kleinburg Golf Course as an infill development into the existing and planned development pattern, characterized by large estate residential lots with a minimum size of 0.21ha, as well as residential lots ranging from 12.8 m frontages to 21.3m frontages. The plan of subdivision proposes a total of 449 single detached lots. For the purpose of description, the subdivision can be divided into two parts, Part A and Part B, as shown on Attachment #3, which are naturally divided by an open space/valley block (Block 467). The design concept for the plan utilizes the creek valley (Block 467) as a natural boundary between Part A, a rural residential and parkland development on the north side of the creek abutting the existing residences on Coldspring Road and Putting Green Crescent, and Part B, a more urban residential area to the south forming part of the Humber Trails neighbourhood.

In Part A, 68 lots with a minimum lot size of 0.21 ha (0.51 acres) are proposed north of the open space block, to serve as a transition with the existing rural residential lots to the north. Two access points to these lots are proposed: the current access to the subject lands via Coldspring Road, a local residential road and access from Stevenson Avenue located at the east side of the lands. These access points are labeled on the plan as Street “Q” and Street “N”. Two large open space blocks and 2 park blocks are proposed adjacent to the existing residential development to the north.

In Part B, a residential subdivision south of the open space feature contains 381 lots, with frontages ranging in size from 12.2 m to 21.3 m, and is proposed to be integrated with the planned Humber Trails community. Access to Part B of the plan will be achieved via Major

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Mackenzie Drive, through the proposed development that abuts the subject lands to the south (Lake Rivers Inc 19T-05V10). Part B of the plan includes a stormwater management pond and a school block that is to be combined with the Lake Rivers subdivision to create an elementary school site for the planned Humber Trails neighbourhood. The proposed lot sizes are in keeping with the adjoining proposed subdivision development to the south. A 11.5 m landscape buffer (Block 472) as well as a local road, run parallel in a north to south direction are proposed adjacent to the existing CP Railway to the west of the subject lands. The residential units within the draft plan will be accessed by a series of local streets.

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

449 single detached units	16.525ha
Elementary School Block 458	0.769 ha
Park & Parkette Blocks 459-462	6.464 ha
SWM Ponds Blocks 454-457	3.945 ha
Open Space & Valleyland Buffers Blocks 463-467	26.711ha
Landscape Buffer Block 472	0.956 ha
Walkway Blocks 450-453	0.178 ha
0.3m Reserves (Block 473-536)	0.046 ha
<u>Roads</u>	<u>13.530 ha</u>
Total Draft Plan Area	94.739 ha

Prior to final approval, the Owner is required to submit architectural guidelines which are required to have been prepared in conjunction with the lands to the south File 19T-05V10 (Lake Rivers Inc.). These guidelines along with the control architect, are to be approved by Council. A condition respecting this has been included in Attachment #1.

Prior to final approval, the Owner shall prepare urban design guidelines and a streetscape and open space landscape master plan for this plan of subdivision in conjunction with the lands to the south File 19T-05V10 (Lake Rivers Inc.) in accordance with the approved Kleinburg-Nashville Community Plan OPA 601 policies. The plan shall address but not be limited to the following issues:

- Co-ordination of the urban design/streetscape elements as they relate to the urban design polices for OPA 601 including entrance features, parkettes, trail heads, medians and fencing;
- Community edge treatments along the CPR including a fence barrier and multi use pedestrian trail to the satisfaction of the City;
- The appropriate landscaping with a multi-use pedestrian trail for along the TransCanada Pipeline open space blocks 465 and 466
- The appropriate integration with the urban design policies outlined in the Kleinburg-Nashville Community Plan;
- Valleylands/Woodlot edge management rehabilitation planting, trails, bridge crossings, erosion repair sites and pedestrian access points into the valley;
- The appropriate pedestrian connection over the CPR property to provide future residents safe access to the future community centre through the adjacent Nashville West Community;
- The appropriate configuration and landscape design for storm pond blocks 454, 455, 456 and 457;
- A continuous pedestrian/bicycle route with urban connections between streets and within the neighbourhood including throughout the community, in addition to comply with the Council approved Pedestrian Bicycle Master Plan;
- The appropriate pedestrian access connections through the lands to the south (Lake Rivers Inc.) to Major Mackenzie Drive for access to public transit;
- The appropriate landscape/streetscape design for telecommunication and hydro easements;
- A comprehensive pedestrian network through the entire plan;

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- Incorporate sustainability design elements in the overall urban fabric; and
- Park block facility fits.

#### Phase II Environmental Site Assessment

Prior to building permit issuance, the Owner shall prepare for review and approval on Park Blocks 460, 461 and 462, a Phase II Environmental Site Assessment report in accordance with the Ministry of Environment's Guidelines for use at contaminated sites in Ontario (June 1996, as amended), to the satisfaction of the City. Testing may include but not be limited to surface and subsurface soil, groundwater, soil vapour, plant and aquatic species sampling and testing of building materials. The Owner shall incorporate the recommendations contained in the report and ensure adequate field inspection is provided to validate the recommendation in the Phase II E.S.A. to the satisfaction of the City.

The Owner shall reimburse the City for the cost of the City's peer review of the Phase II E.S.A. Conditions respecting these issues have been included in Attachment #1.

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

#### Parkland/Cash-in-Lieu

The parkland dedication for the draft plan of subdivision shall be dedicated and/or cash-in-lieu of the dedication of parkland paid, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The required parkland dedication for the proposed development is 3.531ha. The applicant is proposing a total of 6.571 ha in parkland dedication, which results in an over dedication of parkland of 3.033 ha. The owner has agreed to convey the additional parkland to the City at no cost. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

#### Red-lined Draft Plan of Subdivision

The draft plan has been red-lined, as shown on Attachment #3, to incorporate the following changes:

- The addition of Block 537 at the northeast corner of the subject lands for the purpose of a Sanitary Pumping Station
- Block 453 shall be shown on the plan as 9m wide
- Provide a 5m x 5m daylight triangle and associated 0.3m reserve at the intersection of Street "Q" and Coldspring Road as per City Standard, Drawing D-1
- Remove 3m wide multi-use pathway along Park Block 460
- Minimum Curb Radius on the 2 cul-de-sacs on the plan shall be R=15
- Typical detail for all angle bends should be as per City Standard - C4

The Development Planning Department is satisfied with the proposed subdivision design, subject to comments, including the red-lined revisions noted above, the pre-conditions, and the conditions of approval outlined in Attachment #1.

#### City Engineering Department

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

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##### a) Water Servicing

The draft plan is located within the Kleinburg/Nashville service area. In 2007, the Region of York conducted a Class Environmental Assessment to identify the preferred method of providing sewage and water servicing capacity for the growth in the Kleinburg/Nashville area identified by OPA 601. The approved Class EA Study concluded that growth would be serviced by expanding the existing Kleinburg Water Pollution Control Plant and the conversion of the communal water system from a well to a lake based supply through a connection to the Pressure District No.6 of the York Water System. This new system will require the construction of a new large diameter regional supply watermain along Huntington Road from Rutherford Road to a new elevated storage tank in Nashville together with system improvements. Sewage and water servicing capacity for the subject draft plan will not be available until the proposed water and wastewater system improvements have been constructed to the satisfaction of the Region of York.

The City is currently undertaking a supplementary Class EA to identify the necessary local water and sanitary sewer system improvements required to service the planned development under OPA 601 and the conclusions of the City-wide OP review and associated Focus Area Studies. This Class EA is scheduled to be completed in Q4 2009 in conjunction with the Kleinburg/Nashville Focus Area Planning Study.

The applicant submitted a Functional Servicing Report (FSR) in support of the draft plan that proposes the servicing of the north half of the draft plan by the extension of the existing watermain system on Coldspring Road, together with a loop watermain connection from the existing 300 mm diameter watermain on Stevenson Avenue. The south half of the draft plan (Part 2 on Attachment #3) is dependant on the construction of the proposed regional trunk watermain on Huntington Road together with a new watermain on Major Mackenzie Drive and the extension of the proposed watermain system from the Lake River Inc. 19T-05V10 draft plan of subdivision abutting the proposed subdivision to the south.

Accordingly, the servicing of this draft plan is dependant on the expansion of the Kleinburg Sewage Treatment Plan, the extension of the Pressure District No.6 lake based water system to the Kleinburg/Nashville area and local system improvements.

##### b) Sanitary Servicing

The Functional Servicing Report (FSR) proposes that sanitary service to the north half of the draft plan can be provided by gravity sanitary sewers that leads to a proposed sanitary pumping station located on west side of Stevenson Avenue near Cedar Valley Crescent and a forcemain proposed north along Stevenson Ave., east along Nashville Road and south along Highway No. 27, to connect to the existing Kleinburg Sanitary Treatment Plant.

For the south half of the draft plan the FSR proposes 2 possible alternative connections to provide sanitary service as follows:

- i) the construction of a sanitary pumping station located on the Lake River Inc. 19T-05V10 draft plan of subdivision and a forcemain that will be connected to either the existing Kleinburg Sewage Treatment Plant or to a proposed Trunk Sewer on Huntington Road; or
- ii) the construction of 375 mm diameter sanitary sewer east along Major Mackenzie Drive and north along Highway No. 27 to a proposed sanitary pumping station located on east side of Highway No. 27, which would direct the flows to the existing Kleinburg Sewage Treatment Plant.

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These sanitary servicing proposals will be evaluated as alternatives in the City's Class EA study for the local servicing in the Kleinburg/Nashville Community. The ultimate servicing of this plan must conform to the recommendations of the Region and City water and wastewater Class EA's to the satisfaction of the City.

#### c) Storm Drainage

The proposed draft plan is located east of CPR Railway, south of Nashville Road, west of Stevenson Road and north of Lake Rivers Inc. 19T-05V10 property. The site is currently occupied by the Kleinburg Golf Course and is proposed to be developed with large lot residential housing north of Tributary "A" of Humber River and single family housing that also includes a school and park block south of Tributary "A". The majority of the site (approximately 75ha) currently drains to the Humber River Watershed and the remaining (19.7 ha) drains to the Rainbow Creek Watershed.

According to the Functional Servicing Report (FSR), the existing drainage patterns on the lands will generally be maintained under a post-development condition with the exception of 19.7 hectares that will drain southerly to the Lake Rivers Inc. 19T-05V10 draft plan.

The large lot residential area north of Humber River tributary "A" is proposed to be serviced by three dry SWM ponds providing the water quantity controls together with innovative solution for water quality and erosion controls, such as infiltration trenches within the road right-of-way.

Information contained in the preliminary storm water management report suggests that the SWM facilities cannot provide enough quantity control to attain the target unit flow rates due to uncontrolled clean rooftop and rear yard runoff from the lots backing onto Tributary "A". To offset this shortfall, and to provide a certain level of water quality control, the SWM report proposes the use of infiltration trench within road right-of-way. The infiltration trench design allows the infiltration of untreated storm water from the road catch basin into the ground. It is expected that this proposed system design will require increased maintenance for the City to maintain the effectiveness of the infiltration system. Accordingly, the proposed infiltration trenches may not be the best practice for this subdivision. Through the detailed design process, the developer will be required to investigate other feasible alternatives in order to provide the required storm water management controls (example: Wet ponds can be proposed or a combination of oil grit separators for water quality control and dry ponds for water quantity controls, etc.).

The single family housing and a school block area south of Tributary "A" are proposed to be serviced by a wet storm water management facility. The proposed facility will provide the required water quality, water quantity and erosion control. Based on information in the preliminary storm water management report, there may be a need to increase the size of the SWMP block in order to provide sufficient quantity storage to attain the target unit flow rates.

Under post-development conditions, all the minor flows are accommodated within the facility with an exception of major flows from an area of approximately 9.73 ha draining southerly towards the proposed Lake River Inc. 19T-05V10 draft plan. This proposed drainage system must be coordinated between the two developments through the detailed design process.

The FSR also identifies a number of water balance mitigation measures for the site that will be further evaluation during the detailed design stage including:

- Planting of valley land buffers and preservation of select tableland trees through relocation to proposed park blocks;
- Increased topsoil depth on all residential lots within the plan;
- Use of interlocking pavers for driveways on residential lots south of Tributary A;

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- Construction of proposed amphibian ponds with associated infiltration trenches (where feasible).

It is important to note that the feasible alternative for storm water management controls may affect the size, location and confirmation of the SWM blocks in the draft plan which may also change the pattern, layout and number of lots in the proposed subdivision. The ultimate location, size and configuration of the SWM blocks will be subject to the conclusions of the final SWM Report and engineering design to the satisfaction of the City.

As part of the engineering design and prior to final approval of the plan, the Owner shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands. This report shall describe the proposed drainage system to develop the subject lands and include, but not be limited to, the following items:

- (i) Plans illustrating the proposed system and its connection into the existing storm system;
- (ii) Storm water management techniques that may be required to control minor or major flows;
- (iii) Ground water balance;
- (iv) Detail all external tributary lands, include the existing residence(s); and
- (v) Proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

#### d) Sewage and Water Allocation

On May 20, 2008, the Region confirmed that water and sanitary servicing from the planned development under OPA #601 would be made available through the improvement of the existing water pollution control plant and planned watermain design works. The lands encompassing the subject draft plan was assigned a population of about 538 persons (145 units) under OPA 601. The draft plan can be allocated sewage capacity from the Kleinburg Servicing Scheme and water supply capacity from the York Water Supply System for a total of 145 residential units at this time. The allocation for 145 units is included as a recommendation in this report.

#### e) Environmental Site Assessment

The Environmental Site Assessments submitted in support of the proposed development are acceptable, subject to the following condition of draft plan approval included in Attachment #1 to this report:

“Prior to final approval of the Plan the Owner shall provide documented proof of the satisfactory registration of the Record of Site Condition (RSC), for the valleylands and other sensitive lands (i.e. lands other than the tablelands), with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes a hard copy/copies of the RSC signed by a Qualified Person and the Acknowledgement(s) from the MOE, has to be submitted to the Development/Transportation Engineering Department for review and approval.”

#### f) Environmental Noise Impact

The Owner is required to submit a noise report for review and approval by the City as part of the detailed engineering submission. The City requires all dwelling units that abut or face a railway be constructed with mandatory central air-conditioning. The preliminary noise report proposes

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additional measures to mitigate noise such as single loaded roads abutting the railway tracks, noise berm, fencing, air conditioning and potentially upgraded building components such as windows. All required acoustic barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3m road reserve. Also, due to the proximity of the draft plan to CP Railway, the Owner is required to submit a vibration report for review and approval by the City as part of the detail engineering submission.

#### g) Road Network

The proposed roads within the draft plan are to be constructed as 20 metre and 18.5 metre ROW as per the current City road design standards. The developer will be required to carry out improvements to Stevenson Ave and Coldspring Road to the satisfaction of the City.

A Traffic Management Plan should be presented to Council for approval of all traffic calming measures prior to the approval of any Plan of Subdivision as per Council direction of June 25, 2007. The developer has submitted a preliminary TMP identifies typical City's traffic calming measures, proposed transit routes and bus stops, school/park zone treatments, sidewalks and proposed traffic control measures for the draft plan. A copy of this TMP is included as Attachment #4 to this report. This TMP can not be finalized until the Region's Western Vaughan Individual Environmental Assessment has satisfactorily progressed and requirements of Major Mackenzie Drive realignment are identified to Region of York's satisfaction.

#### h) Street-lighting

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

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

#### Archaeological Assessment

The Cultural Services Department has reviewed the proposal and advised that prior to final approval of a plan of subdivision or prior to the initiation of any grading, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation's approved Archaeological Assessment Technical Guidelines, for approval by the City and Ministry.

Cultural Services Department also advises that a portion of the plan (Block 463) in the proposed draft plan of subdivision is located within the Kleinburg-Nashville Heritage Conservation District, and therefore any proposed changes and or construction on this portion of the subject property will require the approval of a Heritage Permit application in addition to any other approvals.

#### Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the Revised *Summary of Environmental Studies*, dated July 2008, submitted by the Owner in support of the applications, and have provided comments to the City. TRCA advises that their comments can be addressed in an addendum to the above noted report, and have issued conditions of draft plan approval. The TRCA's conditions of draft plan approval are included in Attachment #1 of this report.



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#### York Catholic District School Board

The proposed draft plan of subdivision proposes an Elementary School site with an area of 0.769 ha in size (Block 458), which is to be combined with a school block within the proposed subdivision to the south (Lake Rivers Inc.), for a combined area of approximately 2.44 ha. The York Catholic District School Board has provided conditions of approval requiring that the School Boards provide clearance prior to final approval of the plan. These conditions are included in Attachment #1.

#### Canadian Pacific Railway

Canadian Pacific Railway (CPR) has been circulated the development proposal and has no objection to the approval of the applications. CPR has issued conditions of subdivision approval, which are included in Attachment #1 of this report.

#### TransCanada Pipeline

The TransCanada Pipeline traverses the subject lands at the northwest corner of the site and is identified as Blocks 465 and 466 on Attachment #3. The draft plan does not include any residential lots within these blocks as per TransCanada's requirements. TransCanada Pipeline has issued conditions of draft plan approval for the subdivision application, and are included in Attachment #1 of this report.

#### Agency Comments

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

#### **Relationship to Vaughan Vision 2020**

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

#### **Regional Implications**

The Region of York provides the following comments:

##### a) Water and Wastewater

This development will be serviced by municipal water supply and wastewater collection. However, there is currently no additional municipal water supply or wastewater treatment capacity available for this development. Environmental Assessments for increasing Regional water and wastewater servicing capacity in Kleinburg were recently completed. In order for developments in Kleinburg to use any of this future capacity, it is anticipated that all of the following Regional infrastructure may be required.

- Additional Water Supply Works in Kleinburg – Q1 2010 expected completion
- Kleinburg Water Storage Facility – Completion date under review. Initially scheduled for 2010, however, to accommodate additional units, additional water storage may be required or further connections to the York Water System may be required
- Kleinburg WPCP Expansion – Q2 2010 expected completion

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The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only. Prior to the registration of this development or any phase thereof, the Region will confirm that the required infrastructure has been completed to a satisfactory point that ensures servicing will be online upon occupancy and that sufficient water and wastewater servicing capacity has been allocated by the City of Vaughan.

b) Water Supply

The Environmental Assessment (EA) for increasing the Regional water servicing capacity in Kleinburg was recently completed to service a planned community population up to approximately 7,700 people including those hooked up to the current system.

The preferred solution in the EA for water involves connecting to the York Water System. Regional Official Plan Amendment No. 57 was approved and came into effect on October 18, 2007 which permits this connection. The City of Vaughan is currently undertaking a master servicing plan for the community to determine how the subject lands and others can access the expanded Regional water supply system. Approximately 325 people (89 units), were accounted for within the recently approved EA for water supply for the subject lands. The proposed plan of subdivision comprises a total of 449 units, which is consistent with the Kleinburg-Nashville Community Plan (OPA 601), as amended by OPA 683. However, additional servicing capacity will be required to service the increase in residential units.

This site may be serviced by the infrastructure identified in the current EA provided the City of Vaughan allocates to the subject lands. If the City does not allocate sufficient capacity for the entire plan, the development will have to be phased, based on the provision of additional water storage and possible additional connection to the York Water System. Additional infrastructure to service the revised build-out populations will be identified through the Regional Master Plan Update process and will complement the recommended infrastructure in the Class EA.

c) Sanitary Servicing

The Environmental Assessment (EA) for increasing the Regional wastewater servicing capacity in Kleinburg was recently completed to service a planned community population up to approximately 7,500 people, including those hooked up to the current system. The preferred solution in the EA for wastewater is an expanded treatment plant. The City of Vaughan is currently undertaking a master servicing plan for the community to determine how the subject lands and others can access the expanded sewage treatment plant.

Approximately 325 people (89 units), were accounted for within the recently approved EA for wastewater servicing for the subject lands. The proposed plan of subdivision comprises a total of 449 units, which is consistent with the Kleinburg-Nashville Community Plan (OPA 601), as amended by OPA 683. However, additional servicing capacity will be required to service the increase in residential units. This site may be serviced by the infrastructure identified in the current EA provided the City of Vaughan allocates to the subject lands. If the City does not allocate sufficient capacity for the entire plan, the development will have to be phased, based on further expansion to the sewage treatment plant, or connection to the YDSS. Additional infrastructure to service the revised build-out populations will be identified through the Regional Master Plan Update process and will complement the recommended infrastructure in the Class EA.

In accordance with York Region's servicing protocol respecting draft plans receiving approval prior to servicing allocation being available, staff are requesting that all residential lands be subject to various restrictions (i.e., Holding 'H' zone) to ensure that water and sewer servicing are available prior to occupancy. In addition, York Region requests that the City of Vaughan apply a

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lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

The Region of York has no objection to the approval of the proposed plan subject to the Owner satisfying the Region's Pre-conditions and Conditions set out in Attachment #1.

**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-06V14 (Molise Kleinburg Estates Inc.) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, and the area context. The proposed draft plan of subdivision consisting of 449 detached residential units, school block, parks, and open space areas on 94.739 ha, as shown on Attachment #3 is an appropriate form of development for the subject lands and conforms to the policies of OPA #601, as amended.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision as red-lined, subject to the pre-conditions and conditions of approval as set out in Attachment #1.

**Attachments**

1. Pre Conditions and Conditions of Approval
2. Location Map
3. Red-lined Draft Plan of Subdivision 19T-06V14
4. Traffic Management Plan
5. OPA #601 Schedule "A"

**Report prepared by:**

Carmela Marrelli, Planner, ext. 8791  
Mauro Peverini, Senior Planner, ext. 8407

/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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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 30, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

**30                    OFF LEASH WORKING COMMITTEE – MEMBERSHIP CHANGES**

The Committee of the Whole recommends:

- 1)     That the recommendation contained in the following report of Councillor Carella, on behalf of the Off Leash Working Committee, dated November 3, 2008, be approved; and
- 2)     That Mr. Robert Apenis be appointed to the Off Leash Area Working Committee.

**Recommendation**

Councillor Tony Carella, on behalf of the Off Leash Working Committee recommends that:

- 1)     Council receive this report for information purposes only.

**Economic Impact**

Not Applicable

**Communications Plan**

Not Applicable

**Purpose**

The purpose of this report is to advise Council of changes to the membership of the Off Leash Working Committee for the 2007 – 2010 term.

**Background - Analysis and Options**

Council, at its January 29, 2007 meeting (Report No. 1, Item 10) approved:

- That staff establish an Off Leash Area Working Committee that will provide assistance in the development of an off leash area; and,
- That the Off Leash Area Working Committee be comprised of City of Vaughan residents as outlined below.

Based on the Council approval of January 29, 2007, the composition of the Committee was established as follows:

- City of Vaughan Council representatives (2)
- Members representing established dog owners groups (3)
- Community Representatives (5 total – 1 from each Ward). Individuals having expertise or background in the area of off leash area design/development, dog training/handling, animal health, or marketing/fundraising
- City of Vaughan staff (2) – One (1) Parks / One (1) By-Law

Subsequently, Council, at its May 12, 2008 meeting (Report No. 24, Item 14) approved:

- That Councillor Meffe be appointed as a member of the Off Leash Working Committee.

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The Off Leash Working Committee, at its October 30, 2008 meeting declared the Ward 4 Representative position vacant. The Ward 4 representative has not attended the last 3 Off Leash Working Committee meetings.

Also, at its October 30, 2008 meeting, the Off Leash Working Committee filled the Ward 4 Representative position; Mr. Robert Apenis. Mr. Apenis was welcomed as the new Ward 4 Representative.

The current Off Leash Working Committee members for the 2007 – 2010 term are indicated in Attachment 'A'.

#### **Relationship to Vaughan Vision 2020**

In consideration of the strategic priorities related to Vaughan Vision 2020, the project will provide:

- STRATEGIC GOAL:  
Service Excellence - Providing service excellence to citizens.
- STRATEGIC OBJECTIVES:  
Pursue Excellence in Service Delivery; and Enhance and Ensure Community Safety, Health and Wellness.

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

#### **Regional Implications**

Not applicable.

#### **Conclusion**

That Council receive this report for information purposes only respecting changes to the membership of the Off Leash Working Committee for the 2007 – 2010 term.

#### **Attachments**

Attachment 'A' Off Leash Working Committee Member List (Oct. 30, 2008)

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

Paul Gardner, Director of Parks Development, Ext. 3209

(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 31, Report No. 53, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 10, 2008, as follows:

***By receiving the written submission from Mr. Brian Brown, President, Beverley Glen Ratepayers Association, dated November 3, 2008.***

**31                                    OFF LEASH WORKING COMMITTEE – UPDATE REPORT**

The Committee of the Whole recommends:

- 1)        That the recommendation contained in the following report of Councillor Carella, on behalf of the Off Leash Working Committee, dated November 3, 2008, be approved;
- 2)        That the distribution of the notices be expanded to the community including the entire residential sub-division of Beverley Glen and the relevant part of the neighbourhood to the east of Bathurst Street and to ensure there is a two-week notification period; and
- 3)        That the written submission of Ms. Cathy Ferlisi, President, Concord West Ratepayers' Association, 7777 Keele Street, Unit 8/70, Concord, L4K 1Y7, dated November 3, 2008, be received.

**Recommendation**

Councillor Tony Carella, on behalf of the Off Leash Working Committee, recommends:

- 1)        That Council confirm that the Site #2, the Hydro corridor south of Centre street, not be pursued; and,
- 2)        That Council direct the Off Leash Working Committee to move forward with investigating Site #3 (the next in rank order) by arranging an open house for the community as soon as possible. Site #3 is located at the eastern end of Concord Thornhill Regional Park; and
- 3)        That Council direct the Off Leash Working Committee support staff to concurrently contact relevant land owners and other agencies having interest in Sites #4 through #7 to gather information that may affect the feasibility of developing these sites as off leash areas.

**Economic Impact**

Not applicable.

**Purpose**

That Council consider and approve the above recommendations of the Off Leash Working Committee.

**Communication Plan**

N/A

**Background – Analysis and Options**

The Off Leash Working Committee met on October 30, 2008. At this meeting the Committee was informed by staff that, over the last several months, information has been gathered from various agencies having interests in Site #2 to determine its feasibility to be developed into an off leash

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area. It was discovered through the course of this investigation that the Ministry of Transportation owns Centre Street and that it is a Controlled Access Highway. As well, the old road bed that was proposed for parking and the access/egress intersection to the site is still a declared King's Highway. Based on these factors the MTO reported that it could take upwards of 18 months to get these issues cleared up before vehicular access could be allowed on to the ORC lands. The Off Leash Committee recommends to Council that this site not be pursued.

In December of 2007 Council approved the list of Top 7 sites as per the list below and directed the Off Leash Working Committee and Staff to consider the sites in rank order. The Off Leash Working Committee recommends pursuing Site #3 (refer to attachment 'A') and is seeking Council's approval to hold a public open house as soon as possible in an effort to gather community comments and feedback.

#### **Top Seven Sites:**

1. ~~William Foster Woods, on the NE corner of Major Mackenzie and Islington Avenue~~
2. ~~The hydro corridor abutting the Glen Shields neighbourhood, access off Center Street~~
3. A portion of Concord-Thornhill Regional Park, wither within the hydro corridor or at the east end of the site
4. The area north of the Patricia Kemp Community Centre, immediately south of the Operations Yard
5. The vacant lands northwest of the intersection of the intersection of Jane Street and Major Mackenzie Drive
6. The hydro corridor abutting the Patricia Kemp Community Centre
7. The vacant land immediately north of the Harry Putter driving range at the intersection of Islington Avenue and Rutherford Road

Also at the Off Leash Working Committee meeting, there was discussion regarding establishing a timeline for the development of this pilot project. In an effort to move forward with a pilot site as soon as possible, the Committee is recommending concurrently reviewing each of the remaining sites rather than approaching them in rank order. Sites #4 through #7 are not owned by the City of Vaughan and will require approvals and negotiations with various agencies including the ORC, Hydro, the TRCA and other owners. The Committee is recommending that staff communicate with owners, and other agencies with interests in each of the remaining sites in an effort to evaluate feasibility, requirements and also determine timelines associated with approvals for the use of these sites. The Off Leash Working Committee is recommending that Council approve that staff undertake these investigations in an effort to expedite the process of developing and off leash area.

#### **Regional Implications**

Not applicable

#### **Relationship to Vaughan Vision 2020**

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

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**Conclusion**

By means of an objective process, potential sites for an off leash park have been identified. The Off Leash Working Committee is recommending that the Site #2 (the Hydro corridor south of Centre street) not be pursued. It is now appropriate that Council authorize staff to continue the process by investigating the Site #3 and to host a public open house to facilitate community feedback. Additionally, and in an effort to expedite the development of an off leash area in the City of Vaughan, it is appropriate to permit support staff to contact relevant land owners and other agencies having interest in Sites #4 through #7 concurrently to gather information that may affect the feasibility of developing an off leash area.

**Attachments**

"A"- Location Map of Site #3

**Report prepared by:**

Melanie Morris, Landscape Architect, Ext. 3207  
Paul Gardner, Director Parks Development, Ext. 3209

(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. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

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**32**                                **DEPUTATION – MS. FERNANDA TORELLI WITH RESPECT TO  
    HER SUPPLEMENTARY TAX BILL**

The Committee of the Whole recommends that the deputation of Ms. Fernanda Torelli, 238 Lady Fenyrose Avenue, Vaughan, L6A 0C9, and written submission dated October 1, 2008, be received.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 33, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

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**33 DEPUTATION – MR. LEONEL APTER WITH RESPECT TO  
MOBILE SIGNS AND THE CURRENT SIGN BY-LAW**

The Committee of the Whole recommends:

- 1) That the deputations of Mr. Leonel Apter, Look Signs, 555 Edward Avenue, Unit 17, Richmond Hill, L4C 5K6, and written submission dated October 16, 2008; Mr. Marco Fallico, Quik Sign, 111 Zenway Boulevard, Suite 26, Woodbridge, L4H 2Y7; and Mr. Kevin Wall, Hola Signs, 25 Forest Gate, Bolton, L7E 2S9, and presentation material submitted titled “Mobile Sign By-Law Deputation”, dated November 3, 2008, be received, and referred to staff for a report to the Committee of the Whole (Working Session) meeting of November 25, 2008, addressing the concerns expressed and on the issue of enforcement of the present By-law.

Further, the Committee of the Whole recommends:

That in light of the current problems with signs of all types in the City of Vaughan:

- 1) That staff conduct a comprehensive review of the City’s current By-law and associated recommendations approved by Council on this matter;
- 2) That a concurrent review be undertaken on the enforcement of this By-law;
- 3) That a review of the City’s policy regarding the use of mobile signs by the City be undertaken as part of this study; and
- 4) That this study be presented to a future Committee of the Whole meeting by no later than March 1, 2009.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 34, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

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**34            DEPUTATION – MR. FRED SANTINI WITH RESPECT TO RETAIL BUSINESS  
                 HOLIDAY ACT EXEMPTIONS, VAUGHAN MILLS SHOPPING CENTRE**

**The Committee of the Whole recommends:**

- 1)            That the deputation of Mr. Fred J. Santini, Senior Legal Counsel, 95, Wellington Street West, Suite 300, Toronto, M5J 2R2, and written submission dated October 27, 2008, be received; and**
  
- 2)            That the City Clerk be directed to communicate to the Council of the Regional Municipality of York the support of the Council of the City of Vaughan for Vaughan Mills being exempted from provisions of the Retail Business Holiday Act as they apply to Family Day.**

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**EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 10, 2008**

Item 35, Report No. 53, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 10, 2008.

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**35**

**NEW BUSINESS – DRIVE-THROUGHS**

**The Committee of the Whole recommends that Planning staff be directed to bring forward a report to a future Committee of the Whole meeting, to deal with the issue of drive-throughs.**

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