

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 1, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

1

**RFP07-183
NEW VAUGHAN OFFICIAL PLAN
2008 BUDGET UPDATE
FILE NO. 25.1
(Referred Item)**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated December 2, 2008:

The Official Plan Review Committee, at its meeting of December 2, 2008, approved the following recommendation:

That the following report of the Commissioner of Planning, dated December 2, 2008, be received and referred to the Budget Committee, for information.

Report of the Commissioner of Planning dated December 2, 2008

Recommendation

The Commissioner of Planning recommends:

1. That the detailed breakdown of the allocation of funds in the 2008 Capital Budget for the New Vaughan Official Plan be revised and approved.

Economic Impact

The City's 2008 Capital Budget Project #PL-2003-07 includes \$1,545,000 in funding for the anticipated costs of the second year of this project, including a 3% administration fee. This projected expenditure is within the approved budget for the year.

Subsequent budget approvals will be required to complete the project over the 2009-2010 period. The cost of the project will be funded primarily (90%) through future development charge revenues associated with anticipated future development, and intensification of some areas within the existing urban envelope, and 10% through taxation.

Communications Plan

The process includes an extensive and ongoing public consultation program throughout the duration of the contract. Details of the public consultation process have been refined in coordination with the consultants engaged in the Environmental Master Plan, under direction of the Policy Planning and Communications Departments and the City Manager's Office staff.

Purpose

To provide an update on the New Official Plan Project expenditures, which include reductions/additions to funding some aspects of the work and additions or postponements to other aspects and other adjustments to the allocation of the 2008 Capital as described in the body of this report.

Background - Analysis and Options

The Official Plan project Terms of Reference was approved by Council on May 7, 2007. Council approved the selection of the Core Consulting Team led by Urban Strategies on Oct. 15, 2007.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 1, CW Report No. 2 – Page 2

At that time the total cost to complete the new Official Plan including the Core Team contract and other associated studies under the direction of the Policy Planning Department was estimated at \$3.5 million. The estimated budget to complete the Core Consulting Team's responsibilities was \$1,505,000 over the life of the project, 2007 to 2011.

The approval of the Core Consulting Team was given on the basis that a separate budget approval would be needed from Council in each year of the project.

Council approved a 2007 budget of \$750,00 of which \$580,000 was for the Core Consulting Team to cover the costs of the first two stages of their work which have been completed; \$130,000 to the Engineering Department for transportation master planning; \$40,000 to Parks and Recreation to extend the time horizon of the Active Together Master Plan and an amount for incidentals.

The 2008 budget for the Core Consulting Team is \$684,000. This budget includes \$524,000 in funding for the work by the Core Consulting Team on Stage 3 of the Project, and two additional items which have been subcontracted by Urban Strategies. The first, a Documentary Film, now complete, documents the process associated with the Official Plan and Environmental Master Plan public consultation, at a cost of approximately \$80,000. The second is the development of a simulation and community consultation software program, "VaughanQuest", which is to be used in upcoming community workshops at a cost of \$80,000. Both of these items were described as options in the Core Team's original proposal to undertake the Official Plan and outside of their proposed budget. Both items will be valuable in facilitating public involvement and understanding of the Official Plan and Environmental Master Plan initiatives. Both items have been discussed and reviewed by the Official Plan Review Committee. These two items will add \$160,000 to the overall budget for the Core Team contract, 2007 to 2011, from \$1,505,000 to \$1,665,000.

In addition to the aforementioned expenditures on the documentary film and development simulation software, as an increase to the Core Team Budget, adjustments need to be made to the Project Summary contained in the 2008 Capital Project submission to account for the following:

1. An increase of \$105,000 in the budget for the Kleinburg-Nashville Focused Area Study (from \$75,000 to \$180,000);
2. An allocation of \$41,200 to cover the costs of printing and distributing reports, flyers, and documents, renting facilities for public consultation events, and other incidental costs associated with the various public consultation events of the project;
3. The transfer of \$63,900 to the Corporate Communications Department to address their costs associated with communicating information respecting all aspects of the Vaughan Tomorrow initiative, \$40,000 of which will be transferred to Communications for work done in 2008 and \$23,900 of which will be held in reserve for future work;
4. A decision was made to undertake the Woodbridge Core and Jane/Rutherford Area Studies "in-house", rather than retaining consultant services. As a result, the work is primarily being done by staff starting in 2008 and continuing throughout 2009. However, staff expertise is not available for all components of the studies therefore \$25,800 has been identified for consulting services for the Woodbridge Core Area update in the 2008 Capital Budget, allowing for the reallocation of \$83,100 (\$59,700 Jane/Rutherford) and (\$23,400 Woodbridge Core) to the 2008 Operating Budget to cover staff costs. The goal to recover approximately \$300,000 in the Department's budget was not achieved as a result of redirecting funds to other projects related to the Official Plan ; and
5. The postponement of the Community Service Needs Study from 2008 to 2009.

Since the original breakdown of anticipated 2008 New Official Plan project-related costs was submitted to Council, changes have been required to the allocation of the 2008 budget, which are now as follows (Note: Revised 2008 amounts include the 3% Administration fee):

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 1, CW Report No. 2 – Page 3

PROJECT	ORIGINAL 2008 BUDGET	REVISED 2008 BUDGET
Official Plan Core Team	\$566,500	\$514,000
Kleinburg-Nashville Community Plan Review	\$77,000	\$185,400
Woodbridge Core Area Update	\$154,500	\$49,200
Vaughan Corporate Centre Update	\$309,000	\$293,900
Jane/Rutherford Area Study	\$206,000	\$59,700
Commercial Structure Study	\$154,500	\$147,200
Community Service Needs Study	\$51,500	\$0
Built Heritage and Archaeological Policy Update	\$26,000	\$25,700
Communications Strategy (Transfer to Corp. Comm.)		\$63,900
Documentary Film		\$82,400
“Vaughanquest” development simulation software		\$82,400
Printing, facility rentals, workshops etc.		\$41,200
TOTAL	\$1,545,000	\$1,544,600

These adjustments to the allocation of the 2008 budget are necessary in order to coordinate the timing of the various components of the project with the overall work plan, to reflect work being undertaken by staff rather than by consultants and to facilitate the public consultation and communications strategy.

Relationship to Vaughan Vision 2007

The proposed new Official Plan is consistent with the Vaughan Vision Statement, and in particular to Section 4 of the Vision, ‘Planning and Managing Growth’.

Regional Implications

The new Vaughan Official Plan will conform with Regional and Provincial policy requirements, and establish the ground rules for the City’s future development and redevelopment. The Plan will accommodate the Region’s forecast growth estimates for Vaughan, and will have implications for Regional servicing, transportation and community services infrastructure.

Conclusion

The work on Stages 1 and 2 of the Official Plan project are complete. Stage 3 (Developing the Plan) has begun. The proposed adjustments to the allocation of the 2008 budget for the Official Plan project are necessary in order to reflect the evolution of thinking, the actual work needing to be undertaken and to facilitate the public consultation and communications strategy.

Report prepared by:

Paul Robinson, Senior Policy Planner, ext. 8410

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 2, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

2 **FIRE APPARATUS PURCHASE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Fire Chief, dated January 13, 2009, be approved; and**
- 2) That the memoranda from the Fire Chief, both dated January 13, 2009, be received.**

Recommendation

The Fire Chief, in consultation with the City Manager, the Director of Purchasing, and the Director of Capital Reserves and Investments, recommends:

1. That the City enters into a sole source agreement with Smeal Fire Apparatus, Snyder NE. USA, for the Supply and Delivery of:

ONE (1) 2009 Smeal Custom 17m Rear Mount Hydraulic Ladder EHL Quint per the capital Budget Project # FR - 3510 - 08 , for the NET sum of \$619,000 US dollars plus applicable taxes or approximately \$758,000 Canadian Dollars from Smeal Fire Apparatus Company, Snyder, NE. USA. This price includes a trade in allowance of \$25,000 for a 1988 Pierce Telesquirt.

2. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

Funds are available to undertake the required purchase with the approved 2008 Capital Budget.

Communications Plan

Not applicable.

Purpose

To seek approval for the sole source award and issuance of a purchase order to Smeal Fire Apparatus (Safetek Emergency Vehicles - Canadian Representative) for one 17m rear mount hydraulic ladder response vehicle (# 3510-08) funded from the Fire Equipment Reserve Fund and CWDC Fund respectively.

Background - Analysis and Options

The City of Vaughan was an original partner in the York Region Fire Cooperative Purchasing Program, which issued RFPs for the supply of various models of fire apparatus for various municipalities in the Region, and has been active for the past several years. Over that time, the City has purchased thirteen (13) fire apparatus units from Smeal Fire Apparatus (Safetek), utilizing the bulk purchasing power of several municipalities working together and the vendor's ability to extend original pricing for extended periods. Monitoring the trend of apparatus sales, it appears that we have been successful in that regard.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 2, CW Report No. 2 – Page 2

The Toronto Fire Services adopted our RFP process in the fall of 2000 and sought out a vendor for their fire apparatus needs. Smeal Fire Apparatus, who had been successful with the York Region Fire Cooperative Purchasing Program, was also successful on the Toronto RFP process. In 2006 the City of Toronto entered into the largest single contract for fire apparatus in fifty years for fifteen (15) Smeal custom Cab Rescue Pumpers. In August 2008 the City of Toronto Bid Committee authorized staff to award a contract for the supply and delivery of seven (7) Rescue/Pumper Trucks to Safetek Emergency Vehicles. In addition our status as an Authorized Warranty Center for Spartan Motors, Smeal Fire Apparatus, SVI and Safetek Emergency Vehicles has enabled VFRS to consistently negotiate best price for our emergency response vehicles.

The Vaughan Fire and Rescue Service currently has purchased its last thirteen (13) apparatus from Smeal fire Apparatus (Safetek) with the same Spartan MFD chassis model, with the same diesel engine and Allison transmission etc. that Toronto and other York Region municipalities have purchased and we desire to purchase again.

The Purchasing Authorization Bid Limit Policy allows for sole sourcing of goods and services greater than \$100,000 without requiring public advertisement and subject to award by Council.

The purchase of this vehicle is within the budget-approved amounts of \$ 812,000 for the rear mounted hydraulic ladder unit and funding is available. The proposed trade in unit, VFRS 79-30 (1988 Pierce Telesquirt) has reached its serviceable life span. The Administrative Fee is in addition to the purchase amount and some equipment will be purchased and installed locally to complete the projects within the approved budget amounts.

Although there are other fire apparatus manufacturers, it is recommended to sole source the acquisition of this fire apparatus from the same manufacturer of the last thirteen (13) units purchased by the City of Vaughan. This will provide standardized chassis and fire-package components, servicing and parts inventory, and training/operator familiarity.

Relationship to Vaughan Vision 2020 / Strategic Plan

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

Regional Implications

None

Conclusion

The recent RFP process in Toronto and other York Region municipalities demonstrate that the recommended vendor, Smeal Fire Apparatus, through its local sales agent Safetek Emergency Vehicles Ltd., continues to provide a high quality product at the best price, and that award of this proposal will eliminate an extended bid-process that would unlikely produce better pricing, yet alone a standardized product from another vendor.

Attachments

1. Proposal Letter 2008 from Safetek Emergency Vehicles Ltd.
2. Trade In Allowance Offer
3. Proposal for New Smeal 17M Rear Mount Aerial Ladder Quint

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 2, CW Report No. 2 – Page 3

Report prepared by:

Larry Bentley, Deputy Fire Chief Operations
Chris Denis, Chief Mechanical Officer

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 3, CW Report No. 2 – Page 2

Heritage Week, February 16-22, 2009, is celebrated throughout the Province of Ontario and provides an opportunity to commemorate the history of communities, its buildings and landmarks, and the people who have contributed to its unique heritage and culture.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Vaughan Heritage Preservation Awards provides an excellent opportunity to thank and highlight individuals and organizations in the community that have helped preserve and promote Vaughan's cultural/heritage resources such as historic streetscapes, archival collections and heritage buildings. This year's nominees represent a contribution to the preservation of Vaughan's heritage and cultural resources.

Attachments

None

Report Prepared By

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 4, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

4

**ASSUMPTION – VAUGHANWOOD ESTATES
19T-85041 / 65M-3001
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 13, 2009:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3001, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 1.2 lane kilometers of roadway and associated municipal services including storm sewer, street lighting, streetscaping, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

Communications Plan

The pertinent City departments will be notified of the assumption of this infrastructure.

Purpose

This report pertains to the assumption of the roads and municipal services in plan of subdivision 65M-3001 by the City.

Background - Analysis and Options

The Vaughanwood Estates, Plan of Subdivision 65M-3001 is a 25 lot rural estate residential development located east of Weston Road and north of Teston Road as shown on Attachment No.1.

The subdivision agreement with Bluewinter Investments Limited was executed on November 15, 1993, and the Plan of Subdivision was subsequently registered on November 14, 1994. The construction of the roads and municipal services in Plan 65M-3001 was completed in August 2000.

The Developer has maintained the municipal services in the subdivision during the required minimum thirteen month maintenance period and has rectified all deficiencies. In addition, the grading of all lots in the subdivision has been certified by the Developer's engineering consultant. Accordingly, the Developer has requested that the roads and municipal services in the subdivision be assumed by the City, and that the development securities held by the City be released.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 4, CW Report No. 2 – Page 2

All documentation required by the subdivision agreement for assumption has been submitted. Engineering staff, in conjunction with the Developer's Consulting Engineer, have conducted all the necessary inspections of the municipal services in the subdivision and are now satisfied with the extent of the works.

The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Development Planning, Building Standards, Parks Development, Parks Operations and Forestry, Public Works, and Clerks. In addition, the Reserves and Investments Department has confirmed that all of the City's financial requirements associated with this subdivision have been satisfied.

Relationship to Vaughan Vision 2020

The development of this subdivision and the assumption of the municipal services are consistent with Vaughan Vision 2020, which encourages management excellence through planned and managed growth and the maintenance of City assets and infrastructure. Accordingly, this report is consistent with the priorities established by Council in the Vaughan Vision Strategic Plan 2020.

Regional Implications

There are no Regional implications with respect to the assumption of the municipal services within this subdivision development.

Conclusion

The construction of the roads and municipal services associated with the Vaughanwood Estates Plan of Subdivision 65M-3001 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3001 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 5, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

5 ASSUMPTION – MAJORWEST DEVELOPMENT, PHASE 2
19T-97V37 / 65M-3626
WARD 3

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 13, 2009:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3626, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 1.6 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

Communications Plan

The pertinent City departments will be notified of the assumption of this infrastructure.

Purpose

This report pertains to the assumption of the municipal services in plan of subdivision 65M-3626 by the City.

Background - Analysis and Options

The Majorwest Subdivision, Phase 2, Plan of Subdivision 65M-3626 is a residential development comprising of 75 lots together with a park, school and commercial block located on the east side of Weston Road, south of Major Mackenzie Drive as shown on Attachment No.1.

The subdivision agreement with Majorwest Development Corporation was executed on October 17, 2002, and the Plan of Subdivision was subsequently registered on December 16, 2002. The construction of the roads and municipal services in Plan 65M-3626 was completed in October 2005.

The Developer has maintained the municipal services in the subdivision during the required minimum thirteen month maintenance period and has rectified all deficiencies. In addition, the grading of all lots in the subdivision has been certified by the Developer's engineering consultant. Accordingly, the Developer has requested that the roads and municipal services in the subdivision be assumed by the City, and that the development securities held by the City be released.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 5, CW Report No. 2 – Page 2

All documentation required by the subdivision agreement for assumption has been submitted. Engineering staff, in conjunction with the Developer's Consulting Engineer, have conducted all the necessary inspections of the municipal services in the subdivision and are now satisfied with the extent of the works.

The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Development Planning, Building Standards, Parks Development, Parks Operations and Forestry, Public Works, and Clerks. In addition, the Reserves and Investments Department has confirmed that all of the City's financial requirements associated with this subdivision have been satisfied.

Relationship to Vaughan Vision 2020

The development of this subdivision and the assumption of the municipal services are consistent with Vaughan Vision 2020, which encourages management excellence through planned and managed growth and the maintenance of City assets and infrastructure. This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

There are no Regional implications with respect to the assumption of the municipal services within this subdivision development.

Conclusion

The construction of the roads and municipal services associated with the Majorwest Subdivision, Phase 2 Plan of Subdivision 65M-3626 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3626 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073
Engineering

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 6, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

6 **ASSUMPTION – MAJORWEST DEVELOPMENT, PHASE 3**
19T-01V08 / 65M-3706
WARD 3

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 13, 2009:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3706, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 1.5 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

Communications Plan

The pertinent City departments will be notified of the assumption of this infrastructure.

Purpose

This report pertains to the assumption of the roads and municipal services in plan of subdivision 65M-3706 by the City.

Background - Analysis and Options

The Majorwest Development, Phase 3, Plan of Subdivision 65M-3706 is a 150 lot residential development located on the east side of Weston Road, south of Major Mackenzie Drive as shown on Attachment No.1.

The subdivision agreement with Majorwest Development Corporation was executed on September 4, 2003, and the Plan of Subdivision was subsequently registered on December 1, 2003. The construction of the roads and municipal services in Plan 65M-3706 was completed in June 2006.

The Developer has maintained the municipal services in the subdivision during the required minimum thirteen month maintenance period and has rectified all deficiencies. In addition, the grading of all lots in the subdivision has been certified by the Developer's engineering consultant. Accordingly, the Developer has requested that the roads and municipal services in the subdivision be assumed by the City, and that the development securities held by the City be released.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 6, CW Report No. 2 – Page 2

All documentation required by the subdivision agreement for assumption has been submitted. Engineering staff, in conjunction with the Developer's Consulting Engineer, have conducted all the necessary inspections of the municipal services in the subdivision and are now satisfied with the extent of the works.

The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Development Planning, Building Standards, Parks Development, Parks Operations and Forestry, Public Works, and Clerks. In addition, the Reserves and Investments Department has confirmed that all of the City's financial requirements associated with this subdivision have been satisfied.

Relationship to Vaughan Vision 2020

The development of this subdivision and the assumption of the municipal services are consistent with Vaughan Vision 2020, which encourages management excellence through planned and managed growth and the maintenance of City assets and infrastructure. This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

There are no Regional implications with respect to the assumption of the municipal services within this subdivision development.

Conclusion

The construction of the roads and municipal services associated with the Majorwest Development Corporation Plan of Subdivision 65M-3706 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3706 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 7, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

**7 GRAND TRUNK AVENUE AND IVY GLEN DRIVE
PROPOSED ALL-WAY STOP CONTROL
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 13, 2009:

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 Grand Trunk Avenue and Ivy Glen Drive.

Economic Impact

The cost to install the stop signs and pavement markings (stop bars) would be an initial impact on the 2009 Operating Budget. There are sufficient funds allocated in the Draft Budget for this work. The on-going costs to maintain the signs and pavement markings would be incorporated in future Operating Budgets.

Communications Plan

Engineering Services staff will contact the resident with the direction from Council.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Grand Trunk Avenue and Ivy Glen Drive, in response to a request from an area resident.

Background - Analysis and Options

A request has been received to review the need for all-way traffic control at the intersection of Grand Trunk Avenue and Ivy Glen Drive. Grand Trunk Avenue and Ivy Glen Drive are minor collector roadways with a 23.0 metre right-of-way and a pavement width of 11.5 metres. The current stop controls at this intersection are on Ivy Glen Drive. The existing speed limit on Grand Trunk Avenue is a statutory 50 km/h and 40 km/h within the school zone of Dr. Roberta Bondar Public School. Ivy Glen Drive is also a statutory 50 km/h. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Thursday, September 18, 2008 at the intersection of Grand Trunk Avenue and Ivy Glen Drive. The study was conducted during the peak morning and afternoon time periods of 7:00 am to 9:00 am and 3:00 pm to 6:00 pm. On the day of the traffic study the weather was partly cloudy. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 81%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill 81% of the required 100% on the warrant. There are no recorded vehicle collisions at this intersection. There are no sight restrictions at this intersection.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 7, CW Report No. 2 – Page 2

According to the results above, this intersection does not currently meet the minimum requirements of the Provincial Warrant for All-way Stop Control.

This intersection is designed as a primary intersection within the subdivision that would be identified for future all-way stop controls and possible traffic signals. There are two new School Crossings approved on the north and east approaches of Grand Trunk Avenue and Ivy Glen Drive (beginning in early 2009). It is anticipated that traffic volumes on Grand Trunk Avenue and Ivy Glen Drive will increase as development in the area continues. It would be beneficial to install an all-way stop control at this time for these reasons.

Relationship to Vaughan Vision 2020/Strategic Plan

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 staff's review, it is recommended that an all-way stop control be installed at the intersection of Grand Trunk Avenue and Ivy Glen Drive.

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 FEBRUARY 3, 2009

Item 8, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

**8 VIA CAMPANILE AND GRANDVISTA CRESCENT/SAINT FRANCIS AVENUE
PROPOSED ALL-WAY STOP CONTROL
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 13, 2009:

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 Via Campanile and Grandvista Crescent/Saint Francis Avenue.

Economic Impact

The cost to install the stop signs and pavement markings (stop bars) would be an initial impact on the 2009 Operating Budget. There are sufficient funds being allocated in the Draft Budget for this work. The on-going cost to maintain the signs and pavement markings would be incorporated in future Operating Budgets.

Communications Plan

Engineering Services staff will contact the resident with the direction from Council.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue, in response to a request from an area resident.

Background - Analysis and Options

A request has been received to review the traffic activity at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue. Via Campanile is a feeder roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. Saint Francis Avenue is a local roadway with a 20.0 metre right-of-way and a pavement width of 9.0 metres. Grandvista Crescent is a local roadway with 17.5 metre right-of-way with an 8.0 metre pavement width. The existing stop controls are located on Saint Francis Avenue and Grandvista Crescent. The existing speed limit on all roadways is a statutory 50 km/h. The area is shown in Attachment No. 1.

Staff conducted a turning movement count on Wednesday, November 5, 2008 at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue. The times studied in the morning and afternoon peak time periods were 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 sunny and clear. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 97%
- Warrant 2 – Accident Hazard Warranted 0 %
- Warrant 3 – Sight Restriction Warranted 0 %

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 8, CW Report No. 2 – Page 2

All-way stop controls are recommended when one of the above warrants are satisfied to 100%. Existing traffic volumes fulfill 97% of the required 100%. There are no recorded vehicle collisions at this intersection susceptible to prevention by implementing an all-way stop control. There are no sight restrictions at this intersection.

Although the warrant for minimum vehicular volumes is not met, staff believe it would be beneficial to install an all-way stop control at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue. The warrant requires a combined total of 120 vehicles and pedestrians to cross the major roadway of Via Campanile from the minor roadways of Saint Francis Avenue and Grandvista Crescent. Staff recorded a total of 116 vehicles and pedestrians crossing Via Campanile, 4 vehicles/pedestrians below the criteria in the All-way Stop Warrant. As development in the block is continuing and traffic volumes are expected to increase, the additional 4 vehicles/pedestrians required to fulfill the warrant could be met at any time. Accordingly, it would be beneficial to install an all-way stop control at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue.

Relationship to Vaughan Vision 2020/Strategic Plan

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 staff's review, it is recommended that an all-way stop control be installed at the intersection of Via Campanile and Grandvista Crescent/Saint Francis Avenue.

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 9, Report No. 2, of the Committee of the Whole, which was adopted, as amended by the Council of the City of Vaughan on February 3, 2009, as follows:

By approving, that the fence height exemption be granted in accordance with the drawing contained in the written submission of Ms. Lidia Di Nicolo, dated February 1, 2009;

By receiving the report of the Commissioner of Legal and Administrative Services and City Solicitor and the Director of Enforcement Services, dated January 13, 2009; and

By receiving the following written submissions:

- a) ***Belt Construction Ltd., 80 Rocmary Place, Vaughan, L4K 2N2, dated January 26, 2009; and***
- b) ***Mr. Frank Presta, 100 Rocmary Place, Vaughan, L4L 8Z1, dated January 26, 2009.***

9 FENCE HEIGHT EXEMPTION REQUEST – 90 ROCMARY PLACE – WARD 1

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of February 3, 2009, to provide an opportunity for the Ward 1 Councillor to meet with the applicant; and
- 2) That the deputation of Ms. Lidia DiNicolo, 201 Southview Drive, Concord, L4K 2K9, and coloured photographs submitted, be received.

Recommendation

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

That the fence height exemption application for 90 Rocmary Place be approved with the following conditions:

1. That the proposed gate be reduced in height to no more than 10 feet to fit in with the surrounding neighbourhood;
2. That the proposed concrete pediments with statues located at both ends of the front yard fence be reduced in height to no more than 8 feet 5 inches to fit in with the surrounding neighbourhood.

Economic Impact

N/A

Communications Plan

Notification/Request for Comment letters were sent to surrounding neighbours within a 60 metre radius, no appeals have been received.

Purpose

This report is to provide information for the consideration of a fence height exemption application.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 9, CW Report No. 2 – Page 2

Background - Analysis and Options

The property owner of 90 Rocmary Place has applied for a fence height exemption as provided for in the City of Vaughan Fence By-law 80-90, for the property located at 90 Rocmary Place.

The Applicant is making application prior to constructing the fence to permit the erection of a front yard fence.

The By-law permits a fence height of four feet in front yards

The proposed fence will consist of black ornamental wrought iron panels & posts and two concrete pediments on each end of the fence.

The sides of the proposed fence will be a maximum of 6 feet in height, the front fence will consist of eleven 6 foot panels, eleven 7 foot decorative posts, four 9 foot 6 inch posts with two 9 foot 6 inch panels (which support the main gate) and a main gate which measures 15 feet in height. There will be two 6 foot 7 inch statues which sit atop two 7 foot concrete pediments for a total height of 13 feet 7 inches.

The area was inspected by Enforcement staff and adjacent fences are similar in design to the Applicant's. Front yard fence heights in the immediate area range from 3.75 feet to 8 feet, with concrete pillars/pediments ranging in height from 6 foot 8 inches to 8 foot 5 inches. There is only one home with two gates with a height of 10 feet.

The fence height does not pose a potential sight line issue.

In this general area there has not been similar fence height exemptions approved in recent years.

The details outlined above support the approval of a fence height exemption for this location with the conditions set out in the recommendation above.

This application is outside the parameters of the delegated authority passed by Council.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is in keeping with the Vaughan Vision as it speaks to Service Delivery and Community Safety.

Regional Implications

N/A

Conclusion

Fence Height Exemption requests brought before Council should be granted or denied based on the potential impact to neighbour relations, comparables in the specific area, site plan requirements, history, and safety impacts. This case supports the approval of a fence height exemption for this location with the conditions set forth in the recommendation.

Attachments

1. Map of Area
2. Site Plan
3. Fence Plan
4. Photos of Neighbouring Fences

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 9, CW Report No. 2 – Page 3

Report prepared by:

Janice Heron

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 10, Report No. 2, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 3, 2009, as follows:

By approving the following street names for approved Plan of Subdivision File 19T-03V11 (Ventana Homes Inc.):

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Antonini Court
Street 'E'	Hunterwood Chase (existing)

By approving the following in accordance with the memorandum from the Commissioner of Planning, dated January 27, 2009:

That the following revised street names be approved for Streets 'B', 'C' and 'D':

<u>STREET</u>	<u>NEW PROPOSED STREET NAME</u>
Street 'B'	Celeste Drive
Street 'C'	Giorgia Crescent
Street 'D'	Germana Place

By receiving the report of the Commissioner of Planning, dated January 13, 2009.

10

**STREET NAME APPROVAL
PLAN OF SUBDIVISION FILE 19T-03V11
VENTANA HOMES INC.**

The Committee of the Whole recommends that this matter be referred to the Council meeting of February 3, 2009, and that staff review opportunities to change the proposed street names for Streets 'B', 'C' and 'D'.

Recommendation

The Commissioner of Planning recommends:

THAT the following street names for approved Plan of Subdivision File 19T-03V11 (Ventana Homes Inc.) as shown on Attachment #2, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Antonini Court
Street 'B'	Lady Julia Drive
Street 'C'	Lady Lola Crescent
Street 'D'	Lady Renata Place
Street 'E'	Hunterwood Chase (existing)

Economic Impact

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

Communications Plan

N/A

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 10, CW Report No. 2 – Page 2

Background – Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Dufferin Street, north of Teston Road, in Lot 27, Concession 3, City of Vaughan, Ward 1.

The applicant has submitted street names for approval. The Planning Department for the Region of York does not have any objections to the proposed names.

The Vaughan Fire Department and Development Planning Department have also reviewed the proposed street names, which are considered to be satisfactory.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The proposed street names are acceptable to the Region of York.

Conclusion

The Development Planning Department has no objection with the proposed street name for approved plan of subdivision 19T-03V11.

Attachments

1. Location Map
2. Approved Plan of Subdivision

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 11, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

11 **SITE DEVELOPMENT FILE DA.08.081**
SHELLSIMON CONSTRUCTION LTD.

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated January 13, 2009, 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.08.081 (Shellsimon Construction Ltd.) BE APPROVED, subject to the following conditions:
 - a) that prior to the execution of the Letter of Undertaking:
 - i) the final site plan, building elevations and landscaping plan shall be approved by the Vaughan Development Planning Department; and,
 - ii) the final site grading, servicing, and storm water management plans shall be approved by the Vaughan Engineering Department.

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.08.081) for the development of the subject lands shown on Attachment #1, consisting of 5 - three storey street townhouses with a combined unit area of 830.34 m² on Block 35, and 3 - two storey street townhouses with a combined unit area of 487 m² on Block 36, as shown on Attachment #2.

Background - Analysis and Options

Location

The subject lands are located on both Isaac Murray Avenue (Block 35) and D'Amato Crescent (Block 36), being south of Teston Road and west of Keele Street, in Part of Lot 25, Concession 4, City of Vaughan, Ward 1. The subject lands form part of an approved Plan of Subdivision 19T-05V09 (Shellsimon Construction Ltd.) for the development of 76 residential units. The surrounding land uses are shown on Attachment #1.

Official Plan and Zoning

The subject lands are designated "Medium Density Residential" by OPA #350 (Maple Community Plan). The proposed site development for street townhouses conforms to the Official Plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 11, CW Report No. 2 – Page 2

The subject lands are zoned RM1 Multiple Residential Zone by By-law 1-88, subject to Exception 9(1193), which permits street townhouse dwelling units. The proposed site development complies with By-law 1-88.

Site History

On January 29, 2007, Council approved Draft Plan of Subdivision File 19T-05V09 (Shellsimon Construction Ltd.), to permit the development of 76 residential units consisting of 68 semi-detached dwelling units and 8 street townhouse units. The approved Plan of Subdivision is an extension of the existing residential subdivision to the west. The Plan of subdivision must be registered, prior to the execution of the Site Plan 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 to #7 inclusive, and will continue to work with the applicant to finalize the details.

Servicing

The applicant has submitted site servicing, grading and stormwater management plans for review and approval by the Vaughan Engineering Department.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The subject lands are located internal to the subdivision, and therefore, there are no Regional implications.

Conclusion

Site Development File DA.08.081 has been reviewed by the Development Planning Department in accordance with the applicable policies of OPA #350, 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 5 - three storey street townhouses and 3 - two storey street townhouses is appropriate and compatible with the existing and permitted uses in the surrounding area, and the lotting in the approved Plan of Subdivision. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

Attachments

1. Location Map
2. Site Plan
3. Site Plan - Block 35
4. Site Plan - Block 36
5. Landscape Plan
6. Elevations - Block 35
7. Elevations - Block 36

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 11, CW Report No. 2 – Page 3

Report prepared by:

Morgan Jones, Planner 1, ext. 8216
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, Report No. 2, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 3, 2009, as follows:

By receiving the memorandum from the Commissioner of Planning, dated January 27, 2009, containing revised attachment #2, replacing attachment #2 in the January 13, 2009 Committee of the Whole report for Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.);

By receiving the written submission, dated January 30, 2009, and coloured photographs, from Mr. Paul Mantella, 420 Nashville Road, Kleinburg, L0J 1C0; and

By receiving the written submission from Ms. Helen Barons, 10671 Huntington Road, RR1, Kleinburg, L0J 1C0, dated January 2009.

**12 OFFICIAL PLAN AMENDMENT FILES OP.06.006 & OP.06.015
NASHVILLE HEIGHTS HOLDING**

**OFFICIAL PLAN AMENDMENT FILE OP.06.018
PINESTAFF DEVELOPMENTS INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated January 13, 2009, be approved, as amended, in accordance with the memorandum of the Commissioner of Planning, dated January 9, 2009:
 1. That recommendation 1. b) be amended to replace the number “35” with “25”;
 2. That recommendation 1. d) (i) be amended to add the word “residential” in front of the words “uses permitted”;
 3. That recommendation 2. a) be amended to add the words “Special Policy Area” so that it now reads:

“a) require that the final uses within the Special Policy Area, including the location of land uses, road network and stormwater management facilities for the lands within the Special Policy Area, be identified through:”;
 4. That recommendations 2. a) (iii), (v) and (vi) be deleted, and that recommendation 2. a) (iv) be renumbered at “(iii)”;
 5. That recommendation 2. b) be amended by deleting the words “and be subject to further review to the satisfaction of” and replace with “in consultation with”, and revise the end of the sentence to read “to the satisfaction of the City”;
 6. That recommendation 2. c) be amended by deleting the words “to the satisfaction of” and replace with “in consultation with GO Transit and”, and revise the end of the sentence to read “to the satisfaction of the City”;
 7. That recommendation 2. d) be deleted;
 8. That reference to “community centre” be deleted in recommendations 4. a), 4. b) and 4. f) and elsewhere in the staff report, and replaced with “community centre/park”;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 2

9. That recommendation 5. a) be deleted, and that recommendation 5. b) be renumbered as 5. a); and

10. That recommendation 7. a) be deleted and replaced with the following:

“a) Parkland dedication shall be provided in accordance with City Policy and in a manner that conforms to the Planning Act”.

So as to read:

1. THAT Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.) BE APPROVED, specifically to amend Official Plan Amendment (OPA) #601 (Kleinburg-Nashville Community Plan) for the subject lands shown on Attachment #1, as follows:

a) redesignate portions of the subject lands from “Rural Area” and “Valley and Stream Corridor” to “Low Density Residential”, as shown on Attachment #2, with a residential density ranging from a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare, and permit the following uses:

- i) detached dwelling;
- ii) semi-detached dwelling;
- iii) street townhouse dwellings;
- iv) duplex, triplex, and fourplex dwellings, which are limited to a maximum building height of four storeys;
- v) other permitted housing forms, which are limited to a maximum building height of four storeys in height for buildings containing more than three dwelling units, and which do not exceed the permitted maximum density for the “Low Density Residential” designation;
- vi) schools;
- vii) parks and open spaces;
- viii) other accessory uses; and,

permit the location of buildings with three or more dwelling units within the “Low Density Residential” designation to be in accordance with the following criteria:

- ix) adjacent to more intensive land uses;
- x) front or be adjacent to an arterial road or a primary road;
- xi) mitigates noise sources such as arterial roads or highways; and
- xii) compatible with the surrounding land uses;

b) redesignate portions of the subject lands from “Rural Area” and “Valley and Stream Corridor” to “Medium Density Residential”, as shown on Attachment #2, with a residential density ranging from a minimum of 25 units per net residential hectare to a maximum of 150 units per net residential hectare, and permit the following uses:

- i) detached dwelling;
- ii) semi-detached dwelling;
- iii) street townhouse dwellings;
- iv) block street townhouse dwellings;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 3

- v) multiple dwellings (stacked street townhouse dwellings);
- vi) apartment dwellings, which are limited to a maximum height of ten storeys;
- vii) hospice associated with a hospital or other regulated medical health care/support facility;
- viii) schools;
- ix) parks and open spaces;
- x) other accessory uses; and,

permit the location of buildings with five or more storeys within the “Medium Density Residential” designation in accordance with the following criteria:

- xi) directly abuts an arterial road, specifically Major Mackenzie Drive and Huntington Road;
- xii) mitigates noise sources such as arterial roads or highways; and,
- xiii) requires the submission of a sun/shadow study;

- c) redesignate portions of the subject lands from “Rural Area” and “Valley and Stream Corridor” to “Mixed-Use Residential-Commercial”, as shown on Attachment #2, with the residential density ranging from a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare and permit the following uses:

- i) street townhouse dwellings;
- ii) block street townhouse dwellings;
- iii) multiple dwellings (stacked street townhouse dwellings);
- iv) apartment dwellings;
- v) retail store;
- vi) personal service shop;
- vii) business or professional office;
- viii) hospice associated with a hospital or other regulated medical health care/support facility;
- ix) day nursery, private home daycare;
- x) schools;
- xi) parks and open spaces; and,
- xii) other accessory uses; and,

the following additional uses shall be permitted, subject to the following policies:

- xiii) permit commercial uses (i.e., retail store, personal service shop, and business or professional office uses) only on the ground floor of a building that includes residential dwelling units, and the gross floor area for the commercial use(s) shall be determined in the implementing Zoning By-law;
- xiv) limit the maximum height of the buildings within the “Mixed-Use Residential-Commercial” designation to not exceed a height of 10 storeys;
- xx) permit the location of buildings with five or more storeys, up to a maximum of 10 storeys in accordance with Clause xiv above within the “Mixed-Use Residential-Commercial” designation, in accordance with the following criteria:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 4

- i) directly abuts Huntington Road or Major Mackenzie Drive;
 - ii) mitigates noise sources such as arterial road or highways;
 - iii) provides a transition to the detached, semi-detached, street townhouse, block townhouse and multiple dwellings (stacked street townhouse dwellings), which may include vertical and horizontal setbacks at the upper storeys; and,
 - iv) requires the submission of a sun/shadow study;
- d) redesignate portions of the subject lands from “Rural Area” and “Valley and Stream Corridor” to “General Commercial”, as shown on Attachment #2 to permit the following uses within a shopping centre format or as a mixed-use development:
 - i) residential uses permitted in the “Mixed-Use Residential-Commercial” designation subject to the policies for the “Mixed-Use Residential-Commercial” designation;
 - ii) supermarket;
 - iii) pharmacy;
 - iv) retail store;
 - v) eating establishment;
 - vi) banks or financial institution;
 - vii) business or professional office; and
 - viii) automobile service station or gas bar uses shall be permitted within the “General Commercial” designation subject to the following criteria:
 - i) allow only the sale of automobile fuel, oil, lubricant, and other related products, and the minor provision of repair and maintenance service;
 - ii) may provide a convenience retail store, to not exceed a maximum gross floor area of 280 m², which may include a restaurant to not exceed 25% of the convenience retail store’s gross floor area;
 - iii) regulate the pump island location, and outside storage, if permitted, in the implementing zoning by-law;
 - iv) may require a noise study for car washes abutting a residential or a mixed use residential-commercial area; and,
 - v) limit the number of automobile service stations or gas bars to a maximum of one at the intersection of Major Mackenzie Drive and a primary road, and one at the intersection of Huntington Road and a primary road, and not to exceed two automobile service stations or gas bars for the Nashville Heights Community; and,
 - vix) the appropriateness of permitting an accessory drive-through facility for an eating establishment, and bank or financial institution shall be determined at the Block Plan and/or implementing Zoning By-law stages.
- e) identify in the land use schedule of the implementing Official Plan Amendment, the following uses as shown on Attachment #2:
 - i) elementary school sites;
 - ii) tableland woodlot of 4.9 ha;
 - iii) linear park of 3.4 ha;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 5

- iv) neighbourhood parks;
 - v) Nashville Cemetery;
 - vi) stormwater management facilities and the water tower/reservoir;
and,
 - vii) linear park along the TransCanada Pipeline right-of-way;
- f) identify a portion of the lands being designated from “Rural Area” and “Valley and Stream Corridor” to “Major Mackenzie Drive Alignment Special Study Area”, which affects the lands designated “Mixed-Use Residential-Commercial”, “General Commercial”, “Valley and Stream Corridor” and “Stormwater Management Facility”, where the final land uses cannot be determined until the final configuration of the realignment for Major Mackenzie Drive has been determined;
- g) amend the policies in “Sub-section 4.11.2.1 Transportation - Primary Roads” and “Sub-section 4.11.2.3 Transportation - Local Roads” of OPA #601 to establish the number of east-west and north-south primary roads, and the right-of-way dimensions and geometric standards for the primary and local roads in accordance with the conclusions and recommendations of the City-wide Transportation Master Plan and Block Transportation Studies, the Kleinburg-Nashville Focused Area Review, and to finalize the road network at the Block Plan stage;
- h) amend “Table A - Kleinburg-Nashville Community Plan Population Estimates” of OPA #601 by increasing the Fully Serviced Population Estimate for the Nashville Heights Community from 8,605 people to 16,905 people, being an increase of 8,300 people;
- i) amend “Schedule A - Land Use” and the policies in “Sub-Section 4.6 Parks and Open Space” of OPA #601 to provide a minimum of one pedestrian link across the CP Railway right-of-way to connect Block 61 West and Block 61 East; and,
- j) amend “Schedule A - Land Use” and the policies in “Sub-section 4.11 Transportation” of OPA #601 to provide a potential future GO Train Commuter Station, the location of which will be determined through the GO Transit Environmental Assessment, which may include potential sites generally located at the intersection of Major Mackenzie Drive and the CP Railway, in Part of Lot 21, Concession 9, City of Vaughan and/or at the intersection of Nashville Road and the CP Railway, in Part of Lot 25, Concession 9, City of Vaughan.
2. THAT the implementing Official Plan Amendment for Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.) include the following policies regarding the final land uses:
- a) require that the final uses within the Special Policy Area, including the location of land uses, road network and stormwater management facilities, for the lands within the Special Policy Area, be identified through:
 - i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which is identifying the preferred corridor and terminus for the north expansion of Highway 427;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 6

- ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
 - iii) the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan;
 - b) require that the following matters, but not limited to, be refined through the finalization of the Block Plan process and Subdivision process: the location of land uses, location and design of the road network, limits of development, realignment of the watercourses, and location and design of the stormwater management pond facilities, which shall be placed in a “Special Policy Area”, in consultation with the Ministries of Municipal Affairs and Housing and/or Transportation, Region of York, Toronto and Region Conservation Authority, and to the satisfaction of the City;
 - c) require that that the ultimate limits of the development, including the location of land uses, be identified through an Environmental Assessment by GO Transit for establishing a future GO Train Commuter Station, which may include potential sites generally located at the intersection of Major Mackenzie Drive and the CP Railway, in Part of Lot 21, Concession 9, City of Vaughan and/or at the intersection of Nashville Road and the CP Railway, in Part of Lot 25, Concession 9, City of Vaughan, and that the limits of the development and location of land uses be refined through the finalization of the Block Plan process and Subdivision process in consultation with GO Transit and the Region of York, Toronto and Region Conservation Authority, and to the satisfaction of the City.
- 3. THAT the implementing Official Plan Amendment include the following policies requiring the Owner to enter into an agreement with the City of Vaughan, prior to Draft Plan of Subdivision approval, which shall be registered on title and apply to the applicable lots and/or blocks, committing the Owner not to enter into any agreements of purchase and sale with end-users for the subject lands until such time as:
 - a) an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line to the satisfaction of the City of Vaughan and York Region, and a preferred alignment for Huntington Road; and,
 - b) 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 7

4. THAT the implementing Official Plan Amendment include the following policies regarding the development of the subject lands by the Block Plan process, prior to the processing of any Draft Plan of Subdivision application or Site Development application:

- a) require that the reports for the Block Plan process be submitted to the City, which include, but are not limited to the following:
- i) Block Plan Report, and Block Plan Schedule with supporting land use detail (land uses by area, densities, housing mix, population, ownership, participating/non-participating owners, etc.);
 - ii) Master Environmental/Servicing Plan;
 - iii) Phase I and Phase II Environmental Site Assessments;
 - iv) Environmental Impact Statement;
 - v) Transportation Analysis/Study;
 - vi) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
 - vii) Pedestrian and Bicycle Master Plan;
 - viii) Noise and Vibration Impact/Mitigation Report;
 - ix) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
 - x) Parks and Open Space Plan;
 - xi) Development Phasing/Infrastructure Staging Plan;
 - xii) Sustainability Report;
 - xiii) Archaeological Assessment/Cultural Heritage Resource Assessment;
 - xiv) Urban Design Guidelines; and,
 - xv) Architectural Design Guidelines; and,

all reports shall include the lands between the west side of Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427 right-of-way, as well as the proposed site for a community centre/park, which must include a facility fit design to be approved by the City, in their analysis including land use concept plans;

- b) require that at the Block Plan stage, all required Transportation Analysis/Study reports shall adequately address to the satisfaction of the Ministries of Municipal Affairs and Housing and/or Transportation, Region of York and the City, the following details for:
- i) the proposed medium density residential, mixed-use residential-commercial and general commercial areas at the north and south sides of the intersection of the proposed realigned Major Mackenzie Drive and Huntington Road intersection;
 - ii) the community centre/park lands with respect to the future Highway 427 extension;
 - iii) the potential realignment of Huntington Road and Nashville Road;
 - iv) the potential north-south road between the Hydro Corridor and Huntington Road and Major Mackenzie Drive and Nashville Road;
 - v) the potential east-west mid-block road connections extending westerly to Highway 50 be explored to establish a local and regional road network connectivity; and
 - vi) the right-of-way widths/dimensions and standards;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 8

- c) require that a Comprehensive Sanitary Sewer System Capacity Analysis addressing infrastructure improvements external to the Nashville Heights Block 61 West Area be prepared to address the availability of both conveyance and treatment capacity at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final sanitary servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
 - d) require that a Comprehensive Water Supply System Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area be prepared at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final water supply servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
 - e) require that the final stormwater management scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred stormwater management scenario as identified in the City's Storm Drainage and Stormwater Management Master Plan, and the Toronto and Region Conservation Authority and City shall review the appropriateness of locating a stormwater management pond facility on lands to the south of the subject lands;
 - f) require that a facility fit design be prepared for the community centre/park lands on the west side of Huntington Road for review and approval by the Vaughan Parks Development and Buildings and Facilities Department, to ensure that the City's requirements and functions for the community centre are addressed; and,
 - g) require the Block Plan be reviewed with regard to the components, policies and issues identified in the Kleinburg-Nashville Community Focused Area Study report and Terms of Reference approved by Council on May 12, 2008.
5. THAT the implementing Official Plan Amendment include the following policies regarding the TransCanada Pipeline requirements:
- a) the number of crossings, the signage on the right-of-way in a number, location and form, the types of trees and form of landscaping that can be planted on the right-of-way, and their depth and location, the number of utility crossings and their location, the notification of future purchasers of the existence of high pressure pipelines and appropriate ingress and egress over properties, and the provision of fencing or other means of identifying the limit of the right-of-way are to be to the satisfaction of TransCanada Pipeline.
6. THAT the implementing Official Plan Amendment include the following policies regarding the environment:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 9

- a) the Terms of Reference for the Master Environmental and Servicing Plan (MESP) and matters including, but not limited to, stormwater management, hydrology, hydrogeology, ecology (natural heritage), geotechnical, sustainable development, green design and green space connections to features be reviewed and approved by the Toronto and Region Conservation Authority; and should include how the principles and/or recommendations of, but limited to the following, Sub-section 2.1.2 of the Provincial Policy Statement (PPS), Humber River Watershed Plan, Humber Watershed Terrestrial Natural Heritage System (TNHS) and the City of Vaughan's natural heritage system (that is currently being developed) are addressed in order to guide the development of the subject lands;
 - b) the boundaries of the features, including the requisite buffers, be staked and delineated, in consultation with the City, TRCA and Owner;
 - c) the valley and stream corridor boundary be the greater of the long-term stable top-of-the-bank (where there is a well-defined feature) plus 10 m inland, or the flood plain (where there is no valley feature) plus 10 m inland; and,
 - d) the valley and stream corridors, and tableland woodlots contiguous with the valley and stream corridors be designated in an appropriate open space designation, and be conveyed to the City or TRCA.
7. THAT the implementing Official Plan Amendment include the following policy regarding parkland dedication:
- a) Parkland dedication shall be provided in accordance with City Policy and in a manner that conforms to the Planning Act.
8. THAT the implementing Official Plan Amendment include the following policy regarding sustainable development:
- a) require that sustainable community objectives be implemented through neighbourhood designs that supports cycling and walking, ensures neighbourhood connectivity to the broader community, and provides transit opportunities, water and energy efficiencies, energy alternatives and green building design and site development.
9. THAT the implementing Official Plan Amendment, in accordance with the City of Vaughan's Strategy for the Maintenance and Preservation of Significant Heritage Buildings, approved by Council in June 2005, include the following policies:
- a) require a Cultural Heritage Resource Impact Assessment (CHRIA) of all properties of cultural heritage value or interest within the subject lands to be provided by the Owner to the satisfaction of the Recreation and Culture Department - Cultural Services Section. Such properties would include, but not necessarily be limited to, 10,671 Huntington Road, Nashville Cemetery and 10,395 Huntington Road; and,
 - b) require as a condition of approval for any future Draft Plan of Subdivision or Site Development Application involving the subject lands that the development of new lots under the Plan of Subdivision process will require the Owner to preserve, restore and incorporate significant heritage structures in their plan, and letters of credit be posted in the amount of the

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 10

cost equal to the re-construction of the heritage structure where a significant heritage building is destroyed or demolished without City approval, or repair the heritage building to preserve the heritage structure.

10. THAT the implementing Official Plan Amendment include policies requiring that prior to the approval of any Draft Plan of Subdivision or Site Development Application, the Owner shall submit a Phase 1 Environmental Site Assessment for review and approval by the City of Vaughan and a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment;
- 2) That staff provide a revised “Attachment 2” of the report;
- 3) That the following deputations and presentation material submitted, be received:
 - a) Mr. Don Given, Malone Given Parsons Ltd., 140 Renfrew Drive, Suite 201, Markham, L3R 6B3, and presentation material submitted titled, “Nashville Heights Community – City”, dated January 13, 2009;
 - b) Mr. Paul Mantella, Nashville Ratepayers’ Association, 420 Nashville Road, Kleinburg, L0J 1C0; and
 - c) Mr. Ken Nieuwhof, Kleinburg Area Ratepayers’ Association, 429 Stevenson Avenue, Kleinburg, L0J 1C0; and
- 4) That the following written submissions, be received:
 - a) Ms. Elvira Caria, Vellore Woods Ratepayers Association, 15 Bunting Drive, Woodbridge, L4H 2E8, dated January 9, 2009;
 - b) Ms. Nadia Magarelli, President, Weston Downs Ratepayers Association, 81 Blackburn Boulevard, Woodbridge, L4L 7J5, dated January 12, 2009; and
 - c) Mr. Rudolph P. Bratty, Chairman and CEO, The Remington Group Inc., 7501 Keele Street, Suite 100, Vaughan, L4K 1Y2, dated January 13, 2009.
 - d) Ms. Frances D’Aversa, Belvedere Estates Ratepayers Association, 128 Gidleigh Park Crescent, Woodbridge, L4H 1H9, dated January 9, 2009.

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.) BE APPROVED, specifically to amend Official Plan Amendment (OPA) #601 (Kleinburg-Nashville Community Plan) for the subject lands shown on Attachment #1, as follows:
 - a) redesignate portions of the subject lands from “Rural Area” and “Valley and Stream Corridor” to “Low Density Residential”, as shown on Attachment #2, with a residential density ranging from a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare, and permit the following uses:
 - v) detached dwelling;
 - vi) semi-detached dwelling;
 - vii) street townhouse dwellings;
 - iv) duplex, triplex, and fourplex dwellings, which are limited to a maximum building height of four storeys;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 11

- v) other permitted housing forms, which are limited to a maximum building height of four storeys in height for buildings containing more than three dwelling units, and which do not exceed the permitted maximum density for the “Low Density Residential” designation;
- vi) schools;
- vii) parks and open spaces;
- viii) other accessory uses; and,

permit the location of buildings with three or more dwelling units within the “Low Density Residential” designation to be in accordance with the following criteria:

- ix) adjacent to more intensive land uses;
- x) front or be adjacent to an arterial road or a primary road;
- xi) mitigates noise sources such as arterial roads or highways; and
- xii) compatible with the surrounding land uses;

- b) redesignate portions of the subject lands from “Rural Area” and “Valley and Stream Corridor” to “Medium Density Residential”, as shown on Attachment #2, with a residential density ranging from a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare, and permit the following uses:

- i) detached dwelling;
- ii) semi-detached dwelling;
- ix) street townhouse dwellings;
- x) block street townhouse dwellings;
- xi) multiple dwellings (stacked street townhouse dwellings);
- xii) apartment dwellings, which are limited to a maximum height of ten storeys;
- xiii) hospice associated with a hospital or other regulated medical health care/support facility;
- xiv) schools;
- ix) parks and open spaces;
- x) other accessory uses; and,

permit the location of buildings with five or more storeys within the “Medium Density Residential” designation in accordance with the following criteria:

- xi) directly abuts an arterial road, specifically Major Mackenzie Drive and Huntington Road;
- xii) mitigates noise sources such as arterial roads or highways; and,
- xiii) requires the submission of a sun/shadow study;

- c) redesignate portions of the subject lands from “Rural Area” and “Valley and Stream Corridor” to “Mixed-Use Residential-Commercial”, as shown on Attachment #2, with the residential density ranging from a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare and permit the following uses:

- i) street townhouse dwellings;
- ii) block street townhouse dwellings;
- iii) multiple dwellings (stacked street townhouse dwellings);
- iv) apartment dwellings;
- v) retail store;
- vi) personal service shop;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 12

- vii) business or professional office;
- viii) hospice associated with a hospital or other regulated medical health care/support facility;
- ix) day nursery, private home daycare;
- x) schools;
- xi) parks and open spaces; and,
- xii) other accessory uses; and,

the following additional uses shall be permitted, subject to the following policies:

- xiii) permit commercial uses (i.e., retail store, personal service shop, and business or professional office uses) only on the ground floor of a building that includes residential dwelling units, and the gross floor area for the commercial use(s) shall be determined in the implementing Zoning By-law;
- xiv) limit the maximum height of the buildings within the “Mixed-Use Residential-Commercial” designation to not exceed a height of 10 storeys;
- xx) permit the location of buildings with five or more storeys, up to a maximum of 10 storeys in accordance with Clause xiv above within the “Mixed-Use Residential-Commercial” designation, in accordance with the following criteria:
 - i) directly abuts Huntington Road or Major Mackenzie Drive;
 - ii) mitigates noise sources such as arterial road or highways;
 - iii) provides a transition to the detached, semi-detached, street townhouse, block townhouse and multiple dwellings (stacked street townhouse dwellings), which may include vertical and horizontal setbacks at the upper storeys; and,
 - iv) requires the submission of a sun/shadow study;
- d) redesignate portions of the subject lands from “Rural Area” and “Valley and Stream Corridor” to “General Commercial”, as shown on Attachment #2 to permit the following uses within a shopping centre format or as a mixed-use development:
 - i) uses permitted in the “Mixed-Use Residential-Commercial” designation subject to the policies for the “Mixed-Use Residential-Commercial” designation;
 - ii) supermarket;
 - iii) pharmacy;
 - iv) retail store;
 - v) eating establishment;
 - vi) banks or financial institution;
 - vii) business or professional office; and
 - viii) automobile service station or gas bar uses shall be permitted within the “General Commercial” designation subject to the following criteria:
 - vi) allow only the sale of automobile fuel, oil, lubricant, and other related products, and the minor provision of repair and maintenance service;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 13

- vii) may provide a convenience retail store, to not exceed a maximum gross floor area of 280 m², which may include a restaurant to not exceed 25% of the convenience retail store's gross floor area;
 - viii) regulate the pump island location, and outside storage, if permitted, in the implementing zoning by-law;
 - ix) may require a noise study for car washes abutting a residential or a mixed use residential-commercial area; and,
 - x) limit the number of automobile service stations or gas bars to a maximum of one at the intersection of Major Mackenzie Drive and a primary road, and one at the intersection of Huntington Road and a primary road, and not to exceed two automobile service stations or gas bars for the Nashville Heights Community; and,
- vix) the appropriateness of permitting an accessory drive-through facility for an eating establishment, and bank or financial institution shall be determined at the Block Plan and/or implementing Zoning By-law stages.
- e) identify in the land use schedule of the implementing Official Plan Amendment, the following uses as shown on Attachment #2:
 - i) elementary school sites;
 - ii) tableland woodlot of 4.9 ha;
 - iii) linear park of 3.4 ha;
 - viii) neighbourhood parks;
 - v) Nashville Cemetery;
 - vi) stormwater management facilities and the water tower/reservoir; and,
 - vii) linear park along the TransCanada Pipeline right-of-way;
- f) identify a portion of the lands being designated from "Rural Area" and "Valley and Stream Corridor" to "Major Mackenzie Drive Alignment Special Study Area", which affects the lands designated "Mixed-Use Residential-Commercial", "General Commercial", "Valley and Stream Corridor" and "Stormwater Management Facility", where the final land uses cannot be determined until the final configuration of the realignment for Major Mackenzie Drive has been determined;
- g) amend the policies in "Sub-section 4.11.2.1 Transportation - Primary Roads" and "Sub-section 4.11.2.3 Transportation - Local Roads" of OPA #601 to establish the number of east-west and north-south primary roads, and the right-of-way dimensions and geometric standards for the primary and local roads in accordance with the conclusions and recommendations of the City-wide Transportation Master Plan and Block Transportation Studies, the Kleinburg-Nashville Focused Area Review, and to finalize the road network at the Block Plan stage;
- h) amend "Table A - Kleinburg-Nashville Community Plan Population Estimates" of OPA #601 by increasing the Fully Serviced Population Estimate for the Nashville Heights Community from 8,605 people to 16,905 people, being an increase of 8,300 people;
- i) amend "Schedule A - Land Use" and the policies in "Sub-Section 4.6 Parks and Open Space" of OPA #601 to provide a minimum of one pedestrian link across the CP Railway right-of-way to connect Block 61 West and Block 61 East; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 14

- j) amend “Schedule A - Land Use” and the policies in “Sub-section 4.11 Transportation” of OPA #601 to provide a potential future GO Train Commuter Station, the location of which will be determined through the GO Transit Environmental Assessment, which may include potential sites generally located at the intersection of Major Mackenzie Drive and the CP Railway, in Part of Lot 21, Concession 9, City of Vaughan and/or at the intersection of Nashville Road and the CP Railway, in Part of Lot 25, Concession 9, City of Vaughan.
2. THAT the implementing Official Plan Amendment for Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) and Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.) include the following policies regarding the final land uses:
- a) require that the final uses, including the location of land uses, road network and stormwater management facilities, for the subject lands be identified through:
 - i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which is identifying the preferred corridor and terminus for the north expansion of Highway 427;
 - ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
 - iii) the Greater Toronto Area (GTA) West Corridor Environmental Assessment Area by the Ministry of Transportation, which will identify the preferred east-west transportation corridor and potential future connection to Highway 427;
 - vi) the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan;
 - v) the Brampton Transportation and Transit Master Plan Update by the City of Brampton; and,
 - vi) the Highway 427 Extension Area Transportation Master Plan by Peel Region;
 - b) require that the following matters, but not limited to, be refined through the finalization of the Block Plan process and Subdivision process: the location of land uses, location and design of the road network, limits of development, realignment of the watercourses, and location and design of the stormwater management pond facilities, which shall be placed in a “Special Policy Area”, and be subject to further review to the satisfaction of the Ministries of Municipal Affairs and Housing and/or Transportation, Region of York, Toronto and Region Conservation Authority and the City;
 - c) require that that the ultimate limits of the development, including the location of land uses, be identified through an Environmental Assessment by GO Transit for establishing a future GO Train Commuter Station, which may include potential sites generally located at the intersection of Major Mackenzie Drive and the CP Railway, in Part of Lot 21, Concession 9, City of Vaughan and/or at the intersection of Nashville Road and the CP Railway, in Part of Lot 25, Concession 9, City of Vaughan, and that the limits of the development and location of land uses be refined through the finalization of the Block Plan process and

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 15

- Subdivision process to the satisfaction of the Region of York, Toronto and Region Conservation Authority and the City; and,
- d) indicate that the land area for linear parks is not included as part of the calculation for parkland dedication.
3. THAT the implementing Official Plan Amendment include the following policies requiring the Owner to enter into an agreement with the City of Vaughan, prior to Draft Plan of Subdivision approval, which shall be registered on title and apply to the applicable lots and/or blocks, committing the Owner not to enter into any agreements of purchase and sale with end-users for the subject lands until such time as:
- a) an Environmental Assessment has identified a preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line to the satisfaction of the City of Vaughan and York Region, and a preferred alignment for Huntington Road; and,
- b) 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.
4. THAT the implementing Official Plan Amendment include the following policies regarding the development of the subject lands by the Block Plan process, prior to the processing of any Draft Plan of Subdivision application or Site Development application:
- a) require that the reports for the Block Plan process be submitted to the City, which include, but are not limited to the following:
- i) Block Plan Report, and Block Plan Schedule with supporting land use detail (land uses by area, densities, housing mix, population, ownership, participating/non-participating owners, etc.);
 - ii) Master Environmental/Service Plan;
 - iii) Phase I and Phase II Environmental Site Assessments;
 - iv) Environmental Impact Statement;
 - v) Transportation Analysis/Study;
 - vi) Traffic/Transit Management and Sidewalk/Walkway Master Plan;
 - vii) Pedestrian and Bicycle Master Plan;
 - viii) Noise and Vibration Impact/Mitigation Report;
 - ix) Woodlot/Tree Inventory and Terrestrial Resources Mitigation/Restoration Report;
 - x) Parks and Open Space Plan;
 - xi) Development Phasing/Infrastructure Staging Plan;
 - xii) Sustainability Report;
 - xiii) Archaeological Assessment/Cultural Heritage Resource Assessment;
 - xiv) Urban Design Guidelines; and,
 - xv) Architectural Design Guidelines; and,

all reports shall include the lands between the west side of Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427 right-of-way, as well as the proposed site for a community centre, which must include a facility fit design to be approved by the City, in their analysis including land use concept plans;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 16

- b) require that at the Block Plan stage, all required Transportation Analysis/Study reports shall adequately address to the satisfaction of the Ministries of Municipal Affairs and Housing and/or Transportation, Region of York and the City, the following details for:
 - i) the proposed medium density residential, mixed-use residential-commercial and general commercial areas at the north and south sides of the intersection of the proposed realigned Major Mackenzie Drive and Huntington Road intersection;
 - ii) the community centre lands with respect to the future Highway 427 extension;
 - iii) the potential realignment of Huntington Road and Nashville Road;
 - iv) the potential north-south road between the Hydro Corridor and Huntington Road and Major Mackenzie Drive and Nashville Road;
 - v) the potential east-west mid-block road connections extending westerly to Highway 50 be explored to establish a local and regional road network connectivity; and
 - vi) the right-of-way widths/dimensions and standards;
- c) require that a Comprehensive Sanitary Sewer System Capacity Analysis addressing infrastructure improvements external to the Nashville Heights Block 61 West Area be prepared to address the availability of both conveyance and treatment capacity at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final sanitary servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
- d) require that a Comprehensive Water Supply System Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area be prepared at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final water supply servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;
- e) require that the final stormwater management scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred stormwater management scenario as identified in the City's Storm Drainage and Stormwater Management Master Plan, and the Toronto and Region Conservation Authority and City shall review the appropriateness of locating a stormwater management pond facility on lands to the south of the subject lands;
- f) require that a facility fit design be prepared for the community centre lands on the west side of Huntington Road for review and approval by the Vaughan Parks Development and Buildings and Facilities Department, to ensure that the City's requirements and functions for the community centre are addressed; and,
- g) require the Block Plan be reviewed with regard to the components, policies and issues identified in the Kleinburg-Nashville Community Focused Area Study report and Terms of Reference approved by Council on May 12, 2008.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 17

5. THAT the implementing Official Plan Amendment include the following policies regarding the TransCanada Pipeline requirements:
 - a) the Owners are to enter into an agreement with TransCanada Pipeline for the purposes of relocating the gas pipeline at road crossings at the owner's/developer's expense, and providing concrete slabs over the TransCanada and Enbridge pipelines for the length of the right-of-way that is located in the boulevard or under the road at the owner's/developer's expense; and,
 - b) the number of crossings, the signage on the right-of-way in a number, location and form, the types of trees and form of landscaping that can be planted on the right-of-way, and their depth and location, the number of utility crossings and their location, the notification of future purchasers of the existence of high pressure pipelines and appropriate ingress and egress over properties, and the provision of fencing or other means of identifying the limit of the right-of-way are to be to the satisfaction of TransCanada Pipeline.

6. THAT the implementing Official Plan Amendment include the following policies regarding the environment:
 - a) the Terms of Reference for the Master Environmental and Servicing Plan (MESP) and matters including, but not limited to, stormwater management, hydrology, hydrogeology, ecology (natural heritage), geotechnical, sustainable development, green design and green space connections to features be reviewed and approved by the Toronto and Region Conservation Authority; and should include how the principles and/or recommendations of, but limited to the following, Sub-section 2.1.2 of the Provincial Policy Statement (PPS), Humber River Watershed Plan, Humber Watershed Terrestrial Natural Heritage System (TNHS) and the City of Vaughan's natural heritage system (that is currently being developed) are addressed in order to guide the development of the subject lands;
 - b) the boundaries of the features, including the requisite buffers, be staked and delineated, in consultation with the City, TRCA and Owner;
 - c) the valley and stream corridor boundary be the greater of the long-term stable top-of-the-bank (where there is a well-defined feature) plus 10 m inland, or the flood plain (where there is no valley feature) plus 10 m inland; and,
 - d) the valley and stream corridors, and tableland woodlots contiguous with the valley and stream corridors be designated in an appropriate open space designation, and be conveyed to the City or TRCA.

7. THAT the implementing Official Plan Amendment include the following policy regarding parkland dedication:
 - a) require 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 the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy", and that linear parkland will not be accepted as parkland dedication.

8. THAT the implementing Official Plan Amendment include the following policy regarding sustainable development:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 18

- a) require that sustainable community objectives be implemented through neighbourhood designs that supports cycling and walking, ensures neighbourhood connectivity to the broader community, and provides transit opportunities, water and energy efficiencies, energy alternatives and green building design and site development.
9. THAT the implementing Official Plan Amendment, in accordance with the City of Vaughan's Strategy for the Maintenance and Preservation of Significant Heritage Buildings, approved by Council in June 2005, include the following policies:
- a) require a Cultural Heritage Resource Impact Assessment (CHRIA) of all properties of cultural heritage value or interest within the subject lands to be provided by the Owner to the satisfaction of the Recreation and Culture Department - Cultural Services Section. Such properties would include, but not necessarily be limited to, 10,671 Huntington Road, Nashville Cemetery and 10,395 Huntington Road; and,
 - b) require as a condition of approval for any future Draft Plan of Subdivision or Site Development Application involving the subject lands that the development of new lots under the Plan of Subdivision process will require the Owner to preserve, restore and incorporate significant heritage structures in their plan, and letters of credit be posted in the amount of the cost equal to the re-construction of the heritage structure where a significant heritage building is destroyed or demolished without City approval, or repair the heritage building to preserve the heritage structure.
10. THAT the implementing Official Plan Amendment include policies requiring that prior to the approval of any Draft Plan of Subdivision or Site Development Application, the Owner shall submit a Phase 1 Environmental Site Assessment for review and approval by the City of Vaughan and a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment.

Economic Impact

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

Communications Plan

On May 9, 2008, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands, and to the Kleinburg and Area Ratepayers' Association. Through the circulation of this notice, the following written comments were received:

- i) correspondence dated May 23, 2008, from the Nashville Area Ratepayers Association requesting clarification on the following issues: density, land uses, transportation network, and the future use of land on the west side of Huntington Road for industrial use and community centre lands;
- ii) correspondence dated May 29, 2008, from Martina Shaw, Barrister and Solicitor, on behalf of Murray Barons one of the property owners of 10671 Huntington Road (Attachment #3), respecting Mr. Barons objection to the proposed designation for a "Neighbourhood Park", due to the location of the proposed park impeding the provision of a north-south traversing road through his lands and limiting future development of his lands; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 19

- iii) correspondence dated June 2, 2008, from the Vellore Woods Ratepayers Association and correspondence dated June 3, 2008, from the Belvedere Estates Ratepayers Association supporting the proposal, subject to the development of the lands being in an orderly manner and creating a viable community, and supporting the modification for a westerly alignment to the Ministry of Transportation's technically preferred alignment for Highway 427 instead of the Ministry of Transportation's technically preferred alignment for Highway 427.

The recommendation of the Committee of the Whole to receive the Public Hearing report of June 3, 2008, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on June 11, 2008. The concerns raised in the written submissions will be addressed in this report.

Purpose

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

1. Official Plan Amendment Files OP.06.006 and OP.06.015 (Nashville Heights Holding) to amend OPA #601 (Kleinburg-Nashville Community Plan), specifically to redesignate portions of the subject lands from "Rural Area" and "Valley and Stream Corridor" to the following land use designations in the manner shown on Attachment #2:
 - i) "Low Density Residential" to permit a density of a minimum of 15 units per net hectare to a maximum of 25 units per net residential hectare and the following uses:
 - i) detached dwelling;
 - ii) semi-detached dwelling;
 - iii) street townhouse dwellings;
 - iv) duplex, triplex, and fourplex dwellings, which are limited to a maximum building height of four storeys;
 - v) other permitted housing forms, which are limited to a maximum building height of four storeys in height for buildings containing more than two dwelling units, and which do not exceed the permitted maximum density for the "Low Density Residential" designation;
 - vi) schools;
 - vii) parks and open spaces; and,
 - viii) other accessory uses;
 - ii) "Medium Density Residential" to permit a density of a minimum of 35 units per developable hectare to a maximum of 150 units per net residential hectare and the following uses:
 - i) detached dwelling;
 - ii) semi-detached dwelling;
 - iii) street townhouse dwellings;
 - iv) block street townhouse dwellings;
 - v) multiple dwellings (stacked street townhouse dwellings);
 - vi) apartment dwellings in buildings, which are limited to a maximum height of ten storeys;
 - vii) hospice associated with a hospital or other regulated medical health care/support facility;
 - viii) schools;
 - ix) parks and open spaces; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 20

- x) other accessory uses;
 - iii) “Mixed-Use Residential-Commercial” to permit a density of a minimum of 35 units per developable hectare to a maximum of 150 units per net residential hectare and the following uses:
 - i) street townhouse dwellings;
 - ii) block street townhouse dwellings;
 - iii) multiple dwelling (stacked street townhouse dwellings);
 - iv) apartment dwellings;
 - v) retail store;
 - vi) personal service shop;
 - vii) business or professional office;
 - viii) hospice associated with a hospital or other regulated medical health care/support facility;
 - ix) day nursery, private home daycare;
 - x) schools;
 - xi) parks and open spaces; and,
 - xii) other accessory uses;
 - iv) “General Commercial” to permit the following uses:
 - i) uses permitted in the “Mixed-Use Residential-Commercial” designation, subject to the policies for the “Mixed-Use Residential-Commercial” designation;
 - ii) supermarket;
 - iii) pharmacy;
 - iv) retail store;
 - vi) eating establishment;
 - vii) bank or financial institution;
 - viii) business or professional office; and,
 - ix) automobile service station or gas bar uses;
 - iv) “Elementary School” for part of 1 school site; “Neighbourhood Park” for 3 neighbourhood parks, which may include the joint development of 2 neighbourhood park and school campus sites; “Linear Parks”; “Greenway System”; “Tableland Woodlot”, and “Stormwater Management Facility” for 3 sites; and,
 - v) “Major Mackenzie Alignment Special Policy Area”, which affects the lands proposed in Official Plan Amendment File OP.06.015 (Nashville Heights Holding) for “Mixed-Use Residential-Commercial”, “General Commercial”, “Valley and Stream Corridor” and “Stormwater Management Facility” uses, where the final land uses cannot be determined until the final configuration of the realignment for Major Mackenzie Drive has been determined.
2. Official Plan Amendment File OP.06.018 (Pinestaff Developments Inc.) to amend OPA #601 (Kleinburg-Nashville Community Plan), specifically to redesignate portions of the subject lands from “Rural Area” and “Valley and Stream Corridor” to the following land use designations in the manner shown on Attachment #2:
- i) “Low Density Residential” to permit a density of a minimum of 15 units per net hectare to a maximum of 25 units per net residential hectare and the following uses:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 21

- i) detached dwelling;
 - ii) semi-detached dwelling;
 - iii) street townhouse dwellings;
 - iv) duplex, triplex, and fourplex dwellings, which are limited to a maximum building height of four storeys;
 - v) other permitted housing forms, which are limited to a maximum building height of four storeys in height for buildings containing more than two dwelling units, and which do not exceed the permitted maximum density for the “Low Density Residential” designation;
 - vi) schools;
 - vii) parks and open spaces; and,
 - viii) other accessory uses;
- ii) “Neighbourhood Park” which includes the joint development of 1 neighbourhood park and school campus site; “Woodlot”; and “Greenway System”.

The following supporting reports were submitted in support of the three Official Plan Amendment applications:

- *Nashville Heights (Block 61 West) Official Plan Amendment Planning Justification*, dated April 2008, by Malone Given Parsons Limited;
- *Natural Environment*, dated April 2008, by Beacon Environmental;
- *Servicing Infrastructure*, dated March 2008, by Schaeffers Consulting Engineers;
- *Transportation Master Plan*, dated April 2008, by Poulos & Chung Limited;
- *Interim Report on the 2005 Stage 1-2 Archaeological Assessment*, dated February 2006, by AMICK Consultants Limited; and,
- *Preliminary Hydrogeological Investigation*, dated April 9, 2008, by Terraprobe Limited.

The proposed land use details for the subject lands are as follows:

Block 61 West Land Use Areas

Residential & Commercial Uses:	Area:
Low Density Residential Area	64.7 ha
Medium Density Residential Area	11.9 ha
Mixed-Use Residential-Commercial & General Commercial Piazzas	13.5 ha 0.3 ha
 Institutional Uses:	
Elementary School (2 sites)	5.6 ha
Cemetery	1.4 ha
 Open Space Uses:	
Parks (5 neighbourhood parks)	11.2 ha
Open Space/Valleylands	11.0 ha
Open Space/Woodlot	4.9 ha
 Infrastructure:	
Stormwater Management Ponds (3 facilities within the subject lands, and 1 facility not included in the 10.1 ha land area calculation to the right, which is south of the subject lands)	10.1 ha
Water Tower/Reservoir	0.6 ha
Roads	47.1 ha
Highway 427 Right-of-Way	3.7 ha
 Total Block 61 West Land Area	 186.0 ha
Total Developable Area	168.7 ha

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 22

Gross Developable Area in Block 61 West = 168.7 ha (Net Developable Area is to be defined in accordance with the Growth Plan) which excludes lands associated with protected natural features such as woodlots, valleylands and wetlands. The cemetery is not included as developable land).

Density

Low Density Residential shall be a minimum of 15 units per net residential hectare to a maximum of 25 units per net hectare.

Medium Density Residential and Mixed-Use Commercial-Residential shall be a minimum of 35 units per net residential hectare to a maximum of 150 units per net residential hectare.

Net residential hectare means all lands subject to the Official Plan Amendment excluding woodlots, valleylands, and wetlands and the cemetery.

Residential Housing Mix and Unit Count

Housing Mix By Designation:	Unit Count (Approximate):
Low Density Residential	1,220 units
Medium Density Residential - Lane Access	290 units
Medium Density Residential – Block Development	1,000 units
Mixed-Use Residential-Commercial	500 units
Total	3,010 units

Population

Estimated population for Nashville Heights 8,300 people

Background - Analysis and Options

The subject lands identified as “OP.06.006”, “OP.06.015” and “OP.06.018” on Attachment #1 are located on the east side of Huntington Road, between Nashville Road and Major Mackenzie Drive, in Part of Lots 21 to 25 inclusive, Concession 9, City of Vaughan. The subject lands have an area of 186 ha, with frontage along Huntington Road and Major Mackenzie Drive.

The subject lands identified as “OP.06.006”, “OP.06.015” and “OP.06.018” on Attachment #1 are designated “Rural Area” and “Valley and Stream Corridor” by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #4. Section 4.2.2 “Community Boundaries and Growth” of OPA #601 requires that (in part):

- “2) Any consideration of urban uses to the north, west or east of the community shall explicitly consider the implications on the Kleinburg-Nashville community in terms of the maintenance of its residential and village character, and the impacts of traffic, noise, and effect on community services.

- iii) Any expansion to the Community Plan boundary or to the limits of urban development within the Community Plan shall occur on the basis of a review of this community plan associated with the five year review process. Expansion of the community boundary or the limits of urban development will only be considered on a comprehensive basis.”

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 23

On May 12, 2008, Vaughan Council approved the following resolution:

“WHEREAS applications were received in 2006 to amend OPA 601 for the lands within Block 61 West – The Kleinburg-Nashville Community Plan; and

WHEREAS the lands within Block 61 West are currently subject to a Focused Area Study as part of the City’s New Official Plan review; and

WHEREAS the City is concerned that the Province’s identified preferred Alternative for the Alignment of the Highway 427 Corridor and Terminus is not consistent with the May 22, 2007 resolution of Council with respect to the location of said corridor; and

WHEREAS the preferred alternative for the Alignment of the Highway 427 Corridor and Terminus will not foster the most efficient land use plan for Block 61 West;

THEREFORE, be it resolved that the Council of the City of Vaughan directs:

THAT the Commissioner of Planning commence final processing of the application to amend OPA 601 - The Kleinburg Nashville Community Plan. The lands within Block 61 West having regard for the components, policies and issues identified in the Kleinburg Focused Area Study report and Terms of Reference approved by Council on March 31, 2008.”

The subject lands are zoned A Agricultural Zone by By-law 1-88, with portions of the lands subject to Exception 9(189) and RR Rural Residential Zone by By-law 1-88, with portions of the lands subject to Exceptions 9(189) and 9(256), which permit agricultural and residential detached dwelling uses, respectively. The subject lands are vacant agricultural, with existing residential dwellings, and include woodlots, watercourses, a water tower and existing residential dwellings including a house (10,395 Huntington Road) which is included in the “Listing of Buildings of Architectural and Historical Value”. The TransCanada Pipeline crosses through Part of Lots 22 and 23, Concession 9 in an east-west direction. The surrounding land uses are shown on Attachment #1.

Land Use Policies/Planning Considerations

The Development Planning Department has reviewed the Official Plan Amendment applications to redesignate the subject lands shown on Attachment #2, in light of the following land use policies respecting the proposal.

a) Provincial Policy Statement and Places To Grow

The Region of York has identified that the subject lands are within the “Towns and Villages” designation of the “Urban Area” of the Regional Official Plan as the lands are within the boundaries of the Kleinburg-Nashville Community Plan, and therefore, in accordance with the Regional Official Plan, proposed growth is to be directed to the Urban Area, which is considered to be a “Settlement Area” in accordance with the Provincial Policy Statement.

In light of the subject land being located within a Settlement Area, the Development Planning Department has determined that the proposal will meet the objectives of providing for a range of land uses in a manner that promotes efficient land use and development patterns to support a liveable and healthy community. The proposal is providing for land uses and densities that have not been provided in the Kleinburg-Nashville Community Plan such as “Medium Density Residential”, “Mixed-Use Residential-Commercial” and “General Commercial” with densities ranging from 25 units per net residential hectare to 150 units per net residential hectare.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 24

The “Managing and Directing Land use to Achieve Efficient Development and Land Use Patterns” Policy 1.1 of the Provincial Policy Statement (PPS) supports the efficient development of land and land uses as follows:

- “1.1.1 Healthy, liveable and safe communities are sustained by:
- b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet the long-term needs;
 - f) improving accessibility for persons with disabilities and elderly by removing and/or preventing land use barriers which restrict their full participation in society; and,
 - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.”

The “Settlement Areas” Policy 1.1.3 of the PPS further supports the development of land in the Settlement (Urban) Area, as follows:

- “1.1.3.2 Land use patterns within settlement areas shall be based on:
- a) Densities and a mix of land uses which:
 - 1) efficiently use land and resources;
 - 2) are appropriate for, and efficiently use, the infrastructure and public service facilities, which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and,”
- “1.1.3.7 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

In conjunction with the PPS, the Province’s Places to Grow Plan also includes policies to support the development of land in an efficient manner, as indicated in the following policies of the “Managing Growth” Policy 2.2.2:

- “2.2.2.1 Population and employment growth will be accommodated by –
- c) building compact, transit-supportive communities in designated greenfield areas;
 - h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services;
 - j) directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services.”

The Settlement Area provisions support development that is not in a built-up area, specifically the “Designated Greenfield Area” Policy 2.2.7 in accordance with the following:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 25

- “2.2.7.1 New development taking place in designated Greenfield area will be planned, designated, zoned and designated in a manner that -
- a) contributes to creating complete communities;
 - b) creates street configurations, densities and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;
 - c) provides a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
 - d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.”

The proposal to redesignate the subject lands to “Low Density Residential” to allow a range of housing types and densities meets the objectives of providing for various housing opportunities, which have not been provided within the existing designations in the Kleinburg-Nashville Community Plan. The proposal also includes the integration of employment uses within the residential and mixed-use residential-commercial areas (e.g., small-scale retail, small-scale business and professional office), and provides for residential uses within the general commercial area (e.g., street townhouse and apartment units in buildings up to a maximum of 10 storeys, retail stores, restaurants and financial institutions). Further, institutional uses such as a hospice associated with a hospital or other regulated medical health care/support facility and elementary schools, along with parks, and pedestrian and bicycling pathways are being proposed. The range of residential uses and densities, and employment and institutional uses provide the opportunities to establish a compact, transit-supportive community focused on the efficient use of land. This proposal provides development that is in accordance with the managed growth and settlement area policies in the PPS and Places to Grow.

The proposal requires the servicing, transportation and community infrastructure to support the proposed development to allow for an efficient and safe community as required by the following “Infrastructure and Public Service Facilities” Policy 1.6 in the PPS:

- “1.6.1 Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs.
- Planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs.”

Places to Grow, is also in accordance with the PPS with the requirement for efficient infrastructure with the establishment of compact developments as indicated in the following “Infrastructure Planning” Policy 3.2.1:

- “3.2.1.1. Infrastructure planning, land use planning and infrastructure investment will be co-ordinated to implement this Plan (Places To Grow). Infrastructure includes, but is not limited to, transit, transportation corridors, water and wastewater systems, waste management systems and community infrastructure.”

The City is currently undertaking the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, which is expected to be finalized by Late 2009. The Class EA Study will identify

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 26

servicing infrastructure improvements (i.e., water supply and sanitary services) required to support the build out of the planned and proposed developments for the Kleinburg-Nashville Community. The Official Plan requires all new development to be on full municipal water supply and sanitary services. The completion of the Class EA for the purposes of addressing the planned and proposed developments for the Kleinburg-Nashville Community will determine the infrastructure that is required to support the proposal. The proposal is in keeping with the infrastructure policies of the PPS and Places To Grow, which have similar policy initiatives.

The Official Plan Amendment applications, for a land area of approximately 185 ha, were submitted to the City prior to June 16, 2006 (File OP.06.006 was submitted on February 3, 2006, File OP.06.015 was submitted on April 21, 2006 and File OP.06.018 was submitted on May 8, 2006, with modifications to File OP.06.006 submitted on April 14, 2008). In accordance with Ontario Regulation 311/06 respecting the transitional policies for the Places To Grow Growth Plan, the proposals are not subject to Places To Grow as they were submitted to the City prior to June 16, 2006, and the proposals are not adding 300 ha or more of land to a settlement area.

b) Region of York Official Plan

The subject lands shown on Attachment #1 are designated “Towns and Villages” by the Region of York Official Plan, and are located within the boundary of a community plan, being OPA #601, which permits urban uses. Map 6 - Agriculture and Rural Area to the Regional Official Plan indicates that these lands are designated “Agricultural Policy Area”. However, the “Community Building” Section 5.2 of the Regional Official Plan acknowledges that the Region’s Official Plan requires updating to incorporate the urban areas of the local municipalities into the Regional Official Plan’s designated “Urban Areas”, and therefore, an amendment to the Regional Official Plan is not required.

The subject lands shown on Attachment #4, which are designated “Rural Area”, are within the City’s urban area. Accordingly, the proposal to redesignate the subject lands to permit a range of residential, commercial and employment uses utilizing a range of densities, would be appropriate and in keeping with the Regional “Community Building” policies in Section 5.2.1 with respect to directing growth to the urban areas, and providing efficient and mixed-use compact communities. Furthermore, the City, through the comprehensive review of the supporting Block Plan and Draft Plan of Subdivision applications, which are required to implement the proposal, will address the Region’s policies in Section 5.2.7 respecting comprehensive review that includes providing for a range of housing at densities that are transit supported, establishing pedestrian and bicycle linkages within and external to the community, and promoting urban design criteria to establish attractive buildings, landscaping and public streetscapes.

The location of the proposal adjacent to Major Mackenzie Drive, the railway and valleylands, shown on Attachment #2, provides the opportunity to implement the Region’s sustainable community objectives by facilitating a development, which could connect to the broader community with respect to transit along Major Mackenzie Drive, and a potential future GO Train Station along the CP Railway right-of-way at the interchange of Major Mackenzie Drive and/or Nashville Road, and energy alternatives and efficiencies within building designs. The opportunities for a sustainable community will be examined in greater detail through the review of the Block Plan and Draft Plan of Subdivision applications.

In accordance with Section 6.7 “Water and Sewer Strategies” of the Regional Official Plan which requires the provision of water and sewer services, and the allocation and the phasing of water supply and sanitary sewer capacity, the City is currently undertaking the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) 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, which was discussed in the Provincial Policy Statement and Places To Grow section of this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 27

The proposed increased density results in an additional estimated residential unit count of 3,010 units, with an additional estimated population of 8,300 people, which was not included within the Class EA Study, and must be accounted for. The increased population will require additional water supply and sanitary sewer servicing capacity. The proposal may be serviced by the infrastructure identified in the Class EA Study provided the City allocates servicing capacity to the proposal. The proposal would have to be phased, should it not be fully allocated servicing capacity. The Region requires the City to provide the unit and/or people count for allocation upon the completion of the Class EA Study and upon adoption of the Official Plan amendment for the proposal.

Section 6.1 “Road Network” of the Regional Official Plan outlines the Region’s objectives to plan and protect road corridors to support future urban and rural area transportation requirements, which includes vehicular, railway, cycling and pedestrian modes. Accordingly, the Region’s 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, is currently in process, as shown on Attachment #2, as well as the City-wide Vaughan Transportation Master Plan, as part of the Vaughan Tomorrow Official Plan Review, and Focused Area Review Study for the Kleinburg-Nashville Community, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan. Further, GO Transit is undertaking an Environmental Assessment to explore a future GO Commuter Train Station along the CP Railway right-of-way interchange with Major Mackenzie Drive and/or with Nashville Road. The subject lands shown on Attachment #1 are within the Highway 427 Transportation Corridor Environmental Assessment (EA) Route Alternatives Study Area, specifically the preferred Highway 427 Transportation Corridor Environmental Assessment Preferred Alignment, as well as impacted by the GTA West Corridor Environmental Assessment Area to identify the preferred east-west transportation corridor and potential future connection to Highway 427. The final location and configuration of the land uses is subject to any changes necessary to accommodate the final design, and that should the proposal proceed to the Subdivision stage, pre-sales of dwelling units will not be permitted for the lands affected by the EA, prior to the determination of the final Major Mackenzie Drive alignment.

The Regional Official Plan includes policies, which encourage the managed growth of land uses within the urban area and sustainable development, which is supported by the appropriate transportation and servicing infrastructure. A comprehensive technical review through the Block Plan process would allow for the Region’s objectives to be addressed.

c) Kleinburg-Nashville Community Plan (OPA #601)

The subject lands are designated “Rural Area” and “Valley and Stream Corridor” by OPA #601, as shown on Attachment #4. The lands are also identified as being in a “Potential Groundwater Recharge Area” (Schedule “B1”); “South Nashville Tableland Railway Forest West and East”, where the lands are recommended for forest regeneration to enhance the integrity of the forest blocks and to promote intra-valley linkages (Schedule “B2”); “Wetland” and “Man-made or Altered Pond” (Schedule “B3”); and “South Nashville Tableland Railway Forest West with a Low Functional Significant Woodlands Rating” and “South Nashville Tableland Railway Forest East with a High Functional Significant Woodlands Rating” (Schedule “B4”) in OPA #601.

It is noted that Sub-section 4.7 Community Edge Buffer 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 to address urban design issues. However, this buffer would no longer apply to the existing alignment of Major Mackenzie Drive, should it not function as an arterial road. The realigned Major Mackenzie Drive would be subject to the minimum 30 m to 50 m community edge buffer. An arterial realignment of Major Mackenzie Drive north of the current location is to be determined through several transportation studies, and the

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 28

community edge buffer would be applicable to the realigned Major Mackenzie Drive. The Western Vaughan Transportation Individual Environmental Assessment (IEA) will identify the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line. The Highway 427 Environmental Assessment (EA) Corridor Study Area will identify the preferred corridor and terminus for the north expansion of Highway 427.

The Official Plan Servicing Policies require all development to be on full municipal water supply and sanitary sewer services, and requires that the appropriate reviews of the servicing strategies are undertaken to accommodate growth. The City is currently undertaking the Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements in order to accommodate the planned and proposed growth in the Kleinburg-Nashville Community. The proposal to add approximately 8,300 people to the servicing was not considered as part of the EA, and as such, additional analysis is required to determine the inclusion of the Nashville Heights Block 61 West lands into the servicing scheme. The City is also undertaking the Storm Drainage and Stormwater Management Master Plan Study, in support of the on-going City-wide Official Plan Review, which is to recommend the final stormwater management scheme for the City, including the Nashville Heights lands.

The subject lands are separated from the established Kleinburg-Nashville Community by the railway to the east, as well as, the Lake Rivers Inc. Draft Plan of Subdivision (File 19T-05V10) and Molise Kleinburg Estates Inc. Draft Plan of Subdivision (File 19T-06V14), and are located to the south of the existing residential and commercial properties on Nashville Road. The uses proposed for the Block 61 West Nashville Heights Community are a departure from the primarily low density residential developments of 5 to 7.5 units per net residential hectare approved in the past within the Kleinburg-Nashville Community. Policy initiatives by the Provincial (PPS and Places to Grow) and Regional (Official Plan) governments as well as the City of Vaughan require the efficient use of developable land, which provides densities that can support various transportation modes such as transit, bicycling and walking, and which sustainable community objectives can be implemented through neighbourhood designs that provides transit, bicycling and walking opportunities, ensures neighbourhood connectivity to the broader community, and provides water and energy efficiencies, energy alternatives and green building design and site development.

The Nashville Heights proposal includes a range of residential densities, which includes mixed-use residential-commercial, and general commercial uses, where the opportunity will provide for a wide range of residential and commercial uses as outlined in this report. The proposed uses to support the Nashville Heights Community such as the general commercial, elementary school, pedestrian and bicycling pathways, and park uses, including a future community centre (on lands outside of the subject amendment area, and which will need to be addressed through the City's Vaughan Tomorrow Official Plan Review exercise) will also support the broader Kleinburg-Nashville Community.

The Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements in order to accommodate the planned and proposed growth in the Kleinburg-Nashville Community, and the Storm Drainage and Stormwater Management Master Plan Study, in support of the on-going City-wide Official Plan Review, to recommend the final stormwater management scheme for the City, including the Nashville Heights lands are being undertaken as part of the Official Plan requirement to plan for and accommodate growth, which includes the Nashville Heights proposal for an increased population of 8,300 people in approximately 3,010 residential units within the Kleinburg-Nashville Community.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 29

As the interchange of the future north extension of Highway 427 and Major Mackenzie Drive and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line need to be determined through the Western Vaughan Transportation Individual Environmental Assessment (IEA), the preferred corridor and terminus for the north extension of Highway 427 must be determined through the Highway 427 Environmental Assessment (EA) Corridor Study Area, and the preferred alignment for Huntington Road and Nashville Road, as well as the local collector road network and links to the western portion of Vaughan (i.e., Highway 50 and Regional Official Plan Amendment #19 lands) must be determined through the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community, the final land uses, including the location of land uses, road network and stormwater management facilities for the subject lands, cannot be determined until these transportation studies, along with other transportation initiatives such as the Greater Toronto Area (GTA) West Corridor Environmental Assessment Area by the Ministry of Transportation have determined the preferred transportation corridors. These lands will be placed in a “Special Policy Area” in order for the land uses in this area to be reviewed further by the Province, Region, Toronto and Region Conservation Authority, and City, once the transportation issues have been finalized.

The comprehensive review of the Nashville Heights proposal will be addressed primarily through the Block Plan process, which has been indicated in the recommendation section of this report. The proposal will be implemented through Zoning By-law Amendment, Draft Plan of Subdivision and Site Development Applications. This proposal for an increase in residential density and a wider range of land uses, within a designated urban area, is in accordance with the policies of the PPS and Places To Grow.

Kleinburg-Nashville (Rural Area) Community Plan Review

The rural area of the Kleinburg-Nashville Community Plan (OPA #601, as amended) is the subject of one of four Focused Area Review Studies being undertaken as part of the New Vaughan Tomorrow Official Plan Review process. On March 31, 2008, Vaughan Council approved the Terms of Reference for the study, which is in the process of retaining the required consulting services to undertake the work.

The purpose of the Focused Area Review of Kleinburg-Nashville is to prepare a secondary plan and to establish an updated land use and urban design framework for the lands designated “Rural Areas”, as well as the “Nashville Core Area” within the Community Plan, including the future use of the lands on the west side of Huntington Road. A review and analysis of existing conditions within and surrounding the study area will be required, including land use, transportation networks, heritage resources, community structure, etc. Special consideration will be given to determining: issues associated with lands adjacent to natural resource and greenbelt areas, how to protect for the re-alignment of Major Mackenzie Drive and the Highway 427 Corridor extension, appropriate land uses and densities sustainability issues, and impact on integration and connectivity with existing and planned uses in the surrounding community.

The subject lands are not part of the Focused Area Review Study. In light of the scope of work to be undertaken by the study and the issues that need to be addressed, appropriate policies should be included in the site-specific official plan to co-ordinate development with the adjacent lands (if possible, depending on the land uses proposed) and to establish an integrated neighbourhood design that addresses aspects such as vehicular and pedestrian connectivity, transit, land use, storm water management, community facilities and sustainable community features, where possible and appropriate, at the Draft Plan of Subdivision stage.

Official Plan Amendment (OPA) #600

The City requires the 8.4 ha parcel of land on the west side of Huntington Road to be included within the Block 61 West implementing Official Plan for the purpose of redesignating a portion of .../30

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 30

the subject lands from “Agriculture Area” to “Community Centre Lands” for a future community centre. The Official Plan does not currently permit the use and the lands must be redesignated to meet the development charge requirements.

City Engineering Department

The Engineering Department has reviewed the proposal and provides the following comments:

a) Environmental Site Assessment (ESA)

As part of the Block Plan process and prior to the approval of a Draft Plan of Subdivision Application or any portion thereof, a Phase 1 Environmental Site Assessment (ESA) is required to be submitted for approval by the City. The City will require documented proof of the registration of the Record of Site Condition (RSC) with the Environmental Site Registry of the Ministry of the Environment (MOE), which includes the acknowledgement from the MOE and a signed RSC by a qualified person. A recommendation of approval is included in this report.

b) Water Supply/Sanitary Services/Stormwater Management

The Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements in order to accommodate the planned and proposed growth in the Kleinburg-Nashville Community, and the Storm Drainage and Stormwater Management Master Plan (Master Plan) Study, in support of the on-going City-wide Official Plan Review respecting stormwater management are in process, and did not consider the proposal to add approximately 8,300 people to the servicing infrastructure. The Engineering Department has reviewed the *Servicing Infrastructure* report, dated March 2008, by Schaeffers Consulting Engineers, which advises that the proposed development can be supplied with water from the proposed Regional Huntington Road Watermain Extension and new elevated tower, which must be resized to accommodate the additional population within Block 61 West, and be serviced in the interim by a temporary sanitary pump station out-letting to the proposed Huntington Road Sanitary Sub-trunk Extension to be constructed in Block 64, to the south of Block 61 West.

The subject lands are located within the Humber River Watershed, including three tributaries generally flowing in a north to south direction. The *Servicing Infrastructure* report proposes that there should be two end-of-pipe wet ponds at the south end of Block 61 West to provide water quality and quantity control. The City will be undertaking a Storm Drainage and Stormwater Management Master Plan in 2009 as part of the Vaughan Tomorrow Official Plan Review. The City will consider the conclusions and recommendations of the Toronto and Region Conservation Authority’s (TRCA) recently completed Humber River Watershed Plan, which indicates that additional development outside of the current boundaries could significantly increase flooding flows and risks downstream of the Nashville Heights proposal. The City and TRCA will require, at the Block Plan stage, that this issue be addressed and that the appropriate detailed design parameters and mitigation measures are applied to the satisfaction of the City and TRCA.

The Engineering Department advises that as the City’s EA and Master Plan Studies are in progress, should the Nashville Heights Community be serviced prior to the completion of these studies, the following are required:

- i) a Comprehensive Sanitary Sewer System Capacity Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area) be prepared to address the availability of both conveyance and treatment capacity at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 31

Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final sanitary servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report;

- ii) a Comprehensive Water Supply System Analysis (addressing infrastructure improvements external to the Nashville Heights Block 61 West Area) be prepared at the Block Plan Stage should the servicing of this area proceed prior to the completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, and the final water supply servicing scheme for the Nashville Heights Block 61 West Area shall conform to the recommended preferred servicing scenario as identified in the City's Final Master Plan Class Environmental Assessment Report; and,
- iii) a final stormwater management scheme for the Nashville Heights Block 61 West Area shall conform to recommended preferred stormwater management scenario as identified in the City's Storm Drainage and Stormwater Management Master Plan.

Water supply and sewage servicing capacity has not been allocated beyond the current approved population within OPA #601 by the Region. Formal allocation of water supply and sewage servicing capacity will be required by Council, in conjunction with the draft approval of the plans of subdivision.

c) Transportation - Vehicular/Pedestrian and Bicycle

The Engineering Department advises that the City, in conjunction with the Region, will pursue the need and/or justification for potential realignment and improvements of Huntington Road between the ultimate realignment of Major Mackenzie Drive and Nashville Road, and potential realignment of Nashville Road. The Engineering Department has reviewed the proposal and advises that the ultimate primary road network, adequately addressing a north-south and east-west collector road grid system, shall be required and substantiated by detailed Transportation Studies. The implementation of a primary east-west collector road crossing the CP Railway right-of-way would be a way to alleviate traffic congestion on Nashville Road and Major Mackenzie Drive. However, as the Plans of Subdivision in Block 61 East have been draft approved, this option may not be feasible at this time. At a minimum, one pedestrian link across the CP Railway right-of-way into Block 61 East should be included in the proposal and integrated with the Plans of Subdivision on the east side of the railway.

The proposed internal road network must be designed in accordance with all applicable City geometric standards. The layout and alignment of the collector and local road network as a result of the Highway 427 and Major Mackenzie Drive studies will be finalized at the Block Plan stage to the satisfaction of the City. Proposed right-of-way requirements shall be addressed at the Block Plan stage, and shall conform to the conclusions and recommendations of the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community. At the Block Plan stage, the Owner must submit a Pedestrian and Bicycle study based on the conclusions and recommendations of the City's Pedestrian and Bicycle Master Plan, to facilitate pedestrian and bicycle pathway/trail systems and infrastructure.

On February 11, 2008, Council adopted a resolution requesting that Metrolinx give priority consideration to the development of a two-way GO commuter rail service along the CP Railway right-of-way, and to the establishment of a Kleinburg Station in the vicinity of Nashville Road. The implementing Official Plan for the subject lands shall include policies to allow for the implementation of a potential future GO Station.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 32

A number of important transportation studies are being undertaken as follows:

- i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, which will identify the preferred corridor and terminus for the north expansion of Highway 427;
- ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), which will identify the alignment of Major Mackenzie Drive, which includes the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line;
- iii) the Greater Toronto Area (GTA) West Corridor Environmental Assessment Area by the Ministry of Transportation, which will identify the preferred east-west transportation corridor and potential future connection to Highway 427;
- iv) the City-wide Vaughan Transportation Master Plan and Focused Area Review Study for the Kleinburg-Nashville Community, which will explore the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan;
- v) the Brampton Transportation and Transit Master Plan Update by the City of Brampton; and,
- vi) the Highway 427 Extension Area Transportation Master Plan by Peel Region.

The conclusions of these studies have the potential to significantly impact the current and proposed road network and adjacent land uses within the proposed Nashville Heights Block 61 West Community. As a result, the ultimate limits of development and the location of land uses may be modified to reflect the conclusions and recommendations of these studies. The implementing Official Plan Amendment will provide the appropriate policies to allow for modifications to the proposal. A recommendation to this effect is included in this report.

d) Noise and Vibration Impact/Mitigation

Given the proximity of the subject lands to the CP Railway right-of-way, Intermodal Terminal, Regional road network and the future Highway 427, a Noise and Vibration Impact/Mitigation Report must be prepared. The report is required to address all impacts from existing and future noise sources such that the appropriate mitigation measures may be incorporated within the future developments.

The Engineering Department's issues for the proposal are to be addressed through a comprehensive technical review through the Block Plan process, as well as the conclusions and recommendations of on-going studies as discussed.

City Recreation and Culture Department - Cultural Services Section

The Recreation and Culture Department - Cultural Services Section has reviewed the proposal in accordance with the Provincial Policy Statement (PPS), Planning Act, Ontario Heritage Act and Ontario Regulation 9/06, and the City of Vaughan's Strategy for the Maintenance and Preservation of Significant Heritage Buildings (approved by Council in June 2005) with respect to conserving significant built heritage resources and properties of cultural heritage value or interest. The Recreation and Culture Department advises that the following properties are of cultural heritage value or interest within and adjacent to the subject lands:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 33

i) 10671 Huntington Road - William Tedder House

The property at 10671 Huntington Road (Attachment #1) contains the William Tedder House, which was built before 1860. The Tedder Family were early settlers in Vaughan Township. The William Tedder House, a wood frame farmhouse, has Georgian styling built with heavy timber substructure and with what appears to be its original shiplap wood siding, and is an early and representative example of a style type and construction method, with respect to the design and physical value, as indicated in Ontario Regulation 9/06. The farmhouse is important in defining, maintaining or supporting the historical character of the rural area south of Nashville, with respect to the contextual value, as indicated in Ontario Regulation 9/06. This wood frame farmhouse is included as a heritage property of interest in the City of Vaughan's Heritage Inventory. The house at 10671 Huntington Road has been added to the list of properties recommended by Cultural Services for inclusion in the City of Vaughan's Register of Property of Cultural Heritage Value as per Part IV, Subsection 27 of the Ontario Heritage Act, approved by Council in June 2005.

ii) 10395 Huntington Road - Richard Agar House

The property at 10395 Huntington Road (Attachment #1) contains the Richard Agar House, which was built in 1854. The Agar Family were early settlers in Vaughan Township. The brick farmhouse has Georgian styling built with local, hand-made brick using Flemish bond patterning in the front (west) wall. The rear (east) tail has an unusual pair of pointed or Gothic arch doors, which opened onto the roof of the former south porch, and is an early and representative example of a style type and construction method, with respect to the design and physical value, as indicated in Ontario Regulation 9/06. The farmhouse is important in defining, maintaining or supporting the historical character of the rural area south of Nashville, with respect to the contextual value, in accordance with Regulation 9/06, and is one of three Agar Family houses to survive along Huntington Road (see also 8700 Huntington Road and 10436 Huntington Road). This brick farmhouse is listed in the City of Vaughan's Register of Property of Cultural Heritage Value as per Part IV, Subsection 27 of the Ontario Heritage Act, approved by Council in June 2005.

The barn buildings on property at 10395 Huntington Road were demolished with a Heritage Clearance and Demolition Permit in 2005. The Richard Agar House has not fared well since that time due to vandalism and deterioration. The By-law Enforcement and Recreation and Culture Department - Cultural Services Departments have worked with the property owner to have the building boarded and the roof repaired until decisions have been made regarding the preservation of the built heritage resource.

iii) Nashville Cemetery

The Nashville Cemetery is not within the subject lands, but rather adjacent to them, and, therefore, would be affected by the proposal. The Nashville Cemetery was established about 1840 as the Zoar Primitive Methodist Church Cemetery. The Nashville Cemetery is still being used today and the shared boundary of this early cemetery is a significant planning concern. As outlined in the PPS, properties of cultural heritage value and interest include cemeteries, and therefore, the current planning application (or a future related Plan of Subdivision) must identify and mitigate any possible negative effect on the heritage resource.

All planning applications, including Official Plan Amendments, Draft Plans of Subdivision and Site Plans, which involve properties containing or affecting significant heritage properties are subject to the provisions of the Strategy for the Maintenance and Preservation of Significant Heritage

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 34

Buildings (Strategy) approved by Vaughan Council in June 2005. The Strategy has provisions for the protection and preservation of property of cultural heritage value or interest through identification, Cultural Heritage Impact Assessments, Letters of Credit and Property Standards.

The Recreation and Culture Department - Cultural Services Section has reviewed the proposal and advises 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. A recommendation has been included in this report to address this requirement.

City Development Planning and Parks Departments

The Development Planning and Parks Departments have reviewed the proposal and provide the following comments:

a) Parks

The Nashville Heights proposal contemplates providing 5 neighbourhood parks totaling 11.2 ha. The Nashville Heights proposal, based on a service level criteria of 2.5 ha of parkland per 1000 residents, should be providing a minimum of 20.75 ha of active parkland, with the active parkland having a minimum size dimension of 200 m by 100 m. The Vaughan Parks Development Department advises that the parkland that is to be provided should include a sufficient number of neighbourhood parks to provide access to active parkland within 500 m of any residence and one district park. The proposal should also provide for approximately 12.45 ha of passive parkland. The proposal includes linear parks along the CP Railway and TransCanada Pipeline right-of-ways, which are not to be included as part of the calculation for parkland dedication, and this will be indicated in the implementing Official Plan. A recommendation to this effect is included in this report.

As part of the Block Plan process and/or Draft Plan of Subdivision process, the Vaughan Parks Development Department advises 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 the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy".

As there are on-going studies, as discussed in this report, which could result in modifications to the lotting and road pattern, and the location of uses, the final location, size and configuration of the parks will be determined through the Block Plan process.

b) Community Centre Lands

An 8.4 ha site for a future community centre is proposed for the west side of Huntington Road in Part of Lots 22 and 23, Concession 10, directly across from a proposed east-west traversing primary road and the TransCanada Pipeline in the Nashville Heights Community. Through the review of the proposal, it appears that the potential future alignment of the north extension of Highway 427, potential future GTA West/Highway 427 Corridor link and potential future realignment of Huntington Road may go across the lands for the future community centre site, as well as the TransCanada Pipeline at the south portion of the site. As part of the Block Plan process, the determination must be made that this site is sufficient to meet the City's requirements for a community centre. The subject site for the future community centre will not be suitable should the potential realignment of Huntington Road bisect the site as shown on Attachment #2. The Vaughan Parks Development Department advises that the Owners are required to prepare facility fit designs for the community centre lands as part of the Block Plan process, which must be reviewed and approved by the Parks Development Department and the Building and Facilities Department.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 35

The Development Planning Department advises that these lands are located outside of the subject official plan amendment area, and should these lands be acceptable for a community centre, the site must be redesignated from "Agriculture Area" in OPA #600, as shown on Attachment #5 to an urban parkland designation and identified as a "Community Centre" site in accordance with the Development Charges policies for the purposes of an 8.4 ha future community centre, which is to support the Kleinburg-Nashville Community, including the future Nashville Heights Community. The redesignation of these lands to facilitate a possible future community centre site will be undertaken as part of the Vaughan Tomorrow Official Plan Review.

c) Trail System

Numerous secondary pedestrian trails proposed throughout the plan require further detail to address concerns with respect to safety, accessibility and ease of circulation, conflicts between public street sidewalks and setbacks from private residential backyards. All trails shall comply with the City Pedestrian/Bicycle Master Plan Study. The pedestrian trails should conform to the following criteria:

- i) the trails should be incorporated into the design of valleylands and open space links when not accommodated along primary streets;
- ii) the combined pedestrian/bicycle trails shall be paved with a suitable hard surface material;
- iii) in general trails should not be sited in low-lying areas however, where they do occur in low-lying areas, bridges, culverts and swales should be implemented as support systems;
- iv) the intersections of trails within the street right-of-way shall be designed as trail entrances and may include site furniture and features consistent with the streetscape design;
- v) the pedestrian connections should be provided through and to residential areas to facilitate accessibility and promote visibility and safety; and,
- vi) the trails should be linked to key destinations and accessible parking areas.

d) Community Design

The proposal generally demonstrates that the natural environmental features have been preserved and integrated into the urban fabric. A review of the proposal reveals that modifications to the plan to address community design issues, as follows, need to be addressed at the Block Plan and Subdivision Application stages:

- i) the lotting fabric along the westerly north-south collector road should be revised to reduce the number of driveways with access onto the primary collector road;
- ii) the internal medium density residential and mixed-use residential-commercial blocks require further preliminary detail to demonstrate that the built form, height and site organization for these sites can integrate (scale and massing) into the proposed surrounding low density residential housing, and the internal piazza shown on the two medium density residential and mixed-use residential-commercial blocks should not be identified on the preliminary Block Plan as these blocks are usually conceptually designed at the Master Plan stage and further detailed as a component of the amenity space at Site Development Application stage;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 36

- iii) the Block Plan application for these lands, must be supported by an urban design conceptual plan required in order to demonstrate that the proposed built form for the medium density residential and mixed-use residential-commercial blocks can be appropriately integrated into the community;
- iv) the proposed plan provides for a limited amount of active parkland for the future residents of this community, and further review is required to determine an appropriate mix of active and passive parkland integrated into the urban fabric of the plan;
- v) the plan should include more public community exposure along the open space blocks and woodlot feature to provide for better public accessibility; and,
- vi) the TransCanada Pipeline corridor should include a pedestrian multi-use trail that includes a pedestrian crossing at the CP Railway right-of-way to allow the future and existing residents east of the CP Railway safe access to the future district park and community centre on the west side of Huntington Road.

e) Urban Design Guidelines/Streetscape Design Guidelines

The Urban Design and Streetscape Design Guidelines for the Nashville Heights Block 61 West Community, are to be submitted to the City as part of the Block Plan process, and are to consider not only the subject lands but the surrounding community including the future proposed community centre lands on the west side of Huntington Road and the future residential community to the east of the CP Railway right-of-way in Block 61 East, as well as a potential GO commuter rail service along the CP Railway right-of-way and Major Mackenzie Drive. The Guidelines are to consider the following:

- i) the Urban Design Guidelines shall be prepared as a condition of final Block Plan approval and are to provide detailed urban design principles and concepts with respect to community structure, open space system, street network, site planning and built form, sustainability, and the public realm streetscape, and shall comply with the amended City Design Standards as approved by City Council, which includes, but not be limited to, the treatments such as, boulevard and sidewalk design, tree locations, above and below grade utilities, on-street parking, and urban design built form guidelines for mixed-use, commercial, institutional and townhouse developments; and,
- ii) the streetscape components are critical to the public street realm, and are to be planned, co-ordinated and designed to enhance the public domain, reinforce pedestrian scaled spaces, promote the character and identity of the community, and provide an appropriate streetscape 'main street' character along the mixed-use residential-commercial blocks, and the streetscape components are to include, but not be limited to, street trees, street and pedestrian scale lighting, transit shelters, traffic calming, signage, fencing, and decorative paving.

f) Landscape Master Plan

A Landscape Master Plan is to be prepared as a condition of final Block Plan approval and prior to the approval of any draft plan of subdivision located within the Nashville Heights Community and shall address, but not be limited to, the following issues:

- i) the use of hard and soft landscape elements to define significant street vista and generate a pleasing public realm street character;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 37

- ii) landscape and streetscape treatments for the community edges, including, the parallel window streets and pedestrian access to arterial roads for public transit services;
- iii) entry and special landscape features, which, express and enhance the community identity;
- iv) landscaping of open space lands, including, pedestrian/bicycling trails, bridge crossings, pedestrian access points, seating areas and erosion repair sites;
- v) the landscape treatment of stormwater management facilities;
- vi) preliminary park facility fit plans that demonstrate the park block is of sufficient size and configuration to accommodate the required facilities must be reviewed and approved by the Parks Development Department;
- vii) special furniture, including, benches, waste receptacles, bicycle racks, and tree grates shall be provided that supports the community character throughout Nashville West Community; and,
- viii) the landscape treatment for the enhanced entrance features into the community along Major Mackenzie Drive and Huntington Road.

g) Stormwater Management Facilities

The proposed stormwater management design for the subject lands provides for three stormwater management ponds and 1 potential storm pond (on lands outside of the plan) in the south quadrant of the Nashville Heights Planning Area, as shown in Attachment #2. The appropriateness of locating a stormwater management pond facility on lands to the south of the subject lands for the benefit of the Block 61 West area will be reviewed by the Toronto and Region Conservation Authority and City at the Block Plan stage; however, all storm ponds should be provided within the subject official plan amendment area, and not be located outside of the amendment area. This type of design concept presents opportunities for amenities such as the provision of pedestrian pathways within the facilities. Should any stormwater management facility be provided within a designated open space or environmental feature, the total area will be subject to the 5% Parkland Dedication requirements under the Planning Act. Further discussion respecting access points is required during the finalization of the Landscape Master Plan for the subject lands. The detailed design of each stormwater management pond facility shall incorporate the following criteria to the satisfaction of the City:

- i) all of the stormwater management pond facilities shall be fully planted with species suitable to the water fluctuation and sediment deposition, both during and after subdivision development;
- ii) all stormwater management ponds shall be curvilinear and have a natural form, and shall include natural elements such as ledgerrock/armour stone around headwalls and on side slopes;
- iii) a 15 metre setback is required from the high water line (first flush) to all residential property lot lines;
- iv) the stormwater management pond slopes shall vary from a maximum of 3:1 to 5:1;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 38

- v) the street pattern should ensure significant frontage of the stormwater pond to promote views and reinforce their focal nature within the community;
- vi) the opportunities for passive recreation should be provided with particular attention to safety and access issues; and,
- vii) the landscape components, such as look-outs, seating areas, fountains and gazebos are to be co-ordinated with the overall character of the community.

School Boards

The York Region District (Public) School Board, York Catholic District School Board and Conseil Scolaire de District Catholique Centre-Sud have reviewed the proposal. The York Region District (Public) School Board advised that an elementary school site is required. The York Catholic District School Board advised that a 2.42 ha site, in accordance with the Board's policies, for an elementary school be reserved. The Conseil Scolaire de District Catholique Centre-Sud advised that a school site was not required. The site location and configuration for the future elementary school sites must be determined with the provision of additional information such as the site grading, road network and lotting patterns, as well as further information respecting the TransCanada Pipeline. The detailed work will be undertaken as part of the Block Plan process and refined through the Draft Plan of Subdivision Application process.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposal and advises that a greater review of the proposal will be undertaken with the submission of the Master Environmental Servicing Plan (MESP) at the Block Plan stage. The final land uses and location of uses, as well as the limits of development have not been determined. The implementing Official Plan Amendment should incorporate policies to determine such matters as, but not limited to, the limits of development, realignment of the watercourses, and the location and design of the stormwater management ponds, to be determined at the Block Plan stage. The implementing Official Plan Amendment is also to reference the relevant policy documents such as the Humber River Watershed Plan, that are to be used to guide the development of the subject lands. Recommendations have been included in this report to provide policies in the implementing Official Plan Amendment to incorporate these concerns.

The TRCA has also provided the following comments:

a) Ontario Regulation 166/06

The subject lands are traversed by several tributaries and are partially located within a regulated area of the Humber River Watershed and therefore, in accordance with Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (Ontario Regulation 166/06), a permit is required prior to any works being undertaken in the regulated area, such as:

- i) the straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland; or,
- ii) development, if in the opinion of the TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 39

b) Valley and Stream Corridor Management Program

The TRCA's Valley and Stream Corridor Management Program (VSCMP) provides the development guidelines for properties influenced by valley and stream corridors in order to prevent new development from occurring within areas that may introduce risk to life and property associated with flooding, erosion and slope stability. The VSCMP policies define the valley and stream corridor boundary by the greater of the long-term stable top-of-the-bank (where there is a well-defined feature) plus 10 m inland, or the flood plain (where there is no valley feature) plus 10m inland. The corridor boundary is also to include any significant adjacent vegetation.

c) Watercourse Alteration and Vegetation Removal

The Owner had altered the watercourse and removed vegetation in proximity of the watercourse for 10599 and 10579 Huntington Road. As a result, on March 31, 2006, TRCA issued a violation notice pursuant to Ontario Regulation 158 (now Regulation 166/06). The Owner is working with the TRCA to address this issue.

d) Development Limits

The TRCA advised that the proposal identifies stream corridors and natural features that are to be protected and altered for the subject lands. However, the limits of the features have not been determined and the implementing Official Plan Amendment shall incorporate policies specifying that the limits of the features will be defined through detailed work (i.e., Master Environmental Servicing Plan [MESP]) undertaken through the Block Plan process. Further, the Western Vaughan Transportation Individual Environmental Assessment (IEA) to identify the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line, and the Highway 427 Environmental Assessment (EA) Corridor Study Area to identify the preferred corridor and terminus for the north expansion of Highway 427, have not been finalized and could result in modifications to the proposal, including the realignment of the watercourse and stormwater management ponds, and therefore, these items should be identified as a special policy area. The implementing Official Plan Amendment should include policies respecting the following:

- i) the boundaries of the features, including the requisite buffers, be staked and delineated, in consultation with the City, TRCA and Owner;
- ii) the TRCA be required to review and approve the Terms of Reference for the MESP and matters including, but not limited to, stormwater management, hydrology, hydrogeology, ecology (natural heritage), geotechnical, sustainable development, green design and green space connections to features;
- iii) the valley and stream corridors, and tableland woodlots contiguous with the valley and stream corridors be designated in an appropriate open space designation, and be conveyed to the City or TRCA; and,
- iv) the "Rural Area" designation for a community centre will require an amendment to OPA #600. The TRCA staff seeks clarification as to whether or not the community centre is part of the current proposal. Based on the materials submitted for our review, the applications do not include any lands west of Huntington Road. Further, the TRCA notes that there is a watercourse on the proposed community centre site, which is regulated by the TRCA. Further discussions regarding the feasibility of this site as a proposed community centre are recommended.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 40

e) Hydrogeology

The TRCA advised that there are a number of significant hydrological features on the subject lands, including a high groundwater recharge area in the northeast, two forested blocks, two wooded lots, six wetlands and two ponds, as well as three watercourses. The TRCA has reviewed the technical supporting reports, and advised that there are a number of issues that need to be addressed, which include, but are not limited to the following:

- i) the reports do not indicate whether or not the function of these important hydrological features would be negatively impacted due to the proposed development, as the wetlands and woodlot identified on the site are dependent on the shallow ground water seeping out from the sand layer in the northeastern part of the proposed development, and any proposed development in the northeastern part of the site should be linked to the continuous function of the existing hydrological features identified on the site;
- ii) the groundwater flow regime should not change in this sand layer as a result of the proposed development, and therefore the boundaries of the sand layer and its function with respect to the existing hydrological features on the site must be identified and the groundwater discharge areas (seeps from the sand layer) must be identified and protected;
- iii) the Owners are to provide written confirmation from the Region that the municipal well, KL3 PW, located approximately 120 m north of the northeast corner of the site, will be decommissioned, otherwise to be included in the WHPA, as the subject lands fall within the 150 day to 25 year capture zones of this well and any development within these zones will not only have impacts on recharge to the ground water, but also on water quality due to potential future land uses including lawn fertilization and the use of herbicides and pesticides; and,
- iv) the recharge values need to be justified and the water balance calculations will be reviewed in greater detail with the submission of the MESP at the Block Plan stage, including comparison of the consultant's simplified infiltration calculations with the results of the calibrated regional groundwater model.

f) Water Management

The TRCA advised the following with respect to water management:

- i) the Owners shall review and revise their reports to incorporate the current recommendations of the Humber Watershed Plan, including determining the appropriate stormwater management criteria to prevent downstream impacts, as the recently completed Humber Watershed Plan concluded that development in the watershed beyond areas designated for development in municipal Official Plans (as of 2005) could potentially increase flood flows and flood risks downstream; and,
- ii) the MESP is to include a comprehensive discussion of a strategy to maintain the pre-development water balance, including selection of mitigative measures and preliminary sizing and location, plus supporting calculations for the subject lands.

g) Ecology

The TRCA advised the following with respect to ecology:

- i) the Humber River Watershed Plan should be referenced in the Official Plan Amendments (OPA) and supporting reports, and should be used to help direct the development at the MESP stage;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 41

- ii) the principles of the Humber Watershed Terrestrial Natural Heritage System (TNHS) and the City of Vaughan's natural heritage system (that is currently being developed) should be used to guide the future development of these lands. Language should be provided in the implementing Official Plan Amendments and supporting reports to this effect;
- iii) a systems approach be used to classify the existing natural function of the site and surrounding landscape, and to identify and protect a proposed natural system, which must be recognized and must be accomplished through the existing policy regime and therefore, Sub-section 2.1.2 of the Provincial Policy Statement (PPS) respecting protecting, restoring and improving a natural system should be referenced in the appropriate sections of the relevant reports; and,
- iv) all natural features must be protected in an open space/valley area designation, and not be placed in a parkland designation, including the woodlot in the northeast corner of the Nashville Heights Community, which is considered to be vegetation that is contiguous with a stream corridor, where a watercourse has been identified.

h) Master Environmental and Servicing Plan

The following comments do not need to be addressed at this time, but shall be addressed through the completion of the MESP. These comments are not exhaustive and only represent some of the more significant ecological components of the plan that shall be addressed:

- i) a water balance will be very important for the northeastern woodland and watercourse as the groundwater is located near the surface in this location with some discharge, which supports both the watercourse and the swamp communities within the woodland occurring at the north end of the woodland;
- ii) the current function of the on-line ponds must be assessed to determine if they should be removed or be maintained. The TRCA's preference is to remove on-line ponds and naturalize the watercourse considering the impacts they have on the aquatic system depending on how they are currently functioning and the species they support;
- iii) the stream corridors (three watercourses within the Block 61 West lands) must be identified based on the criteria provided in the TRCA's Valley and Stream Corridor Management Program;
- iv) a potential natural corridor between the eastern woodland and the western edge of the subject lands has been identified in the Kleinburg-Nashville Community Plan Natural Environment - Background Study Report, and the need for this corridor should be addressed in the MESP at the Block Plan stage;
- v) the southern location of the stormwater management ponds may negatively affect the function of the watercourses by diverting flow away from the upper reaches and will need to be investigated in the MESP at the Block Plan stage; and,
- vi) the watercourse on the proposed district park and community centre site, which is regulated by the TRCA, requires further investigation regarding the feasibility of this site as a proposed district park and community centre.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 42

Provincial Ministry of Municipal Affairs and Housing

The Ministry of Municipal Affairs and Housing, in consultation with the Ministries of Energy and Infrastructure, and Transportation, have reviewed the proposal and advised that the Province has concerns with the proposal specifically that the subject lands are located within the Ministry of Transportation's Highway 427 Environmental Assessment (EA) Route Alternatives Transportation Corridor Study Area and GTA West Environmental Assessment (EA) Study Area impacting the transportation corridor route options. The Province also advised it has concerns with the proposal advancing prior to the completion of the City's Official Plan Review and with the proposed population not contemplated as part of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) 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.

Further, the Province advises that the proposal is not in accordance with the Provincial Policy Statement (PPS). The "Transportation and Infrastructure Corridors" Policy 1.6.6.2 in the PPS states the following:

- "1.6.6.2 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified."

In the Spring of 2008, the Ministry of Transportation presented the technically preferred alignment and terminus for Highway 427 respecting the northerly expansion of this Highway. The Ministry's preferred alignment affects a significant portion of the southern one-third of the proposal. The Owners have prepared an alternative route option where the terminus for Highway 427 and Major Mackenzie Drive interchange is at the south-western portion of the proposal and to the west of the subject lands, and identified as "Potential Future Alignment of Hwy 427" as shown on Attachment #2.

The Province, along with the Region and City, as well as the Owners are working together to address the transportation and servicing concerns identified by the Province, which must be addressed as part of the Block Plan process.

TransCanada Pipeline

The TransCanada Pipeline has reviewed the proposal. The Pipeline has one high pressure natural gas pipeline crossing the subject lands through Part of Lots 22 and 23, Concession 9. TransCanada Pipeline has guidelines, which generally recommend that roads are not parallel to its right-of-way, due to the level of activity and excavation within the road-right-of-way, and that the gas pipeline is located behind the rear lot lines of lots and serve as a public green space corridor. The Nashville Heights proposal provides for parallel roads on both the north and south sides of the Pipeline's right-of-way and four north-south crossings. As such, the following requirements and conditions have been provided by the TransCanada Pipeline in order to address their concerns:

- i) the Owners are to enter into an agreement with TransCanada Pipeline for the purposes of recoating the gas pipeline at road crossings at the owner's/developer's expense, and providing concrete slabs over the TransCanada and Enbridge pipelines for the length of the right-of-way that is located in the boulevard or under the road at the owner's/developer's expense;
- ii) the number of crossings will be limited to the four (i.e., one at the east, one at the west and two at the traffic circle);

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 43

- iii) the signage on the right-of-way in a number, location and form as specified by the Pipeline;
- iv) the types of trees and form of landscaping that can be planted on the right-of-way, and their depth and location in relation to the pipelines will be restricted;
- v) the number of utility crossings and their location in relation to the pipelines are to be limited;
- vi) the future purchasers are to be advised of the existence of high pressure pipelines, and appropriate ingress and egress over properties; and,
- vii) the provision of fencing or other means of identifying the limit of the right-of-way to the satisfaction of the Pipeline.

The TransCanada Pipeline's requirements along with the National Energy Board's requirements, will apply at the Plan of Subdivision and Plan of Condominium application stage. The implementing Official Plan will include the policies regarding the Pipeline's concerns.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Region of York is reviewing the proposal and will consider the City's Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area to determine the water supply and sanitary servicing capacity to accommodate the proposal; the Region's Western Vaughan Transportation Individual Environmental Assessment (IEA) to determine the preferred alignment for Major Mackenzie Drive, including the Major Mackenzie Drive and future Highway 427 interchange, the CP Railway grade separation/crossing; a future GO Transit station for the Major Mackenzie Drive and railway interchange area; and the Ministry of Transportation's Highway 427 Environmental Assessment (EA) Corridor Study Area to identify the preferred corridor and terminus for the north expansion of Highway 427. The Region is the approval authority for the implementing Official Plan Amendment, where modifications could be provided. The Region, will also provide additional comments and conditions through the Block Plan and Draft Plan of Subdivision stages for the developments within the Nashville Heights Community.

Conclusion

The Development Planning Department has reviewed the Official Plan Amendment Applications (Files OP.06.006 and OP.06.015 [Nashville Heights Holding] and Official Plan Amendment File OP.06.018 [Pinestaff Developments Inc.] to redesignate the subject lands from "Rural Area" and "Valley and Stream Corridor" to a range of urban and residential designations, uses and densities, and employment and institutional designations and uses including, "Low Density Residential", "Medium Density Residential", "Mixed-Use Residential-Commercial" and "General Commercial" within OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #2. The Official Plan Amendment Applications propose to permit a future community of 8,300 people, along with 3,010 residential units with a density ranging between 25 units per net residential hectare to 150 units per net residential hectare, for the Nashville Heights Community. Issues respecting the transportation network and the servicing infrastructure will be addressed at the Block Plan stage.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 12, CW Report No. 2 – Page 44

Lands that are affected by transportation studies such as the Ministry of Transportation's Highway 427 Environmental Assessment (EA) Corridor Study Area to identify the preferred corridor and terminus for the north expansion of Highway 427; the Western Vaughan Transportation Individual Environmental Assessment (IEA) to identify the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive; the preferred alignment for Major Mackenzie Drive, and the associated grade separation of the CP Railway; and the Greater Toronto Area (GTA) West Corridor Environmental Assessment Area will be placed in a special policy area, as shown on Attachment #2, and will not be able to proceed until the transportation issues are resolved.

The range of residential uses and densities, and employment and institutional uses together with park/open space uses, provide the opportunities to establish a compact, transit-supportive community focused on the efficient use of land in accordance with the managed growth and settlement area policies in the Provincial Policy Statement and Places to Grow, and the Regional Official Plan. The Official Plan Amendment Applications would result in development that would be appropriate and compatible with the context of the existing community.

The Development Planning Department can support the approval of the Official Plan Amendment Applications, subject to the conditions set out in the recommendation of this report.

Attachments

1. Location Map
2. Proposed Official Plan Land Use Schedule for Block 61 West (Nashville Heights)
3. Ownership
4. Kleinburg-Nashville Community Plan (OPA #601) - Land Use Schedule
5. OPA #600 Schedule F - Rural Area General

Report Prepared By:

Judy Jeffers, Planner, ext. 8645
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 13, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

13 EXTENSION OF GO SERVICE TO WEST SIDE OF VAUGHAN AND BEYOND

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated January 13, 2009:

Recommendation

Ward 2 Councillor Tony Carella recommends adoption of the following resolution:

WHEREAS GO Transit is reported to be planning to purchase railway lines owned by CN (Canadian National) and CP (Canadian Pacific), as part of its strategy to improve the reliability of commuter services, thereby attracting a greater share of the commuting population; and

WHEREAS such purchases would be consistent with GO Transit's desire to align its operational vision with the Metrolinx Regional Transportation Plan and the Province of Ontario's MoveOntario 2020 strategy; and

WHEREAS such purchases include railway lines to Hamilton, Milton, Georgetown, Barrie, Richmond Hill, Lincolnville and Oshawa; and

WHEREAS the west side of the City of Vaughan (including the communities of Woodbridge, Kleinburg and Nashville) continues to develop residential and employment lands, with an estimated 60,000 individuals slated to be employed in the Vaughan Enterprise Zone alone (being the area bounded by Highways 50, 7, 27 and Major Mackenzie Drive),

NOW THEREFORE BE IT RESOLVED that the City of Vaughan requests GO Transit to give immediate consideration to the inclusion of the CP railway line from Toronto to Bolton in the list of those lines it is considering for purchase, in order to enhance the opportunity to provide commuter services to the developing population of residents and workers commuting to and from residential and employment areas in the west side of the City of Vaughan; and that the Clerk inform GO Transit of the contents of this resolution, once adopted.

Economic Impact

Nil

Communication Plan

Upon the adoption of this resolution by Council, Corporate Communications will issue a media release.

Purpose

To underscore the City of Vaughan's position on the extension of GO Transit services through the west side of the municipality.

Background – Analysis and Options

Council of the City of Vaughan is on record as favoring the extension of Toronto-centred commuter rail services through Woodbridge and Kleinburg/Nashville, along the existing CP line to Bolton. Reports in the media indicated that GO Transit is considering the purchase of a number of railway lines in the GTA, as a prelude to enhancing commuter services as referenced in the the Metrolinx Regional Transportation Plan and the Province of Ontario's MoveOntario 2020 strategy.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 13, CW Report No. 2 – Page 2

Regional Implications

Nil

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.

Conclusion

GO Transit should include the purchase of the Bolton CP line in its strategy for enhancing rail-based commuter services in the GTA.

Attachment

None

Report prepared by:

Councillor Tony Carella, FRSA

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 14, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

14 DAVOS ROAD PARK – ADOPT-A-PARK AND PROPOSED PARK RENAMING

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated January 13, 2009:

Recommendation

Councillor Bernie DiVona, in consultation with Regional Councillor Mario Ferri recommends:

1. That the letter and petition dated December 12, 2008 from Mr. Peter Bottoni and Ms. Laura DeFilippis be received;
2. That the request to adopt Davos Road Park be approved and final agreement be referred to the Commissioner of Community Services in consultation with the Directors of Parks Development and Parks Operations and Forestry; and
3. That the request to rename Davos Road Park to Matthew Park be approved.

Economic Impact

N/A

Communications Plan

N/A

Purpose

The purpose of this report is to obtain Council approval to have the Bottoni family adopt and rename Davos Road Park in memory of their son Matthew James Peter Bottoni who died of a heart condition at the age of 21 months. The family has been provided with details of the Adopt-a-Park Program and are fully aware of the requirements of this program - promoting partnership between the City of Vaughan and the Community.

Further, the residents and applicant has requested the City of Vaughan rename Davos Park to "Matthew Park". The meaning of the name "Matthew" means "a gift from God" and would be a befitting name to remember those in which we have a warm memory and wish to honour.

Background - Analysis and Options

The City of Vaughan received correspondence from Mr. Peter Bottoni and Ms. Laura DeFilippis, dated December 12, 2008, requesting that Davos Road Park be adopted and renamed in memory of his son, Matthew (refer to Attachment 1).

The Adopt-A-Park policy states: "The City of Vaughan Adopt-A-Park program has been established as a public service program promoting environmental stewardship and civic pride. It is a way for environmentally responsible citizens beautify their own neighbourhood."

By adopting the park the family, friends and residents are taking an active role in monitoring the park or organizing a cleanup to create a more beautiful environment.

The City of Vaughan encourages residents and groups to get involved with this program.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 14, CW Report No. 2 – Page 2

The Parks and Forestry Department staff will arrange to meet the applicant and get them involved in the formalization of a final agreement.

The City of Vaughan's Policy (No. 04.3.08) for Renaming City Parks, Open Spaces, Community Facilities and Other Municipal Buildings and Properties allows for name designation in honour of Individuals or groups providing that the individual meets any of the following criteria:

Criteria/Guidelines for Names Honouring Individuals or Groups

"Names for consideration shall be those of distinguished persons, organizations, corporations, foundations or the families:

1. where there has been a significant contribution to the quality of life, well-being of the City of Vaughan and is consistent with Vaughan Vision; or,
2. to memorialize or otherwise recognize substantial gifts and significant donors, individuals designed by donors, or individuals who have made exemplary or meritorious contributions to the City of Vaughan; or,
3. where there is a strong historical or cultural connection to the City and has made a major contribution to the historical or cultural preservation of the City; or,
4. where there is a strong contribution toward the environmental preservation, conservation or enhancement of the City; or,
5. where there is a major contribution made to the acquisition, development or conveyance of land or building, in question and/or its subsequent development; or,
6. where there is a direct relationship or association that exists between the place former place of residence of the person or group and the facility/park/street to be named.

Relationship to Vaughan Vision 2020/Strategic Plan

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

N/A

Conclusion

The Bottoni family are long-time Woodbridge residents who have supported and been active members of their community. They are committed to ensuring that the park will be kept clean and well-maintained and plan to hold an annual event at the park in memory of their son.

Attachments

1. Letter
2. Pictures of Matthew
3. Petition

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 14, CW Report No. 2 – Page 3

Report prepared by:

Councillor Bernie DiVona, ext. 8339

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 15, Report No. 2, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 3, 2009, as follows:

By approving that the resolution be amended by adding the following, after the word “study”, in Clause 7 of the resolution:

“with a broad range of design material alternatives beyond what is typical to date”

**15 YONGE STREET CORRIDOR – STREETSCAPING
FILE #15.97**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated January 13, 2009:

Recommendation

The Commissioner of Planning recommends:

1. That Council approve the attached resolution addressing streetscaping on Yonge Street; and
2. That the resolution be forwarded to York Region, the Town of Markham and the Town of Richmond Hill.

Economic Impact

This resolution will have no financial impact on the City.

Communications Plan

Approval of the resolution will be communicated by letter to York Region and neighbouring municipalities, and through the public consultation process associated with the Yonge Street Area Study.

Purpose

The purpose of this report is to submit a resolution for Council's consideration regarding the need for a major streetscaping initiative on the Yonge Street corridor, to be led and financed by York Region in support of public transit initiatives.

Background - Analysis and Options

In 2006 the City, in concert with the Town of Markham, completed a study (and approved OPA 669) pertaining to the properties fronting Yonge Street within the Thornhill Heritage Conservation District. The study supported a modest amount of redevelopment in the area, and established streetscape requirements in association with a surface transit facility. YRRT was directly involved in the study. Consequently, similar detailed streetscape design work was undertaken north and south on the Yonge corridor to create an improved environment for pedestrians and transit. Given the scale of public investment in transit infrastructure, York Region has a large stake in ensuring that the appropriate environment is established on Yonge Street and thereby ensure transit ridership goals can be achieved.

York Region Rapid Transit is now moving quickly toward completing the Environmental Assessment for the extension of the Yonge subway. An announcement is expected in the Spring of 2009 on Provincial approval of the extension, and possibly its funding. In the event that the subway is not approved, a surface transit facility is expected to proceed. As soon as the final form of transit infrastructure is confirmed, the detailed design phase will likely be initiated.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 15, CW Report No. 2 – Page 2

The introduction of higher order transit infrastructure in the Yonge corridor presents a unique opportunity for Vaughan, Markham, Richmond Hill, and York Region to significantly upgrade the quality of the urban environment through improvements to the streetscape. Indeed, for the Yonge corridor to become a truly transit-supportive area, significant improvements are needed to create an attractive and comfortable pedestrian environment throughout the corridor and, in particular, in close proximity to planned transit stations. Yonge Street is recognized as Canada's longest and most important street, and functions as a key gateway to Vaughan, Markham, Richmond Hill, York Region and Toronto. As such, special attention to its image and potential is warranted.

The subway, although underground, represents a significant streetscaping opportunity, in that the station areas require 'cut and cover' construction. This requires the reconstruction of the entire Yonge Street right-of-way for a length of 200 – 250 metres at each station. The approaches to the proposed bridge over the East Don River would also require reconstruction. A streetscape plan, detailed and costed, would allow for the costs of the work to be anticipated in the overall cost of the project and guide the reconstruction. As well, once a detailed streetscape plan is in place, the municipalities can require the reconstruction of the curb-to-building face area related to new development. Other implementation measures (e.g. governments up fronting the construction and charging back the work through area specific development charges) could also be considered, and should be discussed between the Region, affected local municipalities and other stakeholders.

Currently, City staff and consultants are working on the Yonge Street Area Study, in coordination with staff from the Town of Markham, York Region and City of Toronto. An objective of this work is to define a vision for the Yonge corridor which supports transit and promotes redevelopment at an appropriate scale and locations. However, for the corridor to achieve its full potential, a coordinated approach to built form, roadway design and streetscaping, which truly balances the needs of pedestrians, businesses, surface transit and vehicles, is essential. York Region is the key party with the authority, direct interest and means to implement the vision.

Therefore, a resolution (attached) has been drafted, requesting York Region to provide funding and develop a request for proposals in consultation with affected municipalities for a comprehensive and detailed streetscape study for the Yonge corridor. With Council's approval, this resolution would be forwarded to the Town of Markham and Town of Richmond Hill, and their Councils would be asked to approve a similar resolution. This initiative is necessary now in order to ensure that the streetscaping work can be concluded in time to coincide with the Spring '09 transit decision, and design work to follow.

Relationship to Vaughan Vision 2020/Strategic Plan

Approval of the attached resolution is consistent with two Vaughan Vision 2020 Strategic Initiatives, specifically:

“support and coordinate land use planning for high capacity transit at strategic locations in the City”; and

“work with other levels of government to continue to support the expansion of the GO system and public/rapid transit”

Regional Implications

The Region is being requested to undertake and finance a major streetscaping initiative in support of the introduction of higher order transit infrastructure on the Yonge Street corridor.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 15, CW Report No. 2 – Page 3

Conclusion

This initiative is intended to establish an attractive, pedestrian-friendly and transit-supportive environment on the Yonge corridor in order to foster a high level of transit ridership on the planned transit services to be implemented there. Should Council concur with the resolution, it should be approved.

Attachments

1. Draft Council resolution

Report prepared by:

Paul Robinson, Senior Policy Planner, ext. 8410
Wayne McEachern, Manager of Policy, ext. 8026
Diana Birchall, Director of Policy & Urban Design, ext. 8411

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 16, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

16

AWARD OF TENDER – FIRE APPARATUS PURCHASE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Fire Chief, dated January 13, 2009:

Recommendation

The Fire Chief, in consultation the City Manager, the Director of Purchasing, and the Director of Capital Reserves, recommends:

1. That Tender Bid No. T08-283, for the supply and delivery of one Custom Rescue Vehicle be awarded to Dependable Emergency Vehicles for the sum of \$483,333 (excluding GST)
2. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

Project FR-3522-08 was approved in the 2008 Capital Budget for \$501,000 (including 3% capital administration fee), and funded from the Fire Equipment Reserve.

Communications Plan

N/A

Purpose

To award Tender No. T08-283 for the supply and delivery of one Custom Rescue Vehicle.

Background - Analysis and Options

Council approved funds for project FR-3522-08, to purchase the Custom Rescue Vehicle as part of the ongoing equipment replacement program, and is funded from the Fire Equipment Reserve.

This Tender was advertised in the Vaughan Citizen, the Electronic Tendering Network (ETN) and the Ontario Public Bidders Association. Seven (7) bid documents were issued and three (3) bid documents were received on closing date October 31, 2008.

The results of the bids excluding G.S.T are as follows:

- | | |
|------------------------------------|---------------|
| 1. Dependable Emergency Vehicles | \$ 483,333.00 |
| 2. Safetek Emergency Vehicles Ltd. | \$ 547,590.00 |
| 3. Darch Fire Inc. | \$ 577,153.00 |

Relationship to Vaughan Vision 2020

This report is in keeping with Vaughan Vision 2020/Strategic Plan as it strives to ensure that the municipality operations are undertaken in a responsible manner.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 16, CW Report No. 2 – Page 2

Regional Implications

None

Conclusion

Staff has reviewed the submission and based on the tender results, and the ability of the manufacturer to supply the required equipment, it is recommended that the tender be awarded to Dependable Emergency Vehicles, Brampton, Ontario.

Attachments

None

Report prepared by:

Larry Bentley
Deputy Fire Chief

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 17, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

17 CITY OF VAUGHAN COUNCIL EXPENSE DISCLOSURE POLICY

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Di Vona, Chair – Budget Committee, dated January 13, 2009, be approved; and**
- 2) That the following be referred to the next Audit and Operational Review Committee:**
 - 1) That the City of Vaughan make available on the City of Vaughan website, all expense reports and supporting backup for the Mayor and Members of Council and all Council Executive Assistants and Council support staff beginning with expense reporting of January 2009; and**
 - 2) That the City Manager, in consultation with the appropriate staff, report to the Council meeting of February 3, 2009 on the implementation plan as to when these reports will be made available on the City website, and to submit a revised Council Expenditure Transaction Report to be placed on the website.**

Recommendation

Councillor Bernie DiVona, Chair - Budget Committee recommends:

1. That the recommendations contained in the following report be approved;
2. That the City of Vaughan Information and Technology Department immediately make available on the City of Vaughan website “Council Expenditure Report” and the “Detailed Council Expenditure Transaction Report” (Attachment #1 & # 2) for Mayor & Members of Council; and
3. That the City of Vaughan forward this recommendation to the Province of Ontario for their consideration to amend the Municipal Disclosure Act to provide for more timely, relevant and detailed information to taxpayers.

Economic Impact

N/A.

Communications Plan

Corporate Communications be directed to draft the necessary news release

Purpose

This policy will serve to demonstrate leadership & promote good and effective governance within an environment of enhanced transparency and accountability.

Background - Analysis and Options

The City of Vaughan Budget Committee terms of reference defined responsibility is to “examine and monitor budget variances approved by Council to the current year’s capital and operating budgets”.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 17, CW Report No. 2 – Page 2

The City of Vaughan has developed a formula to determine individual total budgets for the Mayor and Members of Council and approved on an annual basis within the total operating and capital budget.

The current budgetary policy of the City of Vaughan is that each member of Council will have an approved total budget and they will allocate where and how much is spent on individual types of expenses. It must be noted this includes controllable and non controllable expenses.

Each Member of Council is responsible to monitor and work within their approved budget and any variances therein.

The City of Vaughan Finance Department makes available through the intranet or internal reporting system the Council Expense Reports and each and every Member of Council is responsible to work directly with Finance Department to ensure completeness and accuracy.

The City of Vaughan internal communication system (VIBE) has been developed to provide Mayor and Members of Council with their total annual budget; actual expenses ytd; budget year to date; variance ytd and amount remaining for the year; and detailed transaction register providing the explanation and source of each transaction by source and purpose.

This recommendation now intends to have the City of Vaughan website to make available the report on a monthly basis.

The City of Vaughan Council Expense Disclosure Policy will have the following benefits:

1. Timely disclosure. The report will be produced MONTHLY. Currently, the Municipal Disclosure Act only requires municipalities to report on an annual basis. As a result, the current policy would require municipalities to report 2008 Council expenses by April 30, 2009. Note: Municipalities provide annual reporting and some municipalities such as the City of Toronto provides quarterly council expense reporting. No municipality has provided monthly reporting as per the survey of 25 municipalities.
2. Accessibility. Council Expense Reports will be available on www.vaughan.ca. Many municipalities only produce an annual report and not separated from normal municipal businesses.
3. Actual Spending Information. The Council Expense Report is precedent setting as it is the only that provides actual spending by expenditure account, i.e. salaries, benefits, meals, etc. Some municipalities have grouped together expenses and not provided detail by each expenditure account.
4. Expenditure Control Capability. The Council Expense Report is precedent setting as it provides for the first time detailed budget by type of accounts and compared actual the actual expense by type of account. So, each Member of Council will be required to plan his/her work plan in advance to track their actual to budgetary performance. For example, travel will be planned and shown separately.
5. Full Disclosure. The detailed council expenditure transaction report provides a detailed listing by each and every transaction with the source and comments made as to the purpose. For example, "Bell Mobility- June 2008 \$156.12". A review of the City of Toronto has currently upgraded their financial reporting and includes quarterly reporting and also some detailed expenditure disclosure. No municipality provides detailed monthly actual expenses and detailed disclosure.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 17, CW Report No. 2 – Page 3

6. Automated/Cost Efficient. This report is fully automated and requires no interface or manual changes or manipulation by clerical staff. Some municipalities do provide Council expense reporting but their reports are manually produced and expense accounts are grouped together which dilutes the information.
7. Completeness. The report will be all inclusive as it will also provide full disclosure of Council Corporate Expenditures as these are additional costs not allocated directly to a Member of Council, e.g. photocopier and alterations to Council Offices. A review of 25 municipalities has shown that no other municipality has disclosed separately other expenses incurred by their Council. Municipalities also differ as to what they include or exclude in their reporting.
8. Accountability/Transparency. Currently, expense reports have only been accessible through Freedom of Information (FOI) type requests. This policy will make the report online accessible.

Relationship to Vaughan Vision 2020/Strategic Plan

Demonstrate Leadership & Promote Effective Governance. To advocate and influence policies and programs at all levels of government, promoting accountability, civic engagement and transparency.

Regional Implications

N/A

Conclusion

The City of Vaughan will be demonstrating leadership & promoting good and effective governance within an environment of enhanced transparency and accountability. This policy will serve to both advocate and influence policies and programs at all levels of government, promoting accountability, civic engagement and transparency. Taxpayers have a right to know who, where and why their tax dollars are being spent.

Attachments

1. Council Expenditure Report
2. Detailed Council Expenditure Transaction Report
3. Council Corp Rev. & Expenditure Report

Report prepared by:

Councillor Bernie DiVona, ext. 8339

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 18, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

18

APPOINTMENTS TO COMMITTEES

The Committee of the Whole recommends:

- 1) That the following Council members be appointed to the Vaughan Tourism Advisory Committee, for the term ending November 30, 2010:

Councillor Tony Carella
Councillor Bernie Di Vona
Councillor Sandra Yeung Racco

- 2) That the following Council members be appointed to the Vaughan Business Enterprise Centre Advisory Committee, for the term ending November 30, 2010:

Regional Councillor Gino Rosati
Councillor Bernie Di Vona

- 3) That the following report of the City Manager and the Director of Economic Development, dated January 13, 2009, be received.

Recommendation

The City Manager and the Director of Economic Development, recommends that Council members be appointed to the following committees: Vaughan Tourism Advisory Committee (VTAC) (3 members) and Vaughan Business Enterprise Centre Advisory Committee (2 members) for the remainder of Council's term, commencing January 2009.

Economic Impact

There are no economic impacts.

Communications Plan

Appointments shall be communicated to the public in accordance with the Corporation's communication policies.

Purpose

The purpose of this report is to appoint Council members to serve on the VTAC and Vaughan Business Enterprise Centre Advisory (VBEC) Committee.

Background – Analysis & Options

On January 29, 2007 Council appointed Council Members to serve on both the VTAC and VBEC Advisory Committee for a two-year term. The term of the appointments for these two committees has expired as of the end of 2008.

Relationship to Vaughan Vision 2020

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 18, CW Report No. 2 – Page 2

Regional Implications

None

Conclusion

Council appointments to these committees are required to provide advice and guidance to Staff.

Report prepared by:

Michael Nepinak, Director of Economic Development

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 19, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

19

INTERIM PROPERTY TAX LEVY FOR 2009

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Financial Services, dated January 13, 2009:

Recommendation

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

That a by-law be prepared to levy interim property taxes for 2009, with three installments due in March, April and May for all property classes.

Economic Impact

The issuance of an interim property tax levy provides the necessary cash flow to meet the City's own needs and its financial obligations to the Region of York and the Province of Ontario for education purposes.

Communications Plan

Advertised notices for the interim property tax notices will be posted in all local papers in late February and early March.

Purpose

The purpose of this report is to inform Council on the issuance of the interim property tax bills for 2009 to all property classes, under the authority of section 317 of the *Municipal Act, 2001*, as amended.

Background - Analysis and Options

The issuance of an interim property tax levy provides funds for the City to meet day-to-day operating and capital financial obligations.

As noted above the interim levy will be due in three equal installments in March, April and May. Taxpayers have the option to enroll in the installment pre-authorized payment plan recently approved by Council or the existing 11-month pre-authorized payment plan. The withdrawals for the 11-month plan will be made on the first banking day of each month from January to November.

The interim billing will be calculated utilizing the 2009 assessment roll as provided by the Municipal Property Assessment Corporation (MPAC).

In accordance with current Provincial legislation, the interim amount levied by property is subject to the following rules:

1. The amount levied on a property shall not exceed 50% of the total taxes levied on the property for the previous year, subject to an adjustment, as per Section 317(9), should it appear the levy would be too high or too low in relation to an estimate of the total taxes that will be levied for 2009.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 19, CW Report No. 2 – Page 2

2. A calculated notional tax rate applied to the 2009 assessment will be used to calculate the levy.
3. For the purpose of calculating the total amount of taxes for the previous year, any amount levied for only part of the year will be annualized.
4. For new property assessments added to the roll for the 2009 taxation year, the levy will be calculated by applying the notional tax rate to the 2009 assessment.
5. The interim levy for properties in the commercial, industrial and multi-residential classes (capped classes) will include an amount equal to 50% of the 2008 capping adjustment.

The 2009 final tax billing will be calculated utilizing the assessment values under the new legislated cycle of reassessment every four (4) years with a mandatory phase-in of assessment increases for all property classes. Effective January 1, 2009, the first four-year program will be in effect until the 2012 tax year and will utilize assessment values (CVA) as of January 1, 2008. The final billing will be issued in June.

Relationship to Vaughan Vision 2020

In consideration of the strategic priorities related to Vaughan Vision 2020, the issuance of the interim property tax levy will enhance:

- Service Excellence: Pursue Excellence in Service Delivery
- Management Excellence: Ensure Financial Sustainability

Regional Implications

The City of Vaughan will be collecting an amount of approximately \$111 million in interim property taxes on behalf of the Region of York.

Conclusion

The interim levy will produce total property tax revenue of approximately \$292 Million based on taxable assessment of approximately \$45 billion. These interim funds are raised for the City's, Region of York's and School Boards' operational purposes.

Attachments

None

Report prepared by:

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 20, Report No. 2, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 3, 2009, as follows:

By approving that the document be renamed the “Council Priorities Plan”;

By approving that the Council Priorities Plan be referred to the Committee of the Whole (Working Session) meeting of March 30, 2009, for an update;

By approving that the Council Priorities Plan be referred to the offsite Workshop of April 1 and 2, 2009, and that the appropriate staff attend if necessary; and

By receiving the memorandum from the Director of Economic Development, dated February 2, 2009, containing Priority Theme 11 addressing economic development initiatives.

20

COUNCIL PRIORITIES PLAN 2009

The Committee of the Whole recommends that the following document, submitted by Regional Councillor Frustaglio, Regional Councillor Ferri, Regional Councillor Rosati, Councillor Meffe, Councillor Carella, Councillor Di Vona, Councillor Yeung Racco and Councillor Shefman, titled “Council Action Priorities Plan 2009”, be approved, subject to adding “– York Region” at the end of the sentence in bullets 1 and 3, under the heading “Implementation” for Theme 1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 21, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

21

**CLOSED MEETING INVESTIGATION REPORT
MEETINGS OF COMMITTEE AND COUNCIL
OCTOBER 6 AND 27, 2008**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated January 13, 2009:

Recommendation

The City Clerk recommends:

- 1) That the Closed Meeting Investigation Report of Amberley Gavel Ltd, dated January 12, 2009, be received.

Economic Impact

The cost of the investigation has not yet been invoiced by Amberley Gavel. A \$300 per year retainer has been paid to the firm for each of 2008 and 2009. A further fee of \$1,250 per day, plus taxes and reasonable out of pocket expenses, is also payable upon receipt of an itemized invoice. A filing fee of \$125 was paid by the complainant to the City at the time the complaint was filed.

Communications Plan

The Investigation Report is a public document and will be made available to the public upon request. A copy has been made available to the complainant.

Purpose

This report provides Council with the outcome of a closed meeting investigation conducted by the City's appointed investigator pursuant to sections 239.1 and 239.2 of the Municipal Act.

Background - Analysis and Options

On November 7, 2008, the City Clerk received a complaint with respect to Item 5 of Committee of the Whole (Closed Session) Report No. 50 originally titled " LITIGATION MATTER COURT APPLICATION UPDATE". The title was further clarified as Council resolved into closed session on October 27, 2008, so that the title became: "LITIGATION MATTER COURT APPLICATION UPDATE [LINDA JACKSON].

The complaint dealt with two issues:

- 1) Did the agendas for the Committee of the Whole and Council Meetings give sufficient information such that the public would know the general nature of the matter to be discussed at the closed session(s) as required by the Municipal Act?; and
- 2) Was the item a matter for which a meeting of the Committee of the Whole and/or Council could be closed to the public in accordance with the Municipal Act?

Under the authority of Item 2 of Committee of the Whole Report No. 55 (November 23, 2007), the matter was referred to Amberley Gavel Ltd. pursuant to the City's contract with AMO's Local Authority Services Ltd. (LAS). A record consisting of all related documentation, including

.../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 21, CW Report No. 2 – Page 2

applicable by-laws, meeting agendas and attachments, meeting minutes and contact information for all persons present at the meeting in question, was forwarded to Amberley Gavel as part of the investigation. As is indicated in the report, the City Clerk and the Commissioner of Legal and Administrative Services and City Solicitor were interviewed in the course of the investigation.

It was the conclusion of the Investigator that the matter was the subject of either litigation privilege or solicitor/client privilege, and so was a matter that could properly be considered in closed session. Further, the report found no serious deficiency in either the title of the item on the agenda for closed session or the form of resolution passed prior to entering closed session.

The entire report is attached for your consideration. It provides a full description of the relevant events, statutory references, and relevant City documentation.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities established by Council in the Vaughan Vision Strategic Plan 2020 particularly with respect to Leadership and Effective Governance.

Regional Implications

N/A

Conclusion

The Investigator has made no recommendations that the City modify its procedures relating to closed session matters. It is therefore recommended that the report be received.

Attachments

Attachment Closed Meeting Investigation Report of Amberley Gavel Ltd.

Report prepared by:

Jeffrey A. Abrams, City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 23, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

23

**DEPUTATION – MR. TERRY McLOUGHLIN WITH RESPECT TO
A STREET NAME CHANGE FOR MOUNSEY STREET (WARD 2)**

The Committee of the Whole recommends that the deputation of Mr. Terry McLoughlin, 250 Clarence Street, Woodbridge, L4L 1L7, be received and referred to staff to investigate the feasibility of changing the name on the west side of Mounsey Street to Claddamour Place.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 24, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

24

**DEPUTATION – MR. DANNY POLLAK WITH RESPECT TO
NARROW STREET ENTRANCE AND SIDEWALKS (WARD 4)**

The Committee of the Whole recommends that the deputation of Mr. Danny Pollak, 428 Apple Blossom Drive, Thornhill, L4J 9K7, be received and referred to staff.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 25, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

**25 PRESENTATION – VAUGHAN YOUTH COUNCILLOR SABRINA BRUNO
 WITH RESPECT TO THE STATE OF THE YOUTH REPORT**

The Committee of the Whole recommends that the presentation by Ms. Sabrina Bruno, Vaughan Youth Councillor, and report titled “State of the Youth Report, (Fall 2008 – Winter 2009)”, be received.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 26, Report No. 2, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 3, 2009, as follows:

By replacing the word “Cosmo” contained in the Committee of the Whole recommendation with the name “Cosimo”.

26

**PRESENTATION – ROYAL CREST ACADEMY
WITH RESPECT TO GLASS IN PLAYGROUND AREAS**

The Committee of the Whole recommends that the deputation of Alexander Cosmo Yeung Racco, Royal Crest Academy, be received, and referred to staff for a report on the proposition to prohibit glass and other breakable objects on playground areas in order to minimize the risk of any injuries.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 27, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

**27 CEREMONIAL PRESENTATION – FEDERATION OF CANADIAN MUNICIPALITIES
 WITH RESPECT TO THE GREEN MUNICIPAL FUND**

Ms. Brenda Hogg, Regional Councillor and Deputy Mayor of the Town of Richmond Hill, on behalf of the Federation of Canadian Municipalities (FCM), presented to the City of Vaughan a cheque in the amount of \$1,000,000 from the Federation of Canadian Municipalities "Green Municipal Fund", in recognition of the City of Vaughan's "Greening Vaughan" initiatives.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 3, 2009

Item 28, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 3, 2009.

**28 CEREMONIAL PRESENTATION – CERTIFICATE PRESENTATION TO
 RETIREES MR. ALFRED BEASLEY AND MR. GARY HILLIARD**

Mayor Jackson and Members of Council presented Mr. Gary Hilliard and Mr. Alfred Beasley with a certificate and gift in honour of their retirement and in recognition of their years of dedicated service to the City of Vaughan.