

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 1, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**1 CONTINUATION OF GREENING VAUGHAN ADVISORY COMMITTEE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Greening Vaughan Advisory Committee, dated April 20, 2009:**

**Recommendation**

The Greening Vaughan Advisory Committee recommends that the committee remain in place until such time as the existing committee is re-designated a subcommittee of the Environment Committee.

**Economic Impact**

There is no economic impact

**Communications Plan**

There is no Communications Plan.

**Purpose**

To formally have the Greening Vaughan Advisory Committee (GVAC) remain in place until such time as the existing committee is re-designated a subcommittee of the Environment Committee.

**Background - Analysis and Options**

On February 24, 2009, Council adopted the following:

*"That the Greening Vaughan Advisory Committee remain in place until April 2009".*

A motion was tabled at the Environment Committee on February 3, 2009 recommending the re-designation of the existing Greening Vaughan Committee as a subcommittee of the Environment Committee (Report 1, Item 4 of the Environment Committee entitled, "Future of Greening Vaughan Committee" was adopted by Council on February 24, 2009).

The development of a new Terms of Reference and the membership composition (to include additional staff and citizen representatives) are two significant issues that require extensive discussion and resolution by the existing committee. It was determined that the existing Greening Vaughan Advisory Committee should remain in place until its re-designation as a subcommittee of the Environment Committee.

**Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the priorities set by Council, specifically, "Pursue Excellence in Service Delivery" and "Lead and Promote Environmental Sustainability".

**Regional Implications**

There is no Regional implications.

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**Conclusion**

As the Greening Vaughan Advisory Committee has played an integral role in the success of the Greening Vaughan Comprehensive Waste Management Plan, it is recommended that the committee remain in place until such time as the committee is re-designated a subcommittee of the Environment Committee.

**Attachments**

N/A

**Report prepared by:**

Lilian Pagnanelli  
Assistant City Clerk

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Item 2, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**2 PROCLAMATION REQUEST FOR EMERGENCY PREPAREDNESS WEEK (EP WEEK)**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Manager of Emergency Planning and Fire Chief, dated April 20, 2009:

**Recommendation**

The Manager of Emergency Planning and Fire Chief recommend:

- 1) That the week of May 3 - 9 2009, be proclaimed as “**Emergency Preparedness Week**”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Economic Impact**

N/A

**Communications Plan**

The Corporate Communications Department posts proclamations issued by the City on the City’s Website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability.

**Purpose**

To recognize the importance of the need for all citizens to be prepared for an emergency and to build a disaster resilient community.

**Background - Analysis and Options**

The concept of Emergency Preparedness Week was adopted by all levels of government in Canada in 1995. The first official Emergency Preparedness Week occurred in 1996.

The purpose of EP Week is to promote public awareness of being prepared to survive an emergency. The key message is “72 hours – is your family prepared”. It is every person’s responsibility to be prepared to survive an emergency situation for 72 hours. Individuals can do this by putting together a 72-hour emergency kit, learning about the City’s Emergency Response Plan, planning an escape route, identifying a meeting place, knowing what types of emergencies can happen and how to react. If a disaster happens in the City, it may take rescuers up to 72 hours to get to everyone in need of help.

The Emergency Planning Program initiated a personal preparedness campaign in 2005 by distributing items that should be in a 72-hour kit and emergency preparedness guides at various community events. These items and guides have been provided to City personnel so that they may lead by example. The Emergency Planning Program provides workshops to the public, community groups and industry on personal emergency preparedness.

**Relationship to Vaughan Vision 2020**

This report is in keeping with the Vaughan Vision specifically

Strategic Goal: Service Excellence

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Strategic Objective: Enhance and Ensure Community Safety, Health and Wellness

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

**Regional Implications**

Public awareness and education is a mandatory element for an essential level emergency management program and as such, the York Region will also be recognizing Emergency Preparedness Week.

**Conclusion**

The Manager of Emergency Planning and Fire Chief are recommending that the week of May 3, 2009, be proclaimed as “**Emergency Preparedness Week**” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Attachments**

Proclamation

**Report prepared by:**

Sharon Walker  
Manager of Emergency Planning

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

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Item 3, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**3** **PROCLAMATION AND FLAG RAISING REQUEST –  
FILIPINO DAY JUNE 14, 2009**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 20, 2009:**

**Recommendation**

The City Clerk recommends:

- 1) That Sunday, June 14, 2009 be proclaimed "Filipino Day" to commemorate the 111<sup>th</sup> anniversary of Philippine Independence;
- 2) That the Philippine Flag be raised on Sunday, June 14, 2009 at 11 a.m. for the balance of that day at the Civic Centre;
- 3) That the proclamation be posted on the City's website and published on the City Page space permitting; and
- 4) That a permit be issued on Sunday June 14, 2009 to the Filipino Canadian Charitable Association of Vaughan at "no cost" to use Council Chambers and the Civic Centre Foyer for a reception and luncheon

**Economic Impact**

Approval to grant a permit at "no cost" will impact permitting revenues generated.

**Communications Plan**

The Corporate Communications Department posts proclamations issued by the City on the City's website under "Events – Proclamations". Publishing proclamations on the City Page depends on space availability.

**Purpose**

To respond to the request received from the Filipino Canadian Charitable Association of Vaughan, dated March 25, 2009. (Attachment #1)

**Background - Analysis and Options**

A request has been received from the Filipino Canadian Charitable Association of Vaughan, dated March 25, 2009 to proclaim Sunday June 14, 2009 as "Filipino Day", to raise the Philippine Flag at 11 a.m. on that day, to commemorate the 111<sup>th</sup> anniversary of Philippine Independence. (Attachment #1) The Association is planning a reception and luncheon, including entertainment, following the flag raising ceremony, and have requested permission to use Council Chambers and the Civic Centre Foyer. Council has granted this request in the past.

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

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**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**

N/A

**Conclusion**

Staff is recommending that June 14, 2009 be proclaimed “Filipino Day”, that the Philippine Flag be raised at 11 a.m. at the Civic Centre for the remainder of that day, that a permit be issued at no charge for the Council Chamber and Civic Centre foyer for a reception and luncheon, and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Attachments**

Attachment #1 – Correspondence from the Filipino Canadian Charitable Association of Vaughan, dated March 25, 2009

**Report prepared by:**

Connie Bonsignore, Admin Assistant

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

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**PROCLAMATION REQUEST –  
GIRLS RIGHTS WEEK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 20, 2009:

**Recommendation**

The City Clerk in recommends:

- 1) That April May 4<sup>th</sup> through May 8<sup>th</sup>, 2009 be proclaimed as “Girls Rights Week”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Economic Impact**

N/A

**Communications Plan**

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability.

**Purpose**

To respond to the request received from the Executive Director of Girls Incorporated® of York Region.

**Background - Analysis and Options**

The correspondence received from the Executive Director of Girls Incorporated® of York Region, dated March 24, 2009, is attached (Attachment #1).

The proclamation request meets the City’s Proclamation Policy, as follows:

“That upon request, the City of Vaughan issue Proclamations for events, campaigns or other similar matters:

- (i) which are promoted by any organization that is a registered charity pursuant to Section 248 of the Income Tax Act”

Girls Incorporated® of York Region (GIYR) is a non-profit youth organization that is dedicated to empowering girls and young women to seek the highest quality of life possible. The various programs offered help girls and young women develop to the fullest of their capacities in all areas of life, while giving them the skills needed to be empowered, productive and contributing members of society

**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.

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**Regional Implications**

N/A

**Conclusion**

Staff is recommending that May 4<sup>th</sup> through May 8<sup>th</sup>, 2009 be proclaimed as “Girls Rights Week” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Attachments**

Attachment #1 - Correspondence from Girls Incorporated® of York Region, dated March 24, 2009

**Report prepared by:**

Connie Bonsignore, Admin Assistant

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

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**5                    PROCLAMATION - 2009 NATIONAL PUBLIC WORKS WEEK**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 20, 2009:**

**Recommendation**

The Commissioner of Engineering and Public Works, recommends that:

1. Council proclaim the week of May 17-23, 2009, as "Public Works Week" in the City of Vaughan;
2. At the discretion of the Commissioner of Engineering and Public Works, appropriate staff from the Commission be authorized to assist the Ontario Public Works Association and the American Public Works Association in planning and executing the APWA Congress and Exposition, to be held in Toronto in 2014; and,
3. Council adopt the following resolution:

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

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

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

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

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

*NOW THEREFORE BE IT RESOLVED THAT Council proclaim the week of May 17-23, 2009 as "Public Works Week" in the City of Vaughan, and request that all citizens and elected officials recognize the contributions which Public Works make every day to their health, safety, comfort, and quality of life in the community.*

**Economic Impact**

N/A

**Communications Plan**

The Public Works Event being held on May 23, 2009 will be advertised in the local papers, on the City's web site, and on mobile signs throughout the City. In addition, a media release will be issued.

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#### **Purpose**

To request that Council proclaim May 17-23, 2009 as “National Public Works Week” in the City of Vaughan, and to present an overview of the City’s Public Works Week event to be held at the Joint Operations Centre on Saturday, May 23, 2009.

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

##### A - Public Works Week Event

Since 1960, the American Public Works Association has sponsored National Public Works Week. The purpose of National Public Works Week is to celebrate the hard work and dedication of the many thousands of men and women in North America who provide and maintain the infrastructure and services collectively known as public works. For 2009, Public Works Week is the week of May 17-23.

The theme for this year is “Revitalize, Reinvest and Renew”. These words are meant to signal a change in thinking, and a new direction in practice.

*Revitalizing* our infrastructure means finding new ways to sustain performance, using new materials and increasing efficiency.

*Reinvesting* in our infrastructure will ensure safety, longevity, and positive quality of life.

*Renewing* our infrastructure means replacing and reinvigorating the systems and structures on which we depend.

The American Public Works Association has stated that, “The future is now, and public works professionals must lead the way in addressing the issues that have been out-of-sight/out-of-mind for too long.” Public Works Week is but one means of calling attention to the importance of Public Works in the community, and its role in ensuring these essential services are available for future generations.

On Saturday May 23, 2009, the Public Works Department will host its Public Works Week event at the Joint Operations Centre located at 2800 Rutherford Rd. This event will provide a public forum to educate, and get feedback from, residents about various road maintenance, water distribution, wastewater collection, and “Greening Vaughan” waste management initiatives. It will be held at the north-east employee parking lot (rain or shine) from 10:00 a.m. to 3:00 p.m. and it is intended to enhance the public’s understanding of various practices and initiatives undertaken by the Public Works Department.

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

- A reuse event, whereby residents will be encouraged to donate their gently used items to a charitable organization (Goodwill)
- The Region’s Household Hazardous Waste facility will be open to accept materials
- The promotion of Kraft Paper Bags (City of Vaughan - Public Works)
- The sale of Blue Boxes (City of Vaughan – Public Works)
- The sale of Backyard Composters (City of Vaughan – Public Works)
- The sale of Green Bins and Kitchen Containers (City of Vaughan – Public Works)
- The promotion of “Greening Vaughan”, as well as other waste management initiatives (City of Vaughan – Public Works)
- Displays about Water Quality & Roads Maintenance (City of Vaughan – Public Works)
- The Mulch Give-Away (City of Vaughan – Parks & Forestry Department)

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- York Region displays pertaining to Waste Management
- The use of free on-site document shredding services
- Displays and give-aways promoting energy efficiency hosted by PowerStream
- Emergency Preparedness information (City of Vaughan - Vaughan Fire and Rescue)
- Promotion of city-wide environmental programs (City of Vaughan - Economic Development)
- GIS and Survey displays (City of Vaughan - Engineering Services Department)

Once again, the City's Public Works Department will be participating in the 'York Region Area Municipalities Challenge', where area municipalities challenge each other in Municipal Works equipment operating contests. As part of the event, the Mayors of the area municipalities also compete against each other, driving trucks and/or other equipment through an obstacle course. This event takes place on May 20 at the Town of Richmond Hill's facility on Elgin Mills Road. In 2008, the City of Vaughan's Public Works Team took First Place overall, and won the Miller Cup.

As part of Public Works Week, the City will also hold its annual Public Works barbeque at the JOC for all Public Works, Engineering and Parks and Forestry employees.

Each year, the Ontario Public Works Association presents the "Bruce Brunton Award" to recognize municipalities who actively participate in, and engage the public in, Public Works Week and its events. Earlier this year, the City of Vaughan received an Honourable Mention award in the category of municipalities with 150,000+ population for its 2008 Public Works Week programs.

#### B - APWA Congress and Exposition in 2014

The City of Vaughan, and its Engineering and Public Works Commission, have been long standing supporters and members of the American Public Works Association, and continue to be so today. The City's Engineering and Public Works employees are active in the Ontario Public Works Association's (OPWA), activities, and employees have served on its Committees. The City's Director of Public Works has served on the Board of Directors for the OPWA, and was a presenter and speaker at the APWA's North American Snow Conference in 2003. As part of his affiliation with the OPWA, he was asked to appear before the 2014 APWA Congress Site Selection Committee in June of 2008, in support of bringing this event to Canada, specifically the Toronto area. On September 25, 2008 it was announced that the American Public Works Association chose Toronto as the location to hold its annual Congress and Exposition. This event will take place from August 17 – 20, 2014, and will draw several thousand public works professionals from around the world. The Congress and Exposition provides numerous educational opportunities through its various seminars, sessions, and equipment displays. The last time an APWA event was held in the Toronto area was in 1988.

Such an undertaking will require significant volunteer resources to put together to ensure its success. As such, the OPWA and the APWA will be looking to the various municipalities and organizations to supply staff to assist with the planning, set-up and execution of this significant event. As Vaughan staff play an active role in OPWA and APWA, and such involvement contributes to the professional development of staff, it is recommended that the Commissioner of Engineering and Public Works be authorized to allow, at his discretion, appropriate Engineering and Public works staff to assist in preparing for, and executing the, 2014 APWA Congress and Exposition.

#### Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council, and complies with Vaughan Vision 2020's Goals and Objectives. The Public Works Week event ties into the Goal of "Service Excellence" and its Objective of "Lead and Promote Environmental Sustainability".

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Participation in APWA and OPWA events ties in the Goal of “Staff Excellence” and its Objectives of “Support the Professional Development of Staff”, as well as “Value and Encourage a Highly Motivated Workforce”.

**Conclusion**

National Public Works Week provides a venue by which municipalities across North America can inform, educate, and in some cases, give back to the public, initiatives borne by Public Works departments.

To date, the Public Works Events have been well attended. As such, it is important to build on previous year’s successes, and use this as another opportunity to promote not only the Public Works Week theme, but also promote the City’s environmental initiatives as well.

The 2014 APWA Congress and Exposition will provide world class educational opportunities for Engineering and Public Works staff. In order to make the event successful, Vaughan may be requested to provide assistance in the planning, set-up, and execution of this event.

**Attachments**

N/A

**Report prepared by:**

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

Brian T. Anthony,  
Director of Public Works

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Item 6, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

6

**CONCORD WEST STREETScape  
COMMUNITY ADVISORY COMMITTEE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri, dated April 20, 2009:

**Recommendation**

Regional Councillor Mario F. Ferri in consultation with Ward 4 Councillor Sandra Yeung Racco recommends:

1. THAT a Concord West Streetscape Community Advisory Committee be established, and the Commissioner of Planning be directed to prepare a Terms of Reference for this non-statutory streetscape advisory committee and report to the April 20, 2008 Committee of the Whole with a proposed Terms of Reference;
2. THAT the Regional Municipality of York in consultation with the appropriate City of Vaughan staff be requested to provide the following deliverables for presentation to the Concord West Streetscape Community Advisory Committee for input:
  - a) Streetscape Improvement Plan Matrix (Immediate, Short and Long Term Opportunities, Costs, Funding Source and Implementation).
  - b) Streetscape Improvement Phasing Plan (Include context of timing for Keele Street Highway 7 EA and VIVAnextBRT).
  - c) Design Concepts (Key Areas).

**Economic Impact**

There is no immediate economic impact associated with this report. However, the long range financial implications will include future capital funding request for streetscape improvements, and the maintenance cost associated with this type of infrastructure, including long term replacement, which is not quantified at this time.

**Communications Plan**

A communication plan will follow as part of the Terms of Reference.

**Purpose**

The purpose of this report is to obtain Council direction to proceed with the establishment of the Concord West Streetscape Community Advisory Committee on the basis of the Terms of Reference to be prepared by the Development Planning Department, and a request that the Regional Municipality of York develop a Streetscape Improvement Plan Matrix with Conceptual Design Concepts for the area.

**Background - Analysis and Options**

On January 10, 2003, the President of the Concord West Ratepayers Association, made a formal request to the City of Vaughan through the local Ward 4 Councillor, to establish a Streetscape Advisory Committee to improve the appearance, upkeep and maintenance of the Keele Street and Highway No. 7 area (Attachment #1).

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In response to the request from the Concord West Ratepayers Association, staff from the Development Planning Department conducted an analysis on the feasibility of establishing a streetscape committee for the Concord West Community. Following a presentation to the local Ward 4 Councillor, it was determined that the forming of a streetscape committee would be premature due to the Keele Street and Highway No. 7 area having been previously identified for possible extensive road improvements by the Region of York.

It was determined at the time that the creation of a streetscape committee should be delayed until the Region of York has completed a formal EA (Environmental Assessment) for improvements to the Keele Street and Highway No. 7 intersection and surrounding area. York Region is now currently undertaking the EA for the Keele Street and Highway No. 7 area with a Construction Program on the intersection improvements estimated for 2014. However, the Region's Construction Program is reviewed yearly and may be addressed accordingly.

On November 6, 2008 the president of the Concord Ratepayers Association contacted Regional Councillor Mario F. Ferri through an e-mail (Attachment #3), requesting my assistance in championing the establishment of a Concord West Streetscape Community Advisory Committee, given my experience with the establishment of the Maple Streetscape Committee, and the fact that I currently sit on both Vaughan's and Region of York's Council.

The Concord West Ratepayers Association has requested that the City establish a Concord West Streetscape Community Advisory Committee at this time, as opposed to delaying it until the Region has completed the EA. By establishing this committee now, it will provide a forum for the community to provide their organized and collaborative comments and input to the Region of York and City of Vaughan on streetscape beautification improvements and related funding initiatives. Furthermore, this request has been active for 6 years and the residents in the Concord West community now deserve the creation of this non-statutory advising committee.

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

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

#### **Regional Implications**

To be determined by the Terms of Reference.

#### **Conclusion**

The establishment of the Concord West Streetscape Community Advisory Committee populated by representatives of the City of Vaughan, Region of York and local residents will provide a forum for community input on matters related to streetscape improvement projects in the public realm.

#### **Attachments**

1. President of Concord Ratepayers Association's formal request to the then Ward 4 Councillor, Mario G. Racco
2. Location Map
3. President of Concord Ratepayers Association November 6, 2008 E-mail to Regional Councillor Mario F. Ferri.

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

Regional Councillor Mario F. Ferri

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

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Item 7, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**7                    PROGRESS REPORT ON THE SORA INTERNATIONAL PARTNERSHIP**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri and the Director of Economic Development, dated April 20, 2009:**

**Recommendation**

Regional Councillor Mario Ferri and the Director of Economic Development recommend:

1. THAT this report be received for information.

**Economic Impact**

There are no additional costs associated with this report.

**Communications Plan**

Any activity involving projects arising from this, or future business, socio-cultural or educational exchanges shall be communicated to the public in accordance with the Corporation's communications policies.

**Purpose**

To provide an update on the international partnership activities between the City of Vaughan and City of Sora, Italy.

**Background – Analysis and Options**

The City of Sora, Italy has been a sister city to Vaughan since 1992. Since the inception of the twinning relationship, there have been a number of economic and socio-cultural exchanges. Although the primary focus of Vaughan's International Partnership Program is to increase the business exchanges between Vaughan and its partnership cities; cultural, educational and professional exchanges are also important aspects of the partnership.

In July 2007, the City of Vaughan, in cooperation with York Region, the Vaughan Chamber of Commerce and the Italian Chamber of Commerce in Toronto undertook a business mission to Italy. In recognition of the City's Sister City relationship, the delegation held official meetings with the City of Sora to reaffirm our relationship and discuss next steps in the evolution of the International Partnership Program.

Through the sharing of Protocols, the following matters were explored:

- A statue or marker to be erected in Frosinone, at their cost, to commemorate the very first Allied soldier to enter and subsequently perish on the streets of Frosinone.
- A donation of 10,000 euro (approximately C\$14,000) to be made by the LaRocca Family in Sora to the La Rocca Memorial Society in Vaughan, in support of our youth.
- A professional development exchange for chef owner/operators of Vaughan restaurants with the Culinary Institute in the Province of Frosinone.

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- A student exchange of up to thirty students from the intermediate grades (6,7,and 8) between the Cities of Vaughan and Sora.
- As an outcome of a “best practices” discussion, the City of Sora commit their architects to work together with our planners to integrate the creation of piazzas in the City of Vaughan’s OPA, currently in progress.
- The City of Sora, the Province of Frosinone and the Region of Lazio commit to support initiatives tied to the 20<sup>th</sup> Anniversary of the twinning between the Cities of Vaughan and Sora in 2012.
- An agreement that the City of Vaughan’s Economic Development Department, together with the Italian Chamber of Commerce of Toronto and the Vaughan Chamber of Commerce to work together in support of business development opportunities.
- A commitment from the Province of Frosinone, province of origin for thousands of Vaughan and GTA residents, to assist in securing historically significant artifacts to be displayed at the AMICI Museum in Vaughan (Commitments were also received from the City of Parma, as well as from the Chambers of Commerce in Bergamo, Sondrio, Cosenza, Vibo, Valentia and Catanzaro).

#### Outcomes Arising from International Partnership with Sora

Since the 2007 visit, the City has worked on developing and strengthening its international partnership program with Sora, and specifically on furthering the initiatives referenced in the Protocols of Intent.

#### Sora Student Visit 2008 & Post-Visit Activities

In 2001, the City of Vaughan had invited students from the Sora/Pescosolido area of Italy for a student exchange visit. The visit was cancelled due to the events of 9/11. During the City’s mission to Italy in 2007, discussions were held to reinstate this initiative. Council approved a report to the Committee of the Whole, dated June 16, 2008, announcing the visit.

In the spirit of our Sister City relationship, the City of Vaughan assisted in organizing and facilitating the initial student visitation program. Vaughan welcomed an official three-person delegation from Sora as well as twenty-five 12/13-year old students and four chaperones from Scuola Secondaria di Primo Grado Giuseppe Rosati, from October 3<sup>rd</sup> to 12<sup>th</sup> 2008. The purpose of their visit was to learn about Vaughan and Canada through a series of social, geographic and historical activities and visits. In addition to class visits at St. David’s Catholic Elementary School and Maple High School, the students visited the Provincial Legislature and Vaughan sites, such as the McMichael Canadian Art Collection, Kortright Centre, Reptilia and the AMICI Museum. Attachment 1 is the Itinerary for the Sora Student Visit in 2008.

During the visits to the schools, the Italian students were paired with local students and integrated into classroom activities. These visits expanded their perspectives, from elementary to the high school environment, and from the Italian to the Canadian school experience. The local schools also undertook to integrate the Italian students and teachers into their social activities outside the classroom.

During their visit to Toronto, the students and municipal officials appeared on a CHIN Radio program to share their experiences and their impressions of Canada. Their appearance created public awareness of Vaughan’s connections with its local ethnic communities as well as international communities.

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This visit was made possible through the cooperation and generosity of the Sora Club, Ciociaro Cultural Club and Lazio Federation. These community organizations were responsible for arranging the students home stays and social activities.

Following the visit, the Sora students prepared short essays, “Viaggio in Canada” recollecting their visit (see Attachment 2). The success of the Sora Student Visit to Vaughan has prompted an interest from Scuola Secondaria di Primo Grado Giuseppe Rosati to establish an ongoing student exchange program. Working through the Sora municipal government, a Protocol of Understanding (Attachment 3) from the Director has been forwarded to the City of Vaughan. In the spirit of co-operation, and recognizing that educational visits and exchanges are the purview of Schools Boards, Vaughan will be forwarding this Protocol to the York Catholic District School Board and the York Region District School Board for their review, consideration and possible action.

#### Planning Initiatives

Piazas or public squares and other open spaces are an integral part of communities. The development of these assets serves to connect people, promote dialogue and animate or enliven their surroundings. Recognizing its importance, on November 18, 2008, Sora Council passed the Giunta Municipale Act (Attachment 4) which served as their basis to engage in professional exchange activities and sharing “best practices” knowledge for the development of piazas in our community. The Giunta Municipale Act dedicates technical resources demonstrating their ongoing commitment to Vaughan.

The City of Vaughan will be receiving an official three-person delegation from Sora in May 2009. During this visit, Vice Mayor Maria Gabriella Paolacci will be accompanied by a planner/architect, providing an opportunity to share knowledge with respect to developing public spaces. Vaughan’s Planning Department will be organizing a Public Spaces Workshop during this visit, inviting City Staff and the development community.

#### Other Initiatives Arising from the International Partnership

In addition to the direct benefits to the City, i.e. planning and professional exchanges, and business development opportunities, international partnership relationships open doors to arts, cultural, social and educational opportunities.

The City of Vaughan dedicated a park and statue to Alberto LaRocca, a young police officer of Sorani origins, in 2001. The Region of Frosinone is preparing a commemorative marker or statue of an Allied soldier to be ready for unveiling in May 2009. The commemorative marker is a reciprocal gesture to the LaRocca dedication. In addition to this marker, the AMICI Museum in Vaughan has received commitments from Italian communities for the provision of artifacts, to encourage understanding of the Italian cultural heritage.

The youth of both Vaughan and Sora are significant beneficiaries of our Sister City relationships. During the 2007 visit, the LaRocca Family in Sora agreed to donate 10,000 euros to the LaRocca Memorial Society, in support of youth in Vaughan. Eighteen Vaughan students benefited from bursaries in 2008. These bursaries recognize scholastic achievement, community involvement and leadership. The donation also made possible the publication of a five-year commemorative booklet.

#### Relationship to Vaughan Vision 2020

This report is consistent with goals and objectives of Vaughan Vision 2020 and the resources have already been allocated.

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#### **Regional Implications**

Not applicable.

#### **Conclusion**

International Partnerships create many opportunities, ranging from business opportunities to increase local industry competitiveness and prosperity, to social and cultural enrichment. The City of Vaughan's partnership with Sora clearly demonstrates a continuing interest from our local community groups and schools to expand their knowledge and networks beyond our borders. Sora officials have shown great interest in furthering not only educational exchanges, but are looking at business development initiatives and knowledge exchange for city building.

The City of Vaughan has articulated its desire to build a complete community where the places of interaction and interface play a key role in connecting all facets of a city. Piazzas, or public squares have been part of the urban fabric in Italy for centuries. The Giunta Municipale Act and the upcoming visit of the Sorani planner/architect provides an excellent opportunity to share knowledge and best practices to enrich our Official Plan and help build areas such as the Vaughan Corporate Centre, as well as the smaller village cores. A Public Spaces workshop would be a good first step to establishing such professional exchanges.

The City of Vaughan has facilitated the first successful student visit from Sora. However on an ongoing basis, student exchanges are the responsibility of the appropriate school authorities. Therefore, the proposal received from Sora and Scuola Secondaria di Primo Grado Giuseppe Rosati shall be referred to the appropriate school authorities for their review and consideration.

#### **Attachments**

1. Sora Student Visit Itinerary
2. Viaggio in Canada
3. Protocol of Understanding - Scuola Secondaria di Primo Grado Giuseppe Rosati
4. Giunta Municipale Act

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

Shirley Kam, Manager of Economic Development  
Michael Nepinak, Director of Economic Development

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

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**8                    THORNHILL PARK TENNIS CLUB SEASONAL TENNIS DOME – WARD 5**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and Directors of Building and Facilities, Recreation and Culture, Parks Development and Parks Operations and Forestry, dated April 20, 2009:**

**Recommendation**

The Commissioner of Community Services and Directors of Building and Facilities, Recreation and Culture, Parks Development and Parks Operations and Forestry, in consultation with the Directors of Legal Services and Reserves and Investments, recommend:

- 1) That the City enter into an agreement authorizing the Thornhill Park Tennis Club to install a seasonal tennis dome annually over the Thornhill Park tennis courts beginning in October 2009;
- 2) That the Thornhill Park Tennis Club obtain all necessary City approvals and permits including, but not limited to, Committee of Adjustment approval, Building Permit, and all required City Departments at their cost;
- 3) That all costs associated with the purchase, maintenance, installation and removal of the tennis dome be the responsibility of the Thornhill Park Tennis Club;
- 4) That the existing license agreement with the Thornhill Park Tennis Club for their exclusive use of the Thornhill Tennis Clubhouse for six months of each year, be amended to include, but not limited to:
  - extend access from the current six months to a full year; and,
  - assign the responsibility of the additional operating costs to maintain the Thornhill Tennis Clubhouse for the additional six months to the Thornhill Park Tennis Club;
- 5) That the terms of the agreements take into account the conditions identified by Heritage Vaughan, comply with the Thornhill Heritage Conservation District Plan, the Ontario Heritage Act, and be to the satisfaction of the City Solicitor; and,
- 6) That by-laws be enacted to authorize the execution of the agreement for the seasonal tennis dome and the amending license agreement for the Thornhill Park Tennis Club's use of the Thornhill Tennis Clubhouse.

**Economic Impact**

The Thornhill Park Tennis Club (TPTC) will be responsible for all costs associated with the proposed tennis bubble including, but not limited to, the purchase of the bubble, maintenance, utilities of the bubble and permit fees for the rental of the tennis courts and as a result no economic impact to the City.

The TPTC will also assume the responsibility for the full costs to operate the Thornhill Tennis Clubhouse for the additional six months and to offset the costs to refurbish the tennis courts from the extended wear.

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#### **Communications Plan**

Council's direction on this matter will be relayed to the executive of the Thornhill Park Tennis Club. In turn, the executive will communicate the information to the existing members of the association as well as promote it to potential members as they launch the fall, winter tennis programs through such mediums as direct mailing, newspaper ads, posters within community centres, the Recreation and Culture guide and the City of Vaughan website.

#### **Purpose**

The purpose of this report is to seek Council approval to enact a by-law authorizing the execution of an agreement with the Thornhill Park Tennis Club that outlines the terms for the annual installation of a seasonal tennis dome over the Thornhill Park tennis courts and to amend the terms and provisions of the license agreement with the Club for their use of the Thornhill Park Clubhouse.

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

The Thornhill Park Tennis Club (TPTC) is a non-profit organization and is the tenant of the Thornhill Tennis Clubhouse and tennis courts. Via a Management Team appointed by its Board of Directors, the TPTC has applied for a Heritage Permit for a seasonal tennis dome or "bubble" that will be erected every year in October and be maintained until the end of April in order to house the club's winter tennis activities.

#### **Heritage Vaughan Review**

The Thornhill Park, the Thornhill Tennis Clubhouse and tennis courts at 26 Old Yonge Street are property owned by the City of Vaughan (Site Map shown on Attachment). Thornhill Park is located within the Thornhill Heritage District and, therefore, is designated under Part V of the Ontario Heritage Act. As such, any changes to the property (including exterior alterations, additions or demolition) require, in addition to all other City approvals, the approval of a Heritage Permit application in accordance with the Thornhill Heritage Conservation District Plan and the Ontario Heritage Act.

The Heritage Vaughan Committee reviewed the tennis bubble proposal at its meeting of December 2008 and had no objections to the proposal.

#### **Analysis of Proposal**

The proposed "tennis bubble" is a seasonal structure, and will be made of an opaque polyester fabric that will largely block any lighting from within the dome seen from the outside and will be supported by mechanically supplied air. Blackmore Tennis Club in Richmond Hill uses a structure like this to cover its courts through the winter season enabling the club to provide amenity to the community year-round.

The maximum height will be 37 feet, as it will span to cover all four courts presently there. When it is put away, it will be stored off-site or possibly on-site without the requirement of an additional structure. The construction of an additional structure or shed will not be needed in order to store the dome during the summer.

Staff met with the TPTC and reviewed the details related to their business plan. The basis of the agreement will include, but not be limited to, the discussion points and the contents of the plan summarized below.

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##### Winter Tennis Program

- The winter tennis program will operate from October to April and the daily (weekday and weekend) hours of operation will be within the 7am to 11pm time frame.

##### Financial

- The initial investment will be approximately \$400,000 and will be mortgaged through a number of investors including a financial institution. The TPTC has projected a 3 to 4 year repayment plan bases on projected users.
- In respect to any potential leasehold mortgage the City would require that in the event of default, the City's consent would be required prior to the exercise of any default remedies.

##### Community Consultation and Benefit

- The proposal has the support from the Society for the Preservation of Historic Thornhill (SPOHT), and a community survey issued during the Thornhill Village Festival has revealed community endorsement; 152 of 157 (97%) indicated interest in winter tennis at the TPTC.
- In addition to offering scheduled lessons and leagues, the TPTC will also allocate a portion of the week to pay-as you-go drop in program to allow the public at large to benefit from casual tennis.

##### Maintenance, Installation and Removal

- The TPTC will be solely responsible for the annual maintenance, installation and removal of the bubble and for any damages to the tennis courts. Note: The City reserves the right to be present and approve the structure placement and methodology.
- Ground repairs and/or restoration needed from the annual removal of the courts will be the responsibility of the TPTC.

##### Reserve Fund for Tennis Courts Resurfacing

- On an annual basis the TPTC contributes to a reserve fund established to offset the costs to refurbish the tennis courts.

##### Committee of Adjustment and Building Permit

- The TPTC will be responsible for obtaining all necessary City approvals and permits including but not limited to, Committee of Adjustment approval, Building Permit, and all required City Departments at their cost.

##### Lights

- Lights will be contained within the bubble and existing pole lights will not be used.
- The material of the bubble would be opaque so lights from within the bubble would be very minimal from outside of the bubble.

##### Noise

- The air pump will be installed against the current court fence on the east side. Noise level is very low and meets standards against the current distance to businesses and resident homes.

##### Parking

- The current parking lot can be used with any overflow parking redirected to the Park parking lot just down the street.

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##### Insurance

- The TPTC will be responsible for obtaining the necessary liability insurance that indemnifies and holds harmless the City from all claims and actions arising from the use of the courts during the winter season.
- The liability insurance certificate will be for a minimum of \$2,000,000, name the City as an additional insured and submitted to Recreation and Culture at least one month prior to the installation of the bubble.

##### Thornhill Park Tennis Clubhouse License

- The existing license for the TPTC's use of the Thornhill Park Tennis Clubhouse grants them exclusive use for six months (April 15 to October 15) of the year with corresponding terms and provisions.
- The intent of this proposal is to offer indoor winter tennis from October to April and access to the clubhouse will be required for 12 months. The terms and provisions of the existing license must therefore be amended to coincide with the extended term. Additionally, the terms will be amended to include the responsibility of the TPTC to offset the costs to maintain the clubhouse for the additional six months.

#### **Summary**

The tennis bubble will not be in direct contact with any historical buildings; therefore its impact is contextual, as a backdrop within the Heritage District – specifically in views north from Centre Street and views west from Old Yonge Street and Yonge Street.

The presence of the structure is entirely reversible, in the sense that it can be taken down and there would be no historic fabric in the Heritage Conservation District that would be damaged or having lost cultural value by it having existed.

The trends analysis completed as part of the **Active Together Master Plan** confirms the increasing participation in tennis by the older adult demographic and the stable participation in other ages. As well, over the past few years staff have received requests from residents for indoor tennis.

Staff recognize the use of the facility year-round as a beneficial activity to have available to the community within the Thornhill Park and are satisfied with the details of their business plan.

#### **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:**  
Enhance and Ensure Community Safety, Health & Wellness.

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 associated with this report.

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**Conclusion**

This report provides Council with information on the Thornhill Park Tennis Club's proposal to erect a seasonal tennis dome over the Thornhill Park tennis courts.

The tennis bubble will not be directly in contact with any historical buildings the presence of the structure is entirely reversible, in the sense that it can be taken down and there would be no historic fabric in the Heritage Conservation District that would be damaged or having lost cultural value by it having existed.

Staff have reviewed the terms outlined by the TPTC and are satisfied that they are responsible. Further, staff recognize the use of the facility year-round as a beneficial activity to have available to the community within the Thornhill Park.

The Legal Services Department advises that the Agreement would contain standard terms such as indemnification. In respect to any potential leasehold mortgage the City would require that in the event of default, the City's consent would be required prior to the exercise of any default remedies.

**Attachments**

1. Thornhill Park Site Map

**Report Prepared By**

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

Mary Reali, Director of Recreation and Culture, ext. 8234

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 9, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**9                    NATIONAL YOUTH WEEK - VAUGHAN YOUTH WEEK - MAY 2 - 9, 2009**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and Director of Recreation and Culture, dated April 20, 2009:**

**Recommendation**

The Commissioner of Community Services and Director of Recreation and Culture, in consultation with the Area Recreation Managers, recommend:

- 1) That Council proclaim the week of May 2 – 9, 2009, as “Vaughan Youth Week” in the City of Vaughan; and,
- 2) That the **Vaughan Youth Week 2009 Activity Poster** (Attachment 1), outlining the youth-based activities and events scheduled to be held during Vaughan Youth Week at community centres across the city, be received.

**Economic Impact**

There is no economic impact related to this report. Funding for the youth programs and initiatives indicated in this report has been incorporated into the 2009 Recreation and Culture base operating budget.

**Communications Plan**

The proclamation of Vaughan Youth Week 2009, including a schedule of Youth Week activities and events, will be posted on the City’s website and published on the City Page, space permitting.

Further, a Vaughan Youth Week 2009 Activity Poster will be distributed to Vaughan based elementary and secondary schools and made available throughout City libraries and community centres, specifically within youth rooms and on community display boards. Outreach to community groups, cultural organizations and businesses will take place via poster distribution and a news release.

**Purpose**

The purpose of this report is to request that Council proclaim May 2 – 9, 2009 as “Vaughan Youth Week” in the City of Vaughan, and to present an overview of the youth-based activities and events scheduled to be held at community centres across the city, as organized by the Recreation and Culture Department in partnership with the York Region School Boards of Education, community groups and local businesses.

**Background - Analysis and Options**

**National Youth Week – May 2 – 9, 2009**

The Canadian Parks and Recreation Association has joined the international community to declare the first full week of May as National Youth Week in Canada. National Youth Week is an international initiative acknowledging, celebrating, and advocating youth empowerment, achievement and involvement. It is a week of fun, interaction and celebration intending to

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strengthen the connection between young people and their communities. The City of Vaughan is participating in this initiative to celebrate the importance of youth and their contributions that make the City of Vaughan a great place to live.

In 2009, the Recreation and Culture Department will celebrate Vaughan Youth Week from May 2 – May 9, 2009. A variety of activities are scheduled at City community centres, including:

- The Vaughan Youth Pursuit (an ‘amazing race’) at Chancellor Community Centre;
- Bowl 4 a Buddy at Maple Community Centre;
- Bocce tournaments for youth with special needs at Vaughan Bocce and Recreation Centre;
- Youth vs. Celebrity Basketball game at Rosemount Community Centre;
- Battle of the Bands at Vellore Village Community Centre;
- All-star week at Al Palladini Community Centre featuring a basketball challenge;
- Recreational bocce at Father Ermanno Bulfon Community Centre;
- Free Youth Day in the Fitness Centre at Garnet A. Williams Community Centre; and
- Youth Explosion Cultural Fair at Dufferin Clark Community Centre.

Each of these events is based on providing opportunities for youth engagement within their community. The Active Together Master Plan noted there is a strong demand for programmes serving youth as this age group will continue to expand in the next 25 years. It also noted that many municipalities are challenged in their quest to offer teen programme. The efforts outlined in this report are a response to that challenge and in keeping with the *Youth in Action – Youth Strategy 2009 & Beyond* report recently completed by the Recreation and Culture Department.

Working with youth in providing a broad venue of positive environments for youth to express their ideas and needs, we achieve a greater degree of success. Vaughan Youth Week will highlight the City of Vaughan as a Youth Friendly Community and will continue to provide opportunities to develop partnerships with businesses and community groups that support youth in Vaughan community.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

- STRATEGIC GOAL  
Service Excellence – Pursue Excellence in Service Delivery; and Enhance and Ensure Community Safety, Health and Wellness – To deliver high quality services and promote health and wellness through design and program.

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

#### **Regional Implications**

There are no regional implications associated with this report.

#### **Conclusion**

Council approval is being sought to proclaim the week of May 2 – 9, 2009 as “Vaughan Youth Week” in the City of Vaughan. The Recreation and Culture Department plans to host Youth Week initiatives as outlined in this report with the intention of fostering positive lifestyle choices among youth by recognizing, celebrating and advocating their empowerment, achievement and involvement within the Vaughan community.

#### **Attachments**

1. Vaughan Youth Week 2009 Poster

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**Report Prepared By**

Mary Reali, Director of Recreation and Culture, ext. 8234

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 10, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**10**                    **CITY OF VAUGHAN ACCESSIBILITY PLAN (REVISED 2009) AND  
THE ACCESSIBILITY STANDARDS FOR CUSTOMER SERVICE POLICY**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and the Director of Recreation and Culture, dated April 20, 2009:**

**Recommendation**

The Commissioner of Community Services and the Director of Recreation and Culture, in consultation with the Senior Management Team, the Technical Advisory Committee and the Vaughan Accessibility Advisory Committee recommend:

- 1) That the City of Vaughan Accessibility Plan (revised 2009) and the Accessibility Standards for Customer Service Policy be approved; and,
- 2) That this report be received for information.

**Economic Impact**

Costs associated with the continuous improvements outlined in the Accessibility Plan (revised 2009) and the implementation of the Accessibility Standards for Customer Service Policy are included in the 2009 operating and capital budget submissions.

**Communications Plan**

The Corporate Communications Department will develop a communication plan that will include, but not be limited to the website, media, public events, and publications.

The Human Resources Department will be introducing the Accessibility for Customer Service Policy to City of Vaughan staff through training sessions commencing Fall 2009.

The policy will be available to the public on the City's website and also as a hard copy through the Clerk's Department upon request.

**Purpose**

The purpose of this report is to obtain Council's approval for the revised City of Vaughan Accessibility Plan and the Accessibility Standards for Customer Service Policy as required under the Ontarians with Disabilities Act, 2001 (ODA) and the Accessibility for Ontarians with Disabilities Act, 2005 (AODA).

**Background - Analysis and Options**

With persons with disabilities representing a significant part of our population, the Province of Ontario has promised to ensure that all of Ontario is barrier free by 2025. According to the Participation and Activity Limitation Survey (PALS) - Statistics Canada 2006, approximately 4.4 million (14.3%) Canadians have some form of disability. Not all disabilities are visibly apparent. With a population of approximately 983,056 as of December 31, 2007, York Region is the third fastest growing Census Division in Canada. In 2006 it was estimated that 140,000 residents in York Region have a disability. This is projected to increase.

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From 2001 to 2006 the population growth in the City of Vaughan increased by 31.2%. It can be estimated that approximately 14% (37,800 residents) are either living with a disability or will become disabled at some point during their life. Therefore, it is essential that the City of Vaughan continue to commit to the process of integration by developing and implementing resources that eliminate barriers to the various programs and services this municipality offers to its citizens.

#### **Accessibility Plan (revised 2009)**

The City of Vaughan, under the ODA, was required to establish an accessibility committee and to have an accessibility plan that addresses the identification, removal and prevention of barriers to persons with disabilities in its by-laws, policies, programs, practices and services in the following ways:

- report on the measures that the municipality has taken to identify, remove and prevent barriers to persons with disabilities;
- describe the measures in place to assess proposals for by-laws, policies, programs, practices and services to determine their effect on accessibility for persons with disabilities;
- list the by-laws, policies, programs, practices and services that the municipality will review in the coming year in order to identify barriers to persons with disabilities;
- describe the measures that the municipality intends to take in the coming year to identify, remove and prevent barriers to persons with disabilities; and
- make the accessibility plan available to the public.

In accordance with the legislation, Council created the Vaughan Accessibility Advisory Committee (VAAC) in the Fall of 2002, and also approved the Vaughan Accessibility Plan "Creating Barrier Free Communities" in the Fall of 2003. The coordination of the initiatives within the accessibility plan was achieved through the Technical Advisory Committee (TAC) comprised of departmental representatives, and Vaughan Public Libraries.

In accordance with the ODA, the plan is to be updated on a regular basis. The TAC has met and prepared the revised plan as in Attachment 1. This plan includes revisions and actions taken in previous years. The revised plan also identifies actions and initiatives that will be undertaken by the municipality in the coming years. Some highlights of the revised plan are:

- accessible customer service standards;
- staff training;
- facility audits and recommended retro-fits;
- barrier free playground equipment;
- accessible information;
- increased access to fitness centres.

#### **Accessibility Standards for Customer Service Policy**

Under the AODA, the Province has identified accessibility standards in five important areas of our lives:

1. Customer Service;
2. Information and Communications;
3. Transportation;
4. Employment;
5. Built Environment.

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Ontario's first accessibility standard, the customer service standard, came into effect on January 1, 2008. The standard states what businesses and other organizations must do to make the provision of their goods and services more accessible to people with disabilities. The legal requirements of the accessibility standards for customer service are set out in two Ontario Regulations under the AODA. Ontario Regulation 429/07 states the requirements of the customer service standard, and Ontario Regulation 430/07 exempts organizations that have fewer than 20 employees (unless the organization is a designated public sector organization) from certain documentation requirements of the standard.

Ontario Regulation 429/07 applies to the City of Vaughan and therefore, to fully implement the new requirements the following need to be addressed:

- Develop and/or amend policies, practices and procedures that are consistent with the core principles of independence, dignity, integration and equality of opportunity that are to be communicated to all staff;
- Train staff, including temporary or contract, volunteers and any persons involved in developing policies, practices and procedures on the provision of goods and services on the customer service regulation;
- Review all current training materials to ensure they meet the requirements of the regulation;
- Provide information contained in a document in a format that takes into account a person's disability;
- Enabling the use of assistive devices by persons with disabilities to obtain, use or benefit from the provider's goods and services;
- Develop corporate policies addressing the use of service animals and support persons for persons with disabilities;
- Develop a standardized communication strategy that would address the issue of temporary disruption of a particular facility or service used by a person with a disability;
- Establish a process for people to provide feedback on the provision of goods and services to people with disabilities, as well as a process to respond to any feedback and action taken upon a complaint.

To comply with the above, the Recreation and Culture Department, in consultation with the TAC, developed the corporate customer service policy, Accessibility Standards for Customer Service Policy as provided in Attachment 2.

The second standard is the accessible information and communications standard. Comments were submitted to the Provincial committee for review and consideration in February 2009. The committee will submit a final proposed standard to the government for consideration as law. It is anticipated that the ITM Department and Corporate Communications Department, in consultation with the TAC, will develop the corporate standards and present them to Council.

The third standard is the transportation standard. This standard will help consumers, businesses and government to share a common understanding of how public transportation can be accessible to people with disabilities. It is available on the Ministry of Community and Social Services website for information and comment until March 31, 2009. Funds have been included within the Engineering Department's 2009 Capital Budget to retain a consultant to determine engineering services requirements to ensure compliance with the AODA as well as to develop a draft implementation budget and timeline. It is anticipated that Engineering and Public Works, in consultation with the TAC, will bring forth a report outlining how Vaughan will comply with the standard.

The fourth standard is the employment standard. The goal of the proposed standard is help employers create equal employment opportunities for people with disabilities. The proposed standard sets out specific requirements for the recruitment, retention and accommodation of

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people with disabilities. The Commissioner of Legal and Administrative Services will review the standard and provide comments to the Ministry of Community and Social Services by May 22, 2009. It is anticipated that the Human Resources Department, in consultation with the TAC, will bring forth a report outlining how Vaughan will comply with the standard.

In terms of the remaining standard, the built environment, committee members have been selected by the Province and have been meeting since 2007. It is anticipated that recommendations from this committee will be submitted to the Ministry by the end of March to be followed up by a consultation process likely through September 2009. Upon release of the standards for the built environment, the Buildings and Facilities Department, in consultation with the TAC, will bring forth a report outlining how Vaughan will comply with the standard.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

Reference specific initiative report relates to:

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

- **STRATEGIC GOAL:**  
Pursue Excellence in Service Delivery; and Enhance and Ensure Community Safety, Health and Wellness – To deliver high quality services and promote health and wellness through removal of barriers for persons with disabilities in accessing programs, services, facilities and infrastructure.

This report is consistent with the priorities previously set by Council and the necessary resources have been included in the 2009 Budget, and any additional and future requirements will be included in the budget process for the corresponding year.

#### **Regional Implications**

There are no regional implications.

#### **Conclusion**

Although the accessibility topic has grown in prominence as a factor in the governance in the City of Vaughan, the biggest changes will take place during the next several years. The Accessibility Plan (revised 2009) and the Accessibility Standards for Customer Service Policy will significantly influence the manner in which services and products are purchased and delivered, how operational and capital budgets will be determined, and how human resources are recruited and trained.

The attached reports ensure the City of Vaughan is in compliance with the legislations. The Accessibility Plan is in compliance with the ODA and the Accessibility Standards for Customer Service Policy is in compliance with the AODA.

#### **Attachments**

1. City of Vaughan Accessibility Plan (revised 2009)
2. Accessibility Standards for Customer Service Policy

#### **Report Prepared By**

Mary Reali, Director of Recreation and Culture, ext. 8234  
Monika Piil, Area Recreation Manager, East, ext. 8806

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 11, Report No. 23, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 5, 2009, as follows:

***By receiving the written submission from Mr. Frank Greco, Acting President, Kleinburg Core Ratepayers Association, 10504 Islington Avenue, Box 772, Kleinburg, L0J 1C0, dated April 17, 2009.***

11 **SERVICING ALLOCATION CAPACITY  
KLEINBURG RESIDENTIAL ESTATES 19T-95098 AND BLOCK 33 WEST  
WARD 1**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 20, 2009, be approved; and
- 2) That the written submission of Mr. Frank Greco, Kleinburg Core Ratepayers Association (KCRA), 10504 Islington Avenue, Box 772, Kleinburg, L0J 1C0, dated April 17, 2009, be received.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That Council pass the following resolution with respect to the allocation of water supply capacity to the following development application:

"IT IS HEREBY RESOLVED THAT development application 19T-95098 (Kleinburg Residential Estates) is allocated water supply capacity from the Kleinburg-Nashville Water Supply System for a total of 21 residential units".
2. That Council retain its discretionary servicing capacity reserve of 300 residential units for residential developments outside of the Official Plan Amendment 400/600 area.

**Economic Impact**

There are no immediate budgetary impacts resulting from the adoption of this report.

**Communications Plan**

There is no communications plan required resulting from the adoption of this report.

**Purpose**

Committee of the Whole, at its meeting on March 31, 2009 directed the following:

*"That staff provide a report to the Committee of the Whole meeting of April 20, 2009, on the implications of providing temporary servicing capacity to Block 33 and Kleinburg Estates".*

This report has been prepared in response to this direction.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

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**Background – Analysis and Options**

Kleinburg Residential Estates 19T-95098

The Kleinburg Residential Estates subdivision is located east of Huntington Road and immediately adjacent to the existing Canadian Pacific Railway right-of-way in the Nashville Community as shown on Attachment No. 1.

The subject lands are designated as sub-urban residential within the Kleinburg-Nashville Official Plan Amendment 601 area. This designation allows development of the lands to proceed on the basis of municipal water supply and private septic systems.

The Kleinburg Residential Estates subdivision is currently draft approved by Council. At the time of draft plan approval, water supply capacity from the existing Kleinburg-Nashville system was not available. As a result, the development was approved to proceed on an interim basis on a municipal water supply system that provided for fire protection only and temporary private wells for domestic supply. The municipal services in this subdivision have been substantially completed and the developer has recently executed a subdivision agreement with the City. The developer is in the process of obtaining clearances for plan registration.

On March 9, 2009, the Region of York provided written confirmation that water servicing capacity for the additional 21 units in this subdivision can be accommodated from the existing Kleinburg-Nashville water supply system to service this development. Accordingly, it is recommended that this development application be allocated water supply capacity from the Kleinburg-Nashville water supply system. The allocation of this water capacity to the Kleinburg Residential Estates subdivision will eliminate the need for the developer to construct temporary private wells for each lot in this development.

Block 33 West Phase 3

Block 33 West represents half of a concession block and is bounded by Major Mackenzie Drive to the south, Teston Road to the north, Weston Road to the west and Highway 400 to the east as shown on Attachment No. 2. Development within the Block has proceeded in phases based on the availability of servicing capacity. Upon full build-out, the Block will include approximately 1,800 low density residential units and a prestige employment area adjacent to the Highway 400 corridor. In addition, the south west portion of the Block is subject to the Vellore District Centre secondary plan area.

In 2004, Council allocated capacity for the first phase of the development in Blocks 11, 12, 18 Block 33 West in conjunction with draft plan approval and the execution of the Regional Bathurst/Langstaff Sanitary Trunk Sewer front-ending agreement. In 2007, based on the advancement of the Bathurst/Langstaff Sanitary Trunk Sewer construction, additional servicing capacity was allocated to the front-ending Blocks to provide for the second phase of the development. The front-ending Blocks were assigned future servicing capacity for the development of the third phase in each block in March 2008, which will essentially complete the remaining low density residential component of each Block. At the March 31, 2009 Committee of the Whole meeting, this assignment of capacity was recommended to be elevated to a reservation of capacity. The availability of this capacity is linked to the proposed in-service date for the Duffin Creek Water Pollution Control Plant upgrades. The earliest release of these units for presale would be the fourth quarter of 2009, one year prior to the anticipated Regional in-service date for this infrastructure.

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The following is a summary of the total units reserved for Phase 3 of each development block:

Block 11 – 337 residential units  
Block 12 – 459 residential units  
Block 18 – 808 residential units  
Block 33 West – 145 residential units

On February 17, 2009, a written submission was received by the City from Cole Engineering Group Ltd. on behalf of the Block 33 West Developers' Group requesting that servicing capacity be allocated to 145 units in Phase 3 of the Block from Council's discretionary servicing capacity reserve in order to:

- Complete the residential component within the Block,
- Reduce the overall length of time that existing residents would be inconvenienced by construction activity,
- Advance the completion and assumption of all Phase 1 and 2 roads and services; and
- Facilitate the enrolment of students to the proposed public and separate elementary schools scheduled to open in the block in near future.

In addition, the Developers Group noted that the majority of all Phase 3 roads and services have been constructed and that improvements to all required Regional boundary roads have been completed to accommodate the projected traffic from Block 33 West.

In a recent meeting with representatives from Block 33 West, staff were advised that there has been a recent upward turn in sales over the last month, and it is anticipated that the recent provincial announcement with respect to harmonizing the GST and PST will further spur additional sales over the next several months. In addition, it was noted that the price point for the majority of the residential units currently being sold in Block 33 West are on the order of \$329,000 to \$485,000. This range is generally lower than the other Blocks currently under development and therefore may make this block more attractive to home buyers given the current economic situation. There is no hi-rise residential component planned for Block 33 West, and development of the prestige employment area along Highway 400 is also well under way.

The Developer's Group feels that their request is reasonable, since Block 33 West is only half a concession block, and complete build-out can be achieved quicker than the other Blocks currently under development. The Developer's Group has advised that residential unit sales for the Phase 2 lands within the Block are now approaching 50%. As a result, approximately 300 residential units currently remain unsold from the total 600 residential units that have been allocated to the Phase 2 lands.

On April 14, 2009, it is anticipated that Council will reserve servicing capacity for the units in the third phase of the development in Blocks 11, 12, 18 and Block 33 West. Assuming the Region's infrastructure improvement program remains on schedule, these units will be available for pre-sale by the fourth quarter of 2009.

There are approximately 300 residential units in the second phase of the Block that remain unsold which should provide an ample supply of units to the building program over the next six to nine months. If unrestricted capacity was allocated to Block 33 West, it would create inequality amongst the front-ending blocks and result in other blocks requesting similar consideration. The 300 units in Council's discretionary servicing capacity reserve is not sufficient to accommodate all the phase 3 units in each of the front-ending blocks.

Accordingly, it is recommended that Council retain its discretionary servicing capacity reserve of 300 residential units for residential developments outside of the Official Plan Amendment 400/600 area.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

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**Relationship to Vaughan Vision 2020**

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

The pursuit of excellence in service delivery;  
Planning and managing growth and economic vitality; and,  
The demonstration of leadership and promotion of effective governance.

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

**Regional Implications**

Not applicable.

**Conclusion**

On March 9, 2009, the Region of York provided written confirmation that water servicing capacity for the additional 21 units in the Kleinburg Residential Estates subdivision can be accommodated from the existing Kleinburg-Nashville water supply system to service this development. Accordingly, it is recommended that this development application be allocated water supply capacity from the Kleinburg-Nashville water supply system.

The allocation of this water capacity to the Kleinburg Residential Estates subdivision will eliminate the need for the developer to construct temporary private wells for each lot in this development.

There are approximately 300 residential units in the second phase of the Block 33 West development that remain unsold which should provide an ample supply of units for the building program over the next six to nine months. After this time period, the servicing capacity that has been reserved for the third phase of the Block 33 West development will be available for pre-sales. Since there is currently a good supply of units in Block 33 West and in order to maintain equality amongst the front-ending blocks, it is recommended that Council retain its discretionary servicing capacity reserve of 300 residential units for residential developments outside of the Official Plan Amendment 400/600 area.

**Attachments**

1. Kleinburg Residential Estates (19T-95098) Location Plan
2. Block 33 West Phasing Plan

**Report prepared by:**

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

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



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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 works within this subdivision development.

#### **Conclusion**

The construction of the roads and municipal services associated with the Maplevit Estates Inc. Residential Subdivision, Plan of Subdivision 65M-3779 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3779 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/vp

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 13, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

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**13 BLOCK 40 SOUTH TRANSPORTATION MANAGEMENT / SIDEWALK MASTER PLAN  
WARD 1**

The Committee of the Whole recommends that this matter be referred to staff for a further report.

**Recommendation**

The Commissioner of Engineering and Public Works recommends that the Block 40 South Transportation Management / Sidewalk Master Plan prepared by Sernas Transtech be approved subject to detailed design.

**Economic Impact**

There is no economic impact associated with this report.

**Communications Plan**

Not applicable.

**Purpose**

The purpose of this report is to provide Council with an overview of the proposed traffic calming measures and sidewalk locations within the Block 40 South.

**Background - Analysis and Options**

At its meeting of April 24, 2006, Council approved the Block Plan for Block 40 South subject to number of conditions which were to be addressed in conjunction with the approval of the draft plans of subdivision including:

*“That a Transportation Management Plan be prepared to the satisfaction of the Engineering Department.*

*That detailed traffic calming and control analysis be completed for the primary roads abutting school sites, This analysis and study should examine the feasibility of lay-bys and other solutions to provide safe access to the school sites.”*

In response to the above Council direction, Block 40 South traffic consultant (Sernas Transtech) prepared a comprehensive transportation management and sidewalk plan in consultation with Development / Transportation Engineering and Engineering Services Departments.

It is important to note that specific traffic calming measures are influenced by local conditions and every newly-constructed subdivision is different. These community differences make it difficult to establish specific traffic calming requirements for all new developments. The purpose of traffic calming in new developments is to preserve streets to their intended function. It should also be recognized that the benefits of traffic calming in new developments are hard to qualify and technically justify even though measures may be desirable to implement.

**Proposed Traffic Calming Measures**

Based on a thorough review of the proposed road network in the Block 40 South plan, the traffic consultant identified potential areas of concern with respect to pedestrian safety, assessed

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various traffic calming features that might address the potential areas of concern, and recommended measures that present the “best fit” for the affected areas. The consultant used the “Canadian Guide to Neighbourhood Traffic Calming” published by the Transportation Association of Canada (TAC) and the Canadian Institute of Transportation Engineers (ITE) as the primary guide for reviewing and selecting the most appropriate traffic calming measures. Also, specific City of Vaughan design standards were used to guide the consultant’s recommendations.

The resultant Block 40 South Transportation Management / Sidewalk Master Plan is illustrated on Attachment No. 1 to this report and a brief description and location for each proposed traffic calming measure is provided below.

#### Curb Extensions

A curb extension is a horizontal intrusion of the curb into the roadway resulting in a narrower section of roadway. The purpose of a curb extension is to reduce vehicle speeds, reduce crossing distance for pedestrians (if applicable), increase pedestrian visibility (if applicable), and prevent parking close to an intersection.

Within the Block 40 South, curb extensions are proposed at the following locations:

- both sides of Staton Avenue east of Trammel Drive
- both sides of Stanton Avenue east of Ironside Drive
- north side of Stanton Avenue, between Revere Crescent
- both sides of Street ‘4’, north of Street ‘20’ (along Linear Park frontage)
- west side of Street ‘4’, between Street ‘19’ and Street ‘20’
- east side of Lawford Road, north of District Centre
- north side of Chatfield Drive, between Street ‘13’ and Headwind Blvd.
- north side Hansard Drive, between Street ‘43’ and Street ‘42’
- east side of Hansard Drive approximately mid-block between north and south Hansard Drive
- both sides of Greenbrooke Drive, Headwind Blvd. and Ironside Drive along Linear Park frontage
- at the intersection of Street ‘15’ and Headwind Blvd.
- at the intersection of Street ‘15’ and Ironside Drive
- at the intersection of Trammel Drive and Hansard Drive
- at the intersection of Trammel Drive and Lindbergh Drive
- at the intersection of Street ‘19’ and Street ‘20’

#### Raised and Mountable Median Island

A raised median island is an elevated median constructed along a centreline of a two-way roadway, narrowing the width of the travel lane in each direction. A mountable centre median has the same purpose and intent as a raised median island; to reduce vehicle speeds. The difference between the two features is that the elevation of a raised median island is sufficiently low so that passenger vehicles can cross over them easily and they do not restrict access to driveways.

Within the Block 40 South, raised and mountable medians are proposed at the following locations:

- on Stanton Avenue at Weston Road (raised median followed by mountable)
- on Stanton Avenue at Templewood Crescent / Lawford Road intersection (east side of intersection mountable median, west side raised median)
- on Street ‘4’ at Chatfield Drive (raised medians)
- on Chatfield Drive at Weston Road (raised median followed by mountable)
- on Chatfield Drive at Sedgewick Place and Dundonnell Place (raised medians)

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##### Lay-by Lanes

With lay-by parking, vehicles are permitted to park on the residential streets parallel to the curb, thereby reducing the width of the roadway available for vehicle travel. The effects of permitting lay-by parking are reductions in vehicle speeds and possible reduction in short-cutting or through traffic. The provision of lay-by lanes near schools and parks also minimizes illegal standing or parking.

For Block 40 South there are two lay-by types envisioned. The first one is as per City of Vaughan standard with physically separated parking area (with depressed curb) from travel portion of a roadway. The second version envisions a reduced overall roadway pavement width of 11.5 metres with pavement markings delineating the parking lay-by. In addition to pavement markings, curb extensions will be provided on both sides of the lay-by parking further separating parking area from the travel lanes. The width for parking is 2.5 metres for both versions.

It should be noted that based on the specifications derived from the “Canadian Guide to Neighbourhood Traffic Calming” the lay-by parking throughout Block 40 South does not completely satisfy the definitions for traffic calming measures because the proposed roadway pavement widths exceed the preferred roadway width of 10 metres. For this reason, in order to enhance the effectiveness of the lay-by parking as a traffic calming measure the consultant has also proposed a number of other traffic calming measures along the roadways proposed for lay-by parking.

A minimum distance of the parking lay-bys from intersections is 5 metres (be they physically separated from the travel lanes or identified with only pavement markings).

Within the Block 40 South, lay-by parking is proposed at the following locations:

- west side of Lawford Avenue from Stanton Avenue to Gorman Avenue (disconnected only at intersections), identified with pavement markings
- west side of Lawford Avenue along District Park and Secondary School frontage, physically separated from the travel lanes
- west side of Street '4' along elementary school frontage (disconnected only at intersections), identified with pavement markings
- south side of Chatfield Drive along District Park frontage, physically separated from the travel lanes
- south side of Chatfield Drive along storm water management pond frontage, identified with pavement markings

The effectiveness of lay-by parking can be increased when used in combination with curb extensions as proposed for Block 40 South.

##### Textured Crosswalks

A textured crosswalk is a crosswalk incorporating a textured and/or pattern surface, which contrast with the adjacent roadway. The purpose of the textured crosswalk is to better define the crossing location for pedestrians and to reduce vehicle-pedestrian conflicts.

Within the Block 40 South, textured crosswalks are proposed at the following locations:

- on Stanton Avenue at Weston Road
- on Chatfield Drive at Weston Road
- on Lawford Road at Major Mackenzie Drive
- on Street '4' at Major Mackenzie Drive
- at the intersection of Stanton Avenue and Templewood Crescent/Lawford Road
- at the intersection of Stanton Avenue and Street '4'

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- at the intersection of Street '4' and Chatfield Drive
- at the intersection of Chatfield Drive and Sedgewick Place/Dundonnell Place
- on all linear park crossings on Greenbrooke Drive, Street'4', Headwind Blvd and Ironside Drive
- on Lawford Road near Hansard Drive
- on Lawford Road near Gorman Avenue
- on Street'B' at Street '4'
- on Street '4' at street 'B'

#### Roundabout

A roundabout is a circular intersection where the entering traffic yields to the right-of-way to the circular traffic. There is raised island located in the centre, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island. Roundabout has also raised median islands on all approaches. They are distinguished from other circular intersection by yield on entry. Yielding takes place on all entries, so traffic is stored there rather than in the circle. Motorists are deflected around the central island, which slows traffic, promotes yielding, and increase safety. Roundabouts reduce vehicle speeds, delays, crash frequency and severity, and improve aesthetics.

The proposed roundabout at Chatfield Drive and Lawford Road in Block 40 South is consistent with the modified City of Vaughan roundabout design which has been constructed at intersections in Blocks 11 and 18. The design has been modified to accommodate Fire and Rescue Services vehicles, snow ploughs and garbage truck manoeuvres. This proposed design has also been subject to an AutoTURN review to ensure it can accommodate larger emergency vehicles which also involved a number of meetings with Fire and Rescue Services staff, Development / Transportation Engineering staff and traffic consultant. Lastly, the design has been reviewed and approved by the Fire Rescue Services.

#### Proposed Signage

The following traffic advisory/control signage is identified on the Block 40 South Transportation Management / Sidewalk Master Plan:

#### Traffic Calming Neighbourhood Sign

The purpose of a Traffic Calming Neighbourhood sign is to advise motorist that traffic calming measures are in place within a neighbourhood, and through increased drive awareness, discourage cut-through traffic and speeding. Within the Block 40 South, traffic calming neighbourhood sign has been proposed on roadways entering Block 40 South from Major Mackenzie Drive and Weston Road.

#### Stop Signs

The purpose of a stop sign is to indicate to motorists that they must stop their vehicle completely, before entering an intersection, and not proceed until it is safe to do so. Stop signs are intended to regulate traffic and are not considered traffic calming measure as per the Ontario Traffic Manual. Unwarranted stop signs can lead to general disrespect of all stop signs, even those that are warranted and are in place for operational or safety reasons.

#### No Exit Sign

The purpose of a no Exit sign is to warn motorist at the entrance to a side road that the side road has no outlet. The sign is intended to divert through traffic and to prevent unnecessary and potentially back-tracking maneuvers.

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#### Yield Signs

The purpose of a Yield sign is to indicate that motorists must yield the right-of-way, stopping if necessary before entering the intersection, and must not proceed until it is safe to do so. They are intended to reduce conflicts.

#### Sidewalk Plan

The Block 40 South Transportation Management / Sidewalk Master Plan identifies the location of the proposed sidewalks in the community. The proposed network of sidewalks is consistent with the current Sidewalk Location Policy. Sidewalks have been provided on both sides of Stanton Avenue, Street '4', Lawford Road, Chatfield Drive and Dundonnell Place. Elsewhere, sidewalks are provided on one side of the road if there are between 40 and 100 units tributary to a pedestrian route and where pedestrian routes connect to local amenity areas such as parks, schools, transit routes, commercial areas, etc. Sidewalks are also provided throughout the linear park as they form part of the walkway system. This Block has more sidewalks than is typically found in a full block development because of the proposed district park, secondary school, linear park/trailway and surrounding open space lands.

#### Bike and Pedestrian Master Plan

The Block 40 Transportation Management / Sidewalk Master Plan identifies the proposed bike routes on Stanton Avenue, Street '4', and Lawford Road. These proposed bike routes are generally consistent with the approved Pedestrian and Bicycle Master Plan and are maintaining the original intent of the Plan. By incorporating signed bike routes on Block 40 South roadways it promotes the more efficient use of the transportation system and provides a greater balance in the travel modal-share by supporting alternative travel modes such as cycling.

#### School Zone Treatments

In addition to measures being implemented during the Block Plan stage, once schools are constructed and opening date is known, signage and other traffic control devices will be implemented. The location of school zone maximum signs (40 km/h) and school crossing guards in the vicinity of a school will be identified and implemented before schools are opened. These and other non-physical measures/treatments, even though not traffic calming measures improve conditions for non-motorized street users and may be effective measures in reducing speeding and congestion in vicinity of schools.

#### Potential Additional Traffic Calming Measures

Council, at its meeting of June 25, 2007, adopted the following recommendation of Item 4, Report No. 32, of the Committee of the Whole:

*"That prior to the approval of any Plan of Subdivision, the Traffic Management Plan should be presented to Council for approval of all the proposed traffic calming measures for the subject Block/Draft Plan.*

*That prior to Assumption, if the implemented traffic calming measures as approved at the Block Draft Plan stage are not reliable and/or are ineffective as solution(s) for resident safety, then any additional constructed traffic calming measure will be the responsibility of the Developer."*

The latter requirement will be included in each subdivision agreement in the Block.

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**Relationship to Vaughan Vision 2020**

This report is consistent with the Vaughan Vision 2020 strategic initiatives to enhance and ensure community safety, health and wellness. Accordingly, this report is consistent with the priorities previously set by Council.

**Regional Implications**

York Region Transit has approved the potential transit routes and bus stop locations as identified on the Block 40 South Transportation Management / Sidewalk Plan. The potential transit routes are located on Stanton Avenue and Street '4'.

**Conclusion**

The proposed Transportation Management / Sidewalk Plan for Block 40 South recommends the implementation of the combination of curb extensions, raised and mountable median islands, roundabout, textured crosswalks at mid-block and intersections and lay-by parking plus appropriate traffic calming, statutory and warning signage for traffic calming purposes. These measures are designed to reduce the negative effects of excessive traffic volume and speed within residential areas by attempting to alter driver behaviour and by improving conditions for pedestrians and other non-motorized travel.

The Transportation Management / Sidewalk Plan for Block 40 South accomplish these goals, while maintaining full accessibility for residents as well as for municipal services, transit, and emergency vehicles. The proposed measures in the Plan may need to be refined or modified during the design stage in order to accommodate engineering constraints and opportunities.

It is recommended that the proposed Block 40 South Transportation Management / Sidewalk Plan be approved.

**Attachment**

1. Block 40 South Transportation Management / Sidewalk Plan

**Report prepared by:**

Selma Hubjer, Transportation Engineer, Ext. 8674

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 14, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**14 PROPOSED WASTEWATER BACK-WATER VALVE INSTALLATION SUBSIDY PROGRAM**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 20, 2009, be approved; and
- 2) That the funding request for the Subsidy program be referred to the Water/Wastewater budget for final approval.

**Recommendation**

The Commissioner of Engineering and Public Works, in consultation with the Director of Legal Services, the Director of Finance, and the Director of Building Standards, recommends that:

1. The Back-water Valve Installation Subsidy program, as outlined in this report, be approved, and that a By-law be enacted to authorize the implementation of the program;
2. The subsidy be based on 50% of the cost incurred to install such a device, to a maximum amount of \$750 per property;
3. In order to receive a subsidy, all the conditions for eligibility be met, as outlined in this report; and,
4. Once the appropriate By-law is enacted and the application forms and waivers have been finalized by the City's Legal Services Department, the program be promoted to the public.

**Economic Impact**

The proposed subsidy program is to be funded initially through the Water/Wastewater Reserves. The proposed program recommends a cap of \$112,500 per year be set on the program. Based on the proposed maximum subsidy of \$750 per property, this would allow 150 applications to be approved the first year. Depending on the uptake on this plan, funding requirements may have to be adjusted accordingly.

**Communications Plan**

Once the program is approved, Public Works and Corporate Communications will develop a strategy to advise the public of this initiative.

**Purpose**

To seek Council's approval to implement a back-water valve installation subsidy program.

**Background - Analysis and Options**

At its meeting of December 8, 2008, Council approved a number of recommendations contained in the "Summer 2008 Rainstorm Update" report. One of these recommendations was, "Staff report back to Council by June 30, 2009 regarding a potential backflow valve installation rebate program with proposed details of this program and potential funding sources."

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#### Item 14, CW Report No. 23 – Page 2

As was noted in the November report, there are numerous things a homeowner can do to reduce the potential of property damage during a severe rainfall event. However, one of the most significant and cost effective things that can be done to prevent a sewer back-up is the installation of a back-water prevention device on the sanitary house connection. Such a device significantly reduces the risk of basement flooding from sanitary sewer back-ups; however, there is no guarantee that basement flooding will never occur again.

#### Examples of Existing Rebates/Subsidies

In the City of Toronto, a subsidy exists to homeowners who install these sewer back-water valves.

This subsidy is up to 80% of the total invoiced cost, to a maximum of \$1,250.00, including all eligible labour, materials, permits, and taxes. As part of the program, there are a number of eligibility requirements that have to be completely met in order to receive a subsidy.

Halton Region has a similar back-water valve installation rebate program. Their subsidy is for 50% of the invoiced cost, up to a maximum of \$675.

The City of Welland also offers a rebate program; however, it is tied into to the disconnection of weeping tiles and the installation of sump pumps, up to a maximum of \$3,000.

The above are only a few examples of municipalities that offer some type of rebate or subsidy program. Should Council agree to implement the program outlined in the following sections of the report, they can do so knowing that other municipalities offer similar rebate/subsidy programs.

#### Geographical Areas of Vaughan Where the Subsidy Would Apply

Unlike Toronto, or other older municipalities, Vaughan does not have combined sanitary and storm sewers, or areas with known deficiencies in the sewage system. As such, it is almost impossible to map out and designate an area, or areas, of potential sewer back-ups. As was noted in the previous report on the summer 2008 storms, the areas that had basement flooding as a result of a sewer back-up corresponded to areas receiving the highest intensity and amounts of rainfall. In cases of similar severe, intense rainstorms, almost any area in the City could potentially result in some backed up sewers and resulting basement flooding. The only exception would be those properties not connected to the City's sewer system, i.e serviced by septic systems.

Since there are no geographical areas of Vaughan with known infrastructure deficiencies, it is proposed that the area for eligibility would encompass the entire City of Vaughan serviced by sanitary sewers.

#### Amount of Subsidy

When staff were developing the proposed program, the amount of subsidy was discussed at length. The proposed rebate is 50% of the cost, to a maximum of \$750, per property. The eligible costs used to calculate the subsidy may include all labour, equipment, materials, and permit fees related to the installation of the back-water installation valve, but excludes any interior or exterior finishing work.

#### Criteria and Eligibility for Subsidy

The City of Vaughan's proposed subsidy is similar to that of the City of Toronto's and the Region of Halton in terms of conditions for eligibility. The program eligibility requirements for Vaughan's program are outlined below:

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- The property must be registered as a single-family single, semi-detached, duplex or triplex residential property within the City of Vaughan, be owner occupied, and taxed as a residential property.
- The subsidy is available only to existing homes, not new homes in the planning stages or currently under construction.
- The property must have its eavestrough downspouts properly disconnected from the City's sewer system, where possible.
- A plumber, currently licensed by the Regional Municipality of York, or the City of Toronto, must be hired to perform the installation of all devices.
- To qualify for subsidy funding for the backwater valve portion, the homeowner must use a [Mainline Fullport Backwater Valve](#), as this is currently the only backwater valve approved in the Province of Ontario for home installation on the main sanitary sewer lateral.
- A plumbing permit and approved inspection must be obtained for back-water valve installations.
- All installations must be completed before the applicant applies for the subsidy.
- Invoice(s) must show the contractor's plumbing license number, the cost breakdown of all charges, the total amount paid and be clearly marked as "paid-in-full."
- The property owner or authorized legal representative must sign and date the application form. An *authorized legal representative* must also provide proof of their status, such as a photocopy of their Power of Attorney or Executor agreement.
- The property owner must sign the appropriate application form and the waiver form, releasing the City of Vaughan from any liability resulting from work carried out as part of the Back-water Valve Subsidy program.
- Labour provided by the Homeowner, to reduce contractor costs, will not be eligible for reimbursement under the program.
- Reimbursement will not be provided for replacing interior finishes, such as drywall, paint or flooring.
- Reimbursement will not be provided for exterior restoration, such as landscaping, gardening, sod, trees, porches, decks, concrete or asphalt
- All documents, (excluding the above noted *authorized legal representative*) must be originals – no photocopies will be accepted. Once the application is processed, the original invoice(s) will be returned to the property owner.
- Applications that are incomplete or missing documentation will be returned with a request for the outstanding information and will not be processed until the information is received.
- Applications and supporting documentation must be received by the Public Works Department's Water/Wastewater Division within one year of the date of completion of the work.
- Subsidies for eligible work are subject to available funding and provided on a first-come, first-served basis.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

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- Subsidies are provided one time only, per property, and on a no-fault basis.

#### Annual Funding Cap and Program Funding Source

The proposed subsidy is also based on having an annual maximum funding cap. The proposed initial cap is \$112,500, to be funded from the Wastewater Reserve. Based on a maximum subsidy of \$750 per property, the City could approve 150 applications per year, if all received the maximum subsidy. Once the annual funding amount had been exhausted, those homeowners approved to receive a subsidy would have to wait until the following year to receive their subsidy, based on available funding being approved through the budget process. Depending on the uptake of this program, the program cap amount would have to be adjusted annually through the budget process.

#### Retroactivity to August 19, 2005

In the summer of 2005 and 2008, the City experienced severe rain storms, creating numerous flooded basements and sewer back-ups. It is proposed that this program be made retroactive to August 19, 2005, and any homeowner who has installed such an approved device since that date, be eligible for a subsidy, provided they meet all of the eligibility requirements outlined previously in this report.

#### Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council and the necessary resources required are available in the Wastewater Reserve.

This program ties into Vaughan Vision 2020's Goals and Objectives as follows:

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

#### Regional Implications

N/A

#### Conclusion

The proposed back-water valve installation subsidy, as outlined in this report, may provide some financial assistance to homeowners who have experienced flooding as a result of a sewer back-up, and have installed back-water valves. It will also assist those residents who wish to install such devices to help prevent future basement flooding issues as a result of a sewer back-up.

Again, while such a device significantly reduces the risk of basement flooding from sanitary sewer back-ups, there is no guarantee that basement flooding will never occur again, even after the installation of such a valve.

#### Attachments

N/A

#### Report prepared by:

Brian T. Anthony, Director of Public Works ext 6116

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 15, Report No. 23, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 5, 2009, as follows:

***By approving the following in accordance with the memorandum from the Commissioner of Engineering and Public Works, dated April 30, 2009:***

1. ***That Tender T09-001, Clarence Street and Park Drive Reconstruction be awarded to D. Crupi & Sons Limited in the amount of \$1,026,512.00, plus G.S.T.;***
2. ***That a contingency allowance in the amount of \$103,000.00, plus G.S.T. be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the Contract;***
3. ***That a Geotechnical and Material Testing amount of \$12,000.00, plus G.S.T. be approved to ensure compliance with all applicable standards;***
4. ***That the additional funds in the amount of \$139,500.00 required for construction and engineering services be approved;***
5. ***That the budget for Capital Project EN-1713-08 be increased by \$139,500.00 and funded by debenture financing;***
6. ***The inclusion of the matter on a Public Committee or Council Agenda for additional funding request for Clarence Street and Park Drive Reconstruction is deemed sufficient notice pursuant to Section 2(1)(c) of By-Law 394-2002; and***
7. ***That the Mayor and Clerk be authorized to sign the appropriate documents.***

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**AWARD OF TENDER T09-001  
CLARENCE STREET AND PARK DRIVE RECONSTRUCTION  
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 20, 2009:

**Recommendation**

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

That Tender T09-001 for Clarence Street and Park Drive Reconstruction be brought forward to Council for authorization to award.

**Economic Impact**

The actual cost of the project will be established following receipt of bids, however, the estimated total cost has been included in the approved 2008 Capital Budget.

**Communications Plan**

Once the project is awarded, staff will advise the Ward Sub-Committee and will send out a notice of construction letter to the affected residents.

**Purpose**

Council approval to award Tender T09-001, Clarence Street and Park Drive Reconstruction.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 15, CW Report No. 23 – Page 2

**Background - Analysis and Options**

The work covered by this tender includes the reconstruction of Clarence Street from Woodbridge Avenue to Mounsey Street and the reconstruction of Park Drive (Capital Budget Project EN-1713-08). (See Attachment No. 1 for project location).

The tender has been advertised with a closing date of April 16, 2009. Staff will prepare an additional information report for the item after the bids are received and have been evaluated for Council's consideration at the May 5, 2009 meeting. Construction is scheduled to commence in late May and is expected to be substantially completed by early August 2009.

**Relationship to Vaughan Vision 2020/Strategic Plan**

This project is consistent with Vaughan Vision 2020, particularly "Maintain Assets & Infrastructure".

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

**Regional Implications**

Not Applicable.

**Conclusion**

To be submitted in the additional information after the Tender has closed.

**Attachments**

1. Location Map

**Report prepared by:**

John Zanchettin, C.E.T., Senior Engineering Assistant, ext. 3113  
Tom Ungar, P. Eng., Design Engineer, ext. 3110

JZ: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 MAY 5, 2009**

Item 16, Report No. 23, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 5, 2009, as follows:

***By approving the following in accordance with the memorandum from the Commissioner of Engineering and Public Works, dated April 30, 2009:***

- 1. That Tender T09-002, Asphalt Overlay 2009 - Various Locations be awarded to Fermar Paving Limited in the amount of \$144,749.15 plus G.S.T.;***
- 2. That a contingency allowance in the amount of \$15,000.00, plus G.S.T. be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the Contract;***
- 3. That a Geotechnical and Material Testing amount of \$10,000.00, plus G.S.T. be approved to ensure compliance with all applicable standards; and***
- 4. That the Mayor and Clerk be authorized to sign the appropriate documents.***

16

**AWARD OF TENDER T09-002  
ASPHALT OVERLAY 2009 – VARIOUS LOCATIONS  
WARD 2 AND WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 20, 2009:

**Recommendation**

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

That Tender T09-002 for Asphalt Overlay 2009 – Various Locations be brought forward to Council for authorization to award.

**Economic Impact**

The actual cost of the project will be established following receipt of bids, however, the estimated total cost has been included in the approved 2009 Capital Budget.

**Communications Plan**

Once the project is awarded, staff will advise the Ward Sub-Committee and will send out a notice of construction letter to the affected residents.

**Purpose**

Council approval to award Tender T09-002, Asphalt Overlay 2009 – Various Locations.

**Background - Analysis and Options**

The work covered by this tender includes the placement of the top layer of asphalt and associated works on Simmons Street Part 'A' and also on Scholar Road from Spinnaker Way to Confederation Parkway and Confederation Parkway from 68 metres south of Scholar Road to 195 metres north of Scholar Road Part 'B', (Capital Budget Project EN-1732-09). (See Attachments No. 1 and No. 2).

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**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 16, CW Report No. 23 – Page 2

The tender has been advertised with a closing date of April 21, 2009. Staff will prepare an additional information report for the item after the bids are received and have been evaluated for Council's consideration at the May 5, 2009 meeting. Construction is scheduled to commence in late May and is expected to be substantially completed by the end of June 2009.

**Relationship to Vaughan Vision 2020/Strategic Plan**

This project is consistent with Vaughan Vision 2020, particularly "Maintain Assets and Infrastructure".

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

**Regional Implications**

Not Applicable.

**Conclusion**

To be submitted in the additional information after the Tender has closed.

**Attachments**

1. Location Maps No. 1 and No. 2

**Report prepared by:**

John Zanchettin, C.E.T., Senior Engineering Assistant, ext. 3113  
Tom Ungar, P. Eng., Design Engineer, ext. 3110

JZ: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 MAY 5, 2009**

Item 17, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

17

**FLAG RAISING REQUEST  
NATIONAL DAY OF THE RUSSIAN FEDERATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 20, 2009:

**Recommendation**

The City Clerk recommends:

That the Russian flag be raised on Wednesday, June 10, 2009 at 12:00 noon for the balance of that day at the Civic Centre to commemorate the National Day of the Russian Federation.

**Economic Impact**

N/A

**Communications Plan**

In accordance with the Flag Raising/Half-Masting Policy No. 03.25, Corporate Communications will be responsible for related media releases.

**Purpose**

To respond to the request from Mr. Roman Ostrovsky, on behalf of the Honourable Andrei Veklenko, Consul General of the Russian Federation in Toronto, dated April 7, 2009. (Attachment #1)

**Background - Analysis and Options**

A request has been received on behalf of the Honourable Andrei Veklenko, Consul General of the Russian Federation in Toronto (refer to Attachment 1), to have a flag raising ceremony at the City of Vaughan on Wednesday, June 10, 2009 at 12:00 noon, to celebrate the National Day of the Russian Federation.

The flag raising request meets the City's Flag Raising/Half-Masting Policy, as follows:

"In recognition of the ethnic diversity of the residents of the municipality the City of Vaughan will fly at the Civic Centre the flag of any nation, country or ethnic group on the national day or on the anniversary of a special occasion, upon a written request to the City Clerk submitted one month in advance by that nation, or ethnic group or its representatives."

The Mayor's Office has been advised of the request to participate in the flag raising ceremony.

**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.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

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**Regional Implications**

N/A

**Conclusion**

Staff is recommending that the Russian flag be raised at 12:00 noon on Wednesday, June 10, 2009 at the Civic Centre for the balance of that day.

**Attachments**

Attachment 1 - Correspondence received from Mr. Roman Ostrovsky, dated April 7, 2009

**Report prepared by:**

Connie Bonsignore, Admin Assistant

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 18, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**18 ROAD NAME CHANGE – MOUNSEY STREET WEST OF CLARENCE STREET (WARD 2)**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 20, 2009:**

**Recommendation**

The City Clerk, in consultation with the Commissioner of Legal and Administrative Services and City Solicitor, recommends:

THAT Council direct the City Clerk to initiate the street name change process to change the name of the portion of Mounsey Street west of Clarence Street to “Claddamour Place”.

**Economic Impact**

There are no budgetary impacts resulting from the adoption of this report. The resident requesting the name change will be responsible for cost associated with the preparation of a reference plan, by-law registration and other associated costs.

**Communications Plan**

Not applicable.

**Purpose**

To initiate the street name change process in order to properly rename a portion of Mounsey Street, west of Clarence Street, to Claddamour Place.

**Background - Analysis and Options**

At the January 13, 2009 Committee of the Whole meeting, Committee made the following recommendation, which was adopted by Council on February 3, 2009:

“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.”

The subject lands are located on the west side of Clarence Street, north of Woodbridge Avenue. There is a small section of Mounsey Street that extends from the west side of Clarence Street, which is the area proposed to be renamed.

The Development Planning Department has confirmed that the proposed street name is acceptable. The proposed name change will not impact any municipal address on the street.

The street renaming will be advertised for three consecutive weeks in local newspapers prior to the passing of the required by-law. The newspaper advertisement will explain the location of the renaming and include a map identifying the portion of the street to be renamed.

A reference plan delineating the boundaries of the road is required, as this will be used to identify the legal description in the by-law. If a reference plan does not currently exist for this portion of Mounsey Street, one will need to be prepared.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

Item 18, CW Report No. 23 – Page 2

The costs associated with the renaming, such as the preparation of the reference plan, if necessary, by-law registration and advertising costs are typically paid for by the party requesting the renaming. The total cost to the resident is approximately \$2,000.00.

#### **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. In particular, this report is consistent with the priorities set forth in Vaughan Vision 2020 which encourages the planning and management of growth and maintenance of the City's assets and infrastructure.

#### **Regional Implications**

There are no Regional implications associated with this report.

#### **Conclusion**

It is recommended that the City Clerk initiate the street name change process to rename a the portion of Mounsey Street west of Clarence Street to "Claddamour Place".

#### **Attachments**

1. Location Map

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

Todd Coles, Manager of Development Services and Secretary-Treasurer to Committee of Adjustment

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 19, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**19                      WOODSTREAM BLVD - PARKING PILOT PROJECT - WARD 2**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Enforcement Services, dated April 20, 2009:**

**Recommendation**

The Director of Enforcement Services in consultation with the Commissioner of Engineering and Public Works and the Supervisor of Traffic Engineering recommend:

1.        That parking be allowed by permit on Woodstream Boulevard between Martingrove Road and the west end of the property at 181 Woodstream Boulevard for 6:00 am to 6:00 pm, Monday to Friday inclusive, as posted; and,
2.        That the monthly permit fee be \$ 50.00 per parking space approved; and,
3.        That the pilot program be launched by July 1, 2009 and run for a one year trial period.

**Economic Impact**

N/A

**Communication Plan**

Staff have already met with the business representative at 181 Woodstream Blvd. Should the project be initiated, staff will advise any other impacted business owners of the pilot project.

**Purpose**

This report is to provide information regarding the feasibility of an on street parking pilot project on Woodstream Boulevard.

**Background- Analysis and Options**

The Committee of the Whole, at its meeting of March 31, 2009 recommended staff bring forward a report to the Committee of the Whole meeting of April 20, 2009 identifying the possibility of implementing an on street pilot parking project on Woodstream Boulevard.

The business owner at 181 Woodstream Blvd has requested on street parking during the day due to a lack of available parking for staff and customers.

Traffic engineering staff reviewed this area to determine the number of parking spaces available, and the exact limits of the parking area. It has been determined that a total of 25 parking spaces can be accommodated, 12 on the north side, and 13 on the south side of Woodstream Blvd.

The parking areas will be signed and the individual spaces will be painted. The fee of \$50.00 per permit will off set project costs and consistent with similar projects recently approved by council on Cidermill Ave. and Whitemore Road, and Sharer Road. Permits may be purchased at the Enforcement Services office at the Civic Centre between 8:30 am and 8:30 pm Monday to Friday. The permits will go on sale on the last Monday prior to the end of each month.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

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Enforcement Services will monitor the area to ensure compliance, and tickets will be issued to vehicles not displaying a valid parking permit.

**Relationship to Vaughan Vision/Strategic Plan**

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

**Regional Implications**

N/A

**Conclusion**

There appears to be a need for additional on street parking in the area of Woodstream Blvd and Martingrove Rd. This pilot project will provide the ability to assess the requirement on an on going basis. This project is consistent with day time parking projects on other industrial streets in the City.

**Attachments**

1. Location Map.

**Report Prepared by:**

Tony Thompson

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 20, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

20

**ZONING BY-LAW AMENDMENT FILE Z.08.058  
1510904 ONTARIO LIMITED AND 1510905 ONTARIO LIMITED  
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 20, 2009:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-Law Amendment File Z.08.058 (1510904 Ontario Limited and 1510905 Ontario Limited) BE APPROVED, specifically to amend By-law 1-88, to rezone the subject lands shown on Attachment #1 from A Agricultural Zone to EM1 Prestige Employment Area Zone, to permit the future development of the site for industrial/employment uses with no outside storage.

**Economic Impact**

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

**Communications Plan**

On October 24, 2008, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. As of April 9, 2009, no comments were received by the Development Planning Department. The recommendation of the Committee of the Whole to receive the Public Hearing report of November 17, 2008, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on November 24, 2008.

**Purpose**

The Owner has submitted an application to amend Zoning By-law 1-88 to rezone the subject lands shown on Attachment #1, from A Agricultural Zone to EM1 Prestige Employment Area Zone, to facilitate the future development of the property for industrial/employment uses (with no outside storage).

**Background - Analysis and Options**

The subject lands are located south of Fogal Road and have frontage onto Regional Road 50 and Huntington Road, in Part of Lot 7, Concession 10, City of Vaughan. The property is 4.02ha in size and is currently vacant. The surrounding land uses are shown on Attachment #1.

The lands subject to this application (File Z.08.058) are part of a larger landholding zoned EM1 Prestige Employment Area Zone, shown as "other lands owned by the applicant" on Attachment #1. The other lands owned by the applicant are partially developed with an existing industrial use building and are part of related Draft Plan of Subdivision File 19T-04V15.

**Official Plan and Zoning**

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Growth and Management Plan) and by the approved Block 57/58 Huntington Business Park Plan as shown

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### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

#### Item 20, CW Report No. 23 – Page 2

on Attachment #3. The “Prestige Area” designation provides for uses that require high visual exposure, good accessibility and an attractive working environment. A wide range of industrial, office, business and civic uses are permitted, without the outside storage of goods, materials and equipment.

The EM1 Prestige Employment Area Zone permits the following uses, provided they are within a wholly enclosed building and with no outside storage:

- Employment Use;
- Accessory Retail Sales to an Employment Use;
- Accessory Office Uses to an Employment Use;
- Banquet Hall, in a Single Unit Building, subject to Section 3.8;
- Bowling Alley, subject to Section 3.8;
- Business and Professional Offices, not including regulated health professional;
- Club, Health Centre, provided that the use is not located in a building which abuts a provincial highway, excepting Highway #7;
- Convention Centre, Hotel, Motel, subject to Section 3.8;
- Funeral Home in a Single Unit building and subject to Section 3.8;
- Car Brokerage;
- Office Building;
- Recreational Uses, including a golf driving range and miniature golf course;
- Service and Repair Shop;
- Any public garage legally existing as of the date of enactment of By-law 80-95;
- A multi unit building as defined in Section 2.0 other than office building, shall be permitted to have: one eating establishment, or eating establishment convenience, or eating establishment take-out having a maximum floor area of 185m<sup>2</sup>; and, one Personal Service Shop having a maximum floor area of 185m<sup>2</sup>.

The proposed rezoning of the property from A Agricultural Zone to EM1 Prestige Employment Area Zone is appropriate, conforms to the Official Plan and would implement the approved Block Plan.

#### Block Plan and Future Development

The subject lands are located within the approved Block 57/58 Huntington Business Park Plan as shown on Attachment #3. The block plan shows an approved east/west road, south of the subject lands, through the other lands owned by the applicant, which will connect to Huntington Road and to Regional Road 50.

Council's approval of the Block Plan on February 20, 2006, was subject to several outstanding block plan matters with respect to: storm water management pond construction; development phasing; transportation and traffic/access; environment; geotechnical/hydrological; urban design guidelines and a landscape master plan, being resolved through the submission of the required documents and plans as a part of the individual subdivision/site development application(s) to the satisfaction of the City of Vaughan and other relevant agencies.

In accordance with Council's resolution, the related Draft Plan of Subdivision File 19T-04V15 can be amended to include the subject lands and or a Site Development Application will be required to facilitate the future development of the subject lands. Review will be given to these applications to ensure comprehensive and co-ordinated development of the subject lands with the surrounding lands with respect to but not limited to the outstanding block plan matters.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

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**Regional Implications**

The Region of York has no objections to the proposed rezoning however, has reserved comment on the development of the subject lands until development application(s) have been submitted. Given that the subject lands abut Regional Road 50, a municipal boundary road, the Owner must satisfy all requirements of the Region of Peel and the City of Brampton, through the processing of the related Draft Plan of Subdivision or Site Development Applications. The Region of Peel has indicated that all transportation concerns have been reviewed within the context of the approved Huntington Business Park Traffic Impact Study and any newly proposed access locations onto Regional Road 50 that were not approved as part of said study will require a separate Traffic Impact Study.

**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”.

**Conclusion**

The Zoning By-law Amendment application has been reviewed in accordance with the policies in OPA #450, the approved Block 57/58 Plan, the requirements of By-law 1-88, the comments received from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed rezoning of the subject lands from ‘A’ Agricultural Zone to EM1 Prestige Employment Area Zone, to permit the future development of industrial/employment uses with no outside storage would implement the Official Plan and the approved Block 57/58 Huntington Business Park Plan. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

**Attachments**

1. Location Map
2. Proposed Zoning Change
3. Huntington Business Park - Approved Block Plan

**Report prepared by:**

Christina Napoli, Planner, ext. 8483  
Mauro Peverini, Manager of Development Planning, 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 MAY 5, 2009**

Item 21, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

21

**ZONING BY-LAW AMENDMENT FILE Z.09.005  
SITE DEVELOPMENT FILE DA.09.013  
7 MARLI LIMITED  
WARD 2**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 20, 2009:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-Law Amendment File Z.09.005 (7 Marli Limited) BE APPROVED, specifically to amend Exception 9(778) of By-law 1-88, to permit a drive-through facility associated with a permitted financial institution (bank) use as an additional permitted use in a C2 General Commercial Zone and require a minimum 3.05m wide stacking lane for a minimum of 5 cars; whereas the By-law does not permit a drive-through facility on the subject lands shown on Attachment #1.
2. That Site Development File DA.08.010 (7 Marli Limited) BE APPROVED.

**Economic Impact**

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

**Communications Plan**

On March 6, 2009, a Notice of a Public Meeting for the Zoning Amendment Application was circulated to all property owners within 150m of the subject lands and to the West Woodbridge Homeowners Association. As of April 9, 2009, no responses respecting the applications were received by the Development Planning Department, and there were no concerns expressed by the public at the Public Meeting.

**Purpose**

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

1. A Zoning By-law Amendment Application (File Z.09.005), specifically to amend Exception 9(778) of By-law 1-88, to permit a drive-through associated with a permitted financial institution (bank) use in an existing free standing building shown as Building "C" on Attachment #2, with the following zoning exceptions:
  - i) permit a minimum 3.05m wide and 5 car drive-through stacking lane, whereas the By-law does not provide any stacking lane requirements for a drive-through associated with a bank use.
2. A Site Development Application (File DA.09.013) to amend the existing Site Plan Agreement to retrofit the existing Building "C" including revised elevations to facilitate the proposed bank and accessory drive-through, and minor elevation changes to Building "A" as shown on Attachments #4 and #5, respectively.

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

Item 21, CW Report No. 23 – Page 2

**Background - Analysis and Options**

The subject lands shown on Attachment #1 are located on the south side of Regional Road 7, west of Martin Grove Road, being part of Lot 5, Concession 8, municipally known as 5731 Regional Road 7, City of Vaughan. The 3.33 ha. parcel is currently developed with a commercial plaza, including a supermarket, a single unit free-standing building and 2 multi-unit buildings as shown on Attachment #2. The property is accessed from Regional Road 7. The surrounding land uses are shown on Attachment #1.

Official Plan

The subject lands are designated “General Commercial” by OPA #240 (Woodbridge Community Plan). The proposed drive-through facility that would be accessory to a permitted bank use conforms to the Official Plan.

Zoning

The subject lands are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(778), which does not permit the proposed drive-through use. By-law 1-88 permits a drive-through facility accessory to a Convenience Eating Establishment only. The Owner has submitted a Zoning By-law Amendment Application (File Z.09.005), specifically to amend Exception 9(788) of By-law 1-88 to permit a drive-through facility accessory to a permitted financial institution (bank) use on the subject lands within Building “C” as shown on Attachment #2, with the following exceptions:

- i) permit a minimum 3.05m wide and 5 car drive-through stacking lane, whereas the by-law does not provide any stacking lane requirements for a drive-through associated with a bank use.

By-law 1-88 does not include specific standards for a drive-through facility associated with a bank, therefore the application of site-specific standards are required to facilitate the use. However, By-law 1-88 includes standards for a drive-through associated with a Convenience Eating Establishment. The following chart compares the standards proposed for the drive-through shown on Attachment #2 with the requirements for a drive-through associated with a Convenience Eating Establishment use in By-law 1-88:

<b>By-Law 1-88 Drive-Through Standards For a Convenience Eating Establishment</b>	<b>Proposed Drive-Through Standards Accessory to a Bank</b>
a. The stacking lane shall be separated from the parking area by a curbed island or other such barrier.	The stacking lane is separated from the parking area by a curbed island.
b. The stacking lane leading to the pick-up window shall accommodate a minimum of eight cars, and shall have a minimum width of 3.5 m.	The stacking Lane accommodates 5 cars with a minimum stacking lane width of 3.05m.
c. The stacking lane shall be clearly identified.	The stacking lane has appropriate directional signage posted and is clearly identified around the lane as shown on Attachment #2.

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- d. The access points to the stacking lane shall be properly located so as to minimize the impact of the stacking lane on the internal traffic circulation. The access point to the drive-through is isolated from the internal plaza circulation, and therefore does not impact the movement of vehicles at the main site access point or on internal traffic circulation.
- e. A drive-through facility is permitted only with a convenience eating establishment. The proposed drive-through facility is to accessory to a bank use.

#### Site Plan and Drive-Through Design

The overall site is irregular in shape and is comprised of a supermarket, two multi-unit buildings and one free standing building. The bank and drive-through facility are proposed for Building "C", a free standing building which is located on the north east portion of the site adjacent to Regional Road 7, as shown on Attachment #2. At this location, the drive-through facility is removed from the main activity on the remainder of the site with respect to vehicle movement and does not impact delivery or emergency vehicle movement. The proposed drive-through is located on the side of the building, not between the building and Regional Road 7, which is the preferred design solution for drive-through facilities when provided. Accordingly, the Development Planning Department can support the proposed drive-through facility.

#### Elevations

The applicant is proposing extensive renovations to the existing Building "C", including a total refacing of the building with new wall cladding. The main building and wall cladding material consist of a combination of brick, stucco and limestone in red/buff colour scheme, which complements other existing buildings on the site.

The proposed north and south elevations shown on Attachment #4 are similar in design. The north elevation faces Regional Road 7 and includes the main entrance to the bank. This elevation is highlighted by a tower structure with the bank logo at the west end of the building. The drive-through facility is proposed along the east elevation. A typical sign banner incorporating the company name and logos is also located on each of these elevations. The east and west elevations are similar in appearance utilizing the same building materials, color scheme and overall building design.

Minor cosmetic revisions are also proposed to the façade of Building "A" as shown on Attachments #2 and #5 (Corner Elevation), which include:

- i) a new canopy;
- ii) new aluminum doors; and,
- iii) new face brick.

#### Technical and Planning Considerations

The Engineering Department has indicated that 3.5m wide stacking lane is supportable and has no concern with the location, design or the proposed number of cars accommodated by the proposed drive-through.

#### Relationship to Vaughan Vision 2020

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

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**Regional Implications**

N/A

**Conclusion Clean-up Conclusion**

The Development Planning Department has reviewed the Zoning By-law Amendment and Site Development Applications in the context of the requirements of By-law 1-88, the land use context and existing site design. The Development Planning Department is satisfied that the proposed drive-through use accessory to a bank on the subject lands is appropriate and compatible with the existing development. The Development Planning Department is also satisfied that the proposed drive-through design and location is acceptable as it does not impact the operational and safety functions of the site. Furthermore, the proposed elevations for Buildings "A" and "C" are considered to be acceptable. On this basis, the Development Planning Department can support the applications.

**Attachments**

1. Location Map
2. Overall Site Plan
3. Proposed Drive-Through
4. Elevations – Building "C" (Bank)
5. Partial Building "A" Elevations

**Report prepared by:**

Eugene Fera, Planner, ext. 8064  
Mauro Peverini, Manager of Development Planning, ext. 8635

/CM

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

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Item 22, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

22

**ZONING BY-LAW AMENDMENT FILE Z.08.070  
MOEZ AND ZEENAT WALJI  
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 20, 2009:

**Recommendation**

The Commissioner of Planning recommends:

THAT the Zoning By-law Amendment File Z.08.070 (Moez and Zeenat Walji) BE APPROVED; specifically to amend Exception 9(618) of By-law 1-88 to permit a veterinary clinic (with accessory pet grooming) with a maximum gross floor area of 325 m<sup>2</sup> as an additional permitted use on the subject lands as shown on Attachment #1.

**Economic Impact**

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

**Communications Plan**

On January 16, 2009, a Notice of a Public Meeting was circulated to all property owners within 120 m of the subject lands. As of April 9, 2009, no written comments have been received by the Development Planning Department, and there were no concerns expressed by the public at the Public Meeting on February 10, 2009.

**Purpose**

The Owner has submitted an application to amend the Zoning By-law, specifically Exception 9(618) of By-law 1-88, to permit the additional use of a veterinary clinic (with accessory pet grooming) within Units #6 and #7 (approximately 325 m<sup>2</sup>) on the subject lands zoned EM1 Prestige Employment Area Zone, as shown on Attachment #2.

**Background - Analysis and Options**

**Location**

The subject lands shown on Attachment #1 are located east of Keele Street at the northwest corner of Steeles Avenue West and Tandem Road, municipally known as 2150 Steeles Avenue West, in Part of Lot 1, Concession 3, City of Vaughan. The subject lands are part of York Region Condominium Corporation No. 554. The surrounding land uses are shown on Attachment #1.

**Official Plan**

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Growth and Management Plan), which permits a range of uses which require high visual exposure, good accessibility and an attractive working environment. The proposed veterinary clinic use conforms to the policies of the Official Plan.

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#### Zoning

The subject lands are zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(618), which permits the following additional uses: banquet hall to a maximum of 724m<sup>2</sup>, audio/video retail store, optical retail store, jewellery store, home supply store and a regulated health professional. A veterinary clinic is not a permitted use, and therefore, an amendment to the Zoning By-law is required.

#### Planning Considerations

The site is currently developed with a freestanding 1-storey, 4535m<sup>2</sup>, 24-unit condominium building, which is used primarily employment uses, in addition to an eating establishment, a jewellery retail store, and an audio/video retail store. The proposed veterinary clinic with accessory pet grooming would operate entirely within Units #6 and #7, which is currently occupied by an audio/video retail store, and would have no outside storage. The surrounding land uses consist of mix of commercial, office and employment uses.

The Development Planning Department is of the opinion that the proposed veterinary clinic use is compatible with the existing uses on the site and in the surrounding area. The use will be conducted entirely within Units #6 and #7 and through the implementing by-law will be restricted to a maximum of 330 m<sup>2</sup> on the property.

#### Parking

The existing development was subject to a Zoning By-law Amendment Application (File Z.02.083) to permit a Regulated Health Professional on the property which was approved by Council on May 26, 2003. Subsequently, By-law 189-2003 was enacted on June 23, 2009 under Exception 9(618) to allow a Regulated Health Professional as an additional permitted use, and established a minimum requirement of 135 parking spaces on the site to accommodate all of the permitted uses.

The parking requirement for a veterinary clinic under By-law 1-88 is 3.3 spaces/100m<sup>2</sup>. The proposed veterinary clinic has an approximate gross floor area of 325 m<sup>2</sup>, which would require 11 parking spaces. The veterinary clinic will occupy 2 units, which based on the parking standard for employment uses (i.e. 4 spaces/unit) would require 8 parking spaces on the site. The proposed veterinary clinic use would result in a deficiency of 3 spaces relative to a permitted employment use. The Development Planning Department has conducted two site visits, and has viewed aerial photography and have not identified a parking problem on the site.

In addition, patrons utilizing the veterinary clinic (with accessory pet grooming), generally will park for a short period of time while the drop off/pick-up their animals, thereby reducing the overall demand on available parking. The deficiency of 3 additional parking spaces is considered to be minor and will not have an adverse impact on the function of the site. In addition, as noted above the gross floor area devoted to the use will be limited to 325 m<sup>2</sup> in the implementing zoning by-law to ensure that a further parking deficiency is not created.

#### Relationship to Vaughan Vision 2020/Strategic Plan

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

#### Regional Implications

The Region of York has indicated that they have no comments or objections to the proposed veterinary clinic use on the subject lands, as the appropriateness of the use will be determined by the City.

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**Conclusion**

The proposed Zoning By-law Amendment application has been reviewed in accordance with the policies of OPA #450 (Employment Area Growth and Management Plan), the requirements of By-law 1-88, the comments received from City Departments and external agencies and the surrounding area context. The Development Planning Department is satisfied that the proposal to permit a veterinary clinic with accessory pet grooming on the subject lands, is appropriate and compatible with the existing uses on the site and in the surrounding area. On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

**Attachments**

1. Location Map
2. Site Plan

**Report prepared by:**

Ryan Mino, Planner, ext. 8213  
Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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

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Item 23, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

23

**SITE DEVELOPMENT FILE DA.09.012  
YORK REGION DISTRICT SCHOOL BOARD  
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 20, 2009:

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.09.012 (York Region District School Board), for a two-storey elementary school, an associated playing field and 50 parking spaces BE APPROVED, subject to the following conditions:
  - a) that prior to the issuance of permit:
    - i) the final site plan, building elevations and landscaping plan shall be approved by the Development Planning Department;
    - ii) the garbage room doors be relocated to the satisfaction of the Development Planning Department; and,
    - iii) the final site servicing and grading plans shall be approved by the Engineering Department.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

To permit the development of the subject lands shown on Attachment #1 with a two-storey elementary school, an associated playing field and 50 parking spaces as shown on Attachment #2.

**Background - Analysis and Options**

**Location**

On the west corner of Highmark Drive and Vellore Park Avenue, being Blocks 62 and 177 on Plan 65M-3903 and 65M-3914 respectively, in Part of Lot 24 and 25, Concession 5, City of Vaughan. The surrounding land uses are shown on Attachment #1.

**Official Plan and Zoning**

The subject lands are designated "Low Density Residential" by OPA #600. The proposed elementary school development conforms to the Official Plan.

.../2

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The property is currently zoned RD3 Residential Detached Zone Three by By-law 1-88, as amended, subject to Exception 9(1218). The proposed two-storey elementary school complies with By-law 1-88.

#### Site History

On June 28, 2004, Council approved Draft Plan of Subdivision Files 19T-00V07 (Keystar Developments Inc.) and 19T-00V10 (Weston – 400 Holdings Inc.) to facilitate the development of two residential subdivisions including a school block comprised of Blocks 62 and 177 on Plans 65M-3903 and 65M-3914 respectively.

#### 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 #4 inclusive, and will continue to work with the applicant to finalize the details. The Development Planning Department recommends that the garbage room doors be relocated in a manner that they do not face residential uses. All final plans must be approved to the satisfaction of the Planning Department. A condition of approval in this respect is included in the recommendation.

#### Servicing

The applicant has submitted site servicing and grading plans for review and approval by the Vaughan Engineering Department. All final plans must be approved to the satisfaction of the Engineering Department. A condition of approval is included in the recommendation.

#### Sustainability

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

- i) the HVAC system has heat recovery capability;
- ii) high efficiency boilers;
- iii) mercury free lighting;
- iv) high grade insulation with values from R19 – R25;
- v) recycling and waste management is part of school operations;
- vi) sodded and landscaped areas have been utilized to retain water; and,
- vii) an energy monitoring system will be installed.

#### 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 Application File DA.09.012 has been reviewed by the Development Planning Department in accordance with the applicable policies of OPA #600, By-law 1-88, the comments from City Departments, and the area context. The Development Planning Department is generally satisfied that the proposed development of a two-storey elementary school is

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appropriate and compatible with the existing and permitted uses in the surrounding area, and the lotting in the approved Plans of Subdivision. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

**Attachments**

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

**Report prepared by:**

Morgan Jones, Planner 1, ext. 8216

Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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

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Item 24, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**24**

**SITE DEVELOPMENT FILE DA.07.023  
TOYS 'R' US LIMITED  
WARD 5**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 20, 2009:**

**Recommendation**

The Commissioner of Planning Recommends:

1. THAT the Site Development Application File DA.07.023 (Toys 'R' Us Limited) BE APPROVED, to permit the construction of a single use MacDonald's eating establishment having an outdoor patio and drive-through as shown on Attachment #2, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i) the final site plan, building elevations, and signage details shall be approved by the Vaughan Development Planning Department;
    - ii) the final Landscape Plan shall be generally in accordance with Attachment #3, to the satisfaction of the Vaughan Development Planning Department;
    - iii) the final site grading and servicing plans, stormwater management report, and on-site vehicular circulation shall be approved by the Vaughan Engineering Department; and,
    - iv) the required variances to implement the final site plan shall be approved by the Committee of Adjustment.
  - b) that the Site Plan Letter of Undertaking contain the following provision:
    - i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of the parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

**Economic Impact**

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

**Communications Plan**

N/A

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#### **Purpose**

The Owner has submitted a Site Development Application (File DA.07.023) on the subject lands shown on Attachment #1 for a 394.64m<sup>2</sup> McDonald's eating establishment having a drive-through and outdoor patio uses on a 2.94 ha site shown on Attachment #2. The subject lands are presently developed with two existing commercial buildings having a total gross floor area (GFA) of 5,104m<sup>2</sup> and 312 existing parking spaces. The existing commercial is to remain and the proposed McDonald's will be located at the southeast corner of the site (presently occupied by parking and landscaping).

#### **Background**

##### Council Action

On December 8, 2008, Council considered and deferred Site Development Application File DA.07.023 (Item #25, Report #61 – Toys 'R' Us Limited), which proposed a free standing eating establishment as shown on Attachment #2, to the February 10, 2009 Committee of the Whole Meeting, in an effort to discuss alternative means to mitigate the traffic congestion along Hilda Avenue and on the adjacent lands.

On February 24, 2009, a revised site plan as shown on Attachment #2, was considered by Council, which incorporated the following:

- i) a widened landscape island designed in a manner to direct traffic exiting the drive-through and site in general in a westerly direction towards the driveway access along Steeles Avenue West; and,
- ii) provide additional signage located at the end of the drive-through lane to direct traffic in a westerly direction.

At that meeting, Council adopted the following motion:

"That consideration of the Site Development Application File DA.07.023 (Toys 'R' Us Limited), be deferred, pending the further review and analysis of the application by the Development Planning Department; and that the memorandum of the Commissioner of Planning , dated February 5, 2009 be received."

A copy of the report considered by the Committee of the Whole on February 10, 2009 and subsequently by Council on February 24, 2009 is attached as Attachment #1.

The Development Planning Department met with the applicant to discuss a number of alternatives with respect to the concerns raised by Council. In response, the applicant has submitted the revised Landscape Plan shown on Attachment #3, which includes an enhanced landscape treatment along Steeles Avenue West and Hilda Avenue which creates a more urban edge treatment on the property. The Landscape Plan includes additional planting incorporated into the parking area to the west of the proposed building and within the boulevard. A brick pilaster and decorative iron fence, masonry entry feature and additional landscaping is proposed along the street frontage to enhance the aesthetic value of the site and to create a gateway entry at the corner of Hilda Avenue and Steeles Avenue West. A precast paver walkway connecting to the corner has also been introduced to the site to further promote pedestrian activity. The revised Landscape Plan has been reviewed by the Development Planning Department and is considered appropriate for the development of the site.

Accordingly, it is recommended Council approve Site Development Application (File DA.07.023) for the proposed single use McDonalds restaurant.

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#### Engineering

In the City's ongoing efforts to address traffic congestion along the Steeles Avenue corridor and specifically at Hilda Avenue, the Engineering Department met with the City of Toronto to discuss traffic issues at the Steeles Avenue West and Hilda Avenue intersection. As a result, the City of Toronto has agreed to review and determine the feasibility of implementing a southbound left-turn lane on Hilda Avenue. The Engineering Department advised that the City of Toronto is expected to complete this review by the end of April 2009.

#### 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 Transportation Services Department has no objection to the proposed development shown on Attachment #2.

#### Conclusion

The Development Planning Department has reviewed the proposed Site Development (File DA.07.023) in accordance with the policies of OPA #210 (Thornhill-Vaughan Community Plan), the requirements of By-law 1-88 as amended by site-specific Exception 9(483), and in context of the surrounding land uses. The Development Planning Department is satisfied with the proposed development subject to the revised plans included as Attachments #2 and #3 superseding those included in the report contained in Attachment #1, as well as the comments and recommendations contained in this report. The proposed application to permit the development of a McDonald's eating establishment with permitted drive-through and outdoor patio uses as shown on Attachment #2, conforms to the policies of the area Official Plan and is considered to be compatible with the existing surrounding land uses, and can be supported, together with the variance that will be required to be obtained from the Committee of Adjustment to permit the McDonald's building outside of the two existing building envelopes on the site.

#### Attachments

1. Committee of the Whole Report – Site Development (File DA.07.023) Toys 'R' Us Limited
2. Site Plan - Revised
3. Revised Landscape Plan – McDonald's Restaurant

#### Report prepared by:

Armine Hassakourians, Planner, ext. 8368  
Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 25, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

25

**ZONING BY-LAW AMENDMENT FILE Z.05.017  
FERMA PROPERTIES INC.  
WARD 2**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 20, 2009:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-Law Amendment File Z.08.013 (Ferma Properties Inc.) BE APPROVED; specifically to amend By-law 1-88, to rezone the subject lands shown on Attachment #1 from PB1 Parkway Belt Open Space Zone to RA3(H) Apartment Residential Zone with the addition of the Holding Symbol "(H)" and OS1 Open Space Conservation Zone, as shown on Attachment #5 and with the following site-specific zoning exceptions to facilitate the proposed Master Plan, as shown on Attachment #2:
  - i) permit a maximum of 1040 residential units on the subject lands;
  - ii) permit a maximum of 7 residential apartment buildings ranging in height from 8-12 storeys, as shown on Attachment #5;
  - iii) require a minimum 7 m wide landscaped buffer abutting an OS1 Open Space Conservation Zone;
  - iv) require a minimum amenity area of 30,500 m<sup>2</sup>, whereas 42,380 m<sup>2</sup> is required;
  - v) permit a minimum lot area of 49,532.7 m<sup>2</sup> and 47.6 m<sup>2</sup> per residential unit, whereas a minimum of 69,680 m<sup>2</sup> and 67 m<sup>2</sup>/unit are required respectively;
  - vi) permit a minimum of 2187 parking spaces; whereas 2207 are required;
  - vii) permit live/work units in Buildings "A1", "A2" and "B" as shown on Attachment #2; with the following commercial uses on the ground floor;
    - Business and Professional Office uses;
    - Photography Studio; and,
    - Artist Studio.
  - viii) permit the following commercial uses on the first and second floors of Buildings "E" and "F" as shown on Attachment #2 to a combined maximum gross floor area of 5562 m<sup>2</sup>:

**Ground Floor**

- Convenience Retail;
- Video Store;
- Eating Establishment with or without outdoor patio;
- Eating Establishment, Convenience, with or without patio;
- Photography Studio;
- Pharmacy; and,
- Day Nursery.

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#### Ground and Second Floor

- Business and Professional Offices.
  - ix) require that all garbage and recycling areas be located indoor;
  - x) require that a permanent fence be provided along the development side of the buffer block; and,
  - xi) permit the Holding Symbol “(H)” to be lifted in phases, as an individual Site Development Application for each phase of the proposed development is approved by Council, in accordance with the phasing plan shown on Attachment #6;
2. That the Holding Symbol “(H)” shall not be removed from the subject lands until such time that the following conditions are satisfied for the subject lands, or portion (phase) thereof:
- i) the Owner shall implement the approved Environmental Remedial Action Plan to the satisfaction of the City of Vaughan;
  - ii) the Owner shall satisfy all conditions of Canadian National Railway (CNR) and Canadian Pacific Railway (CPR);
  - iii) the Owner shall satisfy all conditions of the Toronto and Region Conservation Authority (TRCA);
  - iv) water and sanitary servicing capacity shall be identified and allocated by Council;
  - v) a Site Development Application shall be approved by Council for each phase;
  - vi) all conditions of the Region of York are satisfied;
  - vii) an updated set of Urban Design Guidelines shall be approved by the Development Planning Department; the guidelines shall address sustainable site and building features to be included in the overall development for implementation at the site plan approval stage;
  - viii) an agreement shall be registered on the title of the subject lands indicating how the development will address CNR Rail noise setback and vibration requirements and satisfy all other requirements CNR to their satisfaction;
  - ix) the final traffic report shall be approved by the City and Region of York; and,
  - x) the Owner shall submit the following in support of the initial Site Development Application on the subject lands for the review and approval of the City:
    - i) a Vegetation Inventory and Preservation Plan, including an Edge Management Plan;
    - ii) sun shadow diagrams; and,
    - iii) a pedestrian wind impact study.
3. That the proposed overall Master Plan shown on Attachment #2, BE APPROVED, as a guide for future development of the subject lands shown on Attachment #1, with specific development standards being defined and implemented through the appropriate development approval process for each phase of the proposed development.

#### **Economic Impact**

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

#### **Communications Plan**

On May 27, 2005, a Notice of a Public Meeting was circulated to all property owners within 120 m of the subject lands, to the West Woodbridge Homeowners Association, the Vaughanwood Ratepayers Association and to the City of Toronto Planning Department. The notice identified the

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Applicant's intent to rezone the subject lands from PB1 Parkway Belt Zone to RA3 Apartment Residential Zone and OS1 Open Space Conservation Zone to permit a high density residential/commercial mixed-use development on the subject lands, comprised of 6 apartment buildings and 1062 residential units. A written submission was received from the President of the Famee Furlane Club of Toronto, the Owners of the lands on the immediate east side of Islington Avenue, opposite the subject lands, which expressed concerns with the proposed density and building height along Islington Avenue. The Committee of the Whole at the Public Meeting adopted the following resolution, which was ratified by Council June 27, 2005:

- "1. That the recommendation contained in the following report of the Commissioner of Planning dated June 20, 2005, be approved;
2. That the deputation of Mr. Peter Smith, Bousfields Inc., 3 Church Street, Suite 200, Toronto, M5E 1E2, and written submission dated June 20, 2005, on behalf of the applicant, be received; and,
3. That the written submission of Mr. Luigi Gambin, President, Fame Furlane Club of Toronto 7065 Islington Avenue, Woodbridge Ontario, L4L 1V9, dated June 2, 2005 be received."

The Applicant subsequently met with representatives of the Famee Furlane Club of Toronto and agreed to limit the building height of the two buildings abutting Islington Avenue to 8-storeys and to align the proposed driveway access opposite the existing driveway to the Fame Furlane of Toronto lands.

**Purpose**

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

1. A Zoning By-Law Amendment Application (File Z.05.017), specifically to amend By-law 1-88, to rezone the subject lands shown on Attachment #1 from PB1 Parkway Belt Open Space Zone to RA3(H) Apartment Residential Zone with the addition of the Holding Symbol "(H)" and OS1 Open Space Conservation Zone, as shown on Attachment #5 and with the following site-specific zoning exceptions to facilitate the proposed Master Plan as shown on Attachment #2.
  - i) permit a maximum of 1040 residential units on the subject lands;
  - ii) permit a maximum of 7 residential apartment buildings ranging in height from 8-12 storeys, as shown on Attachment #5;
  - iii) require a minimum 7 m wide landscaped buffer abutting an OS1 Open Space Conservation Zone;
  - iv) require a minimum amenity area of 30,500 m<sup>2</sup>, whereas 42,380 m<sup>2</sup> is required;
  - v) permit a minimum lot area of 49,532.7 m<sup>2</sup> and 47.6 m<sup>2</sup> per residential unit, whereas a minimum of 69,680 m<sup>2</sup> and 67 m<sup>2</sup>/unit are required respectively;
  - vi) permit a minimum of 2187 parking spaces; whereas 2207 are required;
  - vii) permit live/work units in Buildings "A1", "A2" and "B" as shown on Attachment #2; with the following commercial uses on the ground floor;
    - Business and Professional Office uses;
    - Photography Studio; and,
    - Artist Studio.

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- viii) permit the following commercial uses on the first and second floors of Buildings “E” and “F” as shown on Attachment #2 to a combined maximum gross floor area of 5562 m<sup>2</sup>:

Ground Floor

- Convenience Retail;
- Video Store;
- Eating Establishment with or without outdoor patio;
- Eating Establishment, Convenience, with or without patio;
- Photography Studio;
- Pharmacy; and,
- Day Nursery.

Ground and Second Floor

- Business and Professional Offices.

- ix) require that all garbage and recycling areas be located indoor;
- x) require that a permanent fence be provided along the development side of the buffer block; and,
- xi) permit the Holding Symbol “(H)” to be lifted in phases, as an individual Site Development Application for each phase of the proposed development is approved by Council, in accordance with the phasing plan shown on Attachment #6;

- 2. A proposed Master Plan as shown on Attachment #2 for the subject lands shown on Attachment #1, comprised of 7 residential apartment buildings ranging in height from 8 to 12-storeys, 1,040 residential units, and 5,562 m<sup>2</sup> of commercial gross floor area as shown on Attachment #2. The preliminary site statistics are as follows:

Site Area (Tableland Portion)	= 4.95 ha
Residential Gross Floor Area (incl. live work units)	= 93,503 m <sup>2</sup>
Commercial Gross Floor Area	= 5,562 m <sup>2</sup>
Total GFA	= 99,065 m <sup>2</sup>
Parking Provided	= 2,187 spaces
Parking Required	= 2,175 spaces

The proposed Master Plan would guide the future development of the lands, with specific development standards being defined and implemented at the Site Plan Approval Stage.

**Background - Analysis and Options**

On September 22, 2003, Council approved Official Plan Amendment Application File OP.02.008 and subsequently adopted OPA #605 {Franco Ferragine In Trust (Ferma Properties)} to facilitate the development of a residential/commercial mixed-use development for the subject lands. OPA #605 designates the subject lands “Mixed High Density Residential/Commercial Use” and provides policies to guide their development. OPA #605 was forwarded to the Regional Municipality of York for approval on October 7, 2003. The Region of York approved OPA #605 on November 15, 2005 with the following modifications:

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- i) permit the 7 meter buffer strip required by the Toronto and Region Conservation Authority (TRCA) to be used in the calculation of the maximum permitted density, and,
- ii) replace Schedule “2” (“Area Subject to the Amendment”) with a revised Schedule accurately depicting the subject lands.

The subject lands are located on the west side of Islington Avenue, north of Steeles Avenue, being Lot 26 on Plan 9691, municipally known as 7082 Islington Avenue, in Lot 1 Concession 7, City of Vaughan. The subject lands (tableland portion) have a lot area of 4.95 ha. The applicant also owns additional lands (valleylands) as shown on Attachment #1. The surrounding land uses are shown on Attachment #1.

Official Plan

OPA #605 designates the subject lands “Mixed High Density Residential/Commercial Use”, and includes the following policies (in part) to guide the development of the subject lands;

- i) the subject lands shall be developed as a large campus complex and should be functionally integrated with the future development of the properties immediately to the south to provide a comprehensive development, including shared access points and amenity areas. Comprehensive development shall be addressed through the implementing by-law and site development plan;
- ii) a maximum Floor Space Index (FSI) of 2.0 shall be permitted;
- iii) the maximum building height on the property shall be 12 storeys and 9 storeys for buildings adjacent to Islington Avenue;
- iv) the development limit for the tableland portion of the property, and the required setbacks, shall be delineated to the satisfaction of the Toronto and Region Conservation Authority (TRCA);
- v) through the implementation of the Remediation Action Plan (RAP), the subject lands shall be free from contamination and suitable for residential use, prior to any development of the lands, to the satisfaction of the Ministry of the Environment and/or the City of Vaughan;
- vi) development adjacent to the railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided and all residential development is expected to comply with the Principle Main Line Requirements;
- vii) Council shall confirm that adequate water and sewer allocation is available to service the proposed development; and,
- viii) In calculating the maximum permitted density, the gross site area, shall include the immediate adjacent 7 m wide buffer associated with the Humber River valleyland.

OPA #605 also requires the submission of the following studies in support of a Site Development Application:

- i) a final Remedial Action Plan report to the satisfaction of the City of Vaughan;
- ii) a Noise Study to the satisfaction of the appropriate Railway Companies, Region of York and the City of Vaughan;
- iii) a Traffic Study;

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- iv) Urban Design Guidelines; and,
- v) a Tree Preservation Plan and Slope Stability report.

Zoning

The subject lands are zoned PB1 Parkway Belt Open Space Zone by By-law 1-88, which does not permit the proposed residential and commercial uses. An amendment to By-law 1-88 is required to rezone the subject lands from PB1 Parkway Belt Open Space Zone to RA3(H) Apartment Residential Zone with the addition of the Holding Symbol “(H)” and OS1 Open Space Conservation Zone, in the manner shown on Attachment #5 in order to facilitate the proposed plan. In addition, the following site-specific zoning exceptions are required to the RA3 Apartment Residential Zone:

- i) permit a maximum of 1040 residential units on the subject lands;
- ii) permit a maximum of 7 residential apartment buildings ranging in height from 8-12 storeys as shown on Attachment #5;
- iii) require a minimum 7 m wide landscaped buffer abutting an OS1 Open Space Conservation Zone;
- iv) require a minimum amenity area of 30,500 m<sup>2</sup>, whereas 42,380 m<sup>2</sup> is required;
- v) permit a minimum lot area of 49,532.7 m<sup>2</sup> and 47.6 m<sup>2</sup> per residential unit, whereas a minimum of 69,680 m<sup>2</sup> and 67 m<sup>2</sup>/unit are required respectively;
- vi) permit a minimum of 2187 parking spaces, whereas 2207 are required;
- vii) permit live/work units in Buildings “A1”, “A2” and “B” as shown on Attachment #2; with the following commercial uses on the ground floor;
  - Business and Professional Office uses;
  - Photography Studio; and,
  - Artist Studio.
- viii) permit the following commercial uses on the first and second floors of Buildings “E” and “F” as shown on Attachment #2 to a combined maximum gross floor area of 5562 m<sup>2</sup>:

Ground Floor

- Convenience Retail;
- Video Store;
- Eating Establishment with or without outdoor patio;
- Eating Establishment, Convenience, with or without patio;
- Photography Studio;
- Pharmacy; and,
- Day Nursery.

Ground and Second Floor

- Business and Professional Offices.

- ix) permit the Holding Symbol “(H)” to be lifted in phases, as an individual Site Development Application for each phase of the proposed development is approved by Council, in accordance with the phasing plan shown on Attachment #6.

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The zoning exceptions noted above, particularly the development standards shown on Attachment #5, are based on the Master Plan shown on Attachment #2 and are considered to be acceptable as they are a result of the development constraints to the subject lands including their proximity to the railway line, valley lands, Islington Avenue and the site's irregular shape. The exception for minimum amenity area of 30,500 m<sup>2</sup> represents a decrease of 28 % and an average amenity area per dwelling unit of 29 m<sup>2</sup>, which is considered to be acceptable as similar developments have been approved by Council with a reduced amenity area. In addition, the lands are located next to open space lands for which a multi-use recreational pathway/trail system is proposed, as set out in the City of Vaughan Pedestrian and Bicycle Master Plan. The Development Planning Department can also support the minimum lot area of 49,532.7 m<sup>2</sup> and 47.6 m<sup>2</sup>/unit which is consistent with other developments approved by Council.

In addition, the Urban Design Guidelines submitted in support of the Master Plan are acceptable to the Development Planning Department and meet the intent of the Official Plan to create a cohesive community with quality design. Any additional zoning exceptions that may be required to facilitate and perfect the proposed development of each phase will be considered when each individual Site Development Application is submitted for each phase, and will be addressed through future zoning Amendment Applications or alternatively, through variances to By-law 1-88, as deemed appropriate.

The Development Planning Department also recommends that the lands be zoned with the Holding Symbol "(H)" and that the Holding Symbol remain on the subject lands until such time as the following conditions have been addressed for the subject lands or a portion (phase) thereof:

- i) the Owner shall implement the approved Environmental Remedial Action Plan to the satisfaction of the City of Vaughan;
- ii) the Owner shall satisfy all conditions of Canadian National Railway (CNR) and Canadian Pacific Railway (CPR);
- iii) the Owner shall satisfy all conditions of the Toronto and Region Conservation Authority (TRCA);
- iv) water and sanitary servicing capacity shall be identified and allocated by Council;
- v) a Site Development Application shall be approved by Council for each phase;
- vi) all conditions of the City of Toronto and Region of York are satisfied;
- vii) an updated set of Urban Design Guidelines shall be approved by the Development Planning Department; the guidelines shall address sustainable site and building features to be included in the overall development for implementation at the site plan approval stage;
- viii) an agreement shall be registered on the title of the subject lands indicating how the development will address CNR Rail noise setback and vibration requirements and satisfy all other requirements CNR to their satisfaction;
- ix) the final traffic report shall be approved by the City and Region of York; and,
- x) the Owner shall submit the following in support of the initial Site Development Application on the subject lands for the review and approval of the City the following:
  - i) a Vegetation Inventory and Preservation Plan, including an Edge Management Plan;
  - ii) sun shadow diagrams; and,
  - iii) a pedestrian wind impact study.

These conditions will ensure that all the required studies and supporting documentation will be submitted and reviewed prior to any development being undertaken on the subject lands.

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#### Master Plan/Urban Design Guidelines

The subject lands shown on Attachment #1 represents the tableland portion of the Owner's entire land holdings. The subject lands are irregular in shape and are bounded by the Canadian Pacific Railway (CPR) and the Canadian National Railway (CNR) rail lines to the north, Islington Avenue to the east, and open space and agriculturally zoned lands to the south. The proposed Master Plan has been designed to respond to these development constraints and the surrounding land use context. It is intended that the Master Plan guide the general overall development of the site and that detailed site plan review will occur when a Site Development Application is submitted for the development of the subject lands, or a phase thereof, and ensure the sensitive integration of the subject lands with the valley system and the surrounding land uses.

The Master Plan shown on Attachment #2 includes 7 condominium apartment buildings (Buildings "A1", "A2", "B", "C", "D", "E" and "F") arranged around the periphery of the site and staggered along the internal road to improve views to the valley and natural light conditions, and range in height from 8 to 12 storeys. Buildings "C" and "D" will function completely as residential condominium buildings while the remaining buildings will include commercial uses on the ground floor (Buildings "A1", "A2" and "B") or the ground floor and second floors (Buildings "E" and "F"). The main road, has been designed to municipal standards, and runs in a northwest direction parallel to Islington Avenue and the rail lines.

The majority of the required parking spaces will be provided in an underground parking garage for each building, however a limited number of surface parking spaces have been allocated along both sides of the main road and adjacent to the railway right-of-ways. The parking details regarding the location of visitor and handicapped parking spaces will be reviewed with the submission of the Site Development Application for each phase of the proposed development. The proposed phasing plan is shown on Attachment #6.

The Master Plan shown on Attachment #2 also serves as the preliminary landscape plan for the site. Landscaped amenity areas are located throughout the site. The main open space area, which is comprised of a passive open space, a play area, and pathway connection to the valley land is centrally located on the subject lands generally located between Buildings "C" and "D" as shown on Attachment #2. The location of this open space area provides an open vista to the valley lands. A landscaped berm abutting the railway lines, as required by the noise study, is proposed and must be designed and landscaped in a manner that ensures full compliance with the requirements of the CNR outlined in the Principle Main Line Requirements.

The applicant has submitted Urban Design Guidelines (UDG) prepared by Bousefield Inc., in conjunction with Cosburn Giberson, Landscape Architects and PDA Architects, dated June 2008, which have been reviewed and were found to be generally acceptable, subject to final comments from the Development Planning Department. The UDG are intended to balance the design requirements for higher density buildings with commercial uses and the open space recreational system with the desire to create an active pedestrian experience.

The development has been designed as a mixed-use residential/commercial development with varying building heights, typologies, and sitings that provide open space vistas and natural light to the proposed community. The UDGs will control the building and landscaping materials, with the goal of creating a gateway to the City Vaughan and provide the new community with a sense of place. The plan facilitates the proposed land uses and identifies the preferred and possible options for pedestrian walkway connections between the adjoining valley land and future trail systems, to transit along Islington Avenue, and a possible future road connection to Steeles Avenue. The UDGs should be updated to reflect the current design practices and standards when the first Site Development application for the development is submitted. A condition of approval is included in this respect.

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The Development Planning Department is recommending that prior to the removal of the Holding Symbol “(H)” from the subject lands that the following additional information be submitted and approved:

- i) a Vegetation Inventory and Preservation Study including an Edge Management Plan;
- ii) sun shadow diagrams; and,
- iii) a pedestrian wind impact study.

It is also recommended that prior to the submission of a Site Development Application for Buildings “C” and “D” that the building envelopes be reviewed to reduce their footprint in order to provide additional exposure to the valleylands.

#### Elevations

The typical preliminary elevations are shown on Attachments #3 and #4. The buildings are modern in style, with symmetrical architectural building features. The key objective of the proposed building design is to create building facades that are coherent in appearance, add visual interest, and create an identity that is consistent with the scale and character of the surrounding area. The main building materials proposed for the development include a combination of brick and precast interrupted by glazing and metal. The use of higher quality material on the facades and exterior walls of the residential buildings will provide the community with a sense of place and permanence. The final elevations must be approved by the Development Planning Department as the specific Site Development Applications are submitted for each development phase.

#### Sustainable Features

The City is encouraging that all new development incorporate sustainable building and site design features. The applicant has indicated that no commitment can be made to sustainable features at this time, as the site, building and engineering designs have not advanced to a stage to determine whether the sustainable features are technically feasible. The applicant has however provided a list of features that could be considered in the future as follows:

- i) LEED accreditation;
- ii) green roofs;
- iii) permeable paving;
- iv) gray water reuse;
- v) solar and wind power;
- vi) rain water storage and reuse;
- vii) geothermal heating and cooling;
- viii) waste heat recapturing;
- ix) xeriscaping;
- x) enhanced stormwater infiltration; and,
- xi) materials and methods of construction to reduce heat gain/loss.

The final Urban Design Guidelines (UDG) shall incorporate policies that will require the proposed development to incorporate sustainable site and building development features into the development. In addition, the implementation of sustainable site and building features will be reviewed at the site plan stage.

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Waste Collection

The City approved a Waste Collection Design Standards Policy and Report for Recycling in new residential apartment and condominium buildings. At the site development stage, the applicant shall ensure that the design of each building includes provisions for a internal garbage storage area, sorters, proper access route and loading areas in accordance with the approved City policy.

Supporting Studies

The original Master Plan submitted by the applicant during the approval of OPA #605 was conceptual and has been subject to many revisions. A Traffic Impact Study, a Noise Report, conceptual plans, and a Remedial Action Plan were submitted in support of the Official Plan Amendment Application. The reports were reviewed by the required Departments and agencies and were found generally acceptable, subject to a number of conditions. Some of these conditions were included as policies in OPA #605 to ensure that the proper review would be undertaken with the expectation that the overall development plan for the lands could change over time. OPA #605 requires that the following studies be submitted in support of a Site Development Application:

- i) a final Remedial Action Plan report to the satisfaction of the City of Vaughan;
- ii) a Noise Study to the satisfaction of the appropriate Railway Companies, Region of York and City of Vaughan;
- iii) a Traffic Study to the satisfaction of the Region of York and City of Vaughan;
- iv) Urban Design Guidelines; and,
- v) a Tree Preservation Plan and Slope Stability report.

Since a Site Development Application for a specific building is not being approved at this time and the applicant is proceeding solely with a Zoning By-law Amendment Application to rezone the subject lands with site-specific zoning exceptions, the Development Planning Department recommends that the studies noted above and any other study deemed to be appropriate shall be submitted to the City prior to the removal of the Holding Symbol "(H)", in support of the Site Development Application for each phase.

Parking

The proposed site plan includes a total of 2,187 parking spaces comprised of 2090 spaces located in underground garages and 97 surface parking spaces distributed across the site. The required parking for the proposed development based on By-law 1-88 is calculated as follows:

Buildings "A1" and "A2"

Residential Units (including live/work) - 305 units @  
1.75 spaces/unit (including visitor) = 534 spaces

Live/work units GFA - 1,575 m<sup>2</sup> @ 3.5 spaces/100 m<sup>2</sup> GFA = 56 spaces  
(50% of GFA devoted to non-residential uses)

Building "B"

Residential Units (including live/work) - 205 units @  
1.75 spaces/unit (including visitor) = 359 spaces

Live/work GFA - 1808 m<sup>2</sup> @ 3.5 spaces/100 m<sup>2</sup> = 64 spaces  
(25% of GFA devoted to non-residential uses)

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Buildings “C” and “D”

Residential Units - 423 units @ 1.75 spaces/unit (including visitor) = 741 spaces

Buildings “E” and “F”

Ground Floor Retail GFA - 2781 m<sup>2</sup> @ 6 spaces/100 m<sup>2</sup> = 167 spaces

Second Floor Office GFA - 2781 m<sup>2</sup> @ 6 spaces /100 m<sup>2</sup> = 98 spaces

Floors 3-8 - 107 units@ 1.75 spaces/unit (incl. visitor parking) = 188 spaces

Total Parking Required - = 2,207 spaces

Based on the above calculations, the proposed parking supply is deficient 19 parking spaces, or less than 1% of the minimum parking requirement of By-law 1-88. The Development Planning Department are satisfied that this deficiency is minor in nature and can be supported.

Access and Traffic

The applicant is proposing a full-movement signalized driveway onto Islington Avenue to serve the proposed development. The Region of York has advised that this proposed driveway must be aligned with the entrance to the property to the immediate east (Famee Furlane). A second Islington Avenue access point, as shown as Attachment #2, is identified as a “Possible Emergency Access”. The conceptual Master Plan shown on Attachment # 2 also identifies a possible future site access further south, on Islington Avenue, which would be located directly opposite Friuli Court to the immediate east. This access would require that the appropriate easement(s) be granted from the adjacent property Owner in order for it to be feasible. At this time, no access is proposed for the site from Steeles Avenue, however the traffic report indicates that an access to Steeles Avenue could be considered in the future. Should the applicant pursue a road connection to Steeles Avenue, approval is required from the City of Toronto.

The Region of York Transportation Department has reviewed the latest submission and provide the following comments (in part):

- i) Access and Traffic:
  - a) An updated traffic impact study is required to be submitted for review and approval;
  - b) The proposed Islington Avenue access requires the reconfiguration of the entrance to the Famee Furlane Property on the east side of Islington Avenue, the applicant shall provide written confirmation from the property owner that they are in agreement with the proposal and that Ferma shall be responsible for all costs associated with this reconfiguration. Should Famee Furlane not be amenable to this reconfiguration, the Ferma entrance shall be relocated to suit the development.
  - c) The Regional Municipality of York is protecting sufficient land along Islington Avenue for the future construction of a grade separation at the Canadian Pacific railway crossing. The applicant shall be required to provide written correspondence to the Region from Canadian Pacific indicating that their requirements for future rail detour have been addressed.

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##### ii) Islington Right-of-Way

Islington Avenue has been identified as a future transit route in the Regional Official Plan. The Owner shall be required to convey an additional widening to provide for a right-of-way of 21.3m.

The Region has also requested that all structures, both above and below grade, must not encroach into the future road widening and that all exterior walls of building(s) shall be setback a minimum of 2 m from the ultimate Regional right-of-way in order to avoid steps, retaining walls or doorways that may encroach onto the Regional right of way. As a condition of any approvals on the subject lands and prior to the removal of the Holding Symbol "(H)", the Owner will be required to satisfy the conditions of the Region of York.

#### Parkland Dedication

The preliminary parkland dedication for this plan is calculated as follows:

Total Number of Units:	1040
Total Parkland Required at 1 ha/300 units	3.47 ha
Parkland provided:	0 ha

The proposed a development will function with private amenity areas, utilities, and therefore, no parkland will be taken by the City. The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to a fixed unit rate prior to the issuance of a building permit in accordance with the Planning Act and the City's Cash-in-Lieu Policy. A 2% amount shall be paid for the commercial component in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands, for the commercial component prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

#### Engineering Department

##### i) Additional Requirements

The Engineering Department has reviewed the latest submission and have indicated that further details respecting storm water management and site servicing and grading are required. A memo dated October 28, 2008, outlining the Engineering Department's comments has been provided to the applicant. The Engineering Department has also indicated that approval from the Region of York and TRCA are required for service connections within the Islington Avenue right-of-way and on-site detention and discharge fall-out, respectively. In addition, the Engineering Department has identified that the following studies are required prior to the approval of a Site Development Application for the subject lands or portion (phase) thereof:

- i) a revised Noise Impact Study Report;
- ii) a revised Railway Vibration Analysis;
- iii) CNR and CPR approvals;
- iv) a revised Remedial Action Plan (RAP); and,
- v) a revised Traffic Impact Study.

##### ii) Servicing

The final Servicing Capacity Allocation status for this site will be determined by the Engineering Department through the annual update of the "Servicing Capacity Allocation Strategy" (SCAS) which will be considered by Council, concurrently with the subject application at the March 31, 2009, Committee of the Whole meeting.

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A Functional Servicing Report (FSR) was prepared by Sernas Associates dated June 2008, in support of the development and additional information and details are required. The Engineering Department comments have been forwarded to the applicant.

#### iii) Transportation

The Engineering Department has reviewed the proposed development and supporting material and have indicated that traffic signage should be provided, and that garbage disposal, loading and snow storage areas should be shown on the plan. The Engineering Department also indicated that the parallel parking spaces located along one side of the main road system should be removed to maintain efficient and safe traffic circulation. These issues will be examined during submission of the individual Site Development Application(s) for each phase of the proposed development.

#### iv) Environmental

In 2003 the Owner submitted an Environmental Report and Remedial Action Plan (RAP) prepared by Environmental Probe Ltd. Terrapex Environmental Ltd., the City's peer reviewer at the time, reviewed both environmental reports and was of the opinion that the remedial action plan appropriately addresses the environmental issues on this site to enable residential development. However, additional investigation and engineering design are required to finalize the RAP. Accordingly, Terrapex Environmental Ltd. suggested approval of the proposed development, subject to a number of conditions including that the implementing Official Plan Amendment provide policies to ensure that the site is completely mitigated to accommodate the residential development. OPA #605 has incorporated this policy and accordingly, it is recommended that prior to the removal of the Holding Symbol "(H)" from the subject lands and the approval of the first Site Development Application for the development all environmental concerns shall be addressed to the satisfaction of the City of Vaughan. A condition of approval is included to address this requirement.

#### City of Toronto

The City of Toronto Development Services Division has reviewed the proposed development and associated Traffic Report and provide the following comments (in part):

"As the current development proposes access from Islington Avenue, the City of Toronto defers comments on access, parking and loading to the City of Vaughan and the Regional Municipality of York, which have jurisdiction to these matters. However, should an access to this site be proposed from Steeles Avenue it will only be permitted to the satisfaction of the Commissioner of Works and Emergency Services (North District, City of Toronto)."

This agency has also provided comments on the Traffic Impact Study prepared by Sernas Transtech (dated August 2003). The study was based on a previous proposal comprised of 1200 residential units and as such would need to be revised to reflect the current proposal.

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

The Toronto and Region Conservation Authority (TRCA) have advised that they have no objection to the Zoning By-law Amendment Application, subject to the following:

#### i) Long Term Stable Top-of-Bank

A 7 m buffer shall be provided inland from the greater of the staked top-of-bank and the long term

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stable top-of-bank in all areas of the site and that there shall be no retaining wall located within in the buffer area. The 7 m buffer area will be included in the implementing zoning by-law as shown on Attachment #5.

In 2005, the TRCA agreed to reduce the buffer from 10 m to 7 m as the valley does not contain a mature vegetation community and that provided adequate setbacks will be applied to the proposed buildings. The TRCA has advised that the building setbacks proposed on Attachment #5 are acceptable.

#### ii) Fencing

A permanent fence must be provided along the development side of the buffer to limit disturbance to the adjacent natural features. The implementing by-law will also include this requirement.

The Owner will be required to satisfy all conditions of the TRCA for the subject lands, or any phase thereof, prior to the removal of the Holding Symbol “(H)”. A condition of approval is included in this respect.

#### Canadian Pacific (CPR) and Canadian National (CNR) Railways

The CNR has reviewed the proposed development and has indicated that they have no objection in principle to the proposed rezoning, provided the implementing zoning by-law include provisions for a 30m building setback from the railway right-of-way and the requirement for a 1.8 m high security fence.

Prior to the removal of the Holding Symbol “(H)” and prior to the approval of any Site Development Application for the subject lands, or portion thereof, the Canadian National and Canadian Pacific Railway Companies shall be satisfied that the development for this site will comply with the Principle Main Line Requirements and a noise and vibration study shall be approved.

In addition to the above requirements, a condition for lifting the Holding Symbol “(H)” shall be included in the implementing zoning by-law requiring the Owner to register on the title of the subject lands an agreement with CNR, stipulating how their concerns will be addressed. A condition of approval is included in this respect.

#### York Region District School Board

The York Region District School Board has reviewed the previous application proposing 1200 residential units at which time it indicated concern with the potential number of pupils generated from this development. At that time, the property was located within an attendance boundary for an elementary school that was over capacity. The applicant was to provide additional information including detailed counts by bedroom types, services and the proposed target market. To date, this information is still outstanding. Prior to final approval of the first Site Development Application, any conditions of the School Board shall be addressed.

#### Relationship to Vaughan Vision 2020

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

#### Regional Implications

The Region of York approved OPA #605 on November 18, 2005. The current proposal conforms to the Official Plan as it relates to the maximum building heights and the permitted density.

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**Conclusion**

The Development Planning Department has reviewed the application to amend Zoning By-law 1-88, to rezone the subject lands from PBI Parkway Belt Open Space Zone to RA3(H) Residential Apartment Zone with the addition of the Holding Symbol "(H)" and OS1 Open Space Conservation Zone, to facilitate the development of the subject lands with 7 buildings ranging in heights from 8 to 12 storeys, with 1040 residential units and 5565 m<sup>2</sup> of commercial gross floor area within a new master planned community. The application has been considered in the context of the policies in OPA #605, Regional policies, the requirements of By-law 1-88, and the surrounding land use context.

The applicant has submitted a Master Plan shown on Attachment #2 together with Urban Design Guidelines that will guide future development within the community, and ensure the sensitive integration of the development into the existing community. The Development Planning Department is satisfied that the proposed development plan is appropriate and compatible with the existing and planned uses in the area.

The Development Planning Department recommends approval of the Zoning Amendment Application and the Master Plan shown on Attachment #2 to guide the development of this community, subject to the conditions identified in this report. Should the Committee concur, the recommendations in this report can be adopted.

**Attachments**

1. Location Map
2. Proposed Master Plan
3. Typical Elevations – Buildings "A", "B" and "C"
4. Typical Elevations – Buildings "D", "E" and "F"
5. Proposed Development Standards Plan
6. Phasing Plan

**Report prepared by:**

Eugene Fera, Planner, ext. 8064

Mauro Peverini, Manager of Development Planning, ext. 8407

/LG

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



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- 2) That a by-law be enacted to adopt the Woodbridge Heritage Conservation District Plan (Attachment 3) as guidelines for property owners, City Staff, advisory committees and Council when making decisions on matters referred to in Section 41.2 and 42 of the Ontario Heritage Act;
- 3) That the City of Vaughan By-law 203-92 which regulates signage in the City and special Sign Districts should be amended to include the entire boundary of the Woodbridge Heritage Conservation District as reflected in Attachment 2; and, to prohibit pylon signs; internally illuminated signs and awning signs. In addition, awnings should be required to be retractable in the traditional profile and material;
- 4) That a Community Improvement Plan policy be included in the Official Plan Amendment inclusive of the Heritage District Boundary;
- 5) Changes to the Official Plan(s) and City Zoning By-law 1-88, respecting land use and setbacks as recommended in the plan be considered in the Woodbridge Focused Area Study inclusive of the Heritage District boundary;
- 6) That the Recreation and Culture Department submit an additional resource request for Council's consideration as part of the 2010 Operating Budget process, in order to implement the District Plan.
- 7) That Staff prepare a report for Council's review on any required amendments to the Site Plan Control By-law and associated OPAs to include all properties within the Woodbridge Heritage District or within the area identified during the review of OPA 200, as amended, for Council consideration;
- 8) That the Federal "Standards and Guidelines for the Conservation of Historic Places in Canada" be adopted; and,
- 9) A detailed Streetscape Master Plan for the Woodbridge Core area and a costing and implementation plan should be undertaken which build on the Streetscape Master Plan and costing prepared through the Kipling Avenue Corridor Study.

#### **Economic Impact**

The funds for the Study were approved by Council on May 7, 2007. Subsection 41(10.1) and clause 41 (5) (b) of the Ontario Heritage Act, as amended in 2005, now requires that a by-law designating a Heritage Conservation District be registered against title to the properties affected by the by-law in the Land Registry Office. The cost to the City of this one time fee will be approximately \$500.00 to register all properties, including the associated Staff time. This work will be undertaken at such time as the implementing by-laws are adopted by Council and are in full force and effect. Cultural Services has also identified a need for additional staff resources to be able to implement the Plan once approved.

#### **Communications Plan**

Property owners within the Study area were notified by direct mailings, advertisements were placed in local papers, and the Study and notification of each meeting were highlighted in the Policy Planning section of the City's website. Three public consultation meetings were held at strategic milestones in the study process, and a fourth was held to address questions raised at the statutory Public Hearing. On average, 80 residents and business owners attended each of the public meetings.

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The Study and Plan were also circulated to members of the Heritage Vaughan Committee, and presented to them at their meeting of October 29, 2008. At this meeting, the Committee moved to approve the final draft of the Woodbridge Heritage Conservation District Study, Plan and Inventory.

#### Purpose

The purpose of this report is to provide a summary of the contents of the proposed Woodbridge Heritage Conservation District Study and Plan, and events to date, and to recommend the enactment of a by-law to designate the Village of Woodbridge Heritage Conservation District Plan, and the enactment of a subsequent by-law to adopt the Village of Woodbridge Heritage Conservation District Plan. The report also makes other recommendations to ensure the successful implementation of the Woodbridge Heritage Conservation District.

#### Background - Analysis and Options

The Ontario Heritage Act governs the protection of the natural and built environment. In order for a Heritage Conservation District to be designated by a municipality, there are specific tasks that must occur. These include:

1. Inclusion of Heritage Policies within the Official Plan, in this instance the Woodbridge Community Plan, OPA #240;
2. The designation of the area to be studied;
3. Consultation with Heritage Vaughan;
4. A public meeting; and,
5. Notification of property owners if a Heritage Conservation District is approved.

Based on these requirements, at the Council meeting of May 7, 2007, the following recommendation (in part) was approved:

- “ 1. A Heritage Conservation District Study be undertaken in order to secure the long-term protection of Woodbridge’s historic built and natural environment to ensure that new development within the area is compatible with the architectural and contextual character of the community;*
- 2. Council enact a By-law to identify the area shown on Attachment 1 as a potential Heritage Conservation District pursuant to Part V, section 40, of the Ontario Heritage Act; and,*
- 3. Council approve the Terms of Reference for the Woodbridge Heritage Conservation District Study and Plan.”*

In accordance with these recommendations “By-law 139-2007” a by-law to define an area to be examined for future designation of the whole or part of the area as a Heritage Conservation District” was adopted at the May 7, 2007 meeting of Council.

#### Terms of Reference

The key tasks outlined in the Terms of Reference for the Heritage District Study and approved by Council on May 7, 2007 are outlined below:

1. To review the building stock and natural heritage landscape within the study area to determine if a Heritage Conservation District is an appropriate tool to manage change within the community.
2. To provide a suggested boundary for a Heritage Conservation District, if it is determined to be warranted.

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3. To highlight key development issues that should be addressed in a Heritage Conservation District Plan.
4. To identify and provide appropriate policies for the preservation and enhancement of built and natural heritage in Woodbridge.
5. To provide appropriate design guidelines and standards for development in Woodbridge.

Public Hearing of January 13, 2009

The Woodbridge Heritage Conservation District Study/Plan was presented to members of Council and residents at the statutory public hearing of January 13, 2009, for their consideration and comment.

On February 3, 2009, Council approved the recommendation to receive the Study Report and proposed Woodbridge Heritage Conservation District Plan; that issues identified be addressed in a comprehensive report to a future meeting of the committee of the Whole; and, that prior to the matter returning to a Committee of the Whole, a further public consultation meeting be held with members of the community to fully explain the implications of the proposed Plan.

A number of residents spoke at the hearing or submitted written comments. Their comments and those of Council are summarized as follows:

(1) Comment

*"It is too late to preserve the heritage character of Woodbridge, as most of the historical buildings have been lost to redevelopment."*

Response

There are over 130 Heritage buildings, and a number of significant landscapes, monuments and bridges still remaining within the proposed Woodbridge Heritage District. It is interesting to note that the proposed Woodbridge Heritage District has the greatest number of Contributing buildings (buildings of heritage significance), and also the second highest ratio of Contributing buildings to non-Contributing buildings, relative to the established Heritage Districts of Thornhill, Maple, and Kleinburg-Nashville. Given the significant concentration of heritage buildings remaining in the Woodbridge core, it is important to protect and encourage the evolution of the heritage character of this area through the establishment of a Heritage District.

(2) Comment

*A few residents questioned why their homes were noted as having heritage significance, given that the structures have been altered, or were built within the last 60 years.*

Response

The Heritage Architect for the study has surveyed each property within the proposed District boundary with respect to the "Heritage Character Statement" contained in the Heritage Plan and also the Heritage Character Area in which the structures are situated, to determine whether a structure is contributing to the historical significance of that particular area. Structures that have been altered may still contain heritage attributes that continue to contribute to the spirit of the District. The Heritage Architect has determined that some properties built within the last 60 years have cultural value as part of the more recent history and heritage character of the District. For example, the time frame of the modern bungalow properties (circa 1949), is recognized as having a unique style "Mid Century Modern". These buildings were first to break with the revivalist styles

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of the early century, and they have led to much of today's modern design aesthetic. The architecture of the "Victory" house (1945-1950), symbolizes a change in attitude and social adjustment after the Second World War, and although often small and humble is also considered of historic value because of its limited time frame.

(3) Comment

*A few residents expressed concerns that should the Woodbridge Heritage Conservation District Plan be approved, they would be unable to renovate/make additions to their homes.*

Response

Renovations/additions are permitted within a Heritage District, provided they are appropriate to the heritage character of the existing building, and in compliance with the Heritage District Guidelines. Proposals for renovation/additions to any structure within a Heritage District will be reviewed by City of Vaughan Cultural Services Division. Cultural Services Staff are available to discuss the potential for renovating, restoring and adding onto a building.

(4) Comment

*A resident asked whether there are any regulations within the proposed District Plan respecting non-Contributing buildings (buildings which are not noted as having heritage significance) located next door to a heritage property.*

Response

New buildings/renovations to non-Contributing buildings within the Heritage District are also addressed within the proposed guidelines of the Heritage District Plan (Section 6.3). Proposed development must adhere to the design guidelines provided in the Plan respecting the Character Area in which they are located. In addition, when located adjacent to a heritage structure, new development must not detract, hide from view, overwhelm, or impose in a negative way on existing heritage resources. Transitional Design Guidelines are provided in the District Plan and are specifically included to ensure that new structures and landscapes harmonize with Contributing properties. These guidelines regulate building heights, yard setbacks and landscape continuity adjacent to Contributing properties. However, the Transitional Design Guidelines offer more leeway in terms of the building materials, and architectural style of the new building.

(5) Comment

*A few members of the community attending the Public Hearing, expressed confusion with respect to the proposed boundary line of the District.*

Response

It should be noted that the study area included a larger area, while the proposed District boundary has left out pockets which were not considered to add to the heritage character of the area. Attachment #3 to this report outlines the study area, the proposed District boundary, and the Character Areas.

(6) Comment

*A number of residents at the Public Hearing spoke in support of the proposed Heritage District Plan as an effective and necessary approach for preserving the valuable heritage character of Woodbridge.*

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#### Additional Public Consultation Meeting Held March 4, 2009

Over 60 residents attended the public consultation meeting on March 4, 2009. The City's Consultants for the Heritage Conservation District Study provided a presentation specifically geared to addressing questions and issues raised at the Public Hearing on January 13, 2009. The remainder of the evening was devoted to a question and answer period to allow any additional questions from residents to be addressed by the Heritage Architect, and City Staff.

While some residents expressed opposition to the creation of a Heritage District in Woodbridge, others were optimistic that a Heritage District would have a positive influence on the quality of their community. A number of residents suggested that a Heritage District would be more successful in achieving its objectives, if Council would recognize it as a special area in the City worthy of public funding to improve the streetscape, roads, and other public spaces within its boundary.

#### Additional Comments Received at the Public Consultation Meeting of March 4, 2009, and Since the Public Hearing Date

##### (1) Comment

*At the March 4, 2009 meeting, the owner of a smaller heritage home within the proposed District expressed concerned that he would not be permitted to demolish his home to re-build a larger structure for his growing family, if the District were established. In addition, he stated that the home is in need of costly repairs which he does not feel are justified in view of the fact that he needs a larger building.*

##### Response

It can be less costly to repair and add onto the existing house than it would be to demolish the structure and build anew. The proposed Heritage Plan details how additions may be made to existing structures using appropriate materials, and maintaining the architectural integrity of the building. Cultural Services Staff are available to discuss the potential for renovating, restoring and adding onto a building.

##### (2) Comment

*A letter was received by the City on March 3, 2009, signed by 16 homeowners residing in the section of Kipling Avenue north of Meeting House road, and south of Chavender Place, requesting the exclusion of their properties from the Woodbridge Heritage Conservation District Plan.*

##### Response

These properties form part of the Kipling Avenue Character Area, and represent a concentration of heritage homes, over half of which are listed as "Contributing" in the Study inventory. Staff are of the opinion that the properties should be included in the District as per the recommendations of the Study's Heritage Architect.

##### (3) Comment

*Two letters were received from home owners residing on Kipling Avenue, opposing the District Plan because of concerns respecting (i) de-valuation of property values, and (ii) perceived restrictions (particularly with respect to Section 8.3.1.1 Exemptions). Questions were also raised respecting the (iii) City's responsibility in improving the public streets/streetscape.*

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#### Response

(i) With respect to the question of property values, studies have shown that property values of heritage buildings in Ontario performed very well in the real estate market. In addition, designated Heritage properties are more resistant to negative fluctuations in the market. A study conducted in 2000 on property values of designated heritage buildings in different parts of Ontario found that 74% of properties were valued above the average sale prices in their particular area. (The Lazarus Effect, Robert Shipley, Heritage Resource Centre, University of Waterloo, [www.fes.uwaterloo.ca/research/hrc/documents/lazarus-jan20-verA.pdf](http://www.fes.uwaterloo.ca/research/hrc/documents/lazarus-jan20-verA.pdf)). Please see study references for further articles on this topic.

(ii) Section 8.3.1.1 Exemptions, respecting building projects which do not require a Heritage Permit, has been revised to clarify that a Heritage Clearance Approval is not required for this class of projects. It is however, encouraged that residents confirm verbally with Cultural Services Staff that the work they are planning to undertake is in an exempted class.

(iii) Regarding improvements to roadways and to the public realm, the City of Vaughan is undertaking re-construction of Kipling Avenue from Hwy # 7 to Woodbridge Avenue this summer (2009). Streetscaping is also projected for Kipling Avenue (from Hwy # 7 north to Langstaff Road), and Woodbridge Avenue Commercial Core for 2015; and, will be designed in accordance with the recommendations of Draft OPA 695 (Kipling Avenue Study), and the recommendations of the Woodbridge Heritage Conservation Plan. Any new streetscaping policies arising from the Woodbridge Focused Area Study will also be considered.

#### (4) Comment

*A letter was received from the owners of a “Contributing” property on Kipling Avenue, outlining their issues respecting the Woodbridge Heritage Conservation District. They cited the following concerns which are in addition to those concerns already discussed in this section of the staff report:*

- (i) The Consultation Process was not satisfactory because the community was not notified at the onset of the study; and, the City should have made appointments with each owner of a “Contributing” property to detail the reasons for such a classification.*
- (ii) Provincial policy, including the Places to Grow legislation (2006) encourages intensification within existing settlement areas and the Heritage Act should not be used to undermine Provincial goals.*
- (iii) The study does not outline criteria for Designation under the Heritage Act; and, it is not explained why certain properties are listed as “Contributing”.*
- (iv) Properties within the study area which were considered to be designated as heritage properties are now being taken off the “Contributing” list, indicating that the City’s consultant was too comprehensive/aggressive in his approach.*

#### Response

- (i) “A Notice of the Passing of a By-law to designate a Heritage Conservation District Study Area” was mailed to all residents within the study area, placed in the local newspapers, and advertised on the City web site. This occurred prior to the initiation of the study. On June 20, 2007 shortly after the Consultant was retained for the study, a joint Open House with the Kipling Avenue Study was held, to introduce the scope and objectives of the Heritage Conservation District Study and determine a Heritage Character statement and guiding principles for the study area.

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Three additional public consultation meetings were held thereafter at strategic milestones in the process. Including the statutory Public Hearing, a total of 5 public meetings were held. Property owners of proposed “Contributing” buildings were notified through a list which was mailed with the Notice of Public Hearing. Presentation material at public consultation meetings held prior to the public hearing was also reflective of the proposed “Contributing” properties. It should be noted that while the City held a total of 5 public meetings, the Provincial Heritage Act (Section 41.1, Subsection 6. b), requires only one public meeting in the establishment of a Heritage District.

- (ii) The conservation of heritage resources, including Heritage Conservation Districts, is supported in the Provincial Policy Statement (PPS) 2005. The PPS states that “Significant built heritage resources and significant cultural heritage landscapes shall be conserved”. The Places to Grow Plan (2006), includes policies to protect cultural heritage (Section 4.2.4. e). Further, the City of Vaughan is currently undertaking a Growth Management Study which includes a new Official Plan for the City. The City’s evolving approach to growth is not about intensifying everywhere. It is about strategically directing growth to particular places, chiefly Centres and Corridors that are well served by transit rather than to stable residential areas and historic villages. Notwithstanding this, Heritage District Plans do not altogether restrict intensification; rather, they set-out guidelines for new development to occur in a manner which is not detrimental to the existing heritage character.

- (iii) The Woodbridge Heritage Conservation District Study/Plan has proceeded according to all required steps of the Ontario Heritage Act respecting the establishment of a Heritage District. The background, including the provincial, regional, and municipal criteria for establishment of the district, has been included in Part 1 of the Study Report. This section of the study also provides the district history, heritage styles and heritage evaluation. In addition, a Heritage Character Statement outlining Woodbridge’s history, unique identity and reasons for designation under the Ontario Heritage Act, is also included.

Although a comprehensive discussion of why each “Contributing “ building in the Study Inventory is important to the Heritage Character is not included, a statement indicating the heritage style is provided. Further details respecting individual buildings may be obtained from the City’s Cultural Services Department.

- (iv) The proposed list of “Contributing” buildings remains the same as that originally proposed, the District boundary has been modified to exclude one property located on Islington Avenue. The reason for this change is explained in the following section of this report (Proposed Heritage Conservation District Boundary).

In conclusion to this section on comments received, it should be noted that the total number of property owners who have notified the City of their opposition to the proposed District Plan is 27. This represents about 9% of the 295 lots situated within the proposed Heritage District.

Council Working Session of April 6, 2009

On April 6, 2009, the City’s consultants for the Woodbridge Heritage Conservation District Study, presented Council with a similar presentation to that which had been given to Woodbridge residents at the March 4, 2009 public consultation meeting. The purpose of the session was to address questions and concerns which had been raised at the statutory Public Hearing of January 13, 2009; and, to permit Council to ask any further questions they might have with respect to the proposed Plan. At the conclusion of the presentation and discussion which followed, Council passed the motion to approve the Staff recommendation to receive the presentation, and the status update on the Woodbridge Heritage Conservation District Study and Plan.

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#### Proposed Heritage Conservation District Boundary

By-law 139-2007 defined the area subject to the study (See Attachment 1). Based on the review of existing conditions by the consultant, the proposed boundary of the Heritage Conservation District was modified to better reflect the location of the heritage resources (See Attachment 2). A final adjustment was made to the Heritage District boundary as a result of further review following the Public Hearing, to exclude the property at 8142 Islington Avenue from the District boundary. It was decided that because this was the only property within the district fronting onto Islington Avenue, the continuity of the District could be maintained and the “Modern” Church located on the lot could be protected through a Part 1V Designation based on further review by the City.

#### Provincial Policy Statement (2005)

The conservation of heritage resources, including Heritage Conservation Districts, is supported in the PPS. The PPS states that “Significant built heritage resources and significant cultural heritage landscapes shall be conserved”.

The proposed Woodbridge Heritage District Conservation Plan has identified heritage features in the study area, and proposed guidelines to protect, alter/repair, and manage these cultural resources to preserve their heritage value.

#### Ontario Heritage Act

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

A municipal council may control alterations, additions and proposed demolitions through the District similar to that for individually designated heritage properties under Part 1V of the Act. The compatibility and design of new construction may also be reviewed and managed by Council more rigorously than is permitted under the Planning Act. It should be noted that the intent of a Heritage Conservation District is not to “freeze” a community in time, but to manage its special character through the preparation of a district plan that guides physical change and compatible development. The outcome is the conservation of complete environments as attractive, interesting and congenial places to live, work and visit.

Revisions to the Ontario Heritage Act permit the Heritage Conservation District Plan to supersede existing policies contained within the Community Official Plan and the City’s Comprehensive Zoning By-law 1-88. As a result of this change to the Act, it will be necessary to review these documents to ensure they conform to the Heritage Conservation District Plan once it has final approval.

Section 40(3) of the Ontario Heritage Act requires that Council consult Heritage Vaughan with respect to undertaking the Study. At the March, 2007 meeting of Heritage Vaughan, a motion was passed requesting that the City provide funding to undertake a Heritage Conservation District Study. The Final Draft Heritage Conservation District Study/Plan was presented to Heritage Vaughan at their meeting of October 29, 2008. At this meeting, the Committee moved to approve the final draft of the Woodbridge Heritage Conservation District Study, Plan and Inventory.

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#### York Region Official Plan

The Regional Official Plan contains a number of Cultural Heritage policies that support the preservation of cultural heritage resources, and promote cultural heritage activities. Section 4.2 – Cultural Heritage, (in part) “encourages area municipalities to document other significant heritage resources, and to promote heritage awareness”. The establishment of the Woodbridge Heritage Conservation District Plan supports the Regional objectives to conserve heritage resources.

#### OPA No. 240 Woodbridge Community Plan

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

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

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

Once the Heritage Conservation District Plan is approved, the Official Plan will need to be revised to reflect the contents of the Heritage Conservation District Plan. These amendments will address items such as built form and policies to preserve and enhance the heritage landscape of Woodbridge. It should be noted that the concurrent Kipling Avenue Corridor Study includes the information and policies pertaining to heritage for the portion of the Heritage Conservation District Study which falls into the Kipling Avenue study area.

#### Brief History of the Woodbridge Study Area

Woodbridge is one of four historic villages within the City of Vaughan and represents one of the highest concentrations of heritage properties in the City. Currently, Woodbridge is the only historic village of four within Vaughan, without a Heritage Conservation District designation.

The first known inhabitants to the Region of York, were the Mississauga, Huron, Iroquois and the Algonquin Indians, who established settlements, hunting grounds and portage routes in the area in the form of small wigwams and longhouses. A different kind of settlement began in the late 1700’s and early 1800’s by the United Empire Loyalists. They built log houses, and barns along the well drained borders of the Humber and the Don Rivers.

The Woodbridge settlement area pre-1900’s included log houses, barns, a school house, two churches and the first major transport link, the Toronto Grey and Bruce Railroad and Station. Factories, mills, and farmland continued to attract settlers until the late 18<sup>th</sup> century. In 1855, the settlement of Burwick was renamed Woodbridge because of the confusion between the settlement of Berwick, and the appropriateness of the name given the large number of bridges required to cross the tributaries of the Humber River.

The village quality of Woodbridge consists of several styles of architecture including Georgian/Loyalist, Neo Classical, Classic/Greek Revival, Gothic Revival, Victorian, Queen Anne Revival, Neo-Gothic, Edwardian, Bungalow, Colonial Revival, Period Revival, Art Moderne, Victory Housing, Contempo/International, and Ontario Cottage. The distinct styles are referenced as they apply to each of the heritage buildings in the former Village of Woodbridge.

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#### Analysis and Options

##### Historical Significance and Heritage Character Statement

The Woodbridge Heritage Village Character, unique Heritage Character Areas, and significant densities of properties and landscapes contribute to the Woodbridge Heritage Character and provide substantive reason for designation under the Ontario Heritage Act.

The heritage character of the Woodbridge Heritage Conservation District derives from the collection and association of its cultural heritage landscapes, properties and structures, and can be discerned from the following:

- a. Woodbridge's history and function, within Vaughan and surroundings;
- b. Woodbridge's unique sense of identity; and,
- c. Woodbridge's unique elements.

Woodbridge's history includes its origin as native settlements, to its 1800s agricultural village period, to a 1900s cotton mill village, to a present day mixed-use village, commercial core and destination point for Vaughan. The built form of the district area reflects the multiple layers of history, construction periods, and architectural styles.

Its village like character is established through pedestrian scale, mix of uses, and park-like setting of the Humber River. Woodbridge is unique in that it comprises several district character areas each contributing to the village experience of Woodbridge as a whole. Special places and monuments including the War Memorial, the Woodbridge Fairgrounds, the bridges, and the Humber trails also define the unique character of the Woodbridge Heritage District.

##### The District Plan

The approach of the District Plan is to provide a tool for managing change consistent with recognized heritage conservation principles. The Plan encourages the continued maintenance of the built and natural environment and guides new construction within the Heritage District.

The Plan consists of 3 Parts and an Appendix. Part 1-The Study, explains the background and context of the proposed Woodbridge Heritage Conservation District, including the history of the Village, and the heritage evaluation process. Part 2-The Heritage Conservation District Plan, describes the objectives of the study process, the District Boundary, Historical Significance, Heritage Attributes and District Guidelines, and conservation plans for re-development and additions to heritage buildings. Part 3 – Implementation, outlines the development review process for heritage properties, including the building permit and heritage permit processes. The Appendix contains the Heritage Inventory as a separate report.

#### **A. Heritage Attributes and District Guidelines**

The proposed Woodbridge Heritage Conservation District is divided into seven distinct character areas defined by heritage attributes, including the following:

- (i) collection of properties of a certain age;
- (ii) architectural style and design of buildings;
- (iii) building placement and setbacks;
- (iv) a particular density and scale;
- (v) a particular landscape or setting;
- (vi) the streetscape and street cross-section; and,
- (vii) associated structures such as bridges or historic monuments.

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The Seven Heritage Character areas highlighted in the proposed District Plan are as follows:

- (i) Woodbridge Avenue
- (ii) Kipling Avenue North and South
- (iii) Wallace Street
- (iv) William and James Street
- (v) Clarence Street and Park Drive
- (vi) The Woodbridge Fairgrounds Area
- (vii) The Humber River Corridor

The proposed Heritage District Plan details the heritage attributes of each of the noted character areas and establishes guidelines for new buildings, including use, height, setbacks, requirements for siting of the structures on the lot, and landscaping.

The following provides a brief summary of the Seven Heritage Character Areas and the proposed development guidelines related to each. Please refer to Schedule 14 (pg. 70) in the Woodbridge Heritage Conservation District Study/Plan to view boundaries of each of the Seven Heritage Character areas.

**(i) Woodbridge Avenue Character Area**

Heritage Attributes

- (a) Woodbridge Avenue has a main street character, with pedestrian oriented retail at grade level.
- (b) There is a street wall of buildings averaging between 2 and 4 floors, with some buildings having up to 6 floors in height.
- (c) Buildings are generally built with zero or minimum setback from the front property line.

Proposed Guidelines

- (a) Buildings fronting on Woodbridge Avenue within the proposed Heritage District should include street oriented retail at grade level, with mixed commercial/residential above. The ground level must be flush with the public sidewalk, with direct access from the street.
- (b) New buildings located on Woodbridge Avenue should generally conform to a maximum of 4 storeys and transition from the height of adjacent contributing buildings with a maximum 45 degree angular plane, starting from the heights of the contributing buildings, measured at the buildings' edges. The proposed Heritage District Plan recognizes that the Official Plan permits a six-storey height maximum for certain areas of the street and respects this permission, with the requirement that these taller buildings have a minimum 2 storey/ maximum 4 storey podium, with any additional storeys stepping back on a 45 degree angular plane.
- (c) Generally, new buildings should be built with zero front yard setbacks to establish a continuous street wall. When located adjacent to existing contributing buildings with greater front yard setbacks, the new buildings should have a setback equal to the average of the front yard setbacks of the two properties on either side.
- (d) Existing contributing buildings should retain their historic setbacks.
- (e) New buildings should front onto Woodbridge Avenue with main entrances on the street. There should be no side lotted buildings on Woodbridge Avenue.

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**(ii) Kipling Avenue North and South Character Area**

Heritage Attributes

- (a) The street has a significant tree canopy and is characterized by landscaped front yards.
- (b) There are a wide range of building types and uses.
- (c) Kipling Avenue has a variety of small scale open spaces.
- (d) The street has always been considered as an important gateway to Woodbridge Avenue.
- (e) The north portion of Kipling Avenue north of Woodbridge Avenue, has changed significantly in the last few years as a result of several large development sites.

Proposed Guidelines

- (a) Kipling Avenue should regain and retain its heritage character and street scale.
- (b) New or renovated buildings and landscapes must conserve and enhance the tree canopy, front directly onto Kipling Avenue, and provide a landscaped front yard.
- (cii) New development should contribute to the quality and connectivity of the pedestrian environment.
- (d) The maximum height for new buildings shall be 3 storeys (11m).
- (e) New buildings must have a residential character and should be conducive to a mix of uses, including small scaled commercial uses.
- (f) New buildings should have a minimum 3 meter setback from the front property line so as to not deviate drastically from the existing character of the deep front yards. Where heritage contributing buildings on either side of the subject site are set farther back from the front property line than the minimum permitted setback; the setback will be the average of the front yard setbacks of the two properties on either side of the subject site.

**(iii) Wallace Street Character Area**

Heritage Attributes

- (a) A residential street, pedestrian oriented in character with a variety of housing types.
- (b) Provides access and views to public open spaces.
- (c) Houses on the west side of the street have relatively large setbacks, and provide greenery and tree canopy to the street. Houses on the east side are built close to the front yard property line.
- (d) Houses are predominantly 2 to 3 storeys in height and have side yards which provide views to the hillside on the west and the river valley to the east.

Proposed Guidelines

- (a) The street should retain the existing single family detached residential character.

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- (b) Views and access to the park system should be protected and enhanced wherever possible.
- (c) Setbacks of new buildings should be consistent with existing setbacks on either side of the street.
- (d) New buildings should be a minimum of 2 storeys (8.5m) in height and a maximum of 3 storeys (11 m).
- (e) Detached residential dwellings must provide side yards consistent with present zoning regulations. By the standards of By-law 1-88, the Single Detached Residential R3 Zone requires a minimum interior yard of 1.2 m and a minimum exterior yard of 4.5 m.

**(iv) Williams Street and James Street Character Area**

Heritage Attributes

- (a) Williams and James Streets have a quiet rural residential street character with sidewalks on only one side of the street, and a large number of trees.
- (b) The bridge is a centre piece and a key element of the streets identity.
- (c) The Woodbridge Fairgrounds to the north offers a significant green buffer, currently inaccessible from this area.

Proposed Guidelines

- (a) These streets should retain their existing single detached residential character.
- (b) New buildings should be a minimum of 2 storeys (8.5 m) in height and a maximum of 3 storeys (11m).
- (c) A naturalized tree canopy should be maintained along the railway corridor, and at the triangular extension of the railway corridor, at the southwestern corner of the intersection of William and James Streets.
- (d) The bridge should be maintained and preserved as a key feature of the area's identity.
- (e) The existing natural landscape and forest canopy at the edge of the Fairgrounds should be protected and maintained, and opportunities for pedestrian access should be explored.

**(v) Clarence Street and Park Drive Character Area**

Heritage Attributes

- (a) These streets have a residential character that is pedestrian oriented and include a broad variety of housing types and styles.
- (b) Front yards provide a significant amount of greenery and tree canopy. Side yards provide views to backyards and east river valley.
- (c) Houses are predominantly 2 to 3 storeys high.

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Proposed Guidelines

- (a) Streets should retain the existing single detached residential dwelling character.
- (b) Pedestrian views and connections to and from Woodbridge Avenue and the park system must be protected and their design enhanced.
- (c) Minimum front yard setbacks of 4.5 m are proposed for lots fronting on Clarence Street and Park Drive. Existing side yards should be maintained.
- (d) Minimum building heights of 2 storeys (8.5 m) and maximum building heights of 3 storeys (11m) are proposed for these streets.

**(vi) The Woodbridge Fairgrounds Character Area**

Heritage Attributes

- (a) The Fairgrounds location and past activities represent a significant component of Woodbridge's cultural heritage. The annual Woodbridge Agricultural Fair continues to be located at the Fairgrounds.
- (b) The Fairgrounds function as an important open space, where several key pedestrian connections and trails traverse.

Proposed Guidelines

- (a) The Fairgrounds property and surrounding conservation area to the east must retain an open space function, and should retain its rural and landscape character.
- (b) Pedestrian connections to and through the Fairgrounds area should be supported and enhanced. New pedestrian connections should be established.
- (c) New and existing buildings should not detract from the open space functions. New buildings should reflect a rural scale and architecture, and not exceed 3 storeys (11m) in height.
- (d) Year round activities should be encouraged and pedestrian access should be improved.
- (e) Porter Avenue should be landscaped as a prominent gateway.

**(vii) The Humber River Corridor Character Area**

Heritage Attributes

- (a) The Humber River Valley is an open space of regional significance that provides an amenity space to residents and visitors of the area.
- (b) The forests of the Humber River have always been an extensive and notable part of Woodbridge's history. Although re-routed throughout history, residences, social amenities, commerce and industry were always strategically located adjacent to or with access to the river corridor.

Proposed Guidelines

- (a) The Humber River Valley must remain as a publicly accessible open space conservation zone, with public trail systems connecting to different areas within Woodbridge.

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- (b) The portion of the Board of Trade Golf Course which falls within the proposed Woodbridge Heritage Conservation District, should remain as an open space conservation area. The trail system along the Humber River should be extended where possible.

#### **B. Open Space Framework**

##### Public Open Spaces, Parks and Public Streets

The heritage character of the proposed Woodbridge Heritage Conservation District is intrinsically tied to the natural system of open spaces, urban parks, street tree canopies and green linkages.

##### Heritage Attributes

- (a) Woodbridge is defined by a vast system of natural landscapes and open spaces that are intertwined with the built form.
- (b) Two river valleys, Humber River and Rainbow Creek, flank the Woodbridge Heritage Conservation District area, and give rise to a system of trails and open spaces.
- (c) Small pockets of conservation land, including the open space on the west side of James Street and east of the Fairgrounds, play an important role in the landscape quality and environment of significant heritage open spaces or neighbourhoods.
- (d) Humber Park systems such as Nort Johnston Park and Veteran's Park, are landmarks of past mill and factory use. Together with Doctor Maclean District Park, these parks provide one of the largest open space opportunities for park amenities to link trails to other key open spaces. The Board of Trade Golf Course also functions as a significant open space system for the area.
- (e) Memorial Hill Park and the Fairgrounds are also significant landmarks and cultural heritage resources that contribute to the character, prominence, cultural and civic history of Woodbridge.
- (f) A number of smaller-scaled open spaces help connect the trail system and serve to sustain the tree canopy. These include: the Old Firehall Parkette, Fred Armstrong Parkette, and the Woodbridge Wesleyan Methodist Cemetery on Meeting House Road east of Kipling Avenue.
- (g) There are significant stands of trees on private land that were once a connected part of the larger natural forest landscape that also contribute to the natural heritage character.
- (h) There are significant "green linkages" throughout Woodbridge such as "Park Lane Walk" that provide access to the larger open space systems and to neighbourhoods.
- (i) Although it is outside of the proposed HCD boundary, the existing ridge of forest east of Islington Avenue is significant in terms of defining a landscaped edge to the Humber River and the Woodbridge HCD boundary.

##### Proposed Guidelines

- (ai) The pattern and relationship of the open space to built form within the proposed Woodbridge Heritage Conservation District should be preserved.

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- (b) The open spaces associated with the Humber River and Rainbow Creek River valleys must remain publicly accessible and connected through trails and pedestrian walkways, and the natural settings should be enhanced.
- (c) Nort Johnston Park should become the hub of trail connections to the Humber Valley north, and to the Woodbridge Core, Wallace Street and Memorial Hill Park.
- (d) Signage and accessibility to Nort Johnston Park should be enhanced, especially from Woodbridge Avenue, Wallace Street, and Highway 7.
- (e) Memorial Hill Park must be conserved and public use of, and accessibility of the Park should be enhanced by improving the pedestrian linkages from Nort Johnston Park and potentially from Kipling Avenue via Abel Avenue with a pedestrian bridge crossing over the rail corridor.
- (f) Existing small-scaled open spaces should be conserved and new small scaled open spaces designed where possible. All open spaces must be publically accessible, and linked to the larger system of open spaces.
- (g) Existing “green linkages throughout Woodbridge should be maintained and new opportunities should be established in various ways such as “wooden bridge” pedestrian connections over the rail corridor, in order to create a continuous “walk” throughout the HCD.
- (h) All proposed trails within the corridor should connect to the existing and proposed City of Vaughan’s Regional Trail Plan.
- (i) New east-west pedestrian connections should be sought and created, wherever possible.
- (j) The character of the vegetation, landscape and topography must also be protected. Most significant is the extensive tree canopy which can be found in:
  - stands of trees;
  - as part of the linear streetscape along the street right-of-way; or,
  - as part of individual properties.

#### **C. Transitions of New Buildings in Relation to Heritage Resources**

New and renovated structures and landscapes, as well as additions to existing structures and landscapes, must be sensitive to the heritage character and the heritage attributes of adjacent heritage resources. For the purposes of the Woodbridge Heritage Conservation District Plan the term “adjacent” includes properties that:

- touch
- form part of a cluster
- form part of a continuous street wall
- are visible from each other

To ensure that new structures and landscapes harmonize with contributing heritage properties an appropriate transition must be achieved between different scales, heights, and presence. The Heritage Plan provides the following guidelines to assist in this process:

#### (i) Height Guidelines

- (a) The height of contributing buildings should be maintained.

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- (b) New buildings must be sensitive to, and transition from (on all sides), the height of adjacent contributing buildings with a minimum 45 degree angular plane, starting from the existing height of the contributing building.

#### (ii) Building Setback Guidelines

- (a) New buildings must have side yard and backyard setbacks from contributing buildings, a distance equivalent to half the average height of the contributing buildings.
- (b) Consideration may be given to the construction of new buildings, and additions to contributing buildings, only when:
- New construction is located in the parts of the contributing building that is not visible from the street or from a public space.
  - New construction is setback from the street frontage of the contributing building, to maintain open views and vantage points from the street to contributing buildings.
  - The parts of the contributing building that will be enclosed or hidden from view by the new construction, should not contain significant heritage attributes, and the 3 dimensional form of contributing buildings should be maintained.
  - New construction should be of good architectural quality and contribute to the District's heritage character.

#### (iii) Landscape Guidelines

- (a) New buildings and landscapes must contribute to the heritage character of adjacent contributing landscapes such as parks, public squares, open spaces, recreational areas, and landscaped areas within private property.
- (b) Pedestrian connections between adjacent landscaped areas should be maintained and increased wherever possible.
- (c) Significant visual connections between adjacent landscaped areas should be preserved.
- (d) New and renovated buildings must provide an active, pedestrian oriented frontage facing significant landscapes and public spaces.

#### **D. Heritage Buildings**

The proposed Woodbridge Heritage Conservation District Plan provides that buildings and structures located within properties that are listed as contributing to the Woodbridge HCD character shall not be demolished and shall remain in-situ within their existing context.

#### **E. Non-Heritage Buildings**

Generally, a non-contributing building within the Woodbridge HCD should not be demolished until such time as a site plan for a replacement building has been approved by Vaughan Cultural Services, and a demolition permit issued. Alterations/additions for non-heritage buildings in the District should be consistent with one of two design approaches:

- (a) Historical conversion or contemporary alternatives which are respectful of the heritage character of the District; and,
- (b) A modern building should be altered in a way that respects and complements its original design.

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#### **F. Architectural Guidelines**

The proposed Plan details architectural styles which are appropriate for the Woodbridge Conservation District, and also provides examples of these styles through actual pictures, illustrations and descriptions of buildings and architectural elements. The guidelines also detail repair and renovation techniques as well as appropriate building materials which should be used to ensure authenticity.

Guidelines for historical conservation and new development are also provided with respect to architectural characteristics, building materials, scale, detail and the siting of the building on the lot. The conservation of heritage buildings involves actions that are aimed at safeguarding the heritage attributes of the resource so as to retain its heritage value and extend its physical life. Conservation can involve preservation, rehabilitation, restoration or a combination of these actions.

Since the proposed Woodbridge Heritage Conservation District is composed of a number of Heritage Character Areas, the design of new buildings should carefully consider the identifiable characteristics of each area, including building scale, and side and front yard setbacks.

#### **G. Streetscaping**

Generally, all streets should be well planted with street trees to enhance the green character of the HCD and extend the character of the surrounding parkland. Existing trees should be protected and maintained and the type, use, and location of new street trees should be carefully considered to support and enhance the heritage character and attributes that are fundamental to each street type.

#### **H. Signage**

The proposed Heritage Conservation District Plan provides the following guidelines respecting signage:

- (a) Should be expressive of the village character of Woodbridge.
- (b) Should direct visitors and the community to special places which are otherwise hidden within the Heritage District Area.
- (c) Should be used for trail and pedestrian routes throughout the area.
- (d) Commercial signage should be limited to ground level uses along Woodbridge Avenue and Kipling Avenue and should remain flush with the building façade.
- (e) Back-lit signage and third party signage are prohibited within the Heritage Conservation District.
- (f) City of Vaughan By-law 203-92 which regulates signage in the City and Special Sign Districts should be amended to include the entire boundary of the Woodbridge Heritage Conservation District as reflected in Attachment 2; and, to prohibit Pylon signs, internally illuminated signs, and awning signs. In addition, awnings should be required to be retractable in the traditional profile and material.

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#### **I. Community Support**

The Woodbridge Heritage Conservation District Plan includes recommendations for financial incentives to aid the heritage property owner in the maintenance of his building. The following programs may be evaluated by the Cultural Services Department for their useful application to the Woodbridge Heritage Conservation District.

- (a) Tax Measures: Provincial legislation now allows municipalities to enact property tax abatement for properties designated under Part 1V and Part V of the Heritage Act.
- (b) Grants and loans: Modest grants or loans can be very effective in encouraging proper repair and restoration of heritage attributes. This variety of financial incentive includes out right grants, simple loans, and loans that are forgivable over time on a pro-rated basis until the sale of the property.
- (c) Community Improvement Area: Once a Community Improvement Plan policy is contained within the Official Plan, the City may review the heritage district within that community to ascertain what improvements may be made to enhance their appearance and implement such improvements as feasible. A number of tools to facilitate restoration, including grants and loans, may also be utilized. The Woodbridge Focused Area Study, will provide an opportunity to introduce a Community Improvement Plan policy within a corresponding Official Plan.

#### **J. Additional Recommended Policy Changes**

The Draft Woodbridge Heritage Conservation District Plan recommends the following additional policy changes to ensure future development will be consistent with the heritage character of the village.

- (a) Existing municipal policies regarding urban design such as building setbacks from heritage structures should be reviewed and revised as necessary to support the recommendations of the Heritage Conservation District Study.
- (b) Changes to the Official Plan and City Zoning By-law 1-88, respecting land use and setbacks as recommended in the plan should be enacted. Specifically, the following revisions should be examined for implementation:
  - The ground floor of buildings located on Woodbridge Avenue in the Woodbridge Heritage District should be commercial use only.
  - New buildings proposed on Woodbridge Avenue should front directly onto Woodbridge Avenue. There should be no side yards fronting onto this street.
  - New buildings on Woodbridge Avenue should be built with zero front yard setbacks, unless located adjacent to existing contributing buildings with greater front yard setbacks. When located adjacent to contributing buildings with greater front yard setbacks, the new building should have a setback equal to the average of the front yard setbacks of the two properties on either side.
- (c) New development and significant additions or alterations to buildings within the Heritage District should be subject to Site Plan approval. This will ensure that detailed building plans, elevations, and landscape plans are reviewed as part of the development process within the Heritage District. This recommendation will require an amendment to the Site Plan Control By-law for the Woodbridge Heritage Conservation District Plan area, similar to that which has been provided for other Heritage Districts in Vaughan.

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- (d) Adoption of the Federal “Standards and Guidelines for the Conservation of Historic Places in Canada” which provide guidelines for restoration work to be undertaken in accordance with the Woodbridge Heritage Conservation District Plan.

The aforementioned recommendations for policy changes to the Official Plan and City Zoning By-law 1-88, will be further considered in the Woodbridge Focused Area Study.

#### **K. The Heritage Inventory**

The Heritage Inventory is a method of compiling information property-by property to assist with determining the heritage attributes and character of the study area; and, it is also a documentation of each property in the study area which details whether or not a property and its related landscape and structures are contributing to the heritage character of the District.

Each Inventory Sheet identifies the building and contains information related to its age, style, height, material composition, and heritage contribution. Over time, additional information should continue to be added to the inventory for the purpose of achieving as complete an assessment as possible. The Heritage Inventory is provided as an Appendix to the proposed Woodbridge Heritage Plan.

#### **L. Recommended Next Steps**

The Woodbridge Heritage Conservation District Study proposes the following additional initiatives to help improve and conserve the Heritage Village.

- (a) A Detailed Streetscape Master Plan should be undertaken to describe a comprehensive and co-ordinated approach to the following streetscape elements:

- Street furniture
- Pedestrian amenities
- Street trees and landscaping
- Signage
- Street lighting
- Parking
- Bridges

- (b) In addition, a costing and implementation plan should be undertaken as a next step to the Detailed Streetscape Master Plan.

\* Both initiatives described in (a) and (b) should build on the streetscape master plan and costing prepared through the Kipling Avenue Corridor Study, in order to complete the work for the remainder of the Woodbridge Heritage District Study Area.

- (c) A Landscape, views and Natural Features Inventory should be developed for the Woodbridge Heritage Conservation District. The Inventory that is part of this Plan identifies mainly contributing heritage building resources. The District Plan recommends that a further inventory of all the landscapes, views, and natural features should be documented in the same inventory process in order to ensure that they are conserved.

#### **Implementation of the Woodbridge Heritage Conservation District Plan**

Cultural Services has provided the following comments related to the implementation of the Plan:

The Plan provides guidelines that will help preserve the heritage structures within Woodbridge and also ensure that infill and new development within the proposed District boundary will be consistent with the comprehensive Design Guidelines outlined in the Plan.

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The approval of the Plan will designate under the Ontario Heritage Act, an additional 295 properties. Significant exterior changes or additions to these properties will require review by Cultural Services Staff and the Heritage Vaughan Committee. This will be the largest Heritage Conservation District in Vaughan and will be in addition to the current Kleinburg-Nashville, Maple and Thornhill Heritage Conservation Districts. In order to implement this Heritage District Plan, additional staff resources will be required to the current complement (this includes overtime hours) of 1.8 Full-Time Equivalent (FTE) in order to effectively provide the service level necessary to implement the guidelines within the Plan.

Currently there are 615 properties in Vaughan designated under the Ontario Heritage Act. In 2008, Cultural Services staff processed 61 Heritage Permits/Heritage Clearance (built and archaeological), resulting in a service standard of 34 permits/clearances per FTE hours. Although, staff make every effort to ensure service excellence by processing applications in a timely manner, in peak times, a backlog of applications does occur. The addition of the Woodbridge Heritage Conservation District will, therefore, further impact in a negative manner the current service standard until additional resources are in place.

Therefore, to maintain the current level of service, Cultural services staff will be requesting that the current part-time equivalent become a full-time equivalent in the 2010 Budget process for Council's review and approval.

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

Section 4.6 of Vaughan Vision outlines the City's commitment to preserving "significant historical buildings and communities". The proposed Woodbridge Heritage Conservation District Study/Plan is consistent with the policies of Vaughan Vision 2007.

#### **Regional Implications**

While the Region does not have a direct interest in the creation of municipal Heritage Conservation Districts, their creation does help implement various policies contained within Section 4.2 "Cultural Heritage" of the Region's Official Plan. As previously noted, the Region has and been informed of all meetings pertaining to this Study, and will continue to be advised of all progress on the proposed Heritage District Plan.

#### **Conclusion**

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

The approval of the recommendation contained within this report will recognize the historical significance of Woodbridge, and preserve the heritage character in compliance with the Provincial Policy Statement (2005), Regional Official Plan policies, and the Ontario Heritage Act.

#### **Attachments**

1. Study Boundary as identified on By-law #139-2007
2. Proposed Woodbridge Heritage Conservation District Plan Boundary
3. Survey of Community Opinions Respecting Establishment of a Woodbridge H.C.D.
4. Woodbridge Heritage Conservation District Study/ Proposed Plan (Mayor and Members of Council ONLY) (Study to be delivered prior to meeting.)

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**Report prepared by:**

Anna Sicilia, Planner – Ext. 8063  
Wayne McEachern, Manger – Ext. 8026

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

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Item 27, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

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**WOODBIDGE FOCUSED AREA STUDY  
FILE #25.3  
WARD 2**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 20, 2009:**

**Recommendation**

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

1. That Office for Urbanism be retained on a single source basis in accordance with the City's purchasing policies to undertake components of the Woodbridge Focused Area Study, including but not limited to: the Urban Design Framework, the Parkland /Open Space Assessment Review, and the production of the final Study Report, and Policy Recommendations Report/OPA in the amount of \$80,800.00, including GST and disbursements;
2. That the Work Plan for the Woodbridge Focused Area Study (Attachment #2), be received;
3. That the funds be paid from the City's 2008 and 2009 Capital Budget Request for Project #PL-2003-07; and
4. That the Director of Purchasing Services be authorized to sign the appropriate Contract Documents.

**Economic Impact**

The City's 2008 Capital Budget for Project # PL-2003-07 includes \$25,800 and the 2009 Capital Budget request for Project #PL-2003-07, includes \$55,000.00 in funding for the cost required for a consulting firm to complete components of the Woodbridge Focused Area Study, including the Urban Design Guidelines, Parks and Open Space Assessment Review, and the production of the final Study and Policy Recommendation documents.

**Communications Plan**

The study process includes a public consultation program in association with the public engagement process for the Official Plan, as well as additional meetings with the Woodbridge community and stakeholder groups.

**Purpose**

To present an overview of the work to be undertaken for the Woodbridge Focused Area Study with emphasis on the component studies requiring external contracts.

**Background - Analysis and Options**

**Study Area**

The subject lands are defined as the area between Kipling Avenue to the west, the valley lands  
.../2

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and Special Policy Areas (SPAs) east of Islington Avenue to the east, the Langstaff Road alignment to the north and Highway 7 to the south. The Study area also includes the SPA south of Highway 7. Schedule 1 in Attachment 1, current draft Terms of Reference for the Woodbridge Focused Area Study, reflects the boundary of the study area.

#### Policy Context

The purpose of the Woodbridge Focused Area Study is to establish an updated land use and urban design policy framework for the subject lands through the review and compilation of current area studies. This is one of several focused area studies, together with the Vaughan Corporate Centre and Kleinburg-Nashville, being completed as part of the Official Plan Review.

In the last seven years, the Woodbridge core area has been the subject of five studies: the Islington Avenue Study (2002); the Kipling corridor Study (2008); the Woodbridge Heritage Conservation District Study (2008); the Highway 7 Land Use Study (2007); and the City-wide Parking Standards Review (2007). Any gaps in this policy framework will be identified through the study to determine a comprehensive and up-to-date planning policy framework for the area.

In addition, a review of the SPA policies will be undertaken to ensure that flood plain lands are managed in accordance with the most recent City, TRCA and Provincial policy.

Attachment 1 is a draft Terms of Reference for the Woodbridge Focused Area Study. This will be used by Policy Planning Staff in managing and conducting the project, and to coordinate delivery of the identified outcomes. The Terms of Reference incorporates all review comments from internal staff and the TRCA. The City is currently awaiting comments from the Province to finalize the Terms of Reference for the overall Study.

#### Consulting Requirements and Sole Source Justification

The study will be undertaken and led by the Policy Planning Department with the assistance of Office for Urbanism, other City Departments (Parks Development, Emergency Planning, Real Estate, Development Planning and Engineering Departments), and the Toronto and Region Conservation Authority. The transportation analysis and commercial sector review components of the study will be undertaken by consultants currently assigned to the new City-wide Official Plan Review, as part of their work on the project.

Office for Urbanism recently completed two planning studies covering a portion of the study area. Through the Kipling Avenue Corridor Study and the Woodbridge Heritage Conservation Study, they have completed much of the ground work for the urban design framework. Office for Urbanism is also well acquainted with the planning context, heritage design requirements, and expected organization/presentation of the study and policy documents. Given their knowledge of the components to be studied, and to ensure continuity throughout the planning area, it is appropriate that Office for Urbanism be retained to complete selected components of the Focused Area Study related to urban design guidelines.

#### Focus and Scope of the Study

The Woodbridge Focused Area Study will include the following components:

- a) **Background Review:** This includes the review and consolidation of recent and current City studies and corresponding Official Plans for the study area, as well as existing applicable Official Plans. This step also entails a review of the existing Provincial and Regional policies applicable to the subject lands. This component will be undertaken by Office for Urbanism and Policy Planning staff.

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- b) A Land Use and Urban Design Study: This part of the study will consider the design principles and guidelines developed through recent and current studies with a view to creating a consolidated policy framework for the study area consistent with the policy directions of the Official Plan Review. This component will be completed by Policy Planning staff with assistance from Office for Urbanism on the urban design component. The urban design work of the Woodbridge Focused Area Study will provide built form and open space options consistent with the principles of sustainable community development and heritage sensitivity. This work will also provide the basis for the capacity analysis associated with the Official Plan Review, the flood risk assessment associated with the SPA review and development potential for City-owned lands.
- c) A Transportation Assessment/Study for the selected land use scenario. This portion of the study will be completed by the transportation consultant conducting the new Official Plan exercise.
- d) Parking needs identified through the City-wide Parking Standards Review will be incorporated in the land use and urban design updates. The transportation consultant for the City Official Plan review will complete this component of the study, and his recommendations will be considered by Office for Urbanism in light of the urban design component.
- e) Commercial Sector Review: This review will consider the conclusions of the Commercial Land Use Review respecting the economic health of Market Lane and opportunities to strengthen the commercial sector within the study area. This part of the study will be completed by the consultant undertaking the Commercial Review for the new City-wide Official Plan.
- f) City Owned Lands: Exploration of the best use and design for the City owned lands in Market Lane in conjunction with related properties and property owners. This component will be completed by Policy Planning and Real Estate departments staff, and Office for Urbanism.
- g) Sustainable Development Measures: Assessment of potential sustainable development measures including water conservation, stormwater management, energy conservation, alternative energy generation, air quality and integrated waste management. Policy Planning Staff will complete this portion of the study.
- h) Special Policy Area Review: The SPA review will include two major components (1) Flood Risk Assessment and (2), a review of SPA boundaries and policies. This task will be undertaken jointly by City of Vaughan Policy Planning and City Emergency Planning staff, and Toronto and Region Conservation Authority.
- i) Parkland/Open Space Assessment Review: This component of the study will focus on the existing service provision levels (parkland/open space/ha, spatial distribution of parks), throughout the study area and the impact of any proposed increases in densities on this provision level. Office for Urbanism will complete this aspect of the study, with input from the Parks Development Department.

The following table outlines tasks, lead Department/organization responsible for the work, and projected completion dates.



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Timing

The study is expected to require approximately ten months to complete, and will be timed to coincide with the Vaughan Official Plan related tasks. It is anticipated that the resulting study policies will form part of the new Vaughan Official Plan.

**Relationship to Vaughan Vision 2020/Strategic Plan**

The Woodbridge Focused Area Study is an important component of the work required to complete the new Official Plan and is directly related to Section 4 of the Vision, 'Planning and Managing Growth'.

**Regional Implications**

The urban design component of the Woodbridge Focused Area Study will provide a cohesive framework for built form consistent with the principles of sustainable community development as will be articulated in the new Official Plan. The Study will conform with Regional and Provincial policy requirements, as well as TRCA requirements related to hazard lands and SPAs.

**Conclusion**

The Woodbridge Focused Area Study is an important component of the new Official Plan project. The urban design work of the Woodbridge Focused Area Study will provide built form and open space options consistent with the principles of sustainable community development and heritage sensitivity. This work will also provide the basis for the capacity analysis associated with the Official Plan Review, the flood risk assessment associated with the SPA review and development potential for City-owned lands. Office for Urbanism recently completed two planning studies covering portions of the study area. Hence, a sole source contract to Office for Urbanism for the urban design guidelines and related components of the Study will ensure timely completion, and consistency with recent studies in the Woodbridge area. Should Council concur, the recommendation should be approved.

The Policy Planning Department 2009 Capital Budget request includes funding for the cost required for a consulting firm to complete some of the components of the Woodbridge Focused Area Study while staff undertakes other components.

**Attachments**

1. Current Terms of Reference, Woodbridge Focused Area Study.
2. Office for Urbanism Work Plan for Select Components of the Woodbridge Focused Area Study.

**Report prepared by:**

Anna Sicilia, Planner, Policy Planning Development, ext. 8063  
Tony Iacobelli, Senior Environmental Planner, Policy Planning Department, ext. 8630

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 28, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**28**

**SITE DEVELOPMENT FILE DA.07.065  
STRATHERN HEIGHTS INVESTMENTS INC.  
WARD 1**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 20, 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.07.065 (Strathern Heights Investments Inc.) BE APPROVED, subject to the following conditions:
  - b) that prior to the execution of the Letter of Undertaking:
    - i) the final building elevations shall be approved by the Development Planning Department and shall specifically address the following amendments:
      - a) an upgrade to the north elevation of Building "D" consisting of vision glazing and architectural articulation;
      - b) all buildings shall include a stone veneer base consistent with development throughout the Block 33 West community; and,
      - c) additional architectural fenestration for the north elevation of Building "C".
    - ii) the final site plan and landscape plan shall be approved by the Development Planning Department;
    - iii) that the required Minor Variance and Consent applications shall be approved by the Committee of Adjustment; and,
    - iv) that all required approvals be obtained from the Region of York and the Ministry of Transportation.

**Economic Impact**

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

**Communications Plan**

N/A

## CITY OF VAUGHAN

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#### Purpose

For the Committee of the Whole to consider the site plan, landscape plan and building elevations shown on Attachments #2, #3, #4, #5, #6, and #7 for Site Development File DA.07.065 on the subject lands shown on Attachment #1, to facilitate the development of the property shown on Attachment #1 with 4 commercial buildings having a total combined gross floor area (GFA) of 3,085.80 m<sup>2</sup>, as shown on Attachment #2.

#### Background - Analysis and Options

##### Location

The subject lands are located on the east side of Cityview Boulevard, south of Teston Road, being Block 199 on Plan 65M-3914, in Part of Lot 24, Concession 5, City of Vaughan as shown on Attachment #1.

##### Official Plan and Zoning

The subject lands are designated "High Performance Area" by OPA #600 and are zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1218). The proposed commercial development conforms to the Official Plan.

##### Committee of Adjustment

The Owner has filed a Minor Variance Application (File A082/09) with the Committee of Adjustment requesting the following variances to By-law 1-88 to facilitate the proposed development:

- a) permit a minimum unit size less than 465 m<sup>2</sup>, whereas the By-law requires a minimum unit size of 465 m<sup>2</sup>;

Buildings "A" and "D" are proposed to be multi-unit buildings with various units ranging in size from approximately 70 m<sup>2</sup> to 100 m<sup>2</sup>. The subject lands are zoned EM1 Prestige Employment Area Zone, subject to Exception 9(1218). In addition to permitted employment uses, this exception also permits a range of commercial uses on the site including, but not limited to, bakery, eating establishments, personal service shop and retail store, which can vary in unit size, and are often less than 465 m<sup>2</sup> in size. Building "B" (Tim Horton's) and Building "C" (TD Bank) are proposed to be a single unit commercial buildings with a gross floor area (GFA) of 241.55m<sup>2</sup> and 463 m<sup>2</sup> respectively, and would face the Highway 400 frontage. The Development Planning Department is of the opinion that given the nature of the permitted uses on the property, this variance is minor and can be supported.

- b) permit a side yard setback of 3.5 m for Building "A", whereas the By-law requires 6 m side yard;

If approved, the south side of Building "A" (rear) would be sited adjacent to a row of parking provided on the adjacent lot to the south and therefore, a minimum setback of 3.5m is considered acceptable.

- c) provide for 133 parking spaces, whereas the By-law requires a minimum of 173 parking spaces;

The Owner has submitted a parking study prepared by Cole Engineering in support of the 40 space parking deficiency, which has been approved by the Engineering Department.

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#### Item 28, CW Report No. 23 – Page 3

- d) the stacking lane associated with Building “B” is not totally curbed for separation from the parking area, whereas the By-law requires the stacking lane to be totally curbed.

The applicant is requesting that an area of the drive-through lane not be curbed, in order to provide access to the garbage area located at the southeast corner of the building for garbage trucks. The Engineering Department has reviewed the proposed garbage pick-up area and site circulation and have no concerns.

- e) permit a shared access driveway between the subject lands and the adjacent lands to the south, also owned by the applicant, whereas the by-law does not permit shared access.

The applicant is requesting a proposed shared access driveway, which would provide a full movement access for the subject lands through the property to the south, which is also owned by the applicant and subject to Site Development Application File DA.07.004. The lands to the south would also require a minor variance for the same shared access. In addition, both properties require a mutual Consent for the shared access. Both the Minor Variance applications and Consent applications are to be approved. The Development Planning Department can support the required variance and consent.

A condition in the Recommendation Section of this report is included which requires that the Minor Variance and Consent applications required to implement the development shall be approved by the Committee of Adjustment.

#### Site Plan Review

The proposed development includes 4 commercial buildings, 3 of which face Highway 400 (Buildings "B", "C" and "D"), as shown on Attachment #2. These buildings are setback a minimum of 14m from the Ministry of Transportation (MTO) right-of-way, as required. The site is served by one right-in/right-out access from Cityview Boulevard. The applicant is proposing a shared driveway access, as shown on Attachment #2, between the subject lands and the property to the south, (File DA.07.004 also owned by the applicant) in order to utilize the full movement access located opposite Shelbourne Drive on the southerly parcel for vehicles exiting the site and making a left turn onto Cityview Boulevard. This traffic movement is not possible from the driveway of the subject lands due to the centre median on Cityview Boulevard. Both Buildings "B" and "C" are single-user buildings (TD Bank and Tim Hortons) and propose drive-through facilities.

Buildings “A” and “D” are both multi-unit commercial buildings. Building "A" is located on the southwest portion of the site with the main store fronts facing north, internal to the site. The majority of parking is provided for in the centre of the site. Building “D” is located at the northwest end of the site, and includes a day nursery use with an outdoor play area proposed adjacent to the northwest corner of the building. Subject to minor revisions, the proposed site layout is considered acceptable.

#### Landscape Plan

The landscape plan shown on Attachment #3 includes a variety of deciduous and coniferous trees and shrubs within the 6 metre landscape strip adjacent to Cityview Boulevard and the 14 metre strip adjacent to the Highway 400 ramp. Additional plantings are also proposed adjacent to certain parking areas. The final landscape plan, including detail drawings and landscape cost estimate must be approved to the satisfaction of the Development Planning Department.

#### Building Elevations

The proposed building elevations are shown on Attachments #4, #5, #6 and #7. Building "A", as shown on Attachment #4, is 7.4 metres in height to top of parapet, and is comprised primarily of a  
.../4

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#### Item 28, CW Report No. 23 – Page 4

beige stucco finish, with vertical brick columns (red-brown) throughout. The parapet includes vertical sandstone colour columns also comprised of stucco. The base of the building is proposed to be stone veneer. The north elevations (front) provides for 9 commercial units with clear vision glass windows and doors. Building "D", as shown on Attachment #7 is comprised of the same building materials and colours as Building "A", with a building height of 7.4 metres to top of parapet. The main entrances to this building are located on the south elevation, and consist of glass. A loading area and garbage room are provided at the east end of the south elevation, setback from the main entrances to the building and are not visible from Highway 400. The base of the building is also proposed to be stone veneer. Both Buildings "A" and "D" include sign areas with illuminated surface mounted letters. The Development Planning Department recommends changes to Building "D" to include additional visual glazing and architectural articulation on the north elevation which faces the Highway 400 ramp. A condition to this affect is included in the Recommendation Section of this report.

Building "B" is 5.4 metres in height to top of parapet, and is mostly comprised of brown brick, with 2 rows of beige soldier course brick and beige stucco finish along the majority of the top of the building. The top of the south, west and east elevations include signage (Tim Hortons), as shown on Attachment #5. The west elevation provides for the main double glass door entrance to the building. Additional large glass windows are also provided for on the west and south elevations. The base of this building also includes a stone veneer base, similar to Buildings "A" and "D".

Building "C" (TD Bank) as shown on Attachment #6, is approximately 5.8 metres in height to the top of the parapet, with a 9 m high architectural tower feature at the northwest corner of building that incorporates signage. The building is comprised of a combination of light beige brick veneer and brown stucco. The tower includes beige architectural block, and stucco. The Development Planning Department recommends improvements to the north elevation of Building "C", including additional architectural fenestration as this elevation has a high visual exposure to Highway 400 and currently is proposed to be a blank wall. The Development Planning Department have also recommended that this building include a stone veneer base, as proposed for the other 3 commercial buildings within this development. The requested improvements to the elevations are included in the Recommendation Section of this report.

The roof top mechanical equipment is proposed to be screened from the view of Cityview Boulevard and Highway 400 for all buildings on the property.

#### Sustainability

The applicant has advised that the following sustainable features will be incorporated into the building design:

- i) the glazing system for all buildings will be made up of thermally-broken curtain wall system with low emissivity glass coating;
- ii) compliance with ASHRAE Standards;
- iii) well insulated (R20) walls and roof contribute to energy efficiency;
- iv) all roof top units are screened from view by a continuous building parapet, which mitigates both sound emitted by the roof top units and visual exposure;
- v) locally manufactured exterior building materials; and,
- vi) light coloured roof finishes to cut down heat generated by the roof.

#### Ministry of Transportation (MTO)

The Ministry of Transportation has reviewed the proposal and require that all final plans are submitted for their review and approval, prior to their issuance of a building and land use permit.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

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**Relationship to Vaughan Vision 2020**

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

**Regional Implications**

The Region of York has no objections to the proposed development. All plans are subject to their approval and a condition to this affect is included in the Recommendation section of this report.

**Conclusion**

The Site Development Application has been reviewed in accordance with OPA #600, By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for a 4 building commercial development is appropriate and compatible with the existing and permitted uses in the surrounding area, subject to the comments in this report. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions outlined in the Recommendation section of this report.

**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations - Building "A"
5. Elevations - Building "B"
6. Elevations - Building "C"
7. Elevations - Building "D"

**Report prepared by:**

Carmela Marrelli, Planner, ext. 8791  
Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 29, Report No. 23, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 5, 2009, as follows:

***By approving that the boundaries be established in accordance with proposal #2 contained in the written submission from Ms. Teresa Ciaravella, Trustee, Vaughan Area 1, Ward 1, and Mr. Victor Schiralli, Trustee, Vaughan Area 4, Ward 4, 5, York Catholic District School Board, 320 Bloomington Road West, Aurora, L4G 3G8, dated April 29, 2009, with the resulting map being referred to, for convenience, as map 5G; and***

***By receiving the memorandum from the City Clerk, dated May 4, 2009.***

29

**WARD BOUNDARY REVIEW  
WARD CONFIGURATION OPTIONS**

(Referred from the Council meeting of April 14, 2009, Item 19, Report No. 18)

The Committee of the Whole recommends:

- 1) That Council maintain the present total of five wards with boundaries adjusted in accordance with the memorandum from Regional Councillor Ferri, dated April 16, 2009, and as indicated on the map labelled "5E" with accompanying population statistics attached;
- 2)
  - a) That staff prepare a report on a clear, concise and neutral question to be placed on the ballot for the 2010 General Municipal Election, seeking the opinion of the electors on whether the City of Vaughan should increase its number of wards to six for the 2014 Municipal Election; and
  - b) That a report identifying the statutory requirements for placing a question on the ballot, including any requirements for the giving of public notice or the holding of a public meeting prior to adoption of the relevant by-law and whether any such question will be binding on the municipality, be provided to Council;
- 3) That the City Clerk and the Commissioner of Legal and Administrative Services and City Solicitor be directed to undertake all steps required to implement the selected ward boundary configuration, including appearances necessary for that purpose before the Ontario Municipal Board or a Court of Law;
- 4) That the necessary by-law be passed, and statutory notice given;
- 5) That this report be circulated to York Region School Boards and the Regional Municipality of York;
- 6) That the following deputations be received:
  - a) Mr. Angelo DiNardo, President, Maple-Sherwood Ratepayers' Association, 182 Greenock Drive, Maple, L6A 1V1;
  - b) Ms. Rosanna DeFrancesca, President, East Woodbridge Community Association, 87 Michelle Drive, Woodbridge, L4L 9B9;
  - c) Ms. Deb Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8;
  - d) Rev. Jim Keenan, New Hope United Church, 9225 Jane Street, Suite 1416, Maple, L6A 0J7; and
  - e) Mr. Frank Greco;
- 7) That the following written submissions be received:

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

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- a) **Memorandum from Regional Councillor Frustaglio, dated April 8, 2009 (Attachment 4);**
  - b) **Mr. Bill Hogarth, Director of Education, York Region District School Board, 60 Wellington Street West, Box 40, Aurora, L4G 3H2, dated April 8, 2009 (Attachment 5);**
  - c) **Rev. Jim Keenan, New Hope United Church, 9225 Jane Street, Maple, L6A 0J7, dated April 13, 2009 (Attachment 6);**
  - d) **Ms. Deborah Schulte, dated April 14, 2009 (Attachment 7);**
  - e) **Mr. Frank Greco, dated April 13, 2009 (Attachment 8);**
  - f) **Ms. Erlinda Insigne, dated April 9, 2009 (Attachment 9);**
  - g) **Mr. Peter Badali, dated April 4, 2009 (Attachment 10);**
  - h) **Ms. Lucia Milani, 11333 Dufferin Street, P.O. Box 663, Maple, L6A 1S5, dated April 13, 2009 and April 17, 2009;**
  - i) **Mr. Nick Pinto, President, West Woodbridge Homeowners' Association; dated April 20, 2009; and**
  - j) **Ms. Carrie Liddy, dated January 25, 2009; and**
- 8) That the following report of the City Clerk, dated March 31, 2009, be received.**

Council, at its meeting of April 14, 2009, adopted the following:

That this matter be referred to the Committee of the Whole meeting of April 20, 2009; and

That the following written submissions be referred for consideration with this matter on April 20, 2009:

- a) **Regional Councillor Frustaglio, dated April 8, 2009 (Attachment 4);**
- b) **Mr. Bill Hogarth, Director of Education, York Region District School Board, 60 Wellington Street West, Box 40, Aurora, L4G 3H2, dated April 8, 2009 (Attachment 5);**
- c) **Mr. Jim Keenan, 9225 Jane Street, Maple, L6A 0J7, dated April 13, 2009 (Attachment 6);**
- d) **Ms. Deborah Schulte, dated April 14, 2009 (Attachment 7);**
- e) **Mr. Frank Greco, dated April 13, 2009 (Attachment 8);**
- f) **Ms. Erlinda Insigne, dated April 9, 2009 (Attachment 9); and**
- g) **Mr. Peter Badali, dated April 4, 2009 (Attachment 10).**

Recommendation of the Committee of the Whole meeting of March 31, 2009:

The Committee of the Whole recommends:

- 1) **That this matter be deferred to the Council meeting of April 14, 2009;**
- 2) **That the following deputations be received:**
  - a) **Ms. Deb Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8;**
  - b) **Mr. Nick Pinto, 57 Mapes Avenue, Vaughan, L4L 8R4; and**
  - c) **Mr. Frank Greco, 10504 Islington Avenue, Box 772, Kleinburg, L0J 1C0; and**
- 3) **That the following written submissions be received:**
  - a) **Mr. Gino Ruffolo, 149 Fieldgate Drive, Vaughan, L6A 1K4, dated March 29, 2009;**
  - b) **Ms. Lucia Milani, 11333 Dufferin Street, P.O. Box 663, Maple, L6A 1S5, dated March 30, 2009; and**

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### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

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- c) Mr. Ken Schwenger, Kleinburg and Area Ratepayers' Association, P.O. Box 202, Kleinburg, L0J 1C0, dated March 30, 2009.

Report of the City Clerk, dated March 31, 2009

#### **Recommendation**

The City Clerk recommends:

- 1) That Council select either:
  - a. a five ward configuration, based on the 5 Ward "B" option; or
  - b. a six ward configuration, based on the Councillor Submission "2A" optionfrom the options set out in Appendix 'A' and "C" to this report for the purpose of conducting the 2010, 2014 and 2018 general municipal elections;
- 2) That the City Clerk and the Commissioner of Legal and Administrative Services/City Solicitor be directed to undertake all steps required to implement the selected ward boundary configuration, including appearances necessary for that purpose before the Ontario Municipal Board or a Court of law;
- 3) That the necessary by-law be passed, and statutory notice given; and
- 4) That this report be circulated to York Region School Boards, and The Regional Municipality of York.

#### **Economic Impact**

Direct costs associated with the Ward Boundary Review have to date been absorbed within the budgets of the City Clerk's Office and the Planning Department.

The cost of one additional Council office should Council adopt a six ward system will be between \$150,000 and \$200,000 for salaries, plus one time furniture/equipment costs and discretionary expenditures. Discretionary expenditure budgets are based on the size of the population served, and with a reallocation of budgets amongst wards, increases over present discretionary costs are not expected to be significant. Only one-twelfth of any additional costs will be incurred in 2010, with full-year impact not felt until 2011.

#### **Communications Plan**

Notice of the by-law, once adopted, will be given by publication in the City Page, and by posting on the City's web site.

#### **Purpose**

The purpose of this report is to summarize input received at the public meeting held as part of the public consultation component of the Ward Boundary Review. This report also facilitates a decision by Council to adopt either a five ward or six ward configuration for the purpose of conducting the 2010, 2014 and 2018 general municipal elections.

This report quotes generously from previous reports on the Ward Boundary Review and so also serves to summarize the background information set out in those reports.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009

Item 29, CW Report No. 23 – Page 4

#### Background - Analysis and Options

##### Current Situation:

City of Vaughan Council currently is comprised of 5 local Councillors elected by ward, three Regional and Local Councillors elected at large, and one Mayor.

Responding to a need to address perceived growing population inequalities between the various wards, prior to the 2003 municipal election Council directed that a ward boundary review be conducted for implementation in the 2006 municipal election. Staff reported on the matter to a Committee of the Whole (Working Session) meeting on March 22, 2005, at which time, amongst other things, direction was given for a report to be brought forward addressing 5, 6 and 7 local ward configurations. This report was considered at a Special Committee of the Whole (Working Session) in April of 2005. In considering the necessity to equalize the ward populations, Council considered in detail a number of 5, 6 and 7 ward configurations for local representation and also reviewed the matter of regional representation. In examining various options, Council was mindful of the cost of increasing the size of Council and the possibility that Council may eventually expand should the City of Vaughan gain an additional representative on Regional Council as a result of a then anticipated review of regional representation by the Council of The Regional Municipality of York. Council ultimately adopted a recommendation "That a five ward option that addresses the current inequality in ward population be considered as an interim measure for the 2006 election and that a review be undertaken prior to the 2009 election". That decision resulted in the Rutherford (north) limits of Wards 2 and 3 being shifted to Major Mackenzie Road, and the area bounded by Clark Avenue West, New Westminster Drive and Bathurst Street being added to Ward 5.

Since the last adjustment of the ward boundaries the City has continued to grow, predominantly in the new urban areas established in OPA #600. This has resulted in some wards growing in population disproportionately to other wards. In 2006, based on census data, Ward 1 had a population of approximately 58,000 people, while the smallest ward, Ward 5, had a population of approximately 36,700. This resulted in a variation of population from the average ward size of 22% more, and 23% less, respectively.

##### Population Forecasts

With the assistance of Planning Department staff, population projections have been applied to the existing 5 ward system for the next 3 elections. The results of the analysis show that the inequalities of the population distribution amongst the wards continues to grow. By 2018, if not reconfigured, Ward 1 is expected to have a population of approximately 117,200 people (85% above the average ward size in 2018), and Ward 5 will have a population of approximately 37,900 (40% below the average ward size in 2018). This analysis supports the need for evaluating new ward boundary options.

Members of Vaughan Council represent considerably more residents per Council member than those of comparable municipalities. When comparing the number of residents per local councillor Vaughan local councillors represent approximately 14,500 more residents on average, as compared to the municipalities set out at Table 1. It is noted that Council size has increased over the years by two regional councillors to reflect Vaughan's increasing population and size relative to other York Region municipalities.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

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Table 1

<b>Municipality</b>	<b>2006 Census Population</b>	<b>No. of Wards</b>	<b>Council Size</b>	<b>No. of Local Councillors</b>	<b>No. of Regional Councillors</b>	<b>Ratio/ Local Councillor</b>	<b>Ratio/ Regional Councillor</b>
<b>VAUGHAN</b>	<b>238,866</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1: 47,773</b>	<b>1: 79,622</b>
Richmond Hill	162,704	6	9	6	2	1: 27,117	1: 81,352
Markham	261,573	8	13	8	4	1: 32,697	1: 65,393
Brampton	433,806	10	11	5	5	1: 86,761	1: 86,761
Mississauga	668,549	11	12	11	N/A	1: 60,777	N/A
Oakville	165,613	6	13	6	6	1: 27,602	1: 27,602
St. Catharines	131,989	6	13	12	N/A	1: 10,999	N/A
London	352,400	14	15	14	N/A	1: 25,171	N/A
Guelph	114,493	6	13	12	N/A	1: 9,541	N/A
Oshawa	141,590	7	11	3	7	1: 47,197	1: 20,227
Kingston	117,207	12	13	12	N/A	1: 9,767	N/A
Barrie	128,430	10	11	10	N/A	1: 12,843	N/A
<b>AVERAGE</b>						<b>1: 33,187</b>	<b>1: 60,160</b>

Ward Boundary Review Methodology

With the initial report to Committee of the Whole (Working Session) on September 9, 2008, staff submitted preliminary ward boundary options for 5, 6 and 7 ward configurations. Population based on the 2006 census was analyzed at the census dissemination level (roughly equivalent to the neighbourhood level except in sparsely populated areas) and then adjusted to project estimated populations for the next three elections. Proposed ward boundary options were created using the following criteria:

- No population variances greater than 15% based on the average populations between the wards
- The maintenance of distinct communities
- Acknowledgement of natural or built boundaries between communities
- Use of easily identifiable boundaries
- Recognition of communities of interest
- Accommodation of future growth

Population Projections

OPA #600 is the City's guide for development until 2026, and it established a number of new urban areas within the City, including the Vellore and Carrville Urban Villages. It is within these new urban areas where the majority of growth within the City is expected to occur. Using the population projections in OPA #600 for these new urban areas, along with consultation with Policy Planning Department and Engineering Department staff, population projections were developed for the city at each of the next 3 elections. These projections were applied to specific areas of the City where development is proposed so that growth within each ward could be estimated. This approach allowed an evaluation of population distribution amongst the wards at each election year.

The population estimates for the new urban areas for OPA #600 have been found to be very reliable. The new urban areas in OPA #600 that have already developed, such as the Woodbridge Expansion Area, have census populations that are very close to the population estimates in OPA #600. This allows for a high level of confidence in using the population estimates in OPA #600.

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While the OPA #600 new urban areas are the source of the majority of growth in the City, they are not the only source. The Growth Plan for the Greater Golden Horseshoe requires that 40% of residential development shall occur within existing built areas by 2015. This, however, is a Region-wide requirement which means the actual target for Vaughan may be different than the 40% in the Growth Plan. The Region of York has not yet established the target for Vaughan's intensification and as a result cannot be accounted for in our population projections in this exercise. We have assumed that intensification will occur on a roughly equal basis across the City.

The population projections also only take into account major areas for development outlined in OPA #600. There will be some development outside of the OPA #600 new urban areas, such as the Kleinburg Golf Club redevelopment or individual condominium developments. These types of developments will have only a small impact on the population projections when looked at on a City-wide basis. Including these types of developments would lead to a level of detail in population forecasting that is not necessary for the purposes of determining ward boundaries. Each potential ward will see some of this type of development, whether it be new low-density subdivisions or high-density buildings, and it is assumed that this will be generally equally spread across the City and affecting no one ward more so than another.

While the City is undertaking an Official Plan review, any new development areas that may be established will not be substantially developed until after the 2018 election. OPA #600 has a planning horizon of 2026, which is well beyond the election in 2018. There will be some impact on population projections as early as 2015, however no significant impact as a result of the OP review are anticipated for the next three elections.

It is important to understand that the population projections that are being completed are not intended to give detailed populations for a ward at an election date, but rather are to be used as a tool to evaluate the equitable distribution of population amongst the proposed wards as the City's population grows.

#### **Public Consultation Component of the Ward Boundary Review**

##### **Survey**

It was the view of the Committee of the Whole (Working Session) on September 9, 2009 that rather than engaging in public consultations on the basis of ward options already created, it would be preferable to assess the importance of the ward boundary criteria to the citizens of the City of Vaughan. The Committee wanted to take an approach which ensured that the public consultation process was not prejudiced by the presentation of concrete options, and asked that a report on the consultation approach be presented.

At its meeting of November 24, 2009, by its adoption of Item 2 of Report No. 56 of the Committee of the Whole (Working Session), Council adopted a revised timetable for the Ward Boundary Review Public Consultation Process. In accordance with the revised timetable a survey was released to the general public seeking perspectives on such things as the City's ward system, the need for an additional ward(s), and representation at Regional Council. In accordance with Council's direction, the relative ranking of the key ward boundary criteria was tested through several questions in the survey.

##### *Survey Response:*

Despite the Survey being widely advertised only a small proportion of potential respondents replied to it. A total of 93 responses were received.

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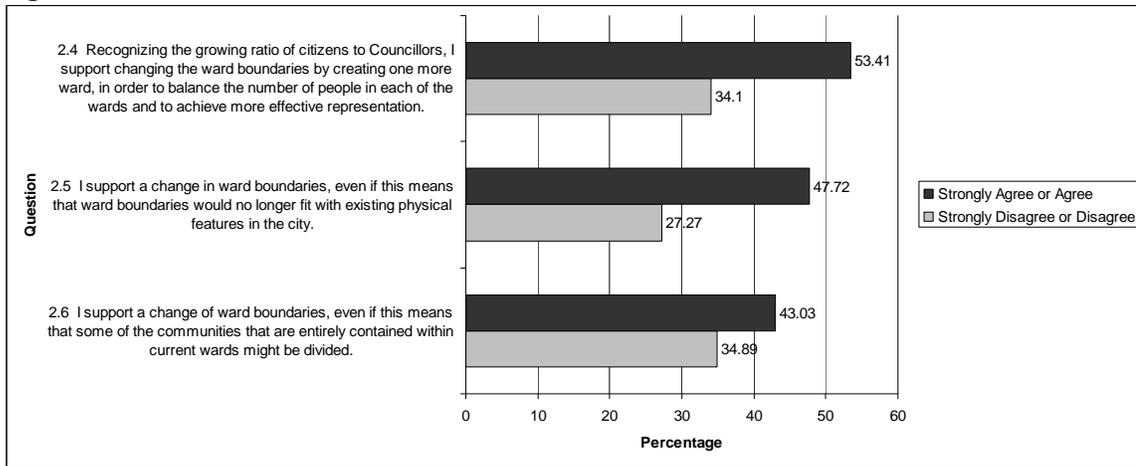
*Ward Boundary Review Criteria:*

The survey showed that Representation by Population, followed closely by Physical Features and Boundaries, and then by Maintaining Communities and Neighbourhoods and Future Population Trends, was the order in which the ward boundary criteria were ranked by survey respondents.

*Ward Size:*

The survey revealed that the most popular response for ward size in the survey was a population of 40,000 for each local ward. Using simple arithmetic, a ward size of 40,000 in a total current population of just under 270,000 results in a ward configuration of between 6 and 7 wards. The creation of at least one more ward is also supported by the answers set out in the following chart in Figure 1:

**Figure 1**



*Regional Representation:*

Survey results on the desirability of additional representation were clearly in favour of increasing Vaughan’s membership on York Region Council. The response on the method of representation, whether by city-wide vote or on a ward (or ward combination) basis, showed no significant preference.

**Public Meeting**

The public meeting on March 9, 2009 was held in an ‘open house’ format, similar in nature to meetings held to confer with communities on infrastructure developments affecting neighbourhoods. In preparation for the meeting, staff printed large format maps of the ward boundary options prepared by staff and from those submitted by one member of Council. No members of the public, submitted options until after the meeting. In all 14 options were prepared for presentation and consideration (See Appendix ‘A’).

Each of the proposed ward maps were examined by Planning Department staff and labeled with the estimated ward populations at each of the next three elections. Omitted from the population projections were estimates for infilling, because of insufficient information upon which to base predictions.

Large format reference maps of the existing wards, street network and natural features of the City were also posted (See Appendix ‘A’)

Each ward map underwent a mathematical analysis of the population projections, each ward’s variances from the average ward size, and the overall average deviation from average ward size. The resulting information was listed in a table on each map. Attendees at the meeting were

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advised that the lower the average deviation number, the better that map achieved balanced ward populations (however the caution was also given that though it is possible to achieve a low average deviation number, wide swings in population size that net themselves out (ie. +30%, -30%) could mask an unbalanced solution.

Approximately 20 members of the public attended the open house.

The meeting began with a welcome from the City Clerk, an introduction of the Members of Council in attendance, and a brief background on the Ward Boundary Review.

In laying the foundation for the review, the City Clerk:

- presented current ward boundaries and population
- identified the major established communities in the City (Kleinburg, Woodbridge, Maple, Concord, Thornhill)
- addressed the review criteria
- Showed slides setting out the major natural features of the City, and major roads and highways
- presented the table of population ratios from comparator municipalities.

The meeting proceeded to its second phase, with participants asked to discuss the map options with their neighbours, and to write comments directly on the maps. A table was also prepared so members of the community could create their own maps with the aid of acetates showing the road network, natural features, and existing ward boundaries. Though the majority of the room did as invited and discussed/commented on the maps presented, several in attendance expressed dissatisfaction with the meeting format in that:

- a consultant had not been hired to conduct the review (the review was conducted by the City Clerk's office with the aid of Planning staff)
- comments were not allowed from the floor with respect to opposition to any additional ward, regardless of configuration (such comments were directed to the committee of the whole meeting on March 31, 2009, at which this report is to be considered).

The comments made in respect of each of the options are set out at Appendix 'B'. (Personal information removed).

One member of the public submitted (and subsequently clarified) a map proposal based on the 5 Ward "B" option. The submission is identified as "Public Submission "1" and is set out at Appendix "C" to this report for easy reference.

#### **Options Presented for Consideration:**

Council is not bound to choose any of the options under consideration, or to undertake any changes in its ward boundaries. To facilitate Council's decision making, however, staff have identified two options, one each for a five ward system and a six ward system, for Council's consideration. Each of the options are respectful of the ward boundary review criteria, and are clearly the best options from the perspective of balancing ward populations over time. Each of the options, plus the variation on the 5 Ward "B" option submitted by a member of the public (Public Submission "1") are separately set out in Appendix "C". The versions set out in Appendix "C" are being presented in a manner which reflects the ward boundary lines that differ from the current ward configuration.

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##### 5 Ward “B” (and Public Submission “1” Variation)

Of all of the options prepared, this option best distributes the anticipated population at the 2018 election, though it does take the three elections to “grow” into balance. Initially, Wards 3 and 5 have populations over 20% greater or lower than the average ward population. By 2018, the variation from the average ward population is no greater than 4% for any ward.

The proposed wards respect man-made boundaries. Each of the wards uses a 400 series highway as one boundary. The disadvantage of the option is that it does not contain Maple within a single ward. Additionally, the Woodbridge Expansion Area is separated from the Woodbridge community by being placed in Ward 1. Ward 1 also includes Block 39 and additional new urban areas, in addition to the Kleinburg community, which is located at the centre of this proposed ward.

Under this proposal, Wards 1 and 3 will experience the most growth. Vellore Urban Village 1 is located within the proposed Ward 1. When fully built out, this urban area will have an estimated population of 47,485 people, as outlined in OPA #600. Ward 3 contains approximately half of the Carrville Urban Village 2, being Blocks 11 and 12. The other half of this urban area is within the proposed Ward 4, and this area is almost built out. The result is that both the proposed Wards 1 and 3 start out with populations below the average, but with the continued development have populations very close to the average at the 2018 election.

After the Public meeting, staff received an additional proposed ward option from the public in the form of a variation of the 5 Ward “B” option (Public Submission “1”). Under the variation, initially 3 wards have populations that vary more than 15% from the average ward size, however by the 2018 election all of the proposed wards have a variation of no more than 11%. The wards respect man-made boundaries, such highways and arterial roads. A railway line, along the east side of Maple is used as a boundary as well. This proposal also combines Woodbridge into one ward, while having the benefit of containing the majority of Maple into one ward.

The 5 Ward “B” and Public Submission “1” proposals represent wholesale change from the existing wards. No existing ward remains the same, and very few of the boundaries remain intact.

##### Councillor Submission 2A

This option also achieves ward populations meeting the criterion by the third election. By 2018, no ward exceeds 15% variation from the average ward size.

The proposed wards in this option respect man-made boundaries, such as the 400 series highways and arterial roads. Wards 2 and 3 maintain the current boundaries of those wards. The proposed Ward 1 maintains much of its current boundaries, and Ward 5 sees some change in the form of additional residential areas.

The most significant departure from the current ward boundaries is the proposed Ward 1. This proposed ward encompasses Maple and could be referred to as the “Maple” ward.

This option generally respects community boundaries. Although Woodbridge is divided between two wards, this has been the situation for many years in Vaughan. The division is not inappropriate given the size of the community, and the natural divider presented by river valleys. Ward 5 contains more, but not all of the Thornhill community. Ward 4 encompasses the Concord area and newer areas north of Thornhill. Ward 6 contains Kleinburg, the rural areas of the city and the newly developing areas of Vellore Village and Carrville Village.

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The proposed Ward 6 contains most of the new growth. This ward contains significant portions of both Vellore Urban Village 1 and Carrville Urban Village 2. These areas, for the most part, remain to be developed and this is reflected in the population projections. At the 2010 election it is estimated that this ward will be approximately half of the average ward size, but by 2018 it will be very nearly at the average ward size.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly “Demonstrate Leadership and Promote Effective Governance.”

#### **Regional Implications**

Implementation of any measures modifying the number or manner in which Vaughan councillors are appointed to Regional Council will require the approval of that body.

The election of representatives on York Region’s School Boards will be affected by reconfiguration of Vaughan wards.

#### **Conclusion**

Council has long recognized that Vaughan’s rapidly growing population creates increasing imbalance in ward populations over time. The current ward structure was put in place as an interim measure, it being recognized that a ward boundary review would be conducted prior to the 2010 general municipal election.

The Ward Boundary Review assessed a variety of ward options against key criteria – principal amongst which was the need to address the population imbalance by attempting to set ward boundaries so that each ward was within 15% of the average ward size by the end of the review period. Communities of interest, physical and natural boundaries, and the recognition of Vaughan’s established communities were also important factors that were assessed in reviewing each of the options.

Two ward boundary options, one each for a five ward system and a six ward system, have been recommended as viable choices from all the options reviewed.

Should a by-law be passed adopting a new ward configuration for the City, notice of the by-law is to be given within 15 days. Within 45 days from the date the by-law is passed, any person may appeal the by-law to the Ontario Municipal Board by filing a notice of appeal setting out the objections to the by-law and reasons in support of the objections.

#### **Attachments**

- Appendix ‘A’ – Ward Boundary Options
- Appendix ‘B’ – Public Comments on Options
- Appendix ‘C’ - Options presented for Consideration
- Attachment 1 –Written Submission: G. Ruffolo
- Attachment 2 – Written Submission: L. Milani
- Attachment 3 – Written Submission: K. Schwenger, KARA
- Attachment 4 – Written Submission: Regional Councillor Frustaglio
- Attachment 5 – Written Submission: Mr. Bill Hogarth, Director of Education
- Attachment 6 – Written Submission: Mr. Jim Keenan
- Attachment 7 – Written Submission: Ms. Deborah Schulte
- Attachment 8 – Written Submission: Mr. Frank Greco
- Attachment 9 – Written Submission: Ms. Erlinda Insigne
- Attachment 10 – Written Submission: Mr. Peter Badali

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**Report prepared by:**

Jeffrey A. Abrams,  
City Clerk

Joseph Chiarelli,  
Manager, Special Projects, Licensing and Permits - Insurance Risk Management

Todd Coles,  
Manager, Development Services and, Secretary-Treasurer to Committee of Adjustment

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

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Item 30, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**30 ALLWAY STOP CONTROL – MACARTHUR DRIVE AND KATERINA AVENUE  
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 20, 2009:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be enacted to implement allway stop control at the intersection of MacArthur Drive and Katerina Avenue.

**Economic Impact**

The cost to install the stop signs and pavement markings can be absorbed in the approved 2009 Operating Budget.

**Communications Plan**

N/A

**Purpose**

To resolve traffic operational issues at the intersection of MacArthur Drive and Katerina Avenue.

**Background - Analysis and Options**

The Beverley Glen Ratepayers' Association, as well as several residents, have expressed concerns regarding traffic control at the intersection of MacArthur Drive and Katerina Avenue. This matter was brought to the attention of Traffic Engineering staff through the offices of Councillor Racco. Katerina Avenue and the portion of MacArthur Drive running northbound from Katerina Avenue were built and occupied first. As such, a single stop sign was placed at Katerina Avenue westbound, at MacArthur Drive, in anticipation of the future tee intersection.

When the MacArthur Drive extension to the south of Katerina Avenue was developed, a second stop sign was placed northbound on MacArthur Drive (see attached sketch). Accordingly, two stop signs exist at the tee intersection. A problem exists in that southbound traffic on MacArthur Drive is not required to stop creating confusion and right of way issues at the intersection.

Traffic Engineering staff have reviewed the situation and have identified that there are three options for the intersection: to remove the stop sign on MacArthur Drive northbound, to leave things as they are, or to install allway stop controls at the intersection.

Residents have indicated that they would prefer to see this intersection as an allway stop control, and Traffic Engineering staff have confirmed that the installation of an allway stop control will not have a negative impact on the traffic operation or safety of the intersection.

**Relationship to Vaughan Vision 2020/Strategic Plan**

Enhance and Ensure Community Safety, Health & Wellness

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

**Regional Implications**

None

**Conclusion**

It is recommended that the installation of a stop sign on MacArthur Drive southbound at Katerina Avenue be approved and the necessary by-law be enacted to implement all way stop control at this intersection.

**Attachments**

1. Location Plan

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



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#### Item 31, CW Report No. 23 – Page 2

The Task Force recognizes that many of the challenges surrounding citizen engagement in the political process are not unique to the City of Vaughan, and thus have been working to draft a series of recommendations that will help create awareness of what the municipal level of government does for residents, create a more informed and engaged voter, and increase access to voting options, in the hope that any or all of these items may influence a non-voter into casting a ballot in November 2010.

In the Task Force's initial report, it was noted that attempts would be made to have the then unidentified new City Clerk attend a Task Force meeting to discuss initiatives for enhancing voter participation in advance of Vaughan's 2010 municipal election, as well as some techniques used in other jurisdictions. Indeed, the City Clerk, Jeffrey Abrams, has attended a number of Task Force meetings, at which he provided a sense of the direction that the Clerk's office was planning to take for the 2010 election. In turn, the Task Force provided the Clerk with some insight into the conceptual basis for the recommendations that the Task Force is generating. These sessions have proven useful for the Task Force as it has provided additional perspective on the timelines that the Mr. Abrams and his team are employing for the proper administration of the next Vaughan municipal election.

Over the course of the past six months, the Task Force has continued to examine a number of items that were initially outlined in the research component of its earlier reports. They include:

- Alternative voting methods
- Increased access to election information
- Voting tendencies, including reasons why individuals don't vote in municipal elections
- Convenience of voting in Vaughan

To these ends, the Task Force agreed to formulate a survey that would be linked to the City of Vaughan website, and promoted via the City Page in the community newspapers, as well as by Task Force members to their electronic mail contacts.

#### ***City of Vaughan Survey***

The survey, which was active in February and March 2009, was promoted on the City website, the City Page and in news stories in local media. When the survey was closed, a total of 658 responses were collected from Vaughan residents, a number that exceeded the Task Force's goal of contacting 500 individuals by more than 30%. The data collected from the survey will be used to help finalize the Task Force's recommendations to Council, and it provides validation of several suggestions raised in the Task Force's last report. Below are some statistics and results compiled from the community survey.

#### **Background on the survey respondents**

- 89.4 percent of respondents were between the ages of 25 and 64 years of age, with nearly 14% being under the age of 35.
- Vaughan residents who have been living in the City less than ten years represented the greatest number of respondents (38.5%)
- The survey was balanced in respondents from the core areas of the City. Woodbridge and Thornhill/Concord each accounted for 37.5% of the survey respondents.
- Nearly a quarter of all respondents did not vote in the 2006 municipal election.

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#### General feedback from respondents

- Over 20 percent said that they felt they didn't know who the candidates were, and didn't understand the issues. Similarly, 15 percent said they didn't have time to vote.
- 
- When asked about the importance of various types of communications, newspaper coverage and personal contact/all-candidate debates ranked the highest. A total of 85.7% respondents found newspaper coverage to be important or critical. Comparatively 79% of respondents felt candidate literature was/is important or critical. Signage was deemed to be not very important by 58.1%, while city advertisements were not important to 48.2% of respondents.
- In a sign that online technology is increasingly important, 57.4% felt that candidate websites were important to them.
- In feedback received from the survey, there were a decisive number of comments noting the need for greater access to candidates and debates.

#### Potential changes to Vaughan's election process

- When asked about possible adjustments to the election process in Vaughan, respondents' views were congruent with many of the suggestions being considered by the Task Force. They include:
  - The Task Force asked respondents whether expanding the number of advanced polling days would encourage them to vote. Over 55% of respondents said that it may encourage them to vote.
  - Comparatively, another idea was to expand the number of polling stations. Respondents expressed mixed feelings, as 45.9% said it would encourage them to vote, while 42.4% said it wouldn't.
  - Many residents in Vaughan work outside of the City making voting during traditional hours more challenging. The Task Force asked whether extending voting hours into the early morning rush hour, and/or later into the evening would cause them to vote. Nearly 64% of respondents said it would encourage them.
  - However, the most popular suggestion proposed by the Task Force was internet voting. Over 70% of all respondents said that it would encourage them to vote. This supports the Task Force's initial belief that internet voting would be well received by residents, and provides an added layer of access to the election process in Vaughan.

#### Access to candidate information

- One of the ideas referenced in the Task Force's earlier report to Council was requiring all candidates to provide a biography as part of their registration with the City Clerk. This would provide a non-partisan way to learn more about the candidates contending for Council seats.
- The question was posed to survey respondents and over 80% of all respondents said they were either likely or very likely to use this information before casting a ballot.

#### Reasons why residents didn't vote in 2006

- Of the respondents who did not vote in the 2006 municipal election, there were several common themes that emerged for their not casting a ballot. They include:
  - Lack of knowledge about local candidates – many residents said they didn't have basic information about candidates to make an informed choice.
  - A loss of interest due to the negative aspect of the 2006 campaign.

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- Discontent with the candidate options during the last election.
- Ineligibility – several respondents mentioned they were either under the age of majority, or had yet to receive Canadian citizenship, and as a result were legally prohibited from casting a ballot.
- A lack of personal contact with candidates – throughout the survey, residents made it clear they weren't canvassed by candidates in any form.

#### **Other comments provided by respondents**

The Task Force allowed respondents to give some additional comments, and a number of respondents took the time to share their thoughts. They include:

- A vital need to introduce internet voting to reach eligible voters, and attract a younger demographic as well.
- Revisiting the campaign financing process, related to tax rebates on donations.
- Additional public forums during the campaign cycle, including having some as webcasts or archiving them online for future reference.
- A frustration with the negative image of the City in the media.
- Suggestions that municipal politicians should be subject to term limits.
- Access to information is poor. Rarely do candidates go door-to-door, and literature is limited, so there is a need to get more information about all the candidates, not just the incumbents.
- Residents need to be reminded of how important municipal government is to them.

#### ***Next Steps***

As the Task Force on Democratic Participation and Renewal enters its final phase, it is equipped with both its initial research and the results of a survey of some 658 voters with which to develop the recommendations that will form the principal part of its final report this fall.

At the outset, Task Force members examined four core areas for change;

- Alternative voting methods
- Convenience of voting
- Increased access to election information
- Civics and education (for all generations)

These four areas were incorporated into the citizen's survey earlier this year, and they will serve as a strong but not exclusive foundation of the Task Force's recommendation to Council. Ranging from consideration of internet voting, through the potential for extended voting hours to provide commuters greater access to voting locations, to an initiative to increase general information about all candidates contending for a Council seat, the Task Force is committed to providing Council with a series of progressive and forward-thinking suggestions to help improve the voting process and voter engagement in the City of Vaughan. A small sampling of the ideas currently under final debate by the Task Force are detailed below.

#### ***Alternative Voting Methods***

Through its research, and as confirmed by a significant number of respondents in the citizen's survey, the Task Force is strongly in support of exploring internet voting as a new option to help engage younger voters, and those who would prefer to vote from the privacy of their home/office.

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Gauging the successes that the Town of Markham has attained in the previous two municipal campaigns, there is an opportunity for Vaughan to emulate this approach and provide an additional layer of access to voter-residents. A full introduction, or a partial experiment (e.g. testing it out in the ward with the lowest voter turnout in the 2006 election), would show that the City is truly providing its residents with every opportunity to cast a ballot.

#### ***Convenience of Voting***

Concerns about the hours of voting and the number of advanced polling days were raised throughout the Task Force's meetings in the first two years. The survey supported initial thoughts that earlier poll-opening times would be a help to early morning commuters, while extending voting hours beyond 8 pm would allow a substantial number of residents to cast ballots on their way home from work.

#### ***Increased access to election information***

Recognizing that the City of Vaughan posts contact information (name, address, telephone, and email addresses) on all candidate seeking office, the Task Force has debated the merits of adding an additional field requiring all candidates to provide a biography (e.g., minimum 50 words) to provide the voters with basic information about the candidate and allow them to make an informed choice. The survey supported this concept, with most respondents indicating that they would review this page prior to making a decision on whom to vote for. The management of such information by the City would ensure its non-partisanship.

#### ***Civics and Education***

The Task Force has also talked about amendments to the City Clerk's brochure about the upcoming election (Note: not to be confused with the Voter Identification Card), to provide an overview of what services municipalities provide to their residents. For many, they may not know what this level of government does, and a brief explanation could help engage residents as they then will be informed of the importance of casting a ballot in November 2010. Moreover, the layout of the brochure needs to be updated, to be more visually appealing, similar to literature for Concerts in the Park and our Recreation Guides, as the traditional one or two colour presentation does not attract the attention these brochures deserve.

Another concept under discussion is posting voter information ("Vote next Monday", "Vote TODAY!") on mobile signs in the same manner that the City does for garbage and recycling information. By doing so, it would serve as an added initiative by the City to help encourage residents to vote in 2010.

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

This report is consistent with the priorities set forth in Vaughan Vision 2020

#### **Regional Implications**

Nil

#### **Conclusion**

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

Elliott Silverstein, Member, TFDPR

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 32, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

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**OFFICIAL PLAN AMENDMENT FILE OP.06.009  
ZONING BY-LAW AMENDMENT FILE Z.06.023  
1504546 ONTARIO INC.  
WARD 2**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 20, 2009:**

**Recommendation**

The Commissioner of Planning recommends:

“THAT the Ministry of Municipal Affairs and Housing be advised that Vaughan Council supports the Ministry’s request to modify OPA #691 and Zoning By-law 38-2009, and that the Region of York, as the approval authority incorporate the modifications into OPA #691 and forward the Amendment and the zoning by-law to the Ministry of Municipal Affairs for their approval.

**Economic Impact**

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

**Purpose**

The purpose of this report is to obtain Council’s endorsement for modifications to OPA #691 and By-law 38-2009 requested by the Ministry of Municipal Affairs and Housing (MMAH) respecting Official Plan Amendment File OP.06.009 and Zoning By-law Amendment Z.06.023 (15045446 Ontario Inc.).

**Background - Analysis and Options**

The subject lands shown on Attachment #1 are located on the south side of Woodbridge Avenue, west of Islington Avenue, being Part of Parcel A on Registered Plan 449, in Part of Lot 7, Concession 7, municipally known as 75 and 83 Woodbridge Avenue, City of Vaughan.

The property is designated "High Density Residential" by OPA #440 and subject to site-specific OPA #691, which was adopted by Council on June 23, 2008. The lands are zoned RA2(H) Apartment Residential Zone with the addition of the Holding Symbol "(H)" by By-law 38-2009, which was enacted by Council on February 24, 2009. The lands are also designated Special Policy Area (SPA) by OPA #440. OPA #691 provide site-specific policies to facilitate development within in SPA, which requires the approval of both the Minister of Municipal Affairs (MMAH) and the Minister of Natural Resources (MNR). On June 23, 2008, Council enacted By-law 157-2008 to adopt OPA #691 and facilitate the development of the property for a residential condominium building which included the following policies, (in part):

- a) permit an increase in the maximum net residential density in the "High Density Residential" designation from 99 to 288 unit/ha, thereby increasing the number of units permitted on the subject lands from 30 to 88 (an increase of 58 units); and,
- b) to increase the maximum permitted building height in the "High Density Residential" designation from 3 to 4 storeys along Woodbridge Avenue and to increase the overall building height from 6 to 7 storeys.

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Subsequently, on February 24, 2009, Council enacted By-law 38-2009 to rezone the subject lands from C1 Restricted Commercial Zone to RA2(H) Apartment Residential Zone with the addition of the Holding Symbol “(H)” to implement OPA #691. By-law 38-2009 will not come into effect until OPA #691 is approved by the Provincial Ministries and the Region of York.

On July 7, 2008 OPA #691 was forwarded to the Region of York through the “One Window” review process, which was also subsequently circulated to the Ministry of Municipal Affairs on July 9, 2008 for Ministerial Approval. A package of supporting material was also sent to the MMAH on July 14, 2009, and included the following:

- a) Emergency Planning Manual (Revised);
- b) Planning Justification Report;
- c) Population Report (Final);
- d) Fire and Medical Risk Analysis Report; and,
- e) A full set of revised plans.

By-law 38-2009 was forwarded to the Region of York on February 26, 2009, and subsequently the Region of York forwarded the By-law to the Ministry of Municipal Affairs through the “One Window” process.

Analysis

The Ministry of Municipal Affairs and Housing has reviewed OPA #691, By-law 38-2009 and the supporting material and has provided the following comments:

i) Technical Review

The MMAH and the Toronto and Region Conservation Authority (TRCA) have reviewed the technical submission and are satisfied that technically the development can proceed without producing adverse flooding effects on neighbouring properties and that the hydrostatic structural design of the basement walls and foundation will meet stability requirements under expected flood conditions. As such, both these agencies are prepared to support the proposal moving to the Phase II review. Phase II will still require TRCA’s final review and approval, including final technical study submissions and resolution and endorsement from its Executive Committee.

ii) Official Plan Amendment #691

The Ministry of Municipal Affairs has completed its review of OPA #691, and has requested the following modifications:

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OPA#691 Requested Policy Revisions/Modifications

Policy in Council Adopted OPA #691	Requested Modifications to OPA #691 Policies by the Ministry of Municipal Affairs and Housing (MMAH).	Development Planning Department Response to (MMAH) Requested Modifications and Recommendations
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Part ii)

“the maximum permitted building height along Woodbridge Avenue shall be 4 storeys, and the maximum overall building height shall be 7 storeys.”

**Delete Paragraph ii) and Replace as follows:**

“ii) the permitted building height along Woodbridge Avenue shall be 4 storeys and the maximum overall building height shall be 6 storeys (excluding that portion of the building used for mechanical and/or penthouse purposes which will be one storey). Further, all residential units will be above the ground floor and mezzanine (1<sup>st</sup> Floor), which is above the Regional Storm Flood level elevation. All windows and openings will also be above the Regional Flood level.”

**Adopt the MMAH recommendation.**

Part iii)

“Fully enclosed parking may be located above grade

**Delete Paragraph iii) and Replace with the following:**

“iii) Access to the parking garage, including the underground parking level will be designed for ingress and egress above the Regional Storm Flood level such that during a Regional Storm event the parking garage will not be subject to flooding.

**Adopt the MMAH recommendation with the following modification:**

“iii) Access to the parking garage, including the underground parking level will be designed for ingress *and egress above the Regional Flood Level and that the building be designed to mitigate against a Regional storm event.*

The proposed modification represents a refinement of the wording which more clearly states expectations.

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Part iv):

“The Toronto and Region Conservation Authority (TRCA) shall be satisfied that the proposed development and design of the building conforms to the Woodbridge Special Policy Area flood proofing requirements and that all technical studies be approved to their satisfaction as part of the site plan application.”

**Delete Paragraph vi) and Replace with the following “**

“vi) In accordance with Section 6C of this Plan, the implementing Zoning By-law for this site shall include provisions requiring flood proofing measures to protect against risk associated with Regional Storm event. Windows and door openings, including emergency access routes to and from the building and all habitable living space, shall not be permitted below the Regional Storm Flood level.

**Adopt the MMAH recommendation.**

The Development Planning Department concurs with the recommended modification.

Parts v) and vii)

**Delete Paragraphs v) and vii) with the following:**

**Adopt the MMAH recommendation.**

Part v):

“A Risk Assessment Study (RAS) shall be submitted in support of a Site Development Application to the satisfaction of the City and TRCA.”

“v) The site plan will be prepared in such a matter that the development design will ensure the findings of the Risk Assessment Study (RAS) and Emergency Management Plan (EMP) will be implemented by the City of Vaughan and where required the building will be designed to meet the City’s requirements in order implement the EMP. The findings of the RAS and the EMP will also be incorporated into the site plan agreement.”

The term “*Site Plan Agreement*” should be replaced with “*Letter of Undertaking*” to reflect the City’s current Site Plan Approval implementation document.

Part vii):

“An Emergency Management Plan (EMP) shall be submitted dealing with such matters as, but not limited to building evacuation, timing of flood and overall Special Policy Area (SPA) evacuation, prior to approval by the MMAH and MNR to demonstrate that development and site alteration will be carried out in accordance with flood proofing standards, protection works standards, so vehicles and people have a way of safely entering and existing the area during a time of flooding and that the development will not create new hazards, to the satisfaction of TRCA.”

Part xiii):

**Delete Paragraph xiii) in its entirety.**

**Adopt the MMAH recommendation.**

“A fully enclosed parking garage shall be provided, the design of which will be reviewed through the site plan approval process, to the satisfaction of the City.”

The Development Planning Department concurs with the recommended modification.

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OPA #691 has been revised to incorporate the modifications requested by MMAH in the manner outlined above. A revised copy of the Amendment is attached as Attachment #2. The modifications, once endorsed by Council will be forwarded to the Region of York and subsequently to the MMAH for approval by the MMAH and MNR. The final version of OPA #691 must be approved by the Region of York.

iii) Additional Information to Support OPA #691

In addition to the requested modifications, the MMAH has also requested additional information and clarifications respecting the “Preamble” section of OPA #691 and the applicant’s Justification and Population Reports. In particular, the Ministry is of the opinion that both the Justification Report and certain wording in the preamble of OPA #691 partially does not reflect the policies of the Growth Plan and the PPS as it relates to interpretation and intensification in an SPA.

The PPS, specifically Section 4, “Implementation and Interpretation” provides direction on the interpretation of the PPS. Subsection 4.3 states that “this Provincial Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation. However, the MMAH’s letter indicates that both the Preamble to OPA #691 and the Justification Report prepared by the applicant failed to interpret the PPS its entirety. The MMAH has pointed out that in cases dealing with Special Policy areas both the PPS policies and definitions must be read together. The definition of an SPA includes the following:

“A Special Policy Area is not intended to allow for new development or intensified development and site alteration, if a community has feasible development outside the flood plain”

The Woodbridge Core area (WCA) is a special and desirable location for redevelopment and intensification. It is an historical settlement that has undergone significant intensification while still retaining elements of its historical past, and has been the recipient of higher density development in the form of medium rise buildings consistent with the proposed development. The City is currently undertaking secondary land use plans for areas adjacent to the Core areas, which are not approved at this time. Although there may be opportunity to develop and intensify outside the (WCA), it is not the intent to expand or to ignore intensification in the WCA area, but rather to recognize it as a distinct place of activity that needs revitalization in the form of intensification so that it may function as viable community.

The Development Planning Department is supportive of intensification to revitalize the WCA with development that is compatible with the surrounding land use context from a built form and density perspective. The subject property is one the few remaining development sites in the WCA and follows an established pattern of development.

Therefore, although other areas of intensification may exist, they should not preclude a community’s core area from intensifying, provided the intent of the Provincial Policy to safeguard public health and safety. In this regard various studies were undertaken (i.e. population analysis, hydrological analysis, a fire and medical risk analysis and a planning justification report) to address the proposed intensification in the SPA within the WCA. The reports concluded that intensification can be accommodated within the SPA within the WCA that would support the viability of the WCA community.

In consideration of the Ministry’s comments respecting the interpretation of the PPS the Development Planning Department has revised OPA #691, specifically the “Basis” Section of OPA #691 under Subsection #2 after the fourth paragraph, as shown on Attachment #2

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In addition the PPS (2005) definition of a Special Policy Area includes the following:

“A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the flood plain.”

OPA #240 as amended by OPA #440, established the policy framework for improving the viability and durability of the Woodbridge Core Area through the establishment of high-density land use designations to increase commercial activity and bring more people into the area. Part of the Special Policy Area, along the eastern part of Woodbridge Avenue, is included in this targeted area. The subject property is one of the few remaining development sites in the eastern end of the Woodbridge Core Area and follows a pattern of development established over the years with mixed use buildings combining residential and commercial uses. The principle of intensification is already established in the Woodbridge Core Area through the applicable official plan policies and existing development which is of a character similar to that being proposed by the applications.

As discussed in the Population Analysis Report, proposed development will be achieved within the population anticipated by the policies established in OPA #240, as amended by OPA #440. The proposed development will support the City’s policy objectives while presenting no danger to public to public health and safety.

The MMAH is of the opinion that OPA #691 and the Justification Report mischaracterized the intent of the PPS, specifically the following wording in OPA #691 included under the Basis Section in Paragraph #2:

“Accordingly, intensification is currently permitted within the SPA.”

The MMAH is of the opinion that both the Official Plan and Zoning By-law grant permissions that have already been contemplated within the SPA, while intensification on the other hand, would mean any additional planning permissions above and beyond what has been contemplated. For clarification purposes, it should be noted that only the Official Plan (OPA #440) currently permits intensification on the subject lands and that the current zoning-by-law regulations applicable to the subject lands require amendment to bring the zoning by-law into conformity with the Official Plan. The intent of this wording was to identify that redevelopment rights currently exist in the Official Plan and SPA on the subject lands. In order to reflect current permissions under OPA #440 and respond to the Ministry’s concerns, the Development Planning Department recommends revising the wording as follows, which has been included in the revised OPA on Attachment #2:

“Accordingly, a 6 storey building yielding approximately 30 units would be permitted as of right on the subject lands.”

With respect to the MMAH’s concerns related to conflicting policies between the Growth Plan and the PPS, the Development Planning Department took an approach which balanced the application of the policies in the analysis of the applicable Provincial policies. The essential difference between the Growth Plan and the PPS is that the PPS includes specific policies dealing with development in areas of natural hazards. Section 1.4 of the Growth Plan states that the Growth Plan, “should be read in conjunction with the PPS” and in cases of competing policies the Growth Plan should prevail, except where the conflict is between policies relating to the natural environment or human health.

The Growth plan does not contain specific policies dealing with Special Policy areas or areas of natural hazards, therefore the policies found in the PPS, specifically Section 1, “Healthy, Liveable and Safe Communities” and Section #3, “Protecting Public Health and Safety” would apply. As part of the approval process for this development the City, together with the Applicant and the

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TRCA have reviewed and determined that all the related technical documents submitted in support of this development confirm that it can be flood proofed to the hazard elevation, vehicles and people can be safely evacuated, and no new hazards are created.

In consideration of the Ministry's comments respecting the conflicts between the PPS and Growth Plan the Development Planning Department recommends adding the following paragraph to the "Basis" Section of OPA #691 under Subsection 3, after the first paragraph.

"The City together with the Toronto and Region Conservation Authority have reviewed the necessary technical material for this development and confirmed that the proposed development can proceed without causing flood effects on neighbouring properties and that the Medical Risk Analysis and Emergency reports submitted in support of this Amendment are comprehensive documents responding to and preparing for mitigating potential impacts of an emergency. In particular, the Emergency Plan utilizes an all risk approach to emergency management, including the risk of flooding. Therefore, the proposed development is consistent with the policies of the Growth Plan and with the PPS as it relates to intensification in Special Policy Areas and to the protection of the natural environment and human health".

This change is incorporated into the modified OPA on Attachment #2.

The applicant has provided a letter dated April 7, 2009, and a justification report (April 9, 2009) addressing the concerns outlined by the Ministry with respect to the interpretation of the PPS, the Growth, the Plan and the Population report. The Development Planning Department has reviewed the supporting material and find it acceptable. The letter along with the justification report will be included in the final package of materials sent to the Region of York. The package will be forwarded to the MMAH for final approval.

Requested Changes to By-law 38-2009

Minor revisions to Zoning By-law 38-2009 have been requested by the MMAH, which are supported by the Development Planning Department and have been incorporated in bold text on Attachment #3, as follows:

- a) Clause "aii"): The words "shall be above the Regional Storm Flood level" have been added after the words "driveway access";
- b) Clause "fi"): The second bullet point in clause "fi)" states "maximum building height 7 storeys" has been deleted and substituted with the following:

"a maximum building height of 6 storeys (plus one-storey used for the purpose of mechanical and/or penthouse units)"; and,

- c) Clause "fi"): Adding an additional bullet to the end of clause "fi)" as follows:

"emergency access from the building, all windows and openings, including emergency access routes, and all habitable living space, will be above the Regional Flood Level".

By-law 38-2009 was enacted by Council on February 24, 2009, but is not in full force and effect. The draft amended Zoning By-law incorporating the requested revisions is included as Attachment #3, and will be forwarded to the Region of York for Ministerial approval.

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**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 Region of York, as the approval authority, will implement the changes requested by the MMAH as modifications to OPA #691 and forward a final Amendment and the additional supporting information to the Ministry of Municipal Affairs and Housing.

**Conclusion**

The Development Planning Department has reviewed the modifications to OPA #661 and By-law 38-2009 proposed by the Ministry of Municipal Affairs and Housing and are satisfied that the revisions meet the intent of the Official Plan and Zoning By-law as adopted by Council, subject to the comments in this report. Accordingly, the Development Planning Department can support the modifications to OPA #691 and By-law 38-2009, which are incorporated into the modified documents shown on Attachment #2 and #3.

**Attachments**

1. Location Map
2. OPA #691, (Revised with modifications)
3. Draft By-law 38-2009

**Report prepared by:**

Eugene Fera, Planner, ext. 8064  
Mauro Peverini, Manager of Development Planning, ext. 8407

/LG

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

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Item 33, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

**33            RESOLUTION RE: BILL C-311, AN ACT TO ENSURE CANADA ASSUMES ITS  
RESPONSIBILITIES IN PREVENTING DANGEROUS CLIMATE CHANGE (THE “CLIMATE  
CHANGE ACCOUNTABILITY ACT”)**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated April 20, 2009:**

**Recommendation**

Councillor Tony Carella recommends that Council adopt the following resolution:

Whereas, organizations (see below) working on climate change in Canada are calling for the swift passage of the Bill C-311, entitled An Act to *ensure Canada assumes its responsibilities in preventing dangerous climate change* (the “Climate Change Accountability Act”), and

Whereas, this bill would set national greenhouse gas emission targets for Canada that align with scientific assessments of the emission reductions needed to have a chance of avoiding dangerous climate change, and would also require the federal government to take the necessary steps to ensure the targets are met, and

Whereas, this December countries will gather in Copenhagen for historic negotiations to finalize a global climate treaty that will apply after 2012, when the Kyoto Protocol's first commitment period ends, and

Whereas, the Climate Change Accountability Act would set national emission targets that represent Canada's fair share of this global effort to prevent dangerous climate change, and

Whereas, a decision by Canada's Parliament to adopt these targets would send a strong signal to the world that Canada intends to do its part in tackling global warming and protecting the most vulnerable people from its devastating consequences, and

Whereas, economic analysis produced by M.K. Jaccard and Associates, a prominent Canadian modelling firm, shows that Canada can reach a science-based emissions target in 2020 while growing its economy by 2% per year and creating over one million net new jobs, and

Whereas, it is also notable that the 2050 target in the Climate Change Accountability Act is identical to President Barack Obama's 2050 target for U.S. emissions.

Now therefore be it resolved that the Council of the City of Vaughan calls on all parties in Canada's Parliament to work together and pass this essential piece of legislation before the summer recess, while this timeline is ambitious, global warming is urgent. In addition, we note that the House of Commons Standing Committee on the Environment and Sustainable Development gave this bill extensive consideration at committee stage last year. Since then, neither the bill itself nor the science underlying it has changed, although the passage of time has made it even more urgent, and because Canadians want to see our country play a leadership role this year in Copenhagen, and they care deeply about protecting our natural heritage. The Climate Change Accountability is an essential step towards those goals.

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Organizations calling for the passage of Bill C-311:  
Association québécoise de lutte contre la pollution atmosphérique (AQLPA)  
BC Sustainable Energy Association  
Canadian Union of Public Employees (CUPE)  
Canadian Youth Climate Coalition  
Citizens Environment Alliance of Southwestern Ontario  
Clean North  
Clean Nova Scotia  
Climate Action Network Canada – Réseau Action Climat Canada  
Coalition QuébecKyoto  
Conservation Council of New Brunswick  
The David Suzuki Foundation  
Ecology Action Centre  
Edmonton Friends of the North Environmental Society  
Environmental Defence  
Équiterre  
ForestEthics  
Forum for Leadership on Water (FLOW)  
Friends of the Earth Canada  
Greenpeace  
Greenspiration  
KAIROS: Canadian Ecumenical Justice Initiatives  
The National Union of Public and General Employees  
Nature Canada  
Nature Saskatchewan  
The Pembina Institute  
Saskatchewan Environmental Society  
Sierra Club Canada  
Toronto West CRAG  
Vegetarians of Alberta Association  
Voters Taking Action on Climate Change  
The World Federalist Movement – Canada  
WWF - Canada

**Economic Impact**

Nil

**Communications Plan**

The Corporate Communications Department will issue a media release upon this recommendation.

**Purpose**

To communicate Council's support of an international initiative to prevent climate change.

**Background - Analysis and Options**

Over thirty Canadian agencies concerned about the effects of climate change are seeking support from jurisdictions across Canada for Bill C-311, "The Climate Change Accountability Act", in the lead up to the international conference on climate change to be held in December 2009, in Copenhagen, Denmark.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

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**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**

Climate change will impact all jurisdictions.

**Conclusion**

**Attachments**

None

**Report prepared by:**

Councillor Tony Carella

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 34, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

34

**PROCLAMATION REQUEST  
CHILDREN'S MENTAL HEALTH WEEK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 20, 2009:

**Recommendation**

The City Clerk recommends:

- 1) That May 2 – 9, 2009 be proclaimed as “Children’s Mental Health Week”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Economic Impact**

N/A

**Communications Plan**

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability.

**Purpose**

To respond to the request received from The York Centre for Children, Youth & Families, dated April 8, 2009.

**Background - Analysis and Options**

The correspondence received from The York Centre for Children, Youth & Families, dated April 8, 2009, is attached. (Attachment #1)

The proclamation request meets the City’s Proclamation Policy, as follows:

“That upon request, the City of Vaughan issue Proclamations for events, campaigns or other similar matters:

- (i) which are promoted by any organization that is a registered charity pursuant to Section 248 of the Income Tax Act”

The York Centre for Children, Youth & Families, comprised of 3 children’s mental health agencies in York Region (Blue Hills Child & Family Centre, Kinark Child & Family Services and The York Centre for Children, Youth and Families) has requested that the City publicize this proclamation. The York Centre for Children, Youth & Families have scheduled a variety of activities to increase awareness of children’s mental health issues and dispel the associated stigma, encourage parents to seek help, and provide contact information for children’s mental health services in York Region. Council has previously granted this proclamation request in previous years.

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Item 34, CW Report No. 23 – Page 2

**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**

N/A

**Conclusion**

Staff is recommending that May 2 – 9, 2009 be proclaimed as “Children’s Mental Health Week”, and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Attachments**

Attachment #1 Correspondence from The York Centre for Children, Youth & Families, dated April 8, 2009

**Report prepared by:**

Connie Bonsignore, Admin Assistant

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 35, Report No. 23, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 5, 2009, as follows:

***By receiving the memorandum from the Deputy City Manager/Commissioner of Finance and Corporate Services and the Director of Financial Services, dated May 5, 2009.***

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**35 DEPUTATION – MS. JANE LOWE, THE ROYAL CANADIAN LEGION BRANCH 414  
WITH RESPECT TO FINANCIAL ASSISTANCE**

The Committee of the Whole recommends that the deputation of Ms. Jane Lowe, The Royal Canadian Legion – MacKenzie (Ont. No. 414) Branch, 60 Legion Court Road, Woodbridge, L4L 2B4, and written submission dated April 2, 2009, be received and referred to staff for a report.



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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 37, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

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**37            DEPUTATION – MR. PAUL MANTELLA WITH RESPECT TO TRANSFER OF OWNERSHIP OF THE UNOPENED ROAD ALLOWANCE ON STEVENSON AVENUE**

The Committee of the Whole recommends that the deputation of Mr. Paul Mantella, 420 Nashville Road, Kleinburg, L0J 1C0, and written submission and background information package, dated March 5, 2009, be received.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 38, Report No. 23, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 5, 2009, as follows:

***By approving the following in accordance with the memorandum from the City Clerk, dated April 30, 2009:***

***That the Vaughan Youth Cabinet meetings be suspended until the Council representatives appointed to this committee report back with a strategy to address participation issues.***

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**NEW BUSINESS – VAUGHAN YOUTH CABINET  
SUSPENSION OF MEETINGS**

The Committee of the Whole recommends that staff provide a report to the Council meeting of May 5, 2009 on the suspension of the Vaughan Youth Cabinet meetings until such time as the council representatives appointed to this committee report back with a strategy to address participation issues.

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





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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 5, 2009**

Item 41, Report No. 23, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 5, 2009.

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**NEW BUSINESS – WOODBRIDGE-VAUGHAN  
SUPER CITIES WALK FOR MS**

Councillor Di Vona provided a verbal report on the Woodbridge-Vaughan Super Cities Walk for MS held in Woodbridge on Sunday, April 19, 2009.

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