

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

Item 1, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

1

**AWARD OF TENDER T10-237
SUPPLY AND DELIVERY OF ONE (1) ARTICULATED
TANDEM DRIVE MOTOR GRADER WITH CIRCLE AND MOLDBOARD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated July 6, 2010:

Recommendation

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

1. That Tender T10-237, for the supply and delivery of one (1) articulated tandem drive motor grader with circle and moldboard, be awarded to Nortrax Canada Inc., for a total price of \$250,600.10; and,
2. That the Mayor and the City Clerk be authorized to sign the necessary documents.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions, Vaughan, Community Sustainability Environmental Master Plan, Goal 1, Objective 1.2:

To promote reduction of greenhouse gas emissions in the City of Vaughan.

Economic Impact

Project FL-2023-08 was approved in the Capital Budget and is funded from the Vehicle Reserve Fund.

Communications Plan

N/A.

Purpose

To award Tender T10-237 for the supply and delivery of one (1) articulated tandem drive motor grader with circle and moldboard.

Background – Analysis and Options

Council approved funds for project FL-2023-08 in the Capital Budget, to purchase the articulated motor grader, and is funded from the Vehicle Reserve Fund.

Tender T10-237, was advertised in the Bidding, Ontario Public Buyers Association, the City of Vaughan website and invitational. The Tender closed on June 1st, 2010 with two (2) bid documents received.

Fleet Services reviewed the bids and determined that Nortrax Canada Inc. is the bidder that meets the specifications with the lowest price.

The result of the bids plus applicable taxes are as follows:

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Supplier	Bid	Trade in Allowance
1. Nortrax Canada Inc.	\$250,600.10	\$7,000.00
2. Strongco Equipment	\$263,408.65	\$4,000.00

Relationship to Vaughan Vision 2020

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

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

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

Regional Implications

N/A.

Conclusion

Staff has reviewed the submissions and based on the Tender results, and the ability of the bidders to meet the required specifications, it is recommended that the Tender be awarded to Nortrax Canada Inc.

There are sufficient funds available in the approved Capital Budget amounts to purchase this equipment.

Attachments

None.

Report Prepared by:

Alvin Boyce, Fleet Manager, ext. 6141

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Item 2, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

2

**AWARD OF TENDER T10-256
SUPPLY AND DELIVERY OF TEN (10) PICKUP TRUCKS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated July 6, 2010:

Recommendation

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

1. That Part A & Part D of Tender T10-256 for the supply and delivery of one (1) 4 x 2 compact pickup truck with extended cab and one (1) 4 x 4 midsize pickup truck with extended cab be awarded to Summit Ford Sales Ltd., for a total price of \$38,270.84; and,
2. The Part B & Part E of Tender T10-256 for the supply and delivery of three (3) 4 x 2 midsize pickup trucks with extended cab and one (1) 4 x 4 midsize pickup truck with extended cab be awarded to Performance Chrysler Dodge Jeep, for a total price of \$83,035.79; and,
3. That Part C of Tender T10-256 for the supply and delivery of two (2) ¾ ton 4 x 2 crew cab pickup trucks, is awarded to Forbes Bros. Inc., for a total price of \$61,639.24; and,
4. That Part F of Tender T10-256 for the supply and delivery of two (2) 4 x 4 ¾ ton heavy duty pickup trucks with regular cab, trailer package and snow plow, is awarded to Donway Ford Sales Ltd., for a total price of \$71,845.40; and,
5. That the Mayor and the City Clerk be authorized to sign the necessary documents.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions, Vaughan, Community Sustainability Environmental Master Plan, Goal 1, Objective 1.2:

To promote reduction of greenhouse gas emissions in the City of Vaughan.

Economic Impact

Projects FL-5133-10, FL-5135-10, FL-5142-10, FL-5129-10, FL-5127-10, FL-5128-10 and FL-5139-10 were approved in the 2010 Capital Budget and are funded from the Vehicle Reserve Fund, City Wide Development Charges and Taxation.

Communications Plan

N/A

Purpose

To award Tender T10-256 for the supply and delivery of ten (10) pickup trucks.

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Background – Analysis and Options

Council approved funds for the above projects, to purchase ten (10) pickup trucks as part of the ongoing equipment program, and is funded from the Vehicle Reserve Fund, City Wide Development Charges and Taxation.

Tender T10-256, was advertised in the Bidding, Ontario Public Buyers Association, the City of Vaughan website and invitational. Eleven (11) bid documents were picked up and eleven (11) bid documents were received by Purchasing Services on closing date of May 28th, 2010. Part (B) of one (1) bid submission was declared non-compliant.

The result of the bids plus applicable taxes are as follows:

<u>Supplier</u>	<u>Bid</u>
<u>PART A</u>	
1. Summit Ford Sales Ltd.	\$17,555.68
2. Donway Ford Sales Ltd.	\$17,910.50
3. Dixie Ford Sales Ltd.	\$18,803.20
4. Douglas Ford Lincoln Sales Ltd.	\$19,015.64
5. Leggatt Chevrolet	\$19,437.13
6. City Buick Pontiac Cadillac	\$19,985.41
7. Forbes Bros. Inc.	\$20,415.71
8. Colombo Motors	\$20,629.23
<u>PART B</u>	
1. Performance Chrysler Dodge Jeep	\$59,511.45
2. Eastway Chrysler	\$59,552.13
3. Forbes Bros. Inc.	\$61,247.13
4. MacIver Dodge Ltd.	\$62,013.27
5. Colombo Motors	\$73,249.70
6. Leggatt Chevrolet	\$81,309.15
7. Summit Ford Sales Ltd.	Non-compliant
<u>PART C</u>	
1. Forbes Bros. Inc.	\$61,639.24
2. Eastway Chrysler	\$61,691.22
3. MacIver Dodge Ltd.	\$62,242.66
4. Summit Ford Sales Ltd.	\$62,764.72
5. Douglas Ford Lincoln Sales Ltd.	\$62,785.06
6. Dixie Ford Sales Ltd.	\$63,487.92
7. Performance Chrysler Dodge Jeep	\$63,698.10
8. Donway Ford Sales Ltd.	\$64,260.84
9. City Buick Pontiac Cadillac	\$64,421.19
10. Colombo Motors	\$64,777.27
11. Leggatt Chevrolet	\$80,625.50
<u>PART D</u>	
1. Summit Ford Sales Ltd.	\$20,715.16
2. City Buick Pontiac Cadillac	\$23,920.07
3. Douglas Ford Lincoln Sales Ltd.	\$24,067.87
4. Dixie Ford Sales Ltd.	\$24,162.79
5. Donway Ford Sales Ltd.	\$24,246.41
6. Colombo Motors	\$24,314.14
7. Forbes Bros. Inc.	\$24,344.72

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PART E

1. Performance Chrysler Dodge Jeep	\$23,524.34
2. Eastway Chrysler	\$27,248.82
3. Colombo Motors	\$28,132.90
4. MacIver Dodge Ltd.	\$28,309.62
5. Forbes Bros. Inc.	\$29,601.48

PART F

1. Donway Ford Sales Ltd.	\$71,845.40
2. Eastway Chrysler	\$71,967.44
3. Summit Ford Sales Ltd.	\$72,087.22
4. MacIver Dodge Ltd.	\$72,943.76
5. Dixie Ford Sales Ltd.	\$72,946.02
6. Douglas Ford Lincoln Sales Ltd.	\$73,160.72
7. Forbes Bros. Inc.	\$73,764.14
8. City Buick Pontiac Cadillac	\$75,287.54
9. Performance Chrysler Dodge Jeep	\$75,515.64
10. Colombo Motors	\$84,048.68

Relationship to Vaughan Vision 2020

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

STRATEGIC GOALS:

Service Excellence – Providing service excellence to citizens.

STRATEGIC OBJECTIVES:

Pursue Excellence in Service Delivery and Enhance and Ensure Community Safety, Health and Wellness – To delivery high quality services and to promote health and wellness through design and program.

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

Regional Implications

N/A.

Conclusion

Staff has reviewed the submissions and based on the Tender results, and the ability of the manufacturers to supply the required vehicles, it is recommended that the Tender be awarded to the suppliers mentioned in the recommendation in this report.

There are sufficient funds available in the approved Capital Budget to complete the projects.

Attachments

None.

Report Prepared by:

Alvin Boyce, Fleet Manager, ext. 6141

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EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

Item 3, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

3

**SIGN VARIANCE APPLICATION
FILE NO: SV.10-011
OWNER: SALLY GOMES
LOCATION: 7601 WESTON ROAD, UNIT 130B
LOT 5, CONCESSION 5
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated July 6, 2010:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.10-011, Sally Gomes, be APPROVED subject to the overall sign area proposed be reduced by 25%.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

The applicant is proposing to install a 7.43 sqm. (80 sqft.) wall sign on the building face of the subject property as shown on the attached drawings. This wall sign was not shown on the approved site plan agreement for the property and therefore a sign variance application is required.

Background - Analysis and Options

Bylaw Requirements (203-92, as amended):

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

Noting the above, where the property is regulated by a site plan agreement approved by the City, only those wall signs and pylon signs approved under the site plan agreement are deemed to be permitted by the City's Sign By-Law.

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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Item 3, CW Report No. 36 – Page 2

Regional Implications

Region of York Engineering approval is not required for the proposed signs.

Conclusion

The applicant is proposing to install a 7.43 sqm. (80 sqft.) wall sign on the building face as shown on the attached drawings.

Members of the Sign Variance Committee have no objections to the application provided that the overall signage area is reduced by a minimum of 25% to more accurately reflect the size of the smaller commercial premises.

(Proposed Sign - 7.43 sqm. – 1.85 sqm. (25%) = Recommending - 5.57 sqm. or 60 sqft)

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

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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Item 4, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

4

SIGN VARIANCE APPLICATION

FILE NO: SV.10-015

OWNER: RIOTRIN PROPERTIES (VAUGHAN) INC./RIOCAN REIT

LOCATION: 7575 WESTON ROAD, UNIT 115, (ADDITION-ELLE)

LOT 5, CONCESSION 5

WARD 3

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated July 6, 2010:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.10-015, Riotrin Properties (Vaughan) Inc./Riocan Reit, be APPROVED subject to the signage design being revised to be channel lettering on an opaque background only and not a box sign.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

The applicant is proposing to install a 11.15 sqm. (120 sqft.) wall sign on the west building elevation as shown on the attached drawings. The proposed wall sign was not shown on the approved site plan agreement for the property and therefore a sign variance application is required.

Background - Analysis and Options

Bylaw Requirements (203-92, as amended):

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

Noting the above, where the property is regulated by a site plan agreement approved by the City, only those wall signs and pylon signs approved under the site plan agreement are deemed to be permitted by the City's Sign By-Law.

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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

Region of York Engineering approval is not required for the proposed signs.

Conclusion

The applicant is proposing to install a 11.15 sqm. (120 sqft.) wall sign on the west building elevation as shown on the attached drawings.

Members of the Sign Variance Committee have no objections to the application subject to the signage design being revised to be channel letters on an opaque background and not in a sign box. This is being recommended to provide for a more compatible sign design with existing signage located on the building's elevations.

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

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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Item 5, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

5

**SIGN VARIANCE APPLICATION
FILE NO: SV.10-016
OWNER: RIOTRIN PROPERTIES (VAUGHAN) INC./RIOCAN REIT
LOCATION: 7575 WESTON ROAD, UNIT 114A
LOT 5, CONCESSION 5
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated July 6, 2010:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.10-016, Riotrin Properties (Vaughan) Inc./Riocan Reit, be APPROVED subject to the signage design being revised to be channel lettering on an opaque background only and not a box sign.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to install a wall sign on the building face of the subject property as shown on the attached drawings.

Background - Analysis and Options

Bylaw Requirements (203-92, as amended):

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

Relationship to Vaughan Vision 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

Region of York Engineering approval is not required for the proposed signs.

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Item 5, CW Report No. 36 – Page 2

Conclusion

The applicant is proposing to install a wall sign on the building face as shown on the attached drawings.

The By-law permits only those wall signs approved on the site plan agreement. Noting the above, where the property is regulated by a site plan agreement approved by the City, only those wall signs and pylon signs approved under the site plan agreement are deemed to be permitted by the City's Sign By-Law.

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

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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Item 6, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

6

**SIGN VARIANCE APPLICATION
FILE NO: SV.10-017
OWNER: CHERRY HILL HOLDINGS INC.
LOCATION: 2316 MAJOR MACKENZIE, LOT 21, CONCESSION 4
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated July 6, 2010:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.10-017, Cherry Hill Holdings Inc., be APPROVED subject to the submission of revised drawings by the applicant reflecting the changes to the proposed signs construction, to the satisfaction of Building Standards and Cultural Services staff.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

The applicant is proposing to install a 1.3 sqm. ± canopy sign above the entrance on the building's elevation as shown on the attached drawings. The proposed canopy sign was not shown on the approved site plan agreement for the property and therefore a sign variance application is required

Background - Analysis and Options

Bylaw Requirements (203-92, as amended):

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

Noting the above, where the property is regulated by a site plan agreement approved by the City, only those wall signs and pylon signs approved under the site plan agreement are deemed to be permitted by the City's Sign By-Law.

Further, the subject property is located within the Maple Special Sign District and subject to the special sign requirements as outlined in the Sign By-Law.

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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

Region of York Engineering approval is not required for the proposed signs.

Conclusion

The applicant is proposing to install a 1.3 sqm. ± canopy sign above the entrance on the building's elevation as shown on the attached drawings. The subject property is located within the Maple Special Sign District.

Members of the Sign Variance Committee have no objections to the variance application provided that the proposed sign is externally illuminated, and is constructed of materials as outlined in the Maple Heritage Area guidelines. The application is therefore being recommended for approval subject to the submission of revised drawings to the satisfaction of Building Standards and Cultural Services staff.

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

Attachments

1. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

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Item 7, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

7

**ASSUMPTION – CENTREX HOMES INC.
19T-97V08 / 65M-3286
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 July 6, 2010:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3286, and that the Municipal Services Letter of Credit be released.

Contribution to Sustainability

The municipal services recommended for assumption in this report have been designed and constructed in accordance with City standards which include consideration for sustainability.

Economic Impact

Upon assumption of this subdivision, approximately 0.06 lane kilometers of roadway and associated municipal services including sanitary & storm sewers, watermain, street lighting, streetscaping, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

Communications Plan

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

Purpose

This report pertains to the assumption of the municipal services in Plan of Subdivision 65M-3286 by the City.

Background - Analysis and Options

The Centrex Homes Inc., Plan of Subdivision 65M-3286 is a 10 lot residential development located on the north side of Centre Street, and east of Dufferin Street in Block 9 as shown on Attachment No.1.

The Subdivision Agreement with Centrex Homes Inc. was executed on October 20, 1998, and the Plan of Subdivision was subsequently registered on December 8, 1998. The construction of the roads and municipal services in Plan 65M-3286 was completed in 2002.

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

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

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

Relationship to Vaughan Vision 2020

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

Regional Implications

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

Conclusion

The construction of the roads and municipal services associated with the Centrex Homes Inc. Plan of Subdivision 65M-3286 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3286 be assumed and the Municipal Services Letter of Credit be released.

Attachments

1. Location Map

Report prepared by:

Odette McIntyre, C.Tech. – Engineering Technologist - Development, ext. 8461
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

OM/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.)

CITY OF VAUGHAN

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Item 8, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

8 ASSUMPTION – CENTRE CONCORD DEVELOPMENTS LIMITED
19T-96V09 / 65M-3293
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 July 6, 2010:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3293, and that the Municipal Services Letter of Credit be released.

Contribution to Sustainability

The municipal services recommended for assumption in this report have been designed and constructed in accordance with City standards which include consideration for sustainability.

Economic Impact

Upon assumption of this subdivision, approximately 0.5 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

Communications Plan

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

Purpose

This report pertains to the assumption of the municipal services in Plan of Subdivision 65M-3293 by the City.

Background - Analysis and Options

The Centre Concord Developments Limited, Plan of Subdivision 65M-3293 is a 33 lot residential development located on the north side of Centre Street, and east of Dufferin Street in Block 9 as shown on Attachment No.1.

The Subdivision Agreement with Centre Concord Developments Limited was executed on November 24, 1998, and the Plan of Subdivision was subsequently registered on January 8, 1999. The construction of the roads and municipal services in Plan 65M-3293 was completed in 2002. This subdivision was developed in conjunction with the Centrex Homes Inc. subdivision which is located directly to the north and is concurrently seeking assumption. The Developer constructed the entire length of Lawrie Road, west of Concord Road, including the north side of Lawrie Road which is external to this subdivision.

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

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

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

Relationship to Vaughan Vision 2020

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

Regional Implications

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

Conclusion

The construction of the roads and municipal services associated with the Centre Concord Developments Limited Plan of Subdivision 65M-3293 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3293 be assumed and the Municipal Services Letter of Credit be released.

Attachments

1. Location Map

Report prepared by:

Odette McIntyre, C.Tech. – Engineering Technologist - Development, ext. 8461
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

OM/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 JULY 13, 2010

Item 9, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

**9 ASSUMPTION – SUGARBUSH DEVELOPMENTS LIMITED SUBDIVISION, PHASE 1
 19T-97V20 / 65M-3521
 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 July 6, 2010:

Recommendation

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

1. That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3521 subject to the Owner providing the City with the following payments:
 - a) A voluntary payment of \$245,165 in lieu of removing the accumulated sediment within the two constructed wetland storm water management facilities in the Plan.
 - b) \$138,500 for the 16 cracked service connection tee fittings within the Plan as per the Repair Protocol adopted by Council on March 9, 2010;
2. That the Municipal Services Letter of Credit held by the City in connection with Plan 65M-3521 be released once the payments referenced in Recommendation No. 1 above have been received by the City.
3. That the Letter of Credit in the amount of \$99,176.00 held by the City pursuant to Subsection 21.1.5 of the Subdivision Agreement for the potential twinning of the Concord Sanitary Subtrunk be released as the work is no longer required because the sewage flows from the development in Block 10 were diverted into the Langstaff and Bathurst Trunk Sanitary System by the Region on June 11, 2010.

Contribution to Sustainability

The municipal services recommended for assumption in this report have been designed and constructed in accordance with City standards which include consideration for sustainability.

Economic Impact

Upon assumption of this subdivision approximately 3.2 lane kilometers of roadway and associated municipal services including sanitary and storm sewers, watermain, two storm water management facilities, street lighting, streetscaping, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

Communications Plan

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

Purpose

This report pertains to the assumption of the municipal services in Plan of Subdivision 65M-3521 by the City.

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Background - Analysis and Options

The Sugarbush Developments Limited, Plan of Subdivision 65M-3521 is a 390 lot residential development located north of Highway 7 and east of Dufferin Street in Block 10 as shown on Attachment No.1.

The Subdivision Agreement with Sugarbush Developments Limited was executed on June 21, 2001, and the Plan of Subdivision was subsequently registered on August 23, 2001. The construction of the roads and municipal services in Plan 65M-3521 was completed in 2006.

The Developer has maintained the municipal services in the subdivision during the required minimum thirteen month maintenance period and has rectified all deficiencies with the exception of the removal of the accumulated sediment from the storm water management ponds as outlined below.

Storm Water Management Facilities

The Sugar Bush Phase 1 Subdivision contains two storm water management facilities; one is located on the east side of the subdivision next to the Sugarbush Heritage Park and the other one is on the west side next to a woodlot as shown on Attachment No.1. Both of these ponds were designed as constructed wetland facilities. Constructed wetland facilities are similar to a typical wet pond but generally have shallower permanent pool ranging between 150mm to 300m deep. The shallower water depths promote the growth of emergent vegetation such as bull rushes and eventually mature into a complex ecosystem. Wetland facilities are considered one of the preferred end-of-pipe storm water management facilities for water quality enhancement.

These two wetland facilities were originally constructed with more permanent pool storage volume than was required. During the construction of the subdivision, the storm drainage system transported sediment into the facilities and deposited into the forebay and permanent pool components of the facility. As a standard requirement, the City requires that all accumulated silt and sediment be removed from a storm water management facility before issuance of completion approval. To verify that a storm water management pond has been adequately cleaned, the developer's consulting engineer provides the City with a bathymetric survey. This survey established the profile of the base of the storm pond, which can be compared to the original design drawings.

The Bathymetric survey for the Sugarbush wetland facilities confirmed that the sediment forebays were adequately cleaned out but revealed that there was still about 300mm of sediment in the permanent pool cell. Using current construction practices, removing this accumulated sediment from the pond would result in significant impact to the well established vegetation and ecosystem in the pond. The survey also showed that despite the existence of the sediment in the permanent pool there was sufficient storage volume remaining in the facility to meet the original design requirements. Accordingly, the sediment will need to be removed at some point in the future but there isn't a need to remove it now. Given this situation, the developer has proposed to provide the City with a voluntary cash payment equivalent to the present value to cover the cost of the future removal of the accumulated sediment in the permanent pool. This money would be used by the City to offset the cost of removing this extra material from the pond when the pond requires a full cleaning out in about 10 years from now. Based on the Bathymetric survey there is approximately a total of 3,045 cubic metres of sediment in the two Sugarbush wetland facilities. Based on recent construction contract prices, it costs on average about \$85 to remove and dispose of one cubic metre of sediment from a storm water management facility. Accordingly, the removal of the existing sediment from the Sugarbush ponds would cost today approximately \$258,825 (current value). Assuming a rate of 3.0 percent inflation, the value of this work in 10 years time would be approximately \$347,840 (future value). Currently, a 10 year Canada T-Bill

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has an estimated rate of return of 3.6 percent per year. Accordingly, a present value of \$245,165 would need to be invested today to achieve a future value of \$347,840. Given that removal of the sediment now will needlessly impact the existing emergent vegetation in the pond, staff is recommending that the City accept the proposed financial contribution from the Developer in lieu of cleaning the storm ponds at this time. This money will be placed in the Subdividers Contribution Reserve and earmarked specifically for the future removal of accumulated sediment in the Sugarbush storm water management facilities. This arrangement will not set a precedence as these are the only unassumed constructed wetland facilities in the City.

Cracked Service Connection Tee

The routine camera inspection of the sewer system identified 16 cracked PVC service connection tee fittings in the subdivision. These tee fittings have a bury depth of between 4.0 and 6.0 metres deep and have been repaired using fiberglass tee liners. According to the City's Cracked Tee Repair Protocol, which was approved by Council on March 9, 2010, the Developer is required to provide the City with a cash contribution for the ongoing inspection and maintenance of these tee liners, and the ultimately replacing the sewer fitting when necessary in the future. The cash contribution is established based on the current cost of replacing the tee fittings. Based on the number and bury depth of the cracked tee fittings in the Plan, the developer is required to pay the City \$138,500 prior to the assumption of the Subdivision.

Concord Subtrunk Improvements

The Sugarbush Phase 1 Subdivision is within the service area of the Langstaff and Bathurst Regional Trunk Sewers. The Subdivision proceeded prior to the completion of these Regional trunk sewers. Accordingly, the Subdivision was serviced on an interim basis through the Concord Sanitary Subtrunk. Theoretical modeling of the Concord Subtrunk predicted the possible need to twin certain sewer segments to accommodate the additional wastewater from the development in Block 10 including the Sugarbush Phase 1 Subdivision. Accordingly, Subsection 21.1.5 of the Subdivision Agreement required the Developer to provide the City with a letter of credit in the amount of \$99,176 to secure the Developers share of the potential downstream sewer improvements.

The Bathurst and Langstaff Regional Trunk Sewers were completed and functioning in 2008 and 2009, respectively. The Region of York has recently advised that the work associated with connecting the local sewer connection to the Langstaff trunk sewer at the intersection of Langstaff and Pleasant Ridge was completed on June 11, 2010. Now that the diversion of sewage flows from Block 10 is completed, there is no longer a need to undertake capacity improvements to the Concord Sanitary Subtrunk sewer system. Accordingly, the aforementioned letter of credit may now be released.

Documents & Clearances

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

The Developer's Engineering Consultant has certified that the grading and drainage of all the lots in the subdivision have been constructed in accordance with City standards and in general conformity with the approved construction drawings.

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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 Sugarbush Developments Limited, Plan of Subdivision 65M-3521, has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3521 be assumed subject to the recommended financial payments. Once these payments have been made, the Municipal Services Letter of Credit may be released. In addition, it is appropriate that the letter of credit which is being held by the City for the potential twinning of the Concord Sanitary Subtrunk be released as the work is no longer required.

Attachments

1. Location Map

Report prepared by:

Odette McIntyre, C.Tech. – Engineering Technologist - Development, ext. 8461
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

(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 10, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

10 **SITE DEVELOPMENT FILE DA.10.034**
BELMONT PROPERTIES (WESTON) INC.
WARD 1

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010, be approved;
- 2) That the deputation of Mr. Ryan Virtanen, KLM Planning Partners Inc., 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, on behalf of the applicant, be received; and
- 3) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.10.034 (Belmont Properties (Weston) Inc.) BE APPROVED, to permit the development of two street townhouse blocks (Blocks 162 and 174) comprising 6 and 5 units, respectively, and 2-storeys in height, 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 landscape plan shall be approved by the Vaughan Development Planning Department; and,
 - ii) the final site servicing and grading plan and stormwater management report shall be approved by the Vaughan Engineering Department.

Contribution to Sustainability

The Owner has advised the following sustainable features will be provided within the building design:

- i) Low-E argon vinyl windows and patio doors;
- ii) steel insulated doors;
- iii) basement insulation;
- iv) R-40 blown insulation in the roof; and,
- v) high efficiency furnaces.

Economic Impact

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

Communications Plan

N/A

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Purpose

To permit the development of the subject lands shown on Attachments #1 and #2 with 11, two-storey street townhouse units within 2 townhouse blocks (Blocks 162 and 174 on Registered Plan 65M-4145), as shown on Attachments #3 to #8 inclusive.

Background - Analysis and Options

Location

The subject lands are located northwest of Major Mackenzie Drive and Weston Road, on Wardlaw Place (Block 162) and on Lindbergh Drive (Block 174) in Part of Lot 22, Concession 6, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600 and are zoned RT1 Residential Townhouse Zone by By-law 1-88, subject to Exception 9(1291). The proposed residential street townhouse development conforms to the Official Plan and complies with By-law 1-88.

Site History

On June 25, 2007, Vaughan Council approved Draft Plan of Subdivision File 19T-06V07 (Belmont Properties (Weston) Inc.) to permit the development of 786 residential units consisting of 641 single-detached dwelling units and 145 street townhouse units. The above-noted Plan of Subdivision was registered as Plan 65M-4145 on September 17, 2009, and facilitates the subject blocks for street townhouse dwelling units. Servicing for the proposed development has been allocated.

Site Plan Review

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, landscape plan and building elevations as shown on Attachments #3 to #8 inclusive, and will continue to work with the Applicant to finalize the details of the development proposal.

The subject lands are located within Planning Block 40 and are subject to Architectural Control. The site plan and building elevations have been reviewed and approved by the Block 40 Control Architect, John G. Williams Limited.

Vaughan Engineering Department

The Vaughan Engineering Department is working with the applicant to finalize the grading and servicing plans and stormwater management report for the proposed application. The final plans and report must be approved to the satisfaction of the Vaughan Engineering Department. A condition to this effect is included in the recommendation of this report.

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".

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Regional Implications

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

Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.10.034 (Belmont Properties (Weston) Inc.) in accordance with OPA #600, By-law 1-88, the Block 40 South Plan, comments from City Departments, and the area context. The Development Planning Department is satisfied that the proposed development for 11 street townhouse dwelling units is appropriate and compatible with the existing and permitted uses in the surrounding area, and with the lotting in the approved Plan of Subdivision, and conforms to the Official Plan and complies with By-law 1-88. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan - Blocks 162 & 174
4. Landscape Plan - Blocks 162 & 174
5. Elevations - Block 162
6. Elevations - Block 174
7. Rendered Front Elevation - Block 162
8. Rendered Front Elevation - Block 174

Report prepared by:

Mary Serino, Planner 1 ext. 8215
Christina Napoli, Acting Senior Planner, ext. 8483
Carmela Marrelli, Acting Manager of Development Planning, ext. 8791

/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 11, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

11 **SITE DEVELOPMENT FILE DA.10.032**
VAUGHAN COMMUNITY CHURCH
WARD 4

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010, 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.10.032 (Vaughan Community Church) BE APPROVED, to permit a 3,618.97 m² place of worship building addition, elevation enhancements, and additional landscaping and parking as shown on Attachments #3 and #7 inclusive, 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 landscape plan shall be approved by the Vaughan Development Planning Department;
 - ii) the final site servicing and grading plan and stormwater management report shall be approved by the Vaughan Engineering Department; and,
 - iii) the required minor variance for reduced parking shall be approved by the Vaughan Committee of Adjustment and shall be final and binding.

Contributions to Sustainability

The applicant has advised that the following sustainable features will be provided within the Vaughan Community Church building addition design:

- i) reflective “cool roof” surface;
- ii) low flow fixtures; and,
- iii) occupancy light sensors and energy efficient lighting.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application (DA.10.032) to permit a 3,618.97 m² building addition to the existing 2,890.04 m² Vaughan Community Church, elevation enhancements, additional landscaping and parking area as shown on Attachments #3 to #7.

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Background - Analysis and Options

Location

The existing building is located southwest of Highway #407 and Dufferin Street (200 Racco Parkway), in Part of Lot 34, Concession 2, City of Vaughan.

Official Plan and Zoning

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) as amended by OPA #515. The proposed building addition conforms to the Official Plan.

The subject lands are zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1073), which specifically permits a Place of Worship and Day Nursery on the subject lands. The proposal complies with the requirements of By-law 1-88, except for parking, as discussed in the "Minor Variance" section of this report.

Site Plan Review

The subject lands are developed with an existing 2,890.04 m² Place of Worship (Vaughan Community Church). The applicant is proposing a 3,618.97 m² building addition which will incorporate a 970 seat sanctuary, complete with a stage and choir section, offices and a daycare facility. To facilitate the proposed building addition, minor revisions to the interior curb on the east side of the building and relocation of the previously approved outdoor playground and barrier free parking are required. The northwest corner of the subject lands will be paved to allow for an additional 56 parking spaces and 4 barrier free parking spaces for a total of 312 parking spaces, whereas Zoning By-law 1-88 requires a minimum of 326 spaces. The applicant must obtain approval from the Vaughan Committee of Adjustment, as discussed in the Minor Variance section of this report for the reduction in the minimum required number of parking spaces.

The Vaughan Development Planning Department is generally satisfied with the overall site layout. The final site plan must be approved to the satisfaction of the Development Planning Department.

Elevations

The existing Vaughan Community Church was constructed with tan and dark tweed bricks, turquoise metal siding, green tinted windows and forest green asphalt shingles. The proposed elevations for the building addition shown on Attachments #5 and #6, include the same building materials and colours and will be consistent with the elevations of the existing institutional building.

The Vaughan Development Planning Department is generally satisfied with the proposed building elevations. The final elevation plan must be approved to the satisfaction of the Vaughan Development Planning Department.

Landscaping

The proposal includes additional landscaping around the perimeter of the subject lands and the building as shown on Attachment #4. The final landscape plan, including detailed drawings must be approved to the satisfaction of the Vaughan Development Planning Department.

Minor Variance

Through the technical review of the site development application, it was determined that the following minor variance will be required to implement the proposed 3,618.97² building addition:

.../3

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	By-law Standard	By-law 1-88 Requirement Exception 9(1073) (EM1 Prestige Employment Area Zone)	Proposed Exception to EM1 Zone of By-law 1-88 9(1073)
a.	Minimum Number of Parking Spaces	326 spaces	312 spaces

An additional 56 parking spaces are proposed for the property, resulting in a total of 312 spaces. By-law 1-88 requires a minimum of 326 spaces thereby resulting in a deficiency of 14 spaces. The proposed parking reduction of 4% is considered to be minor and can be supported by the Development Planning Department. The Owner will be required to obtain approval for the variance from the Vaughan Committee of Adjustment, which must be final and binding prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect has been included in the recommendation of this report.

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

N/A

Conclusion

The Site Development Application has been reviewed in accordance with OPA #450 (Employment Area Plan) as amended, By-law 1-88, comments from City Departments and the area context. The Vaughan Development Planning Department is generally satisfied with the proposed 3,618.97m² building addition to the existing 2,890.04m² Vaughan Community Church, elevation enhancements and additional landscaping and parking provided, which conforms to the Official Plan. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions in this report, including obtaining a minor variance for reduced parking, which must be final and binding, prior to the execution of the Site Plan Letter of Undertaking.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. North & East Elevations
6. South & West Elevations
7. Perspectives

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EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

Item 11, CW Report No. 36 – Page 4

Report prepared by:

Mary Serino, Planner, ext. 8215

Christina Napoli, Acting Senior Planner, ext. 8483

Carmela Marrelli, Acting Manager of Development Planning, ext. 8791

/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 12, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

12 **SITE DEVELOPMENT FILE DA.08.042**
ZANPAS INVESTMENTS INC.
WARD 2

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.08.042 (Zanpas Investments Inc.) BE APPROVED, to permit a 13.4m² building addition and enhancements to the north building elevation for the existing Infiniti automotive sales establishment, 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 landscape plan shall be approved by the Vaughan Development Planning Department;
 - ii) the final site servicing and grading plans and storm water management report shall be approved by the Vaughan Engineering Department; and,
 - iii) the required minor variances to implement the development shall be approved by the Vaughan Committee of Adjustment and shall be final and binding.

Contribution to Sustainability

N/A

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application (File DA.08.042) on the subject lands shown on Attachments #1 and #2 to facilitate enhancements to the north building façade of the existing Infiniti car dealership and to permit a 13.4m² building addition, as shown on Attachments #3 to #6 inclusive.

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Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located southeast of Regional Road 7, and Martin Grove Road (5585 Regional Road 7), in Part of Lot 5, Concession 8, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated "General Commercial" by OPA #240 (Woodbridge Community Plan) as amended by OPA #345. The proposed building elevations, landscaping and building addition conform to the Official Plan. The lands are zoned C2 General Commercial Zone, by By-law 1-88, subject to Exception 9(393). Minor variances must be obtained from the Vaughan Committee of Adjustment to implement the site plan, if approved, as discussed in the Minor Variance section of this report.

Site Plan Review

The site plan (Attachment #3) shows the proposed 13.4m² building addition at the north end (front) of the existing Infiniti car dealership and a new entrance and steps that wrap around the northwest corner of the building. The Infiniti dealership building is part of a larger auto park compound that includes Volkswagen, Toyota, Honda, Mazda and Nissan dealerships as shown on Attachment #2.

The proposed building elevations are shown on Attachments #5 and #6. The materials for the building include the use of clear and opaque fritted glazing on the north (Regional Road 7) elevation, and a mix of grey EIFS and brushed aluminum on the remaining elevations.

The application was circulated to the Region of York Transportation Services Department. The Region has identified the need for a 4.0m road widening along the south side of Regional Road 7, which results in revisions to the existing landscape buffer. The applicant will work with the Development Planning Department to enhance the landscape plan.

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, building elevations, and landscape plan, and will continue to work with the applicant to finalize the details of the proposal. The final site plan, building elevations and landscape plan must be approved to the satisfaction of the Development Planning Department.

Minor Variances

Through the technical review of the site development application, it was determined that the following minor variances will be required to implement the development:

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	By-law Standard	By-law 1-88 Requirements as amended by Exception 9(393) (C2 General Commercial Zone)	Proposed Exceptions to C2 Zone of By-law 1-88, 9(393)
a.	Building Envelope	Existing building restricted to the area shown as “Building Envelope” on Schedule “E-411” (ie. Existing building location)	13.4m ² addition to building located outside of permitted building envelope.
b.	Minimum Interior Yard (building - west side)	6.0 m	5.0 m
c.	Minimum Interior Yard (stairs – west side)	4.2 m	0.3 m
d.	Maximum Lot Coverage	30%	38.5%
e.	Required Parking Spaces	51	20
f.	Minimum Aisle Width (One Way – east side)	5.4m	4.7m
g.	Minimum Landscape Area	10%	7.6%

The Development Planning Department has no objections to the proposed variances, which will provide for a “flagship” Infiniti dealership with an enhanced facade. The required variances are a derivative of the minor 13.4m² expansion to the building, and the required land conveyance along Regional Road 7 to the Region of York. It is noteworthy that the subject dealership is part of a larger auto compound that includes Volkswagen, Toyota, Honda, Mazda and Nissan dealerships as shown on Attachment #2. The referenced dealerships and the lots upon which they are situate are all under the same principal owner. Should Council approve the site plan application, the Owner will be required to obtain approval of the above-noted variances from the Committee of Adjustment, prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect is included in the recommendation of this report.

Engineering

The Vaughan Engineering Department is generally satisfied with the servicing and grading plans, and storm water management report. The Vaughan Development Planning Department, together with other relevant City Departments, will continue to work with the Owner to finalize the details of the proposal.

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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 Transportation Services Department has no objection to the proposal. The Owner must enter into a Regional Site Plan Agreement with the Region of York with respect to the required 4m wide land conveyance and any servicing works along Regional Road 7, and must satisfy all conditions of the Region.

Conclusion

The Site Development Application has been reviewed in accordance with OPA #240 (Woodbridge Community Plan) as amended by OPA #345, 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 proposal to revise the north façade of the existing Infiniti car dealership and to permit a 13.4m² building addition is appropriate and compatible with the existing and permitted uses in the surrounding area, and conforms to the Official Plan. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions in this report, including obtaining minor variances from the Vaughan Committee of Adjustment, which must be final and binding, prior to the execution of the Site Plan Letter of Undertaking.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. North Elevation (Regional Road 7)
6. Elevation Plan

Report prepared by:

Clement Messere, Planner, ext. 8409
Christina Napoli, Acting Senior Planner, ext. 8483
Carmela Marrelli, Acting Manager of Development Planning, ext. 8791

/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

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Item 13, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

**13 LOAD RESTRICTION BY-LAW ON BRIDGE NO. 011601, MCEWEN BRIDGE,
 HUMBER RIVER
 WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated July 6, 2010:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a by-law be enacted on the existing concrete bridge being Bridge No. 011601, (McEwen Bridge, Humber River on Kirby Road approximately 0.2 km east of Huntington Road) to limit the loading to 5 tonnes; and
2. That the by-law be in effect for a period of 2 years.

Contribution to Sustainability

The load limit by-law for Bridge No. 011601 will ensure that an acceptable level of service by the City's infrastructure is maintained for the health and well being of its citizens.

Economic Impact

There is no additional economic impact to the City of Vaughan as the necessary resources have been allocated and approved.

Communications Plan

A Communications Plan is not required for this activity.

Purpose

To pass a by-law to impose a load restriction on an existing concrete bridge for a period of 2 years in accordance with regulations under the Highway Traffic Act (Section 123(2)) and the Bridges Act (Section 2).

Background - Analysis and Options

The Bridge No. 011601, McEwen Bridge, Humber River is located on Kirby Road approximately 0.2 km east of Huntington Road. (See Attachment No.1).

The existing bridge was constructed in 1923 and is an 18.3 metre single span cast in place concrete bowstring arch bridge with a concrete deck and gravel wearing surface. The bridge provides a roadway width of 3.4 metres and accommodates a single lane for two way vehicular traffic.

Regulations under the Highway Traffic Act (Section 123(2)) and the Bridges Act (Section 2) requires the City to ensure that the bridges are kept safe and in good repair. This requirement is completed through the performance of regular structure inspections (every 2 years) in accordance with the Ontario Structure Inspection Manual. Also under these regulations,

.../2

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municipalities are still responsible for passing load limit bylaws. In place of the Ministry of Transportation of Ontario review, the engineering recommendations to support the load limit and the duration for which it is valid, must now be stamped by two professional engineers.

Based on our most recent inspection of the structure, in 2008, completed by AECOM, the 5 tonnes load limit currently posted is recommended to remain in effect.

The current Bylaw has expired and a new by-law is required for renewal and continued enforcement of the posted load limit on this structure.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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

Regional Implications

There are no Regional Implications for this activity.

Conclusion

A load limit by-law is required to renew a load restriction of 5 tonnes for a period of 2 years in accordance with regulations under the Highway Traffic Act (Section 123(2) and the Bridges Act (Section 2).

Attachments

1. Location Map

Report prepared by:

Jimmy Yovanovski, Design Draftsperson, ext. 3116

JY: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 JULY 13, 2010

Item 14, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

**14 LOAD RESTRICTION BY-LAW ON BRIDGE NO. 014401, HUMBER RIVER,
 KING-VAUGHAN ROAD
 WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated July 6, 2010:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a by-law be enacted for the existing concrete bridge being Bridge No. 014401, (Humber River on King-Vaughan Road approximately 1.0 km west of Kipling Avenue) to limit the loading to 12 tonnes; and
2. That the by-law be in effect for the statutory period of 2 years.

Contribution to Sustainability

The load limit by-law for Bridge No. 014401 will ensure that an acceptable level of service by the City's infrastructure is maintained for the health and well being of its citizens.

Economic Impact

There is no additional economic impact to the City of Vaughan as the necessary resources have been allocated and approved.

Purpose

To pass a by-law to impose a load restriction on an existing concrete bridge for a period of 2 years in accordance with regulations under the Highway Traffic Act (Section 123(2) and the Bridges Act (Section 2).

Background - Analysis and Options

The Humber River Bridge in Lot 35, Concession VIII (Bridge No. 014401) is located on King-Vaughan Road over the Humber River approximately 1.0km west of Kipling Avenue. (See Attachment No.1).

The existing bridge was constructed in 1920 and is a 13.7m single span earth filled concrete arch bridge with a concrete deck and surface treated wearing surface. The bridge provides a roadway width of 3.7m and accommodates a single lane for 2-way vehicular traffic.

Regulations under the Highway Traffic Act (Section 123(2)) and the Bridges Act (Section 2) requires the City to ensure that the bridges are kept safe and in good repair. This requirement is completed through the performance of regular structure inspections (every 2 years) in accordance with the Ontario Structure Inspection Manual. Also under these regulations, municipalities are still responsible for passing load limit bylaws. In place of the Ministry of Transportation of Ontario review, the engineering recommendations to support the load limit and the duration for which it is valid, must now be stamped by two professional engineers.

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Based on our most recent inspection of the structure, circa 2008, completed by AECOM, the 12 tonne load limit currently posted is recommended to remain in effect.

The current By-law has expired and a new by-law is required for its renewal.

Conclusion

A load limit by-law is required to renew a load restriction of 12 tonnes for a period of 2 years in accordance with regulations under the Highway Traffic Act (Section 123(2) and the Bridges Act (Section 2).

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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

Regional Implications

There are no Regional Implications for this activity.

Attachments

1. Location Map

Report prepared by:

Jimmy Yovanovski, Design Draftsperson, extension 3116

JY: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 JULY 13, 2010

Item 15, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

**15 LOAD RESTRICTION BY-LAW ON BRIDGE NO. 008601, HUMBER RIVER, WEST BRANCH
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated July 6, 2010:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a by-law be enacted on the existing concrete bridge, being Bridge No. 008601, (Humber River, West Branch on Humber Bridge Trail approximately 0.2 km east of Highway No. 27) to limit the loading to 5 tonnes; and
2. That the by-law be in effect for a period of 2 years.

Contribution to Sustainability

The load limit by-law for Bridge No. 008601 will ensure that an acceptable level of service by the City's infrastructure is maintained for the health and well being of its citizens.

Economic Impact

There is no additional economic impact to the City of Vaughan as the necessary resources have been allocated and approved.

Communications Plan

A Communications Plan is not required for this activity.

Purpose

To pass a by-law to impose a load restriction on an existing concrete bridge for a period of two years in accordance with regulations under the Highway Traffic Act (Section 123(2)) and the Bridges Act (Section 2).

Background - Analysis and Options

The Humber River, West Branch Bridge (Bridge No. 008601) is located on Humber Bridge Trail approximately 0.2 km east of Highway No. 27. (See Attachment No.1).

The existing bridge was constructed in 1914 and is an 18.3 metre single span cast in place concrete bowstring arch bridge with a concrete deck and wearing surface. The bridge provides a roadway width of 3.7 metres and accommodates a single lane for two way vehicular traffic.

Regulations under the Highway Traffic Act (Section 123(2)) and the Bridges Act (Section 2) requires the City to ensure that the bridges are kept safe and in good repair. This requirement is completed through the performance of regular structure inspections (every 2 years) in accordance with the Ontario Structure Inspection Manual. Also under these regulations, municipalities are still responsible for passing load limit bylaws. In place of the Ministry of Transportation of Ontario review, the engineering recommendations to support the load limit and the duration for which it is valid, must now be stamped by two professional engineers.

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Based on our most recent inspection of the structure, in 2008, completed by AECOM, the 5 tonnes load limit currently posted is recommended to remain in effect.

The current Bylaw has expired and a new by-law is required for renewal and continued enforcement of the posted load limit on this structure.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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

Regional Implications

There are no Regional Implications for this activity.

Conclusion

A load limit by-law is required to renew a load restriction of 5 tonnes for a period of 2 years in accordance with regulations under the Highway Traffic Act (Section 123(2) and the Bridges Act (Section 2).

Attachments

1. Location Map

Report prepared by:

Jimmy Yovanovski, Design Draftsperson ext. 3116

JY: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

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Item 16, Report No. 36, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on July 13, 2010, as follows:

By approving the following recommendation contained in the additional report of the Commissioner of Engineering and Public Works, dated July 13, 2010:

- “1. That Tender T10-274 for the Martin Grove Road Watermain Replacement be awarded to Direct Underground Inc., in the amount of \$1,020,810.00, plus applicable taxes;***
- 2. That a contingency allowance in the amount of \$110,000.00, plus applicable taxes be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the Contract; and***
- 3. That the Mayor and City Clerk be authorized to sign the appropriate documents.”***

16

**AWARD OF TENDER T10-274
MARTIN GROVE ROAD
WATERMAIN REPLACEMENT
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 July 6, 2010:

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 T10-274 for the Martin Grove Road Watermain Replacement be brought forward to Council for authorization to award, subject to receiving all necessary approvals.

Contribution to Sustainability

The installation of these services will ensure that an acceptable level of service by the City's infrastructure is maintained for the health and well being of its citizens.

Economic Impact

The economic impact to the City is unknown at this time. The Tender will close on June 30, 2010, and the economic impact will be identified in the additional information item at the July 13, 2010 Council meeting.

Communications Plan

Once the project is awarded, staff will advise the Ward Sub-Committee and will send out an Engineering Services 'Notice of Construction' letter to the affected residents.

Purpose

Council approval to award Tender T10-274, Martin Grove Road Watermain Replacement.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

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Background - Analysis and Options

The work covered by this tender includes the replacement of the existing watermain on Martin Grove Road from Highway No. 7 to just north of Woodbridge Avenue, (Capital Budget Project EN-1795-09). (See Attachment No. 1 for project location).

Staff will prepare an additional information report for this item after the bids are received and have been evaluated, for Council's consideration at the July 13, 2010 meeting. Construction is scheduled to commence in early August and is expected to be substantially completed by mid November 2010.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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

Regional Implications

The Region of York will be notified of this project.

Conclusion

That Tender T10-274 for the Martin Grove Road Watermain Replacement be brought forward to Council for authorization to award, subject to receiving all necessary approvals.

Attachments

1. Location Map

Report prepared by:

Pat Marcantonio, C.E. T., Senior Engineering Assistant, ext. 3111
Tom Ungar, P. Eng., CHRP, Design Engineer, ext. 3110

PM: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 JULY 13, 2010

Item 17, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

17

**AWARD OF TENDER T10-263
2010 ROAD RESURFACING/REHABILITATION – EAST VAUGHAN
VARIOUS LOCATIONS
WARDS 1 AND 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated July 6, 2010:

Recommendation

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

1. That Tender T10-263, 2010 Road Resurfacing/Rehabilitation - East Vaughan - Various Locations be awarded to D. Crupi & Sons Limited in the amount of \$1,121,812.00, plus applicable taxes;
2. That a contingency allowance in the amount of \$120,000.00, plus applicable taxes 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 applicable taxes be approved to ensure compliance with all applicable standards; and
4. That the Mayor and City Clerk be authorized to sign the appropriate documents.

Contribution to Sustainability

The rehabilitation of roads will ensure that an acceptable level of service by the City's infrastructure is maintained for the health and well being of its citizens.

Economic Impact

The total project cost of \$1,314,000.00, which includes a contingency allowance, geotechnical inspection, material testing and treasury administration falls within the approved budget amount and as such, there is no additional economic impact to the 2010 Capital Budget.

Long range financial implications will include operating and maintenance costs associated with this type of infrastructure which are not quantified at this time, including long term replacement.

Communications Plan

Once the project is awarded, staff will advise the Ward Sub-Committee and will send out an Engineering Services 'Notice of Construction' letter to the affected residents.

Purpose

Council approval to award Tender T10-263, 2010 Road Resurfacing/Rehabilitation - East Vaughan - Various Locations.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

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Background - Analysis and Options

The work covered by this tender includes the resurfacing and/or rehabilitation of various roads in Thornhill and Maple, (Capital Budget Project EN-1785-10). (See Attachment No. 1 for project location). There are no additional permits and/or approvals required for this project.

This tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA), on Biddingo and on the City Webpage and closed on June 17, 2010. A total of 8 sets of bid documents were picked up from Purchasing Services Department and the following 6 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. H.S.T.)</u>
D. Crupi & Sons Limited	\$1,121,812.00
Furfari Paving Co. Ltd.	\$1,198,399.00
Gazzola Paving Limited	\$1,294,159.00
Coco Paving Inc.	\$1,305,052.62
Fermar Paving Limited	\$1,336,113.50
Brennan Paving & Construction Ltd.	\$1,520,574.00

The estimated cost for this project, including provisional items, a contingency allowance, treasury administration and all applicable taxes is \$1,314,000.00 and is calculated as follows:

D. Crupi & Sons Limited Bid Price (excluding H.S.T.)	\$1,121,812.00
Contingency Amount (approx. 10%)	\$ 120,000.00
Geotechnical Inspections and Material Testing (estimated)	<u>\$ 12,000.00</u>
Sub-Total	\$1,253,812.00
H.S.T. (13%)	\$ 162,995.56
Treasury Administration (3%)	<u>\$ 37,614.36</u>
Total	\$1,454,421.92
Less H.S.T. (11.24% Recoverable)	<u>\$(140,928.47)</u>
Net Total Cost	\$1,313,493.45

ROUNDED \$1,314,000.00

Engineering Services staff have reviewed the submitted bids. D. Crupi & Sons Limited has successfully completed similar projects for the City and is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder, D. Crupi & Sons Limited.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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

Regional Implications

Not Applicable.

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Conclusion

Staff recommends that this contract be awarded to D. Crupi & Sons Limited in the amount of \$1,121,812.00, plus applicable taxes.

Attachments

1. Location Map

Report prepared by:

Pat Marcantonio, C.E. T., Senior Engineering Assistant, ext. 3111
Tom Ungar, P. Eng., CHRP, Design Engineer, ext. 3110

PM: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 JULY 13, 2010

Item 18, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

18

**SITE DEVELOPMENT FILE DA.09.078
MADISON BATHURST HOLDINGS LIMITED
WARD 1**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010, 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.09.078 (Madison Bathurst Holdings Limited) BE APPROVED, to permit a phased development on the subject lands consisting of Phase 1 being a 6-storey assisted living seniors retirement residence with 135 suites, landscaping and parking areas, and Phase 2 (subject to a holding provision under the RA3 (H) Apartment Residential Zone), being a 15-storey, 162 unit seniors condominium apartment building to be linked to the 6-storey building, as shown on Attachment #3, 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 landscape plan shall be approved by the Vaughan Development Planning Department;
 - ii) the final site grading and servicing plan, stormwater management report and noise report shall be approved to the satisfaction of the Vaughan Engineering Department;
 - iii) the Owner shall satisfy the requirements of the City regarding the conveyance of road allowances and reserves, to the satisfaction of the Vaughan Engineering Department and the Region of York;
 - iv) the final access and on-site circulation requirements for the proposed development shall be approved to the satisfaction of the Vaughan Fire and Rescue Services Department and the Vaughan Engineering Department;
 - v) the Owner shall provide the City with written confirmation that satisfactory arrangements for cost sharing for servicing has been paid to the Block 11 Landowners Group;
 - vi) the Owner shall pay to Vaughan, applicable Special Service Area Development Charges in accordance with the City of Vaughan Development Charge By-law; and,
 - vii) the Owner shall pay to the City, a woodlot development charge at the rate of \$1000.00 per residential dwelling unit in accordance with the Special Area Woodlot Development Charge By-law and the City's Woodlot Acquisition Front-end Agreement.

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- b) that the Site Plan Letter of Undertaking contain the following clauses:
- i) For residential development, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, or a fixed unit rate per unit, whichever is higher in accordance with the Planning Act and the City's Cash-in-lieu Policy. For high density residential development, the Owner shall pay to Vaughan by way of certified cheque, a fixed unit rate. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division and the approved appraisal shall form the basis of the cash-in-lieu payment; and,

The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% 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;
 - ii) Garbage/recycling collection and snow plowing shall not be the responsibility of the City, and shall be the private responsibility of the Phase 1 and/or Phase 2 operators;
 - iii) The Owner shall construct a 1.5m wide sidewalk along the west side of Bathurst Street as shown on the final approved Site Servicing Plan, to the satisfaction of the Vaughan Engineering Department and the Region of York. The City of Vaughan will reimburse the Owner through City Development Charges when the cost of the sidewalk has been included in Vaughan's approved Capital Budget and upon completion of the sidewalk and receipt of the final actual cost, certified by the consultant and as approved by the City of Vaughan;
 - iv) The Owner shall satisfy all requirements with respect to noise attenuation and ensure it is in accordance with the noise features recommended by the Report entitled "Environmental Noise Analysis" by Valcoustics Canada Ltd, dated March 11, 2009 and Addendum #1 to the report dated July 2, 2009;
 - v) Prior to the issuance of a Building Permit for Phase 2, Vaughan Council shall have approved servicing allocation and removed the Holding Provision on the Phase 2 lands zoned RA3(H) Apartment Residential Zone.

2. THAT the Vaughan Development Planning Department proceed with an Administrative Correction By-law for enactment by Vaughan Council to correctly identify the amount of commercial GFA and uses, and the building setback to Bathurst Street, for the Phase 2 building, as identified in this staff report, specifically:

- a) a minimum 2.3m setback from the Phase 2 building to Bathurst Street, rather than 2.4m; and,

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- b) a Day Nursery or a Retail Store to a maximum of 186m², located on the ground floor only, rather than a Day Nursery to a maximum of 181m² on the ground floor.

Contribution to Sustainability

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

- i) a 'Victory Garden' to grow produce to share with the VIVA Senior's Building culinary team on site, or donate to food banks;
- ii) on site Composting Program to return organic matter and nutrients into the food-chain reducing the amount of "green" waste going to landfill and using compost in the Victory Garden;
- iii) use of mature and drought resistant plantings and water-efficient landscaping and on site use of rain barrels for irrigation of planting;
- iv) use of water saving toilets and urinals, water saving faucets and shower head aerators;
- v) bicycle parking and full change rooms within the Senior's Retirement Residence to promote efficient personal transportation for staff;
- vi) the assisted living seniors retirement residence is adjacent to Bathurst Street which has existing YRT public transportation providing efficient, convenient transportation for staff and residents; and,
- vii) use of a community van to take residents and large groups on outings thereby reducing the need for residents to drive or even own their own vehicles.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application (DA.09.078) to facilitate a phased development of the subject lands. Phase 1 consists of a 6-storey assisted living seniors retirement residence containing 135 suites, landscaping and parking areas, and Phase 2 will be linked to the 6-storey building and consists of a 15-storey seniors condominium apartment building with limited ground floor commercial uses, landscaping and parking areas, as shown on Attachments #3 to #8.

Background - Analysis and Options

On November 24, 2010, Vaughan Council approved Official Plan Amendment File OP.09.002 and Zoning By-law Amendment File Z.09.009 (Madison Bathurst Holdings Limited) to redesignate and rezone the subject lands to "High Density Residential/Commercial" and RA3 Apartment Residential Zone and RA3(H) Apartment Residential Zone with the Holding Symbol "(H)" respectively, to facilitate the development of a 6-storey assisted living seniors retirement residence with 135 suites (Phase 1), and a 15-storey, 162 unit seniors condominium apartment building (Phase 2) on the subject lands.

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Phased Development

The applicant intends to construct the Phase 1 portion of the proposed development at this time. Phase 1 is a 6-storey assisted living senior's retirement residence with 135 suites and a common kitchen and dining facilities. The Phase 1 building will be connected to the Phase 2, 15-storey, 162 unit senior's condominium apartment building with limited ground floor commercial uses, as shown on Attachment #3. The Phase 2 building requires Council allocation of sewage and water servicing capacity. Servicing capacity is not available for this development at this time. Development of the Phase 2 portion of the site requires Council's approval of servicing allocation and the removal of the Holding Provision on the lands zoned RA3(H) Apartment Residential Zone, prior to the issuance of a building permit for Phase 2.

Location

The vacant, 0.89 ha subject lands shown on Attachments #1 and #2, are located at the northwest corner of Bathurst Street and Lebovic Campus Drive, in Part of Lot 17, Concession 2, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated "High Density Residential/Commercial" by OPA 600, as amended by site-specific OPA 704. The proposed site development conforms to the Official Plan.

The subject lands are zoned RA3 Apartment Residential Zone (Phase 1) and RA3(H) Apartment Residential Zone with the Holding Symbol "H" (Phase 2) by By-law 1-88, subject to Exception 9(1328). Phase 1 of the proposed Site Plan application complies with the approved RA3 zoning for the site. Phase 2 also complies to the approved zoning, however, with two exceptions as discussed in the next section of this report. The Phase 2 portion of the site is subject to a Holding Provision, which can be removed upon Council's allocation of water and sanitary servicing capacity.

Administrative Correction to By-law 1-88

The wording of site-specific By-law 260-2009 [Exception 9(1328)] enacted by Vaughan Council on November 24, 2009, permits only a pharmacy and/or retail use of 465m² and a day nursery of 181m² on the ground floor of the building in Phase 2; and, a minimum 2.4m setback to Bathurst Street as shown on Schedule "E-1456", whereas the correct setback is 2.3m.

The Development Planning Department advises that the original intent of the by-law is for 186m² of the ground floor area to be used either as a Day Nursery or as a Retail Store, and that 465m² of ground floor area could also be used as a retail store and/or pharmacy, the latter which is correctly referenced in the by-law. The November 24, 2009, Council Extract approving the Zoning By-law Amendment File Z.09.009 for the subject lands clearly identifies the intent was to permit a combined total GFA of 651m² of commercial uses including the 186m² of GFA for either a Day Nursery or Retail Store use, which needs to be correctly referenced in the by-law.

The Development Planning Department considers the above to be minor omissions and typographical errors in the site-specific by-law (By-law 260-2009) and will correct and clarify the amount of commercial GFA and uses permitted as noted above. Schedule "E-1456" will also be revised to reflect a correct 2.3m setback dimension from the Phase 2 building to Bathurst Street through an Administrative Correction By-law. A condition authorizing the Development Planning Department to proceed with the administrative correction by-law for enactment by Vaughan Council is included in the recommendation of this report.

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Site Plan Review

The proposed development of the subject lands, shown on Attachments #3 to #8 inclusive, has been reviewed as one comprehensive development, however, it will be constructed in two phases and ultimately be under two different ownerships. A driveway access from Gesher Crescent will serve both buildings and the corresponding loading and parking areas. The Phase 1, 6-storey, 135 suite assisted living seniors residential retirement residence will be constructed first and will be attached to the Phase 2, 15-storey, 162 unit, seniors' condominium apartment building. Phased construction is necessary since the City's Servicing Capacity Distribution Protocol in effect as of June 8, 2010, does not provide allocation of sewage and water servicing capacity from the York-Durham Servicing Scheme for the proposed 162 unit senior's apartment building. Once servicing capacity is available and Vaughan Council has allocated sewage and water capacity, the applicant can request Council's approval for the removal of the Holding Provision. The proposed 6-storey, 135 assisted living retirement residence suites do not contain individual kitchen facilities. Food preparation and dining areas are centralized functions within the building, and health care services are offered to the residents. Under the City's Protocol, Council allocation of sewage and water servicing capacity is not required for this type of building.

The 6-storey building requires a total of 54 parking spaces. Seven (7) surface parking spaces and 47 underground parking spaces will be provided in Phase 1. Thirty (30) additional parking spaces intended for future use by the residents of the condominium will also be located in the underground within Phase 1. The 15-storey residential condominium and ground floor commercial uses will be constructed as Phase 2. Phase 2 requires 211 parking spaces for the condominium residents and 21 parking spaces for the ground floor commercial uses. Although By-law 1-88 requires a total of 286 parking spaces for the overall Phase 1 and 2 development, 289 spaces are shown on the site plan and will be available at the completion of the Phase 2 construction.

The landscape plan illustrates the proposed landscaping for the entire site. Landscape costs have been estimated for each phase of development. The Owner is required to provide the City with a Letter of Credit for the Phase 1 landscape cost estimate to guarantee the landscape works for the Phase 1 development of the 6-storey assisted living seniors retirement residence. A second Letter of Credit for the Phase 2 development of a 15-storey seniors condominium apartment building with ground floor commercial uses shall be provided to the City prior to the issuance of a building permit for the Phase 2 development.

The Vaughan Development Planning Department is satisfied that the proposed site plan, building elevations and landscaping plan, for the phased development of the subject lands, as shown on Attachments #3 to #8 inclusive, are satisfactory.

The Vaughan Engineering Department is generally satisfied with the site servicing and site grading plans and the storm water management report for phased development of the subject lands. Prior to the execution of the Site Plan Letter of Undertaking, the final plans and report must be approved by the Engineering Department.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Region of York Community Planning Branch reviewed and approved Official Plan Amendment #704 to redesignate the subject lands to "High Density Residential/Commercial" to permit the proposed development. OPA #704 included a policy as requested by the Region to

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identify that a 4.5m road widening along the Bathurst Street frontage be dedicated to the Region of York by the Owner at the Site Development approval stage. The Region of York Transportation Services Branch has indicated that they have no objection to the proposed development. Regional staff have requested that the applicant enter into a separate Regional Site Plan Agreement for this development to address the Bathurst Street right-of-way and day-lighting triangle, and any other transportation issues, to the satisfaction of the Region of York.

Conclusion

The Site Development Application has been reviewed in accordance with OPA #704, By-law 1-88, the comments from City Departments and external public agencies, the approved Block 11 Design Guidelines and the area context. The Vaughan Development Planning Department is satisfied that the proposed phased development of a 6-storey seniors assisted living retirement residence and a 15-storey seniors condominium apartment building with ground floor commercial uses, is appropriate and compatible with the existing and permitted uses in the surrounding area, and conforms to the Official Plan. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions in this report.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. North Elevations
6. South Elevations
7. East Elevations
8. West Elevations

Report prepared by:

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/CM

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

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19

**SITE DEVELOPMENT FILE DA.10.025
JALP DEVELOPMENTS INC.
WARD 2**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010, 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.10.025 (Jalp Developments Inc.) BE APPROVED, 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, landscape plan, and detailed landscape cost estimate shall be approved by the Vaughan Development Planning Department;
 - ii) the final site servicing and grading plan and stormwater management report shall be approved by the Vaughan Engineering Department; and,
 - iii) the required minor variances to implement the development shall be approved by the Vaughan Committee of Adjustment and shall be final and binding.
 - b) that the Site Plan Letter of Undertaking include the following provision:
 - i) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Contribution to Sustainability

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

- i) use of local building materials;
- ii) reflective roofing membrane;
- iii) tinted low-e argon filled glazing panels; and,
- iv) a green living wall along the east elevation.

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Economic Impact

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

Communications Plan

N/A

Purpose

Jalp Developments Inc. has submitted a Site Development Application (File DA.10.025) on the subject lands shown on Attachments #1 and #2, to permit the development of a 2-storey 1,476.27m² office building having a total of 52 parking spaces as shown on Attachment #3.

Background - Analysis and Options

Location

The property is located north of Milani Boulevard on the west side of Regional Road #27 (8290 Regional Road 27), in Part of Lot 9, Concession 9, City of Vaughan. The subject lands have a total site area of 4,538m². The site was originally part of a larger land holding to the west (Trinity) but was subject to a Consent Application (File B021/09) that severed the subject lands from the larger parcel. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated "General Commercial" by OPA #451. The 2-storey office building use conforms to the policies of the official plan.

The subject lands are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(343), which permits the proposed 2-storey office building. In order to implement the proposed site plan (Attachment #3), variances to the C2 Zone are required and are discussed further in the Minor Variance section of this report.

Site Plan Review

The site plan shown on Attachment #3, proposes a 2-storey, 1,476.27 m² office building with 52 parking spaces. The office building is situated at the southeast corner of the subject lands. The main entrance to the building is located at the northwest corner of the building. The proposed loading area and overhead door has been screened from the view of Regional Road 27 by a green living wall, which is situated at the northeast corner of the building.

The final site plan must be approved to the satisfaction of the Vaughan Development Planning Department.

Elevations

The proposed building elevations are shown on Attachment #5. The office building will be constructed to a maximum height of 10.98m. Roof lines vary and reach the maximum height over the main entrance area. The building materials consist of tinted glazed glass units, brick and an exterior insulated finishing system (E.F.I.S.). Pre-finished aluminum clad columns support the aluminum canopy over the main entrance.

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The Vaughan Development Planning Department is generally satisfied with the elevation plan. The final elevation plan must be approved to the satisfaction of the Development Planning Department.

Landscaping

The proposed landscape plan (Attachment #4) shows a variety of deciduous and coniferous trees and shrubs, sod and unit pavers along the periphery of the subject lands and building.

The final landscape plan, including the detail drawings and landscape cost estimate must be approved to the satisfaction of the Development Planning Department.

Minor Variances

Through the technical review of the site development application, it was determined that the following minor variances will be required to implement the proposed development:

	By-law Standard	By-law 1-88 Requirement Exception 9(343), C2 General Commercial Zone	Proposed Exception to the C2 Zone of By- law 1-88 9(343)
a.	Minimum Front Yard Setback (east)	15m	9m
b.	Required Ratio for calculating Minimum Number of Parking Spaces	5.5 parking spaces/ 100m ² of GFA	3.5 parking spaces/ 100m ² of GFA

Exception 9(343) to By-law 1-88 addresses the subject lands and the adjacent westerly Trinity commercial development (Attachment #2). The site-specific Exception required a minimum 5.5 parking spaces/100m² of GFA for the subject and adjacent westerly sites which was determined to be an appropriate ratio once all the commercial uses were taken into consideration. Subsequently, the Owner submitted Consent Application B021/09 to sever the subject lands from the retained commercial development, however, the parking ratio as required by site-specific Exception 9(343), was never addressed. The proposed development provides for 3.5 parking spaces/100m², which is the required ratio for office building uses, however, as a result of the site-specific Exception, the applicant is still required to provide 5.5 parking spaces/100m². The proposed Minor Variance would address the parking ratio to ensure parking is not over supplied for the severed portion of the lands being the subject of this application. The Owner will be providing 3.5 parking spaces/100m² of GFA, being the standard which is required for office building uses.

Furthermore, as a result of the Consent Application (File B021/09), the location of the front yard has changed. Prior to the severance, the entire Trinity commercial development had frontage on Milani Boulevard. As a result of the severance, the subject property has frontage on Regional Road #27, resulting in a front yard setback of 9m, whereas the by-law requires a minimum of 15m.

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The Development Planning Department considers the proposed variances to be minor in nature, are consistent and compatible with the surrounding development, meets the general intent of the Zoning By-law, and conforms with the Official Plan. The Owner will be required to obtain approval for the variances from the Vaughan Committee of Adjustment, which must be final and binding, prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect is included in the recommendation of this report.

Vaughan Engineering Department

The Vaughan Engineering Department is working with the applicant to finalize the grading and servicing plans and stormwater management report for the proposed application. A condition to this effect is included in the recommendation of this report.

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 application was circulated to the Region of York Transportation Services Department for review and comment. The Owner must satisfy all requirements and conditions of the Region of York Transportation Services Department.

Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.10.025 in accordance with OPA #451, By-law 1-88, comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for a 2-storey office building is appropriate and compatible with the existing and permitted uses in the surrounding area, and conforms to the Official Plan. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions contained in this report, including obtaining variances from the Vaughan Committee of Adjustment as discussed in the staff report, which must be final and binding, prior to the execution of the implementing Site Plan Letter of Undertaking.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Elevations
6. Perspective Rendering

Report prepared by:

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Item 20, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

20

**LAND USE STUDY
FOR LANDS NORTH OF MAJOR MACKENZIE DRIVE
BETWEEN HIGHWAY 400 AND JANE STREET
(HEALTHCARE CAMPUS CENTRE PLAN)
FILE 15.107
WARD 1**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010, be approved; and**
- 2) **That the written submission of Ms. Carrie Liddy, dated July 6, 2010, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment for the Healthcare Campus Centre Plan being OPA #715 (Attachment #3) BE APPROVED;
2. That the Official Plan Amendment #715 which amends OPA #74, OPA #114 and OPA #138 form part of Volume 2 upon approval of the new Vaughan Official Plan; and THAT Volume 2 of the Official Plan be modified as required to implement OPA #715.

Contribution to Sustainability

Consistent with *Green Directions Vaughan, Community Sustainability and the Environmental Master Plan*, the new development created by the Secondary Plan is consistent with the Region of York's standards for complete communities and is in conformity with Places to Grow: Growth Plan for the Greater Golden Horseshoe. The proposed OPA meets the following goals and objectives outlined by *Green Directions Vaughan*:

Goal 2: To ensure sustainable development and redevelopment

Objective 4.1.8: Provide continued support for the development of a future hospital for Vaughan and continue to work with other levels of government and the Vaughan Health Campus of Care to provide comprehensive and integrated health care to citizens (from Vaughan Vision 2020).

Economic Impact

There is no economic impact associated with this report.

Communications Plan

The study's consultation process included community information and workshop meetings which are outlined in more detail later in this report.

Purpose

To present the final Staff report and proposed Official Plan Amendment (OPA #715) for the Healthcare Campus Centre Plan area for consideration by the Committee of the Whole.

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Public Hearing

The Healthcare Campus Centre “Issues and Options Report” and Draft Official Plan Amendment were presented at the Committee of the Whole Public Hearing on June 1, 2010. Generally, the study and Official Plan were well received. Residents from the surrounding study area were in support of a hospital use and other uses related to and ancillary to a hospital campus. Comments were expressed at the public hearing such as the following:

1. Comment:

- (i) Some area residents were opposed to any high density residential use that was not accessory to the hospital use anywhere on the site. This comment was directed primarily towards the easterly portion of the site fronting on Jane Street, where further study is being recommended to determine the appropriate land uses for these lands.
- (ii) A resident from Melia Lane opposed any further residential and commercial development on the subject lands.

These comments came primarily from a concern about traffic congestion in the area, particularly during the spring and summer season when Canada’s Wonderland Theme Park is operating. As well, a preference was expressed for low density development or no development other than hospital uses.

Response: The Healthcare Campus Centre Official Plan Amendment permits long-term care residential uses, and other uses similar to healthcare. Detailed land uses within the “Special Study Area” designation will be determined through the undertaking and completion of required studies including public consultation, subsequent to the approval of an official plan amendment for the hospital.

2. Comment: A resident from Zafarullah Khan Crescent commented that the plan should protect for long-term land use requirements for the eventual expansion for the hospital use and that any residual land in the “Special Study Area” should be reserved for the hospital use.

Response: The proposed Healthcare Campus Centre Plan Official Plan Amendment requires that the Vaughan Health Campus of Care (VHCC) undertake a Master Planning exercise that will take into account the long-term needs for the hospital and healthcare related uses and functions. Through this public process, the boundaries and the amount of land required for the Healthcare Campus Centre will be established. A separate “Special Study” is required subsequent to the approval of the official plan amendment for the hospital to determine appropriate land uses for any residual land on the site (if any). The proposed Official Plan amendment facilitates the opportunity for the entirety of the lands to be used for the Healthcare campus if needed.

3. Comment: A representative from the West Woodbridge Homeowners Association Inc., raised concern with respect to the absence of a hospital plan prior to the adoption of an official plan amendment permitting hospital development.

Response: Through the proposed draft Official Plan Amendment process, the City is establishing the foundation to facilitate the future development of these lands for a hospital and healthcare campus. The Healthcare Campus Centre Official Plan Amendment sets out the framework for the preparation of the Healthcare Precinct Master Plan and Special Study Area.

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It is important to have an Official Plan designation in place. Significant public resources – a multi-million dollar planning grant issued by the Ministry of Health and Long Term Care, time and resources by the VHCC, the City and the community – are being invested in the master program / master planning process. It would not be in the public interest to proceed with this significant expenditure of public resources without knowing that the Healthcare Campus has been established in an Official Plan.

Other Comments:

On June 7, 2010, the City of Vaughan Policy Planning Department received correspondence from a Woodbridge resident expressing concern over the lack of information in the report respecting the economic impacts of the proposed use for a Hospital.

On June 1, 2010, the Committee of the Whole considered a report from the Commissioner of Planning which stated that there were “no economic impacts associated with the report”. The purpose of a public hearing is to inform the Committee and the public the results of the studies and/or Official Plan Amendment, as well as provide the public an opportunity to comment. The staff report provided a summary of the Healthcare Campus Centre Official Plan Amendment, which did not include information respecting “economic impact analysis”.

Development along two arterial corridors within the existing built boundary promotes efficient land use and development patterns, through the use of existing infrastructure and promotes intensification to facilitate economic growth. This is consistent with the *Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe* and, the policies of the *York Region Official Plan*.

The potential and importance of the proposed Hospital Campus (Jane Street and Major Mackenzie Drive), is discussed in the *Employment Sector Strategy Study* (April 2010), prepared by Hemson Consulting. It is also discussed from a land perspective in Section 5.2.4. of Volume 1 of the new draft Official Plan. The intention is to build on this opportunity to maximize the benefits to the community.

The Employment Sector Strategy Study identifies a number of area specific initiatives throughout the city that have the potential to attract multiple employment sectors. One of these is the hospital site. Vaughan is currently underserved in a number of sectors based on a comparison with other municipalities in the GTAH, such as education, health care and social services and professional, scientific and technical services. The health care facility and campus provides an opportunity for the City to diversify its employment base and balance commuting patterns by adding significantly to the number of jobs in these sectors. The opportunities result from the direct jobs provided by the hospital and potentially from spin-off and related business functions. This may also include research and development and education and possibly opportunities in advanced manufacturing and pharmaceuticals.

Background

This 32.8 ha (82 acre) parcel is located on the north side of Major Mackenzie Drive between Highway #400 and Jane Street, with the exception of the gas station site at the intersection of Jane Street and Major Mackenzie Drive as shown on Attachment # 1.

The subject lands are undeveloped and are bounded by Highway #400, Major Mackenzie Drive, Jane Street and existing residential development to the west, south, east and north respectively. Commercial developments are located on both the south-east and north-east corners of Jane Street and Major Mackenzie Drive, and employment and commercial uses west of Highway 400. Canada's Wonderland is located to the south and is a specialized commercial, entertainment use with a wide, regional draw that operates seasonally.

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On June 23, 2008, Council enacted Interim Control By-law 203-2008 to limit development on the property until further land use studies were completed to determine the most appropriate uses for the lands other than a Theme Park. The Interim Control By-law expires in June 2010. Council also directed the Policy Planning Department to prepare a Terms of Reference for a land use and urban design planning study for the subject lands.

On October 3, 2008, Council approved the proposed Terms of Reference for the subject study. Its purpose was to establish an updated land use, urban design, transportation and servicing framework for the subject lands and; to ensure that the review considered all relevant contextual issues and local, Regional, Provincial and agencies' planning policies.

On April 14, 2009 the City approved the consultant team, Sorensen Gravely Lowes Planning Associates, together with Baird Sampson Neuter Urban Designers & Architects and AECOM Engineering, to undertake the Jane Street and Major Mackenzie Northwest Quadrant Study.

In August 2009, the City acquired the subject property to facilitate the development of a hospital and healthcare campus expected to require approximately 24 hectares (60 acres).

Analysis and Options

Provincial Policy Statement (2005):

The policies in the Healthcare Campus Centre Plan Amendment are consistent with the Provincial Policy Statement (PPS) by encouraging the promotion of efficient land use and development patterns to support strong, liveable and healthy communities, protection of environment and public health and safety, and that facilitate economic growth through intensification; and ensuring that necessary infrastructure and public service facilities are available or will be available to meet current or projected needs.

'Public Service Facilities' as defined by the PPS means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as.....health programs.

The policies proposed in the draft Healthcare Campus Centre Plan (Attachment #3), focus on compact development within the urban boundary, and address compatibility of a healthcare campus and surrounding area through intensification, thoughtful, mixed-use development and urban design.

Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The Growth Plan was approved by the Province of Ontario in 2006 and provides more refined policies that build on the Provincial Policy Statement requiring prescribed intensification targets at the Regional level.

Under the Growth Plan, population and employment will be accommodated through compact development, intensification and directing growth within built-up areas. Reduction of automobile use can be supported through mixed-use development, pedestrian friendly and transit supportive environments. Providing a balance of jobs and housing can reduce the need for long distance commuting and to foster walking and cycling. The subject lands are located within the built up area and are situated along two major arterial roads (Jane Street and Major Mackenzie Drive) both planned for higher order transit.

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York Region Official Plan

The “in force” Region Official Plan (2005) designates this site as “Urban Area” and both Jane Street and Major Mackenzie Drive as “Local Corridors” where growth and intensification is intended. Section 3.3.1 requires that government, institutional, major office, cultural and entertainment uses be located to support the centre and corridor structure of the ROP.

The policies of the Regional Plan directs growth to areas designated as urban areas and encourage a mix of housing and employment uses along corridors. The “urban area” designation provision requires that growth be directed within urban areas, promoting infill and redevelopment, efficient and mixed-use compact communities (s. 5.2.1). Both Jane Street and Major Mackenzie Drive are currently identified as “Local Corridors” in the Region’s existing Official Plan (2005), where opportunities for residential and employment growth and intensification serving the local community is encouraged.

York Region Council adopted its new Official Plan in December 2009; approval from the Province is pending. The subject lands are designated as “Urban”. Both Jane Street (south of Major Mackenzie Drive) and Major Mackenzie Drive are identified as “Regional Rapid Transit Corridors”. Growth is to be concentrated along Regional Corridors and in Regional Centres and Local Corridors and Local Centres where future transit is planned.

Section 3.3 of the York Region Draft Official Plan focuses on the provision for human services. The policies encourage the co-location or camping of human services with other uses such as recreational, public buildings, and arts and cultures facilities.

City of Vaughan Official Plan

The lands form part of site-specific Official Plan Amendment #508 encompassing both the north and south parcels owned by Cedar Fair (Canada’s Wonderland). OPA 508 was approved in 1998 by the Ontario Municipal Board and designates the subject lands as “Core Expansion Area” with the exception of a small buffer on the northern and southern edges of the parcel. OPA 508 permits an outdoor amphitheatre, amusement rides and structures, games of chance, conference and trade show facilities, hotels, motels and resorts, retail food and drink establishments and, uses supporting the theme park such as parking, administration and management facilities from the subject lands. Other commercial uses permitted on the site include: institutions, offices, entertainment and recreation uses and, special complementary retail uses. Height and setback restrictions are regulated by a required angular plane.

OPA #508 requires the design of new development north of Major Mackenzie Drive to address the existing tributary and any remedial measures of the West Don River as well as opportunities to enhance the watercourse, to the satisfaction of the Toronto Region Conservation Authority.

Vaughan’s new draft Official Plan establishes the City’s urban structure and identifies these subject lands as a “Primary Centre” within the urban structure, which is consistent with Regional policies respecting intensification and higher-order transit along Jane Street and Major Mackenzie Drive. The site is designated “Major Institution” which permits a healthcare campus and related uses and requires that the balance of the site be subject to further study in order to assess the appropriate land uses for the land. The Healthcare Campus Centre Plan will form a Secondary Plan as set-out in Section 10 and Schedule 14 of the Draft Official Plan.

Draft Official Plan Amendment for Vaughan Healthcare Campus Centre

A draft Official Plan Amendment (OPA) for the Vaughan Healthcare Campus forms Attachment 3. The intent of the Official Plan Amendment is to establish policies to guide development of an Urban Centre that facilitates hospital and comprehensive campus care uses for the majority of the

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site. The OPA provides for planning to be completed in two phases. The first phase will contain a “Hospital Precinct Plan”, and the second phase will consist of the planning of any residual lands as “Special Study Area”.

Further planning exercises will establish a greater level of detail for the site, and the delineation of the boundary required for the “Hospital Precinct Plan” and “Special Study Area”. This boundary will be based on the amount of land required for the Hospital Precinct Plan. Only when the Hospital Precinct Plan is completed, can the study for potential land uses begin for the “Special Study Area”. A further Official Plan Amendment will be required to implement development of the Special Study Area.

Stakeholder Consultation and Public Forums

Stakeholder Consultation and Technical Advisory Committees were established to provide input throughout the study process. As well, four public forums were held to present to the public with an overview of the plan process and provide the opportunity for public discussion and feedback as follows:

- October 22, 2009 – a public open house was held to present a summary of background information regarding the study, and provide a future timetable for the study.
- November 30, 2009 - a presentation was given by the consultant, Sorensen Gravely Lowes, summarizing the background material and study objectives. Three alternative development scenarios for the eastern 22 acres of lands on the parcel were presented, and a workshop followed. The attendees were informed that a separate process for the western portion of the lands (approximately 60 acres), would occur through a more detailed Master Plan process through the Vaughan Health Campus of Care.
- May 6, 2010 – a third Open House was held to update the public on the status of the Study and the proposed Draft Official Plan Amendment (OPA). Both the City’s consultants, Sorensen Gravely Lowes and, a representative from the Vaughan Health Campus of Care were present and provided summaries of the work completed to-date concerning the Vaughan Healthcare Campus Centre and the OPA.
- June 1, 2010 Public Hearing to present the Study Report and Draft Official Plan Amendment for the Healthcare Campus Centre Plan, to the Committee of the Whole and the public.

Technical Advisory Committee / Agency Consultation

To engage stakeholders, the City established a Technical Advisory Committee (TAC) consisting of representatives from the Vaughan Health Campus of Care, York Central Hospital, Ministry of Transportation, Toronto Region Conservation Authority, York Region Planning and Development Services, York Region Works and Infrastructure Planning Departments, York Region District School Board, York Catholic District School Board, the Vaughan Engineering, Development Planning, Policy Planning, Economic Development, Legal Services Department, and the Study consultants, Sorensen Gravely Lowes.

TAC members also had the opportunity to comment on the Options and Issues Report and the Draft Official Plan Amendment for the Healthcare Campus Centre Plan in April 2010.

Synopsis of the Draft Vaughan Health Campus of Care Official Plan

The policies of the draft Official Plan are summarized below:

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a) Sustainability

- i. the Healthcare Campus Centre Plan will display 'best practices' to ensure sustainability principles in accordance with the "Green Directions Vaughan Community Sustainability and Environmental Master Plan";
- ii. Development will be compact and encourage pedestrian movement, cycling and the use of transit;
- iii. Stormwater management should foster means of infiltration to reduce runoff and enhance water quality;
- iv. Renewable energy sources and reduction of waste in the master planning of the site, in addition to green building and community design should be promoted;
- v. Consideration of a renewable source district energy system and 'green' means of sustained energy production;
- vi. Consideration of microclimate (wind, sun and shadow) in arrangement of land uses and building materials;
- vii. The arrangement of mixed-land uses and convenience facilities to encourage pedestrian activity among workers and residents; and
- viii. Encouragement of the installment of advanced telecommunication infrastructure and smart grid technology to support healthcare and business uses.

b) Land Use and Transition

- i. Lands with the most density will be located where they are best served by transit along arterial roads;
- ii. Identify areas of transition and ensure development is sensitive to the low density neighbourhood to the north through appropriate land use arrangement as well as setbacks, angular planes, landscaped buffers, and height and massing;
- iii. Provide for appropriate separation and screening from land uses that may create noise, odour or reflect light (including those of Canada's Wonderland) so as not to affect the residential neighbourhood to the north.

c) Urban Design

- i. Promotion of high quality urban design in public spaces, public buildings and infrastructure;
- ii. Encouragement of transit-supportive development in the arrangement of land uses;
- iii. Consideration for public safety and accessibility in arrangement of land uses and design elements;
- iv. Encouragement of focal points and visual prominence should be given to hospital for ease of pedestrian and vehicular circulation and navigation;

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- v. Promotion of 'street-related' design elements; and
 - vi. All development will be subject to site plan control and reviewed by City's Design Review Panel.
- d) Transportation
- i. A full range of mobility options must be considered in the planning of the Healthcare Campus Centre providing convenient routes for pedestrians, particularly for those with mobility issues;
 - ii. Requirement for transit-supportive design of development, which may include accommodations for transit facilities within the Centre;
 - iii. Facilitate direct and coherent circulation routes of the Centre is designed to ensure ease of use by emergency and service vehicles and the orientation of visitors;
 - iv. Protect for additional transportation improvements through the Healthcare Campus Centre Plan or as identified by higher levels of government through future planning exercises; and
 - v. Provide for sufficient transportation capacity exists through phased development as necessary.
- e) Municipal Services and Stormwater Management
- i. Promote efficient municipal services and utilities within the Centre, emphasizing the reduction of energy and water consumption;
 - ii. Require municipal servicing is in place or will be made available through phased development;
 - iii. Encourage stormwater management that is designed to minimize runoff, enhance water quality, provide infiltration sensitive to the surrounding environment and natural heritage features; and
 - iv. Enhancing the visual amenity of the Centre through the design of watercourses and stormwater ponds, so they do not impede on intensification potential of key sites, and located to best support higher order function of the watercourse.

Land Use Designations

The Vaughan Health Campus Centre Plan Amendment identifies three land use designations, that will be further refined through a Hospital Precinct Plan planning exercise. Permitted land uses will be compatible with the higher order function of the Centre and are identified as follows:

a) Major Institutional

The height and massing of buildings and structures within the "Major Institution" designation will be determined through a "Hospital Precinct Plan" which will require public input and agency review prior to development and may be subject to the Holding symbol "(H)" upon completion and approval of the Plan. The "Major Institution" designation would permit the following uses:

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- i) hospital with full range of care;
- ii) rehabilitation facilities;
- iii) long-term care and other form of residential use related to healthcare;
- iv) research and development facilities;
- v) medical and dental offices;
- vi) laboratories;
- vii) facilities that construct or repair medical devices;
- ii) education and training facilities and meeting or conference facilities;
- iii) businesses or health facilities associated with healthcare use; and
- iv) ancillary uses (i.e. child or adult daycare, small scale retail facilities, chapel or small place of worship; utilities and maintenance operations, district energy plant; and recreational facilities associated with healthcare use).

It is the City's intention to allow retail as an ancillary use supportive of functions on the subject site, recognizing that existing retail uses exist in proximity to the site. The City's new Official Plan permits 'small scale retail uses' within Major Institutional Designations (S. 9.2.2.11) in the new Draft Official Plan. It is important to note that the aforementioned uses, should not be considered in advance of the 'Special Study' to be undertaken for the residual lands on the site.

b) Special Study Area

Uses permitted in the Special Study Area designation will include passive uses or infrastructure (e.g. roads, driveways, utility rights of way, stormwater management facilities) until such time as a Special Study is completed within the context of the Hospital Precinct Plan for the healthcare campus; appropriate transition policies for the lands to the neighbourhood to the north of the site; and its function as a Primary Centre as intended in the City's New Official Plan. It is required that public input and agency review is necessary prior to enabling future development of this area.

c) Natural Area

The "Natural Area" designation is intended to protect natural features and will permit the following uses:

- a) tributary corridor of the West Don River (as identified by Toronto Region and Conservation Authority);
- b) wetlands (natural or constructed) related to stormwater management;
- c) landscaped berm areas (if intended as permanent features, support natural vegetation, or contribute to an ecological function or linkage);

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- d) uses within this designation are limited to pedestrian or cycling pathways, passive recreation, and activities conducive to environmental management.

3. Transportation Policies

A Functional Master Plan is required for the Healthcare Campus Centre to ensure that the proposed level of development can be accommodated on the site and on the external transportation system. A Terms of Reference is required, and must be approved by the City, in consultation with the Region and Ministry of Transportation. The Functional Master Plan must address all the requirements outlined in s. 4 b) to l) of the Healthcare Campus Centre Plan (Attachment # 3) mainly focusing on: major connection points, access, accommodation of transit and road improvements, development opportunity of adjacent lands; protecting the neighbourhood to the immediate north from vehicular traffic infiltration; and transit supportive urban design.

4. Municipal Services and Stormwater Management Policy

The draft Official Plan Amendment requires that a Master Servicing Strategy be provided and that development shall be on the basis of full urban water, wastewater and stormwater management facilities. The Master Servicing Strategy must address all the requirements outlined in s. 5 of the Healthcare Campus Centre Plan (Attachment # 3) mainly focusing on: functional water distribution, water and wastewater collection and stormwater management facilities, additional floodplain studies, assessment of new infrastructure or necessary improvements to existing infrastructure, and the location of stormwater ponds.

5. Implementation

The draft Official Plan Amendment will require that additional studies be undertaken to determine the detailed planning of the Healthcare Campus Centre. Through this process the boundaries of the healthcare campus will be established, in addition to appropriate land uses and massing in the context of infrastructure, adjoining land uses, and the input of stakeholders. The use of the Holding symbol "(H)", site plan control and development agreements may be employed as a measure to phase development.

a) Hospital Precinct Plan

As noted above, the draft Official Plan Amendment requires that a Hospital Precinct Plan be prepared. The Hospital Precinct Plan will be a comprehensive document that requires approval by the City in consultation with the Region, Provincial agencies and the public; and shall include the following:

- i) Master Servicing Strategy as described above;
- ii) delineation of the boundaries for Natural Areas, including plans to realign and improve the watercourse and reduce the extent of current floodplain;
- iii) a Functional Transportation Master Plan as discussed above;
- iv) a Community Energy Plan that sets out a strategy to enable the Hospital Precinct to obtain goals respecting energy conservation, generation, efficiency and reduction of emissions;

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- v) Urban Design Framework that addresses urban structure, built form, streetscape, transit supportive design, sustainability and public art; in addition to a transitional height and massing strategy to protect low density neighbourhood to the immediate north of the site;
- vi) investigation of potential archaeological resources;
- vii) specific location of land uses on the site;
- viii) delineation of boundary for the Hospital Precinct Area and the Special Study Area (residual lands);
- ix) proposed development phasing plan that will address coordination of development with provision of necessary infrastructure; and
- x) Hospital Precinct Plan will be evaluated based on the principles outlined in Section 1 of this report.

b) Special Study Area

Planning for lands subject to the Special Study designation will only be undertaken after the completion of the Hospital Precinct Plan and prepared in the context of the Plan. Further amendment to the Official Plan will be required that will involve opportunities for full public consultation and agency review.

Further detailed analysis is required as part of the OPA preparation for the Special Study Area that will determine the appropriate land uses for the site. The Special Study is required to address the items identified in Section 6.2.b) of the draft Healthcare Campus Centre Plan Amendment, Attachment #3 of this report, including: servicing strategy, transportation analysis, urban design framework, and the determination of detailed land uses, etc.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Official Plan Amendment has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of both the "in-force" Regional Official Plan and newly adopted Regional Official Plan awaiting final approval by the Province.

Conclusion

The Healthcare Campus Centre Official Plan Amendment was a collaborative process involving local residents, planning consultants, the Vaughan Health Campus of Care Foundation, and the Technical Advisory Committee of staff from various departments and agencies representing the Region and Province. The goal of the proposed Official Plan Amendment is to facilitate the development of a Hospital and associated uses through a Master Plan process. Any lands deemed 'residual' as a result of the Hospital Precinct Master Plan will be subject to a 'Special Study' requiring public input and agency review prior to enabling future development. Should the Committee of the Whole concur with the policies presented in the proposed Healthcare Campus Centre Plan, the recommendation contained in this report can be adopted.

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Attachments

1. Location Map of Areas of Further Study and Location Map of Access
2. Issues and Options Report for North West Quadrant: Jane Street and Major Mackenzie Drive
3. OPA #715 Draft Healthcare Campus Centre Official Plan Amendment

Report prepared by:

Melissa Rossi, Policy Planner 1 – Ext. 8320

/lm

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

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Item 21, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

21 2010 MUNICIPAL ELECTION – MEET AND GREET SESSIONS UPDATE

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Community Services, dated July 6, 2010, be approved; and**
- 2) **That the written submission of Mr. Elliot Silverstein, 5 Belvia Drive, Vaughan, L4K 5J6, dated July 6, 2010, be received.**

Recommendation

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

- 1) That the update outlining the agencies that will host the 2010 Municipal Election Meet and Greet Sessions scheduled for September 2010 be received.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions, Vaughan, Community Sustainability Environmental Master Plan.

Economic Impact

There is staff time and resources required to support the Event Coordinator that may be absorbed within the approved operating budget. However, there will be potential loss of rental revenue from the use of community centre space.

Communications Plan

Staff invited a number of independent agencies to host the Meet and Greet sessions approved by Council and subsequently met with representatives of the two agencies that expressed interest in hosting the sessions, The Liberal and Vaughan Today.

The information on the five Meet and Greet sessions will be posted on the election and City websites, throughout the community centres and libraries and in the fall and winter Recreation Guide.

Purpose

The purpose of this report is to provide Council with an update on the agencies that are scheduled to host the 2010 Municipal Election Meet and Greet sessions scheduled for September 2010.

Background - Analysis and Options

At the Council meeting of April 13th, 2010, Council approved five Meet and Greet sessions as part of the 2010 Municipal Election. The Meet and Greet sessions were recommended by the City's Task Force on Democratic Participation and Renewal. The aim of the sessions is to improve voter turnout at municipal elections, allow greater participation on the part of the electorate, and an opportunity to meet and learn more about potential candidates in a casual setting.

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To ensure a fair and transparent process and the consistent application of a standard set of protocols, staff was directed to invite impartial arms-length organizations to act as Event Coordinator(s). Invitation letters were sent to a number of potential agencies and responses of interest were received by representatives from The Liberal and Vaughan Today. Staff met with representatives, outlined their role to act as impartial hosts and ensure candidates abide by the rules approved by Council on April 13th, 2010.

The schedule for the **2010 Municipal Election Meet and Greet Sessions** is confirmed as follows:

Ward	Community Centre	Date	Time	Host
1	Maple	Tue., Sep 21	6:30-8:30pm	The Liberal
2	Al Palladini	Wed., Sep 29	6:30-8:30pm	The Liberal
3	Chancellor	Wed., Sep 15	6:30-8:30pm	Vaughan Today
4	North Thornhill	Thu., Sep 20	6:30-8:30pm	Vaughan Today
5	Garnet A. Williams	Thu., Sep 27	6:30-8:30pm	The Liberal

Candidates and/or the representatives will introduce themselves to the host upon arrival and be required to abide by the following: Maximum of 2 representatives, 2 chairs, 1 table and 1 lawn sign. The candidates are also responsible for the removal of all material at the end of the session.

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.

Conclusion

The hosting of the Meet and Greet sessions by representatives of The Liberal and Vaughan Today will achieve the goals of the Task Force on Democratic Participation and Renewal and offer a convenient method for individual candidates to present themselves to ordinary voters in an informal setting.

Attachments

None.

Report Prepared By

Mary Reali, Director of Recreation and Culture, ext. 8234
Viviana Precopi, Planning and Office Services Supervisor, ext. 8319
Sue Musie, Administration Technician, ext. 8308

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Item 22, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

22 **COMMENCEMENT OF EXPROPRIATION - WARD 1**
11067 KEELE STREET
NORTH MAPLE PARK

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Senior Manager of Real Estate and the Director of Legal Services, dated July 6, 2010, be approved; and**
- 2) That the recommendations in the confidential memorandum of the Senior Manager of Real Estate, dated July 6, 2010, be approved.**

Recommendation

The Senior Manager of Real Estate and the Director of Legal Services in consultation with the Commissioner of Community Services and the Commissioner of Legal and Administrative Services recommends:

- 1) That staff be directed to commence expropriation proceedings for the acquisition of the fee simple interest in the property described as Part of Lot 27 and Part of the west half of Lot 28, Concession 3, municipally known as 11067 Keele Street to implement the Maple Valley Plan.
- 2) That a By-law be enacted to authorize the Mayor and Clerk to execute the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate property legally described as Part of Lot 27 and Part of the west half of Lot 28 Concession 3 in the City of Vaughan, in the Regional Municipality of York, municipally known as 11067 Keele Street.
- 3) That the confidential memo of the Senior Manager of Real Estate be received.
- 4) That the confidential recommendation be approved.

Contribution to Sustainability

The acquisition of the lands will help fulfill the vision of the Maple Valley Plan the North Maple Park will be implemented with innovative environmental initiatives. The Park will provide opportunities for recreation for City of Vaughan residents.

Economic impact

The acquisition price to the property owner will be in the range set out in an independent appraisal plus limited legal fees and disbursements and other entitlements pursuant to the Expropriation Act as recommended by legal counsel. The source of funding is the Parkland Cash-in-lieu Reserve

Communications Plan

The Notice of Application will be advertised and owners informed.

Purpose

The purpose of this report is to request authorization for expropriation.

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Background - Analysis and Options

The City adopted Official Plan Amendment Number 535 to facilitate the Maple Valley Plan. The City has previously acquired the lands surrounding this parcel for the park including the Avondale Site. The acquisition of this property is necessary to implement the plan, and for land use compatibility. There would be land use conflicts between the small residential parcel and the large intensive park use. If the parcel were not included, the City would have difficulty in designing and constructing infrastructure.

On September 17, 2002, Council authorized staff to proceed with the acquisition of properties required for implementation of the Maple Valley Plan.

The subject property is situated on the east side of Keele Street approximately one .67 kilometer south of the Kirby Road right of way and north of Teston Road and municipally known as 11067 Keele Street as shown on Attachment #1. The registered owners are 11067 Keele Street Partnership who acquired title in September 2007.

The site has frontage of 116 feet on Keele Street with a depth of 627.7 feet for a total area of 1.18 acres. It is improved with a modest older tenanted 1 ½ storey plus basement frame residence, and older frame shed/garage and a large recently constructed metal clad commercial storage building. Further to the rear there are two recently constructed storage sheds.

The residence with about 1170 sq.ft. of gross floor area is of frame construction with aluminum siding exterior, a metal roof and upgraded vinyl clad exterior windows. The 30 feet x 70 feet commercial quality metal clad storage structure has concert floor, hydro service, halogen lighting and a 14 foot access door. It is used for shelving and storage of contractor's tools, parts and equipment.

The mid-portion of the site is comprised of compacted material and used for truck parking and storage. To the rear is a large garden and two newer sheds used for hobby farming purposes. The central portion of the property and commercial storage building appear to be used for storage for construction materials and as a contractor's yard.

The acquisition of this property is required for the North Maple Park. Staff will continue to meet with the owner and their lawyer to negotiate a mutually agreeable settlement. The expropriation process provides the City with possession of the site in due course to continue with the design and implementation of the park.

Expropriation requires that an Offer under Section 25 be submitted to the registered owner within three months of registration of the expropriation plan. Thereafter an owner can request his share of the proceeds without prejudice to their rights to arbitration or they can agree to a final settlement.

Relationship of Vaughan Vision 2020/Strategic Plan

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

Regional Implications

None

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Conclusion

City staff will continue to try to negotiate a settlement during the summer months, and recommend the commencement of expropriation procedures at this time.

Attachments

Location Map – Attachment #1

Report prepared by:

Liana Haughton

(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. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

**23 REQUEST FOR STAFF TO INSTALL ALL-WAY STOP CONTROL AT NORWOOD AVENUE
AND BACHMAN DRIVE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated July 6, 2010:

Recommendation

Councillor Peter Meffe recommends:

That staff be directed to install all-way stop control at Norwood Avenue and Bachman Drive nearest to Melville Avenue.

Contribution to Sustainability

The installation of an all-way stop control will promote and improve traffic flow and pedestrian movements in this area.

Economic Impact

Nil

Communications Plan

N/A

Purpose

The purpose of this recommendation is to deter drivers from driving at excessive speeds and also to allow pedestrian traffic to cross safely at Norwood Avenue and Bachman Drive.

Background - Analysis and Options

Councillor Meffe received numerous phone calls and also a petition by the residents in the area, requesting the installation of an all way stop control. In this area there are two parks, two elementary schools and a high school. Norwood Avenue connects directly to Jane Street right across from Canada's Wonderland and is used by outside traffic for parking and access to Canada's Wonderland. It is a high traffic area and this location definitely requires the installation of the all way stop control.

Relationship to Vaughan Vision 2020/Strategic Plan

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

- Pursue of Excellence in Service Delivery; and
- Enhance and ensure Community Safety, Health and Wellness.

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

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Regional Implications

Nil

Conclusion

Considering the schools and parks in the area, along with the excessive speeds and infiltration of an unusual amount of motor vehicles this area requires the installation of an all way stop control.

Attachments

Petition from residents in the area.

Report prepared by:

Councillor Peter Meffe

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

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Item 24, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

24 CREATING A SENSE OF PLACE: ASSIGNING A DISTINCT NAME TO ALL STORM WATER MANAGEMENT PONDS ON PUBLIC LANDS IN THE CITY OF VAUGHAN

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella and Councillor Shefman, dated July 6, 2010:

Recommendation

Councillor Tony Carella and Councillor Alan Shefman jointly recommend:

- 1) that appropriate staff bring forward a policy for assigning place names to each of the 120 storm water management ponds that are on public land within the City of Vaughan and/or are managed by the City of Vaughan; and
- 2) that a simple, low-cost sign, similar to local street name signs, be posted at each pond, facing the most travelled roadway abutting each pond; and
- 3) that businesses that publish maps of the City of Vaughan that are offered for sale to the general public be supplied with both a list of the named ponds and a map of the City upon which the location and names of the ponds have been indicated, with the request that future editions of such maps as published by them indicate the location of each pond and incorporate their assigned names; and
- 4) that this policy be applied as additional storm water management ponds are built across the City

Contribution to Sustainability

Storm water management ponds are vital in mitigating the threat of flooding, by slowing the flow of water into local creeks and rivers. As such, they make our collective lives sustainable. But such ponds, as a feature of the local landscape, have another, as yet unacknowledge benefit: they introduce water and greenery into neighbourhoods, softening our environment, and increasing the pleasant feel of any area, especially as the trees and other greenery which ring each pond mature and add height and depth to the local landscape---all of which contributes to sustainable urban and suburban living.

Economic Impact

The cost of signage of approximately the same size as local street signs, along with poles.

Communication Plan

Corporate Communications will issue an announcement to the media once Council has adopted this recommendation

Purpose

To create a sense of place at every storm water management pond on public property in the City of Vaughan by giving each of them a distinct name, relating to one or other of the streets which abut them.

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Background - Analysis and Options

Nameless ponds inspire little interest. Indeed, imagine how popular Henry David Thoreau's classic of American literature would have been if it were titled *SWMP #237* rather than *Walden Pond*?

To see each of these bodies of water as simply a storm water management pond is to miss a golden opportunity to turn each of them into a genuine place, with their own sense of "thereness"---thereby transforming them into a neighbourhood amenity rather than a functional feature, bonus streetscaping rather than an engineering necessity. This is most easily and quite simply achieved by given each of them a "real" name.

The easiest means of achieving this end is to lay down a simple procedure. For instance, along a regional road with several such ponds, the largest could take its name from the regional road, and all others from the next busiest of abutting streets. In this rather logical way, the name of each pond will be quickly established in the public's mind, and reinforced with simple but effective signage, something equivalent to the standard local street sign, posted between each pond and the street from which its name derives.

Regional Implications

None

Relationship to Vaughan Vision 2020

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

Conclusion

As creating a "sense of place" at a variety of sites across the City is identified as a goal in our new Official Plan, this goal can be achieved in well over 200 instances if we give each pond a distinctive name, rather than refer to them as "SWMP #1, #2, #3, etc."

Attachments

None

Report prepared by:

Councillor Tony Carella, FRSA

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Item 25, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

25 PROVINCIAL OFFENCES ACT COURTS AMENDED INTERMUNICIPAL AGREEMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance/City Treasurer, dated July 6, 2010:

Recommendation

The Commissioner of Finance/City Treasurer in consultation with the Commissioner of Legal and Administrative Services, recommends:

That Council approve the execution of an amended York Region Courts Intermunicipal Agreement, reflecting the approach set out in the Region's report "Provincial Offences Act Courts Amended Intermunicipal Agreement" approved by Regional Council on November 19, 2009.

Contribution to Sustainability

N/A

Economic Impact

Approval of the amended York Region Courts Intermunicipal Agreement will result in an increase in the amount of Provincial Offences Act (POA) revenue that will be distributed from the Region of York to local York municipalities for the 2010 fiscal year. The City of Vaughan will receive \$1,393,268 in 2010, compared to \$940,401 in 2009. As noted in the December 7, 2009 report "Harmonized Sales Tax and Provincial Offences Act Update" to City of Vaughan Budget Committee, the additional 2010 POA revenue appeared to offset potential impacts to the City's budget from the new Harmonized Sales Tax coming into affect July 1, 2010.

In 2011, under the terms of the amended York Region Courts Intermunicipal Agreement, the Region of York would reduce its' base tax rate. The local York municipalities would increase their base tax rate by a similar amount. This methodology, know as exchanging tax room between the two municipal levels, is designed to have a neutral impact to the taxpayer. To offset the Region's loss of tax revenue, the POA revenue would be retained at the Regional level. The local York municipalities would continue to receive fine revenue directly related to prosecuting local municipal charges.

Communications Plan

The Region of York's November 19, 2009 report recommends that Regional staff prepare a clear communication plan to outline the "zero net" tax levy implications in 2011, in consultation with the local York Region municipalities.

Purpose

To receive Council's concurrence to approve and implement an amended "York Region Courts Intermunicipal Agreement" with the intention of resolving the challenges operating under the current agreement.

Background - Analysis and Options

On December 14, 2009 City staff provided Council with an update on the status of an amended Intermunicipal Provincial Offences Act Agreement between the Region of York and the nine (9) area municipalities in York Region.

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Further to the December 14, 2009 report, Council's concurrence to the following Region of York resolution is required.

The recommendations set out in the November 19, 2009 report to Region of York Council are as follows:

It is recommended that:

1. *Subject to receiving the concurrence of all local municipal Councils, Regional Council authorize the Chair and Clerk to execute a new "York Region Courts Intermunicipal Agreement" reflecting the changes set out in this report.*
2. *Upon the execution of the new Intermunicipal Agreement, funding distributed to the local municipalities be increased from \$2.9M to \$4.3M in 2010 conditionally upon:*
 - a) *The Region retaining all revenues except those specifically resulting from local municipal prosecutions, and*
 - b) *The increased amount (\$4.3M) being transferred from the Regional to local portion of the property tax bill starting in 2011.*
3. *Regional staff prepare and implement a communication plan outlining the property tax implications for 2011 in consultation with all the local municipalities.*

Background to Intermunicipal Agreement

The Province of Ontario transferred responsibility for POA Courts to the Region of York in 1999 through a Transfer Agreement. The Transfer Agreement includes a Memorandum of Understanding between the Region and the Ministry of the Attorney General, and an Intermunicipal Agreement between the Region of York and the Local York municipalities. The 1999 Intermunicipal Agreement covers a number of items, including the methodology for revenue distribution, reporting requirements, prosecuting obligations, budgeting and staff, and dispute resolution. The agreement also established a Joint Board of Management comprised of Council-appointed staff from each municipality.

Over the last 10 years, the POA Court services in York Region have grown substantially and challenges with the original Intermunicipal Agreement became apparent, particularly relating to governance and revenue sharing. In 2005, the Region of York engaged a consultant to review the efficiency of the POA court operation in York Region and to make recommendations for future management of the program. Key recommendations resulting from the review relate to governance and revenue sharing.

Governance

The wording in the 1999 Intermunicipal Agreement could be construed to suggest that the staff members sitting on the Joint Board of Management were given authority with respect to approval of the annual budget. The consultants recommend that the Intermunicipal Agreement be amended to replace the Joint Board with a Stakeholder Group (with no budget approval powers) with operating responsibility vested in the Region.

Revenue Distribution

To align with the amended governance model, accountability for gross revenues and expenses should be reflected in the Region of York budget and year end results, rather than the unclear financial result created with transfers of a portion of the gross revenues to the local York municipalities, who do not share responsibility for the expense aspect of the program. Recommendation 2(b) in the November 19th report to Region of York Council would achieve this outcome through an exchange of tax room between the Region of York and the local York municipalities.

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This amendment to the Intermunicipal Agreement would have the affect of increasing the Region of York's net revenues by \$4.3M and reducing local municipal revenues by the same amount (\$4.3M). The impact to the taxpayer of transferring the POA revenues back to the Region is neutral, as the associated tax rate decrease at the Regional level is offset by adjusting the tax rate at the local municipal level (a methodology known as exchanging tax room).

Previous application of tax room methodology in York Region occurred for the transfer of transit costs from the York local municipal level to York Region in 2001, and the transfer of garbage disposal costs from the York local municipal level to York Region in 2003. In both of these cases, the local municipal levels gained the tax room (reduced costs theoretically reducing the tax rate) and York Region lost the tax room (increased costs theoretically increasing the tax rate).

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

The Region of York, starting in 2011, will retain revenues relating to the Provincial Offences Act Courts at the Regional level, to offset the Region's operating costs.

Conclusion

The approval and implementation of the amended "York Region Courts Intermunicipal Agreement" will result in a more accountable and sustainable governance model.

Attachments

None

Report prepared by:

Barbara Cribbett, CMA
Commissioner of Finance/City Treasurer
Ext. 8475

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Item 26, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

26 VELLORE VILLAGE COMMUNITY CENTRE JOINT COMPLEX STATUS REPORT - WARD 3

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated July 6, 2010:

Recommendation

The Commissioner of Community Services, in consultation with the Directors of Building and Facilities, and Recreation and Culture, recommends:

- 1) That the following report on the 5th year status of the Vellore Village Community Centre be received.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions, Vaughan, Community Sustainability Environmental Master Plan:

- 4.1 To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage.

Economic Impact

There is no direct economic impact related to this report. In partnership with the York Catholic District School Board, the Vellore Village Community Centre has operated within the approved annual operating budget since opening.

Communications Plan

The programs and services available at the Vellore Village Community Centre will continue to be communicated through the recreation guide, city website, and through flyers and posters within community centres and other locations such as schools, as required.

Purpose

The purpose of this report is to provide Council with information on the first five years of operation of the Vellore Village Community Centre.

Background - Analysis and Options

In 2001, Council approved a joint initiative with the York Catholic District School Board to construct the Vellore Village Joint Complex, integrating a secondary school, community centre and district park. The complex was designed to maximize the sharing of facilities, allowing residents to benefit from additional amenities in a cost effective manner. In addition, the partnership for a joint facility was a great opportunity for both parties as there were also potential savings on land, construction and operating synergies.

In collaboration with the York Catholic District School Board (YCDSB), the Vellore Village Community Centre (VVCC) and adjoining St. Jean de Brebeuf Catholic High School, opened in September of 2005. The official opening of the VVCC was held on November 12, 2005.

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At approximately 90,000 square feet, the VVCC boasts two preschool rooms, five meeting rooms, two swimming pools, a gymnasium, outdoor soccer field, baseball diamond, splash pad and skate park/outdoor ice pad. Via shared use facilities with neighbouring St. Jean de Brebeuf Catholic High School, users also have access to three additional gymnasiums, cafeteria, arts rooms, theatre room and an additional outdoor soccer field. The VVCC is one of the most used facilities mainly because its effectiveness and efficiency in delivering services to residents.

Council requested a status report recognizing the unique partnership between the City and the York Catholic District School Board to establish this joint use facility. Staff allowed for a reasonable operating period to fully understand the advantages, and analyze and resolve the challenges of the partnership.

Partnership / Operating Structure

The current operating structure allows for access to shared facilities by both parties (i.e. additional gymnasiums, art room and music room). During the school day until 6:00pm, St. Jean de Brebeuf is entitled to exclusive use of the three gymnasiums, cafeteria, arts and theatre rooms and the schools outdoor soccer field. As well, they are entitled to first right of refusal for periods after 6:00pm and on weekends. Outside of schools needs, from 6:00pm on school days and on weekends, the City issues permits and offers community programming in the shared facilities.

The YCDSB facility staff provide set-up and take-down services for City programs and community permits, and maintain and clean the shared facilities. On a daily basis the YCDSB receive program and permit schedules for all shared facilities enabling them to proactively plan their work schedules. The City is responsible for the maintenance of the indoor City facilities and for the outdoor maintenance of the entire complex.

Advantages

- The City permits and programs the shared facilities outside of regular school hours. This ensures consistency with fees throughout the building. This practice also provides residents a convenient method for booking facilities or registering for programs as other options can be offered at similar nearby centres should their request for VVCC not be available.
- From an operational standpoint, citizens have additional facilities available due to the shared nature of the building. For instance the cafeteria is highly used by many community and private groups for large events. This type of facility would not ordinarily be available in a standard community centre. The VVCC shared cafeteria has hosted many special events including but not limited to the Vaughan-of-a-Kind Arts and Crafts Show, Inclusive Recreation Resource Workshops, National Access Awareness Week, Special Needs Olympic Torch Relay, Battle of the Bands, and Family Day and Youth Week activities.
- St. Jean de Brebeuf students enjoy the close proximity to take advantage of youth room activities, swimming lessons and outdoor amenities. St Jean de Brebeuf is one of a few schools in the YCDSB that is a “closed campus”, meaning that the students are not allowed to leave the school property other than to access programs at the VVCC.
- Due to the availability of four gyms and changerooms, the venue has been ideal for sporting tournaments from both the school level as well community groups. Tournaments such as basketball, floor hockey and table tennis have been successful due to access to the four gyms. The Vaughan Wolfpack, the newest minor sports organization offering volleyball to Vaughan youth, was enticed to form as a result of the venue.

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- Use of the pool is quite diverse. Swimming lessons are offered as part of the school curriculum, recreational programs are often at full capacity, and due to the depth and nature of the pool itself the venue is ideal for competitive swim meets.

Challenges

- From a scheduling point of view, hours worked and overtime paid to YCDSB staff does not always coincide with the ration of City programs and permits during the evening and weekend hours. Recognizing that the YCDSB maintains the shared facilities and the community centre hours extend to weekends, the YCDSB has had to make provisions with the union to ensure that YCDSB maintenance staff work continental weeks to cover off weekends.
- The City regularly accepts last minute permits at its community centres. The YCDSB on the other hand, requires a minimum of one week’s notice to accommodate permits in the shared facilities. A resolution has been reached so that last minute bookings can be accommodated to maximize service to residents.
- Quite often citizens request a tour to view rooms prior to committing to a permit; however viewing of rooms is limited to times outside of regular school hours. Scheduling of tours is accommodated wherever possible through arrangements made between the City and the adjoining school.

Vellore Village Community Centre / St Jean de Brebeuf Joint Use Management Committee

To maximize communication and to address challenges, a Joint Use Management Committee was established in 2005. The committee consists of six individuals, three appointed by the City and three by the YCDSB. The committee was established to deal with operational challenges and maintenance issues arising from the use of a shared facility.

The Joint Use Management Committee operating team meets on a quarterly basis to ensure that programs and permits are allocated in the most efficient and effective manner.

Operating Revenues and Expenses

Over the last several years the community has seen tremendous growth. However, with operational efficiencies, and cost containment measures, the VVCC operating budget has improved consistently. With operational efficiencies and synergies gained from the shared complex, residents realized increased value with no additional costs to the City or taxpayer.

In 2006, the VVCC generated \$898,183 in revenue with \$1,005,696 in direct Recreation expenses. In 2009, revenues have increased to \$1,355,975. On the same note, the cost recovery of direct Recreation expenses (excluding facility costs and administrative overhead) improved year-over-year. In 2006, the cost recovery rate of direct Recreation expenses was 89.31%. It is anticipated that the 96% cost recovery rate approved by Council will be achieved by the end of 2010.

Operating Actuals (Recreation) for Vellore Village Community Centre

	2009	2008	2007	2006
Revenues	\$1,355,975	\$1,167,831	\$1,025,846	\$898,183
Expenses	\$1,141,028	\$1,062,046	\$1,012,105	\$1,005,696
Net	\$(214,947)	\$(105,785)	\$(13,741)	\$107,513

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Note: Excluding facility costs and administrative overheads.

Programs

The Vellore Village Community Centre provides programming for all age groups, including camps, preschool activities, children and youth, adult and older adult programs (including two seniors clubs). The VVCC offers programs such as Swimming Lessons, Belly Dancing, Co-op Playschool, Tiny Tots Gymnastics, Skateboarding, Pilates, Yoga, Kiddy Karate, Taekwondo and Tai Chi, to cater to residents of all ages. Residents gravitate to the centre and benefit from the availability of additional gymnasiums due to the shared nature of the building. For that reason, the VVCC is equipped to offer a vast variety of programs with extended capacities.

Approximately 31,500 users participate in programs every year at VVCC; approximately 3,000 registered participants along with 28,500 pay-as-you-go (aquafitness, pool plans, fitness and youth drop-in, and drop-in recreational sports) uses in 2009, up from a total of 20,000 participants in 2006. Confirmed by traffic counters at all VVCC entrance points, the community centre welcomes an average of 40,000 visits each month.

In addition to the indoor amenities, the outdoor soccer field and baseball diamond is used by clubs and community service organizations from Spring to Fall. The skateboard park is also enjoyed from Spring to Fall and converts to an outdoor rink during the winter months.

Since 2005, the population in the Vellore area has increased. As part of the 2010 Capital Budget process, the addition of a fitness centre at the VVCC was approved. It is anticipated that the fitness centre will be operational in 2011/2012.

Permits

The City issues permits for all indoor (including shared areas) and outdoor facilities at the Vellore Village Joint Complex. Permit revenue has been steadily increasing as demand and popularity of the community centre increased. With the addition of additional gymnasiums and a cafeteria, the complex is highly used by many community and private groups for large events. These types of facilities would not ordinarily be available in a standard community centre.

Permit holders include groups such as York Region, Elspeth Heyworth Centre for Women, Human Endeavour, Vaughan Aquatic Club, Vaughan Basketball, Vaughan Soccer, and City of Vaughan Baseball. The shared facilities contribute to additional permits in the gymnasium and cafeteria. In 2006, the VVCC generated approximately \$57,000 in permit revenue compared to approximately \$189,000 in 2009.

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.

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Regional Implications

None.

Conclusion

The Vellore Village Community Centre welcomes an average of 40,000 visits each month. The community centre provides programming for all age groups, including camps, preschool activities, children and youth, adult and older adult programs (including two seniors clubs). Approximately 31,500 users participate in programs every year at the VVCC.

The current operating structure allows for access to shared facilities (i.e. additional gymnasiums, art room and music room). The City issues permits and offers community programming in the shared facilities providing citizens increased value with no additional costs.

St. Jean De Brebeuf high school students take advantage of the community centre youth room during lunch periods and after school. In addition, the pool and senior outdoor soccer field is used by St. Jean De Brebeuf during the school year.

Attachments

None.

Report Prepared By

Mary Reali, Director of Recreation and Culture, ext. 8234
Sunny Bains, Business Services Manager, ext. 8336

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Item 27, Report No. 36, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on July 13, 2010, as follows:

By receiving the memorandum from the Commissioner of Community Services, the Director of Legal Services and the Director of Purchasing Services, dated July 9, 2010.

27

**AWARD OF RFP10-100
PROVISION OF FOOD SERVICES AT THE NEW CIVIC CENTRE FACILITY**

The Committee of the Whole recommends that consideration of this matter be deferred to the Council Meeting of July 13, 2010, pending a staff report on opportunities for other coffee kiosk services in the New Civic Centre.

Recommendation

The Commissioner of Community Services, in consultation with the Civic Centre Food Services Evaluation Committee and the Director of Purchasing Services Department recommends:

- 1) That RFP10-100 for Provision of Food Service Operation at the New Civic Centre Facility be awarded to Fontana Gardens Express for a term of three (3) years, commencing October 1, 2010 with one (1) one year optional extension, and;
- 2) That all revenues received from Fontana Gardens Express through the operation of the food services operation be allocated in such a way as to offset against the operating costs of the New Civic Centre cafeteria, and;
- 3) That the Mayor and City Clerk be authorized to sign necessary agreement documents.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions Vaughan, Community Sustainability Environmental Master Plan, Goal 4, and Objective 4.3:

- To encourage the establishment of green businesses and sustainable business practices.

Economic Impact

There is no financial impact to the City of Vaughan capital budget. All revenues received from the proponent will be deposited in the Building and Facilities Civic Centre operating account to offset the operational expenditures.

Communications Plan

The RFP10-100 was issued on April 8, 2010 with closing date on Monday May 3, 2010. The RFP was advertised on Biddingo, OPBA web site and the City Web Page in accordance with the purchasing procedures related to requests for proposal.

Council's decision on this matter will be communicated to the relevant stakeholders.

Purpose

The purpose of this report is to seek Council's approval to award RFP10-100 – Provision of Food Service Operation at the new Civic Centre Facility to Fontana Gardens Express within the terms outlined in RFP10-100.

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Background – Analysis and Options

The construction of the new Civic Centre continues with an anticipated occupancy in the fall of 2010. Staff issued a Request for Proposal for the Provision of Food Service Operation at the new facility.

The RFP10-100 was advertised on Biddingo, OPBA web site and the City Web Page in accordance with the purchasing procedures related to requests for proposal. It was issued on April 8, 2010 and closed on Monday, May 3, 2010.

Six (6) proponents picked up the RFP packages, and five (5) proposals were received as follows:

- Canada Catering, Toronto Ontario
- Fontana Gardens Express, Concord Ontario
- Nellas Canada, Aurora Ontario
- Unique Caterers and Party Services, Markham Ontario
- Bon Appetite Food Services, Richmond Hill Ontario

The Civic Centre Food Services Evaluation Committee is comprised of staff representation from Building and Facilities, Recreation and Culture, Clerks, Engineering and Public Works Departments. The request for proposals would be evaluated utilizing the following three stage evaluation criteria rated at 200% maximum scoring in order to fully evaluate the five (5) proposal submissions received.

Stage 1 of the evaluations was based on the following criteria and scoring:

Understanding of Project & Methodology for Implementation; Management & Operation Plan; Submitted Menu; Value added; Marketing and Promotional Strategies, Experience and reference and Financial Considerations.

- | | |
|--------------------------------------------------------------|-----|
| • Understanding of Project & Methodology for Implementation: | 20% |
| • Management & Operation Plan: | 20% |
| • Submitted Menu: | 15% |
| • Value added | 10% |
| • Marketing and Promotional Strategies | 5% |
| • Experience and reference: | 10% |
| • Financial Considerations: | 20% |

Total Score Stage 1: 100%

Stage 2 - This involved a power point presentation by the proponents. Following the presentations, each proponent would be allotted 25 minutes to answer 10 questions presented by the members of the Committee and then the Committee evaluated their presentations. The proponents were scored out of 60%.

Stage 3 - This consisted of the Food Tasting Evaluation. At stage three of the evaluation process the Committee was expanded with staff representation from all commissions that included Finance, The Office of the Mayor and Member's of Council, Planning and the City Managers Office. The members visited the site locations and the proponents were scored on the criteria for food tasting with a score out of 40%.

The proponents would be evaluated utilizing the following three (3) stages evaluation criteria rated at 200% maximum scoring.

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At Stage 1, The Civic Centre Food Services Evaluation Committee carefully evaluated the proposals and scored them based on the evaluation criteria contained in the RFP with a score out of 100%. Based on the results, the Committee short listed the proponents to three (3) proponents scoring the highest to move onto the stage 2 of the RFP evaluation process. The following proponents scored the highest.

- Fontana Gardens Express
- Canada Catering and Unique Caterers
- Party Services

At Stage 2, the three (3) proponents were shortlisted from stage one (1) were invited to an interview and to do a presentation for the committee. This involved a power point presentation by the three (3) proponents Fontana Gardens Express, Unique Caters and Party Services and Canada Catering. After the presentation, each proponent was allotted 25 minutes to answer 10 questions presented by the members of the Committee. The Committee evaluated their presentations and scored them based on a total score of 60%.

At Stage 3 - The Civic Centre Food Services Evaluation Committee was expanded with staff representation from all commissions that included Finance, The Office of the Mayor and Member's of Council, Planning and the City Managers Office.

The Committee visited Fontana Gardens Express, Canada Catering and Unique Caterers and Party Services at a location that they presently operate to evaluate their food. The food served was scored on the following criteria: Overall Appeal, Appearance and Presentation, Taste, Portion Size and Price, Cafeteria Environment and Customer Service with a score out of 40%.

Following the completion of the Stage 3 evaluation process, the Civic Centre Food Services Evaluation Committee met and compiled the scores. The proponents would be evaluated utilizing the 3 Stages evaluation criteria rated at 200% maximum scoring. The Committee agreed that Fontana Gardens Express having received the highest score be recommended as the preferred food services provider for the new Civic Centre facility.

Relationship to Vaughan Vision 2020 / Strategic Plan

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

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

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

Regional Implications

Not applicable.

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Conclusion

That RFP10-100 for Provision of Food Service Operation at the new Civic Centre facility be awarded to Fontana Garden Express for a term of three (3) years, commencing October 1, 2010. The (1) one year optional extension is subject to review of the selected Proponent's performance and mutual agreement between the selected Proponent and the Director of Building and Facilities) and the Cafeteria Working Group.

Attachments

Not applicable.

Report prepared by:

John Faubert, Manager Building, Facilities and Contract Services, ext. 8853

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Item 28, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

28

**TRAFFIC CALMING INITIATIVES
WARDS 1-5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated July 6, 2010:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Neighbourhood Traffic Committee Policy and Procedure and the Warrants for the Use of Traffic Calming Measures, both Revised June 2010 be approved, and;
2. That the information appended to this report on the impact of previous traffic calming measures be received.

Contribution to Sustainability

The installation of traffic calming measures on City roadways will ensure that the overall traffic operation and safety is achieved for the residents.

Economic Impact

None.

Communications Plan

There is no communications plan stemming from this report, however, over the years, Engineering Services staff have requested information from and communicated extensively with the Vaughan Fire and Rescue Services Department, York School Boards and York Region Transit with respect to the proposed implementation of a specific traffic calming plan. The communication protocol outlined in the policy and procedure is followed during the neighbourhood traffic calming process.

Purpose

To provide a report on the update to the Traffic Calming Policy & Procedure following discussion at the Committee of the Whole - Working Session meeting on April 12, 2010. The recommendation will improve communication and service excellence to all citizens regarding the development and implementation of a traffic calming plan.

Background – Analysis and Options

At their meeting on May 4, 2010 Council directed:

- 1) **“That Clause 1 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 12, 2010, be approved in principle, subject to inclusion of the comments by members of the Committee;**
- 2) **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;**

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- 3) 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;
- 4) That speed cushions not be used as a traffic calming measure on City roadways;
- 5) That appropriate staff furnish to the members of the Committee any previous reports on the impact of traffic calming measures, both city-wide and ward specific;
- 6) That no later than June 30, 2010, the aforementioned report be updated with any additional data collected since the timeframe of the last report;
- 7) That community meetings in respect of traffic calming issues commence no earlier than 7:00 p.m.; and
- 8) That the presentation by the Director of Engineering Services, be received.”

There has been much discussion between Council and staff regarding the existing traffic calming process and traffic calming implementation in new developments. The last revision date of the Traffic Calming process, warrants and resident input was in June, 2007.

Current Traffic Calming Practice

The process by which traffic calming is implemented in existing areas of the City of Vaughan is through the 'Neighbourhood Traffic Committee Policy and Procedure'. The current version of this document is dated June, 2007. Refer to Attachment No. 1.

Traffic Calming Warrant

It is recommended that future traffic calming measures, to be considered for installation on City of Vaughan streets, are in accordance with warrants, as noted below. These warrants should be maintained to simply dictate where certain traffic calming measures should not be considered.

It is recommended that:

- Speed humps and raised crosswalks continue **not** to be considered on streets that are primary emergency response routes. This would apply to streets such as Martin Grove Road or Clark Avenue, and most primary roads similar to Fossil Hill Drive and Autumn Hill Boulevard, from being candidates for speed humps and raised crosswalks.
- Traffic calming measures **not** be considered on streets where the speed limit is greater than 50 km/h.
- Traffic calming measures **not** be considered where the 85th percentile speeds are not greater than 10 km/h above existing speed limit. This will ensure that traffic calming measures are used only on streets where a speeding problem has been established.
- Streetscaping features will be limited to focal points in the traffic calming plans.

The proposed REVISED criteria are included as Attachment No. 2.

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Traffic Calming in the City of Vaughan

The City of Vaughan has been a leading proponent of traffic calming in the Greater Toronto Area. Over the past several years 267 speed humps and raised crosswalks, and a number of other measures, have been implemented through 50 separate Neighbourhood Traffic Committees. There are 4 other committees in the process of developing a traffic calming plan or waiting for their implementation which have followed the 2007 Policy & Procedure. To date the City has spent a total of over \$2.5 million on the 50 traffic calming projects.

Each Traffic Committee involves a considerable amount of staff time: preparation and attendance at a minimum of two community meetings; working meetings with the Traffic Committee members; distribution of meeting notices; preparation of advertisements in the local papers; field work including speed studies, traffic counts and sometimes infiltration studies; a report to Committee of the Whole; traffic calming design; tender preparation and contract administration of the construction of traffic calming measures. The work is done with limited staff resources to the detriment of fundamental traffic engineering functions such as pedestrian studies, signal timing review, daily vehicle counts, volume/speed studies on our road network, etc.

Development/Transportation Engineering staff will continue to follow up on the effectiveness of the implemented traffic calming measures and report back between one and two years after implementation. Prior to assumption of the subdivision, if the implemented measures are not effective then any additional constructed measures are to be the responsibility of the developer. This process will follow the Policy & Procedure on the development of a Plan.

Engineering Services staff have previously reported on the effectiveness of the existing traffic calming measures in 2003 and 2006. Refer to Attachments No. 3 and No. 4, respectively. Since 2006 there have been several neighbourhoods that have had traffic calming measures built and also summarized. Refer to Attachment No. 5.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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

Regional Implications

York Region Transit has provided their policy on the use of Traffic Calming on Transit Routes and its impact on damages and injuries. Refer to Attachment No. 6.

Much discussion has occurred between City and Regional Transportation Services Department staff on the use and effectiveness of traffic calming. Regional Roads do not contain such measures due to the nature and operating characteristics of these thoroughfares.

Conclusion

It is recommended that the proposed updated Neighbourhood Traffic Committee Policy and Procedure and the proposed NEW Traffic Calming Criteria, be approved.

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Attachments

1. Neighbourhood Traffic Committee Policy and Procedure - Current
2. Neighbourhood Traffic Committee Policy and Procedure – Revised
3. Report – Neighbourhood Traffic Calming Initiatives – 2003
4. Report – Neighbourhood Traffic Committee Review of Existing Traffic Calming Measures -2006
5. Additional Reviews of Existing Traffic Calming Measures
6. York Region Transit – Policy

Report prepared by:

Mike Dokman, Supervisor Traffic Engineering, Ext. 3118
MD:mc

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

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Item 29, Report No. 36, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on July 13, 2010, as follows:

By receiving the written submission of Ms. Rosemarie L. Humphries, Humphries Planning Group Inc., 216 Chrislea Road, Suite 103, Vaughan, L4L 8S5, dated July 5, 2010.

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**COMMERCIAL LAND USE REVIEW
FILE #25.1.13
WARDS 1 - 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010:

Recommendation

The Commissioner of Planning recommends:

1. That the Commercial Land Use Review prepared by urbanMetrics Inc, BE RECEIVED and that the new Official Plan contain appropriate policies having regard for the findings in the Review; and
2. That a budget and a Terms of Reference for a Retail Land Use Strategy, Best Practices and Urban Design Guidelines Study, as discussed in this report, be prepared and brought forward for Council's consideration as part of the 2011 Capital Budget deliberations.

Contribution to Sustainability

Many of the recommendations in the Commercial Land Use Review are supportive of sustainability through:

- intensification and/or redevelopment of existing shopping centres / power centres to make more efficient use of land and public infrastructure;
- incorporation of design elements for existing, retrofitted and new commercial development to enhance pedestrian accessibility and provide commercial uses within an appropriate walking distance of residential communities;
- enhancing existing village cores to maintain their historic function as "main streets", and guide appropriate intensification towards these original commercial nodes;
- intensification of underutilized commercial sites with "mixed-use" development, to sustain a population base to support the local economy, and enhance services to surrounding communities; and
- supporting the viability of local businesses by identifying and locating a range of commercial development within the context of the community and the context of the commercial hierarchy.

Economic Impact

The recommendations contained within this report may have financial implications for the City. The actual amount of budgetary funds needed for consultant work to supplement and support staff work will be determined along with the development of a Terms of Reference which will be brought forward as part of the City's budget process and considered based on City Department and Council's priorities.

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Communications Plan

On October 27, 2009, the Official Plan Review Committee received a presentation by urbanMetrics Inc. outlining the key findings of its analysis and recommended that the draft report be forwarded to the Committee of the Whole. It was noted by the Committee, that Yonge Street and Steeles Avenue should be included in the report and that the data in the final report should demonstrate the biggest draws and their economic impact. A copy of the Review has been posted on the Vaughan Tomorrow website and its findings have been considered in the preparation of the draft Official Plan.

urbanMetrics Inc. attended both Official Plan Open Houses on November 18, 2009 and May 28, 2010 with presentation boards displaying work in progress on the Review. The format of the Open House allowed for informal discussion with urbanMetrics Inc. regarding the Review.

On June 10, 2009, a presentation regarding the background research and emerging trends in retail trends was given to representatives from Policy Planning, Development Planning, Economic Development and Technology, and City Manager's Office, York Region Community Planning Department.

On June 16, 2009 the Official Plan Review Committee received a presentation on the work plan for the Commercial Land Use Review (the Review) being undertaken by the consultant, urbanMetrics Inc.

Purpose of this Report

The purpose of this report is to present the findings of the Commercial Land Use Review, associated with the Official Plan to the Committee of the Whole.

Background

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

On February 24, 2009 Council approved the recommendation of the Policy Planning Department to retain urbanMetrics inc. to conduct a city-wide commercial land use review. Prior to the commencement of this Review, the City had not carried out a comprehensive analysis of its commercial space requirements and associated issues since the Vaughan Retail Planning Study was carried out in 1993-1994 by Stamm Economic Research, as part of the planning process for Official Plan Amendment #400.

On April 1, 2010, the Official Plan Review Committee received and referred the Commercial Land Use Review to the May 11, 2010 Committee of the Whole Meeting.

Purpose and Scope of Commercial Land Use Review

The purpose of the Commercial Land Use review is to: 1) define the City's long-term requirements for commercial uses; 2) determine their optimal spatial distribution, and 3) develop a commercial land use policy framework. The review also examines a variety of issues and questions pertaining to existing commercial development, and future commercial development trends.

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The scope of the Commercial Land Use Review requires the consultant to examine the City's current commercial structure, and develop an understanding of its strengths, weaknesses and opportunities. The consultants were also required to provide an assessment of the City's capability of meeting current and future commercial land use needs, emerging trends in commercial development, and provide recommendations to guide future commercial development in Vaughan.

The Review proceeded in two phases, the first phase, due diligence and empirical data collection, the second phase, consisting of SWOT (Strength Weaknesses Opportunities and Threats) analysis, interviews with the public, business and community stakeholders.

Analysis and Options

Provincial Policy Statement (2005):

The policies in the PPS promote sound community planning and development intensification, a mix and concentration of uses including retail uses, that minimize vehicular commuting and encourage the use of public transit (Section 1). Section 1.7 of the PPS encourages optimizing the long-term availability of land and the enhancement and viability of downtowns and main streets. The recommendations in the Commercial Land Use Review are consistent with the PPS.

Places to Grow: Provincial Growth Plan

Many of the overarching policies in the PPS are further refined in the Growth Plan. The main objective of the Growth Plan is to achieve compact urban form which includes development such as multi-storey commercial development and offices or apartments above retail. The Province has defined intensification targets which apply to all the municipalities within the Greater Golden Horseshoe. Policy provisions in the Growth Plan encourage transit-supportive, mixed-use, pedestrian friendly environments with less automobile reliance.

The Growth Plan strongly protects Employment Lands and discourages the conversion of Employment Lands to permit non-employment uses. Such conversion may only be achieved through a comprehensive Official Plan review.

This is highly relevant to planning for future retail development because the Growth Plan clearly identifies "major retail uses" as "non-employment" uses. Until now, many major retail uses have been located within Vaughan's employment areas, which is now prohibited by the Growth Plan.

York Region Official Plan

York Region Council adopted the York Region Official Plan on December 16, 2009. Chapter 4 of the draft approved Regional Official Plan (ROP), addresses economic vitality.

Section 4.4 of the draft ROP focuses on planning for retail. The policy objectives in this section seek to ensure "that retail is well-designed and appropriately integrated into communities so that residents can meet their daily needs through walking, cycling, and transit". Planning for retail facilities includes policies that generally ensure: protection of historical main streets; the direction of mix-used development to Regional Centres and Corridors; support redevelopment and retrofitting for major retail through design, and to work with local municipalities to designate lands for "major retail" and ensure it is integrated with the community. The Region also requires a Regional Impact Analysis be completed for new retail facilities in excess of 30,000 gross leasable square metres.

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With respect to retail uses in employment lands, it is important to note that Policy 4.3.6 (a-b) of the ROP prohibits “major retail and non-ancillary” uses on employment lands, and further, conversion of employment lands to non-employment lands uses is not permitted without a municipal comprehensive review. ‘Major Retail’ is defined in the draft ROP to include big box stores, retail warehouses and shopping centres. Non-ancillary uses are those uses other than small scale retail and commercial uses that primarily serve the business functions on employment lands.

Current Vaughan Official Plan Retail Policy within OPA #600

The Review assesses Vaughan’s current commercial policies as expressed in OPA #600. The current commercial hierarchy is described in the Review as follows in descending order of importance:

1. The Vaughan Corporate Centre and Vaughan Centre are currently identified at the top of the commercial hierarchy as the pre-eminent commercial centres in Vaughan.
2. District Centers (Carrville and Vellore) are the main mixed-use commercial centres serving the Carrville and Vellore communities, with commercial space limited to 40,000 m² (430, 000 square feet) and are required to be part of mixed-use development. The Review also identifies the ‘Vaughan Centre’ (Vaughan Mills) as a third district centre, which is subject to the same size restrictions as other District Centres.
3. Neighbourhood Commercial Centres are intended to serve the weekly shopping needs of each neighbourhood. These centres are limited to 20,000 m² (215, 000 square feet) of commercial space. Both Vellore and Carrville were planned to include 4 or 5 neighbourhood centres.
4. Local Convenience, general commercial and service station designations are intended to serve the day-to-day commercial functions and should be within walking distance of most residential neighbourhoods.

Key Findings in the Commercial Land Use Review

The following summarizes the key findings of the Commercial Land Use Review.

i) Commercial Policies

The Review identified some issues in Vaughan’s current commercial policies:

- The policies do not adequately delineate a strategy to accommodate the potential expansion of additional regional-serving space, or whether additional regional-serving facilities are required outside the Vaughan Metropolitan Centre and the Vaughan Mills area.
- The function of the Village Cores is not clearly defined within the commercial structure. The Review determined that the Village Core areas serve different functions, making it difficult to classify them within the existing commercial structure. The Review recommends that the function and role of the Village Cores be clearly defined in the new Official Plan.
- The Review advises that the maximum permitted size of neighbourhood commercial centres of 19,973 m² (215,000 square feet) is excessive, resulting in competition with District Centres to address the same shopping needs.

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ii) Commercial Structure

The Review concludes that Vaughan generally has a good range of commercial opportunities at all levels of the hierarchy and an appropriate geographical balance. Based on the research, Vaughan residents are generally satisfied with the amount and variety of retail facilities.

The Village Cores play a significant role in defining their surrounding neighbourhoods, provide pedestrians with transit-oriented retail opportunities, and in some cases draw visitors to the City. Some key observations about the Village Cores are identified in the report:

- The Core areas lack supermarkets (except Maple) or have limited availability of food stores, making it difficult to serve their neighbourhood function. The Core areas are also overshadowed by Big Box development and major malls.
- Some new commercial development has taken the form of street-related retail, with some above-grade residential uses that function as a successful neighbourhood serving core.
- Kleinburg and the Old Thornhill Cores serve wider areas beyond local neighbourhood needs. Kleinburg relies heavily on the tourist market, making it vulnerable to seasonal fluctuations and tourist trends. Approximately 25% of retail space in Kleinburg consists of food-service facilities however the variety of restaurants is limited. Old Thornhill's commercial area relies on passing automobile traffic, reflective of the auto-oriented commercial formats along Yonge Street.
- The Woodbridge Core contains three major banks drawing neighbourhood support however; the success of Market Lane underperforms due to the lack of exposure to the main street and passing traffic. Approximately 9% of the commercial space in the Woodbridge Core is vacant, which is slightly higher than the average 5% vacancy rate. The Woodbridge Core lacks a Business Improvement Association (BIA) that would assist with attracting new business and marketing of the area.

Since 1986, Vaughan's population has tripled and almost all major commercial construction has taken the form of big box development. The lack of big box retail development in the City of Toronto over this time, coupled with excellent accessibility via Highway 400, enabled Vaughan to become a regional-serving commercial centre. Based on the research, over 60% of vehicles parked in Vaughan's major retail areas originated from outside Vaughan.

Vaughan has some 'unique' commercial attributes to its commercial structure such as:

- Tourism – Vaughan is the second largest tourism destination in the Toronto Region and one of the leading destinations in the Province. Canada's Wonderland, McMichael Art Gallery, and Vaughan Mills are the City's most prominent tourist destinations.
- Village Cores – Kleinburg, Maple, Thornhill and Woodbridge are unique in character and made up of mostly service uses. These commercial spaces provide a special commercial character for surrounding neighbourhoods and offer pedestrian-oriented, local-service retail opportunities. The Cores also draw tourists with their heritage architecture and specialized retail.

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- Independent Retailers – almost 50% of Vaughan's commercial space are independently-run retail and service businesses. The report identified independent retail businesses as a significant source of investment and economic development for local residents.
- Culinary Opportunities – Vaughan offers a variety of regional cuisines and dietary options that include a variety of independently operated restaurants co-existing with chain restaurants, conference centres, and banquet halls catering to the wedding industry. Vaughan also maintains an abundance of local wineries, bakeries, butchers and pasta makers.
- Regional Retail Centres – Vaughan's connectivity to the 400 series highways and proximity to Toronto has enabled Vaughan to attract retail centres and draw customers from outside its boundaries. The Highway 400 and Highway 7 commercial cluster has over 278,700 m² (3 million square feet) of retail and service space (double the size of the Yorkdale mall).

iii) Supply of Commercial Space

Based on the Review's research and analysis Vaughan has approximately 1.319 million m² (14.2 million square feet) of commercial space with a relatively low vacancy rate. Non-food retail space makes up about 50% of the commercial space, which is about 25% above the average for similar communities. However, the Review suggests this number is not excessive due to Vaughan's role in serving the broader regional area of the GTA.

The Review concludes that half of Vaughan's commercial space is occupied by independent businesses and over half of these businesses are independently owned. This has implications for future policies directed at minimizing the potential impact of chain retail in intensification areas, to ensure future commercial supply can continue to accommodate affordable space for independent retail businesses.

iv) Growth Prospects

Vaughan is projected to grow by an additional 143,000 persons by 2031. Growth will be more manageable (approximately 6,500 persons per year) than experienced from 1996 to 2006 (11,000 per year). Based on the research, urbanMetrics Inc. expects that this growth will require an additional retail supply of 761,780 m² (8.2 million square feet) of commercial space by 2031 to address demand. Out of the future warranted space, approximately 50% is non-food retail; 10% food-store space; and 40% service retail and local-serving office space (medical, dental, real estate, accounting and other professional offices). The Review assumes that 40% of the population will be accommodated within intensification areas, which may have implications for the planning of commercial facilities, particularly those at the higher end of the commercial hierarchy.

Section 6.2.4.3. of the Review, discusses some discrepancies in the methodology used by the Region to forecast the commercial land needs. The Review recommends that "the placement of a large single use retail centre in the white belt, as the Region suggests, is not practical", given the intensification opportunities available. The Region's commercial land needs were based on employment projections rather than a market demand analysis. As a result it fails to recognize the existing and proposed retail facilities in Vaughan, policy directional shifts and changing trends.

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v) Committed Commercial Space

Results from the Review indicate that 483,080 m² (5.2 million square feet) or 60% of the additional commercial space has already been either approved or is in the approval process. An additional 204,380 m² (2.2 million square feet) of commercial space is currently unapproved and under review by the City.

The Review estimates that there is a further need for approximately 278,700 m² (3 million square feet) of commercial retail space beyond current applications to meet the projected 2031 population requirements. urbanMetrics Inc recommends that additional space be allocated to accommodate the 'unfulfilled demand' by 2031 as follows:

- 55,740 m² (600,000 square feet) of new commercial space (retail stores and services appropriate for employment areas) is warranted in Employment Areas (excluding large general home improvement centres not considered appropriate for employment areas). These commercial uses will support the function of the employment area or are ancillary to manufacturing or warehouse businesses.
- 9,290 m² (100,000 square feet) of new commercial space is warranted for Kleinburg-Nashville, due to the limited intensification forecasted for this area.
- 65,030 m² (700,000 square feet) of new commercial space is warranted for White Belt Areas. The Review suggests this should be identified through the Secondary Plan process and include convenience, neighbourhood and district-serving retail.
- 148,640 m² (1.6 million square feet) of new commercial space is warranted for Intensification areas, specifically Vaughan Metropolitan Centre, Yonge Street and Steeles Avenue, Steeles West and other areas surrounding future subway / rapid transit stations. The Review suggests that commercial space in intensification areas should serve the day-to-day and regular shopping trips of residents, including large and small-scale food stores.
- the Review suggests the City can protect employment lands from pressure for commercial conversions by: ensuring sufficient supply of commercial land located elsewhere; developing a long-term strategy for retail development; and providing developers with incentives to develop in other areas of the City.

Review Recommendations

Based on the research conducted by urbanMetrics Inc. the following key recommendations are discussed in the Review. A copy of all the recommendations of the Review is appended as Attachment 2. The Review recommends the following with respect to Commercial Land Use:

i) New Commercial Development

The Review concludes that there is sufficient amount of commercial space in existing designated greenfield lands, to address community needs.

Greater variety in retail / commercial unit sizes should be provided to ensure diversity in the range of commercial space available to businesses of varying types and sizes. It is suggested in the Review, that the following store sizes be supported:

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- a) Small scale retail – approximately under 185 m² (under 2,000 square feet) appropriate for services, independent businesses and chain outlets;
- b) Medium scale retail – approximately 464 m² – 2,322 m² (5,000 to 25,000 square feet) to accommodate pharmacies, small supermarkets and specialty retailers;
- c) Larger retail – approximately 2,322 m² - 6,967 m² (25,000 to 75,000 square feet) for theatres, supermarkets, specialty retailers, and entertainment establishments; and
- d) Very large retail uses – approximately 6,967 m² and over (75,000 square feet and over), for multiplex theatres, department stores, superstores, etc.).

Future neighbourhood retail nodes should be limited to 10,000 m² (107,643 square feet) and spaced two to four kilometers apart. They should be located within two kilometers of neighbourhoods and service approximately 10,000 to 15,000 residents.

Future commercial development proposals should not detract from the market required to support intensification areas, district centres, neighbourhood or convenience retail. Opportunities for non-automobile dependent commercial uses should be considered where possible. Any new community should be organized so that convenience retail is not more than a 10 minute walk away on pedestrian friendly streets.

A market study should be required for commercial development in excess of 10,000 m² (107, 643 square feet) at the proponent's expense, to demonstrate there is sufficient market to support a proposed development. The market study should demonstrate that:

- a) The proposed commercial development will not have an impact on existing commercial nodes;
- b) opportunities for commercial expansion in intensification areas will not be affected or reduced, and
- c) the proposed development will not detract from neighbourhood convenience retail.

The Review also advises that permitting 'retail shopping centres' and 'retail warehouses' in employment areas is no longer appropriate or desirable. This is consistent with the policies of the draft new Vaughan Official Plan, draft York Region Official Plan and the Growth Plan, which specifically excludes Major Retail from Employment Areas. The Review recommends approximately 55,740 m² (600,000 square feet) of commercial Gross Floor Area (GFA) within employment areas is warranted, provided that the commercial uses support or are ancillary to employment uses, generally under 929 m² (10, 000 square feet).

It is recommended that intensification areas with over 5,000 people can support local grocery and other food stores, while intensification areas with over 10,000 people can support a full scale supermarket.

The Review recommends that further work on a long-term commercial/retail strategy be developed to accommodate additional commercial space, particularly in intensification areas identified in the New Official Plan. The strategy should identify the amount of space that could be accommodated in intensification areas, together with formats and appropriate uses to guide future commercial development in Vaughan.

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In order to support of the above strategy and to guide commercial development within the urban fabric, a commercial/retail typology and urban design guideline study for development and redevelopment should be undertaken. The typology component would be a compilation and illustration of set of “best practices” that demonstrates approaches to a pedestrian friendly urban development. The design guidelines would incorporate principles of environmentally sustainable design, support and complement the Reviews’ recommendations to ensure priority is given to the pedestrian environment, accessibility, transit support and integrated urban form.

Work has begun on a city-wide urban design manual that will address urban design guidelines for commercial development and build upon work completed by staff on guidelines for parking lots and drive-through uses. Although much of the work on the manual will be completed by the Planning Department, there will likely be a need to hire a consultant for aspects that cannot be completed “in-house” such as market viability, demonstration plans, graphics and assistance with best practices and implementation strategies. Therefore, it is recommended that a Terms of Reference and budget be prepared by the Development Planning Department in consultation with the Policy Planning and the Economic Development Departments and brought forward as part of the 2011 Capital Budget deliberations.

ii) Vaughan Metropolitan Centre

The Review recognizes that the Vaughan Metropolitan Centre (VMC) will be the highest order of commercial centre, with the highest mixed-use density allocation, and should include: a super regional commercial node; a neighbourhood shopping destination; a convenience and business service node; 4) an entertainment, recreation and hospitality centre. Design within the Vaughan Metropolitan Centre should allow for street-front orientation of retail uses and curb-side parking, high quality design elements to enhance the public realm, pedestrian accessibility, and environmental features.

Commercial space located in the VMC should include mixed-use development, a high degree of pedestrian accessibility, and be animated by public amenities. Larger retail units are recommended to be located west of Highway 400 on Highway 7, provided that they are subject to high design standards, increased densities and are provided as part of mixed-use developments. The Review also recommends that an additional connection be provided between the east and west sides of Highway 400 near Highway 7 to facilitate pedestrian, bicycle and local traffic movements across the highway.

iii) Intensification and Redevelopment

The Review recommends that the use of existing underutilized commercial space be intensified by expanding the range of permitted uses, and by reducing the number of auto-oriented retail facilities (e.g. drive-through retail uses) in intensification and other pedestrian oriented areas. Opportunities for neighbourhood and convenience retail should be enhanced throughout the City.

iv) Village Cores

The Review identifies the Village Cores of Maple, Thornhill, Woodbridge and Kleinburg-Nashville as key pedestrian-oriented commercial retail within walking distance of residents nodes which should be enhanced and revitalized. To achieve this, the Review recommends that:

- appropriately scaled residential intensification is key to the economic health and function of the Village Cores;

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- at-grade parking between the street and main building entrance is discouraged,
- internal retail malls are discouraged;
- opportunities for civic functions (e.g. public libraries) be identified;
- flexible zoning should be implemented to encourage small and large stores to locate;
- on-street parking should be permitted; and
- design guidelines be prepared, maximizing sunlight exposure for pedestrians, enhancing the pedestrian realm, and providing public art.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Commercial Land Use Review addresses the City’s future commercial space requirements and commercial spatial allocation. Regional implications may include aspects such as: on-street parking, transportation, the regional economy, and potential for tourism.

Conclusion

The Review concludes that policies should focus on growth in intensification areas and the Village Cores, and be supported by appropriate urban design guidelines and other information that helps to evolve the commercial hierarchy to one that enhances and supports the public realm and walkable communities.

Although OPA #600 identifies a commercial hierarchy, the Review suggests that further criteria should be included in policies to further distinguish the size and function of Commercial Land Uses. Additional study is required to identify the amount of space together with formats and appropriate uses that could be included in intensification areas including Village Cores. The Review concludes that the City requires an additional 8.2 million square feet of additional commercial space, to accommodate the forecasted population until 2031, primarily within intensification areas of the City. The recommendations in the Commercial Land Use Review emphasize that appropriate scales of commercial uses be directed to appropriate locations within the City. This is consistent with the policy recommendations in the draft Official Plan.

Attachments

1. Commercial Land Use Review (Mayor and Members of Council ONLY)
2. Proposed Recommendation Summary from Commercial Land Use Review

Report prepared by:

Melissa Rossi, Policy Planner – Ext. 8320
Mauro Peverini, Acting Manager Policy Planning – Ext. 8407

/lm

(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. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

30

**AWARD OF TENDER RFP10-140
MANAGEMENT OF UPLANDS GOLF AND SKI
CENTRE FOR THE CITY OF VAUGHAN - WARD 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated July 6, 2010:

Recommendation

The Commissioner of Community Services, in consultation with the Uplands Working Committee and the Director of Purchasing Services Department recommends:

- 1) That RFP10-140 for Management of Uplands Golf and Ski Centre for the City of Vaughan be awarded to Smirnov Golf Management Ltd., and;
- 2) That Legal Services staff, in consultation with the Uplands Working Committee, prepare a legal agreement with Smirnov Golf Management Ltd. for the management of Uplands Golf and Ski Centre in accordance with the terms of the Request for Proposal, and;
- 3) That all revenues received from Smirnov Golf Management Ltd. through the operation of the Uplands Golf and Ski Centre be deposited into the "Uplands Reserve" account, and;
- 4) That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions Vaughan, Community Sustainability Environmental Master Plan, Goal 4, and Objective 4.3:

- To encourage the establishment of green businesses and sustainable business practices.

Economic Impact

There is no financial impact to the City of Vaughan capital budget. It is the intent of the Uplands Golf and Ski Centre to be revenue neutral. All revenues received from the proponent will be deposited in the Uplands Reserve account and that all future capital projects for repair and replacement put forward through the annual capital budget process, as appropriate, be funded from the Uplands Reserve account. Based on the 5 year projections (2011-2015) gross revenue proforma prepared and provided by the proponent, City of Vaughan revenue is estimated at \$877,000.

Communications Plan

Not applicable.

Purpose

The purpose of this report is to seek Council approval to award RFP10-140 – Management of Uplands Golf and Ski Centre for the City of Vaughan.

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Background – Analysis and Options

The current agreement with Smirnov Golf Management Ltd. expires October 31, 2010 and staff has undertaken a Request for Proposal for the Management of Uplands Golf and Ski Centre for the City of Vaughan. As identified in the RFP, the term of the agreement is five (5) years, commencing November 1, 2010 with two (2) five years optional extensions. The extensions are subject to review of selected proponent's performance, revenue payments, operational efficiency of the golf and ski operations, and mutual agreement between the selected proponent and Uplands Operations Committee,

The RFP10-140 was issued on May 13, 2010 with closing date as Friday June 4, 2010. The RFP was advertised on Bidding, OPBA web site and the City Web Page. A bid call notice was sent out on May 19, 2010 to golf courses operating in the following regions: Toronto, Hamilton and Barrie & South-Central Ontario.

A proponent's mandatory site visit was conducted on Tuesday May 25, 2010 at 2:00 p.m. at 46 Uplands Avenue, Uplands Golf and Ski Centre. An addendum was issued to provide site tour information and responses to inquires from the Proponents on Monday May 31, 2010.

Eight (8) proponents picked up the RFP packages, six (6) proponents attended the mandatory site meeting and upon opening of bids, two (2) proposal submissions were received as follows:

- Smirnov Golf Management Ltd., Ontario
- Kenny Golf Aurora, Ontario

The Uplands Working Committee, which is comprised of staff representation from Reserves and Investments, Parks Development, Building and Facilities, and Parks and Forestry Operations, utilized the following evaluation criteria in order to fully evaluate the two (2) proposal submissions received.

- | | |
|------------------------------------------------------------|-----|
| • Qualifications and Experience: | 25% |
| • Proposed Financial Incentive / Revenue | 25% |
| • Overall Business Operations Plan and Project Management: | 20% |
| • Financial Capability | 15% |
| • References | 10% |
| • Quality of the Proposal: | 5% |

The Uplands Working Committee carefully evaluated the proposals and scored them based on the evaluation criteria contained in the RFP. Based on the evaluation, the Uplands Working Committee unanimously agreed that Smirnov Golf Management Ltd. being the highest scorer be recommended as the preferred proponent. Smirnov Golf Management Ltd. has managed the facility successfully for the past nine (9) years. Revenues generated over the past five (5) years (2004-2009) total \$1,040,000.

Smirnov Golf Management Ltd., have identified the need for capital investment in the site, specifically repair/replacement of the existing ski chair lift and the golf course irrigation/ski hill water system. The Uplands Working Committee will continue to monitor and assess all infrastructure at Uplands to determine if repair/replacement is appropriate and if so, the timing of such repair/replacement. Any request for repair/replacement will be put forward through the annual budget process. Staff is recommending that all revenues received from the successful proponent be deposited in a reserve account and that future capital projects, as appropriate, be funded from this account.

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Relationship to Vaughan Vision 2020 / Strategic Plan

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

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

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

Regional Implications

Not applicable.

Conclusion

That RFP10-140 for Management of Uplands Golf and Ski Centre for the City of Vaughan be awarded to Smirnov Golf Management Ltd., and that a legal agreement with Smirnov Golf Management Ltd. for the management of Uplands Golf and Ski Centre in accordance with the terms of the Request for Proposal be prepared and executed prior to November 1, 2010.

Attachments

Not applicable.

Report prepared by:

Paul Gardner, Director of Parks Development, Ext. 3209
Ferruccio Castellarin, Director of Reserves and Investments, Ext. 8271
Lynne Bonneville, Administrative Manager, Ext. 8296

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**ZONING BY-LAW AMENDMENT FILE Z.09.027
TOROMONT INDUSTRIES LTD.
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.09.027 (Toromont Industries Ltd.) BE APPROVED, to amend By-law 1-88, specifically to rezone the subject lands shown on Attachments #1 and #2 from EM1 Prestige Employment Area Zone to C9(H) Corporate Centre Zone with the Holding Symbol "(H)", subject to the following conditions:
 - a) the Holding Symbol "(H)" may be removed in whole or in part at such time when a Draft Plan of Subdivision and Site Development Applications are approved by Vaughan Council pursuant to Sections 41 and 51 of the Planning Act; and,
 - b) the C9 Corporate Centre Zone uses shall be permitted except for a tavern and block townhouse dwelling, as discussed in the zoning section of this report.

Contribution to Sustainability

The proposal constitutes a change in zoning only, and therefore, there is no contribution to sustainability at this time.

Economic Impact

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

Communications Plan

On January 8, 2010, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands. No written comments were received by the Development Planning Department through the circulation of the notice.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 2, 2010, and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on February 16, 2010.

Purpose

The Owner has submitted an application to amend Zoning By-law 1-88 to rezone the subject lands shown on Attachments #1 and #2 from EM1 Prestige Employment Area Zone to C9 Corporate Centre Zone, and to retain the existing site-specific By-law Exception 9(144), which permits a construction equipment dealership on the property.

The rezoning application is intended to facilitate future redevelopment of the lands into a vibrant mixed-use centre to bring the lands into conformity with OPA #500 (Vaughan Corporate Centre), OPA #663 (Avenue 7 Future Land Use Study), and the Draft Vaughan Metropolitan Centre (VMC) Plan.

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Background - Analysis and Options

Location and Site Context

The 1.1 hectare site shown on Attachments #1 and #2 is located at the southwest corner of Jane Street and Regional Road 7 (3131 Regional Road 7), in Part of Lot 5, Concession 5, City of Vaughan.

The lands are currently occupied by a multi-unit construction equipment dealership (Toromont - shown on Attachment #3), including a sales, maintenance, and repair facility, which have been in operation since 1961. The area is currently in transition from low-density employment uses, including vast areas of surface parking, to approved and/or existing high-density, mixed-use development. The surrounding land uses are shown on Attachment #2.

Official Plan

The subject lands are designated “Corporate Centre Node” by OPA #500, as amended by OPA #663 (Avenue 7 Land Use Futures Study). The proposal to rezone the subject lands to C9 Corporate Centre Zone would implement the Corporate Centre Node policies of OPA #500 and OPA #663. The proposal to permit the maintenance of the existing construction equipment dealership on the property, however, does not conform to the policies of the Official Plan, which identify the subject lands for mixed-use, high-density development, and elimination of industrial uses.

Regional and Provincial Plans

The Region of York Official Plan designates the subject lands as “Regional Centre” and “Regional Corridor.” Places to Grow: The Growth Plan for the Greater Golden Horseshoe designates the lands as an “Urban Growth Centre”, while the Provincial Policy Statement contains policies that promote intensification. The proposal to rezone the subject lands to C9 Corporate Centre Zone conforms to the Regional Official Plan and the Provincial Growth Plan. The proposal to maintain the existing equipment dealership on the property, however, does not conform to Regional and Provincial policies, which identify the site as suitable for mixed-use development with pedestrian and bicycle-friendly streetscapes, high-quality urban design, and transit-supportive densities.

Zoning

The subject lands are zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to site-specific Exception 9(144), which permits a construction equipment dealership on the property. An amendment to Zoning By-law 1-88 is proposed to rezone the property from EM1 Prestige Employment Area Zone to C9 Corporate Centre Zone, which permits the following uses:

- Office Building
- LCBO Outlet
- Brewers Retail Outlet
- Business and Professional Office
- Hotel, Motel, Convention Centre
- Banquet Hall, including an eating establishment provided that said eating establishment does not exceed 20% of the GFA of the banquet hall
- Car Rental Service
- Club or Health Centre
- Eating Establishment with or without Outdoor Patio
- Eating Establishment, Convenience with or without Outdoor Patio
- Eating Establishment, Take-out
- Tavern

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- Bank or Financial Institution
- Mixed Use Development
- Personal Service Shop
- Photography Studio
- Print Shop
- Place of Entertainment including a multi-screen cinema complex
- Retail Store with a gross floor area of less than 9,290 sq.m
- Supermarket with a gross floor area of less than 9,290 sq.m
- Retail Warehouse with a gross floor area of less than 9,290 sq.m
- Apartment Dwelling
- Block Townhouse Dwelling
- Place of Amusement
- Technical School
- Video Store
- Veterinary Clinic
- Recreational Uses as defined in Section 2
- Service or Repair Shop with a maximum gross floor area of 600 sq.m or less
- Office and Stationery Supply, Sales, Service and Rental

Vaughan Development Planning Staff recommend that all of the above-uses be permitted on the subject lands, with the exception of a tavern and a block townhouse dwelling. Licensed bars and restaurants are permitted in the C9 Corporate Zone under the category of eating establishments (rather than taverns). Block townhouse dwellings, however, would not achieve the minimum height and density requirements of the Draft VMC Plan, and would compromise the built form of the future Vaughan Metropolitan Centre.

A service or repair shop is appropriate for the lands, as the use includes the shop of a painter, plumber, carpenter, electrician, locksmith, tool sharpener and other similar trades; it is limited to a maximum gross floor area of 600 square metres and does not include an automotive repair shop. All other uses permitted in the C9 Zone are consistent with the uses proposed in the Draft VMC Plan, including mixed-use development with a concentration of office and retail uses around the subway station.

The Owner is also proposing to retain the existing site-specific Exception 9(144), which permits a construction equipment dealership, until such time that the lands are redeveloped in accordance with the approved VMC Plan. The Development Planning Department recommends that the existing Exception 9(144) be deleted upon rezoning the property from EM1 Zone to C9(H) Zone with the Holding Symbol "H" (Holding Provision as recommended by Development Planning Staff), as the industrial use does not conform to the policies of the Official Plan, as well as, Regional and Provincial plans. Through the Official Plan policies, it is intended for industrial uses to eventually cease to exist within the VMC area. The construction equipment dealership will be permitted to continue as a legal non-conforming use until the Holding Symbol "(H)" is removed upon redevelopment of the property.

Planning Considerations

The proposal to rezone the subject lands from EM1 Prestige Employment Zone to C9 Corporate Centre Zone brings the lands into conformity with the Official Plan policies. Both OPA #500 and OPA #663 identify the significance of the subject lands for supporting high-density, mixed-use development and implementing high-order transit, including the future Spadina Subway Extension.

The Draft VMC Plan permits a broad range of uses in the "Station Precinct", which the Toromont lands are proposed to be designated, with concentrated office and retail uses around the subway station. Industrial uses, such as a construction equipment dealership, are not permitted within the

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Draft VMC Plan. Rezoning the subject lands to C9(H) Corporate Centre Zone with the Holding Symbol “(H)” will permit the existing construction equipment dealership to continue as a legal non-conforming use until such time that a Draft Plan of Subdivision and Site Development Applications are approved by Vaughan Council.

The Holding Symbol “(H)” will protect the future transit and street network of the approved VMC Plan (conceptual networks are shown on Attachments #5 and #6), including the subway right-of-way. The Holding Symbol “(H)” will ensure that an appropriate site design consistent with the policies of the future VMC Plan, including appropriate building form and massing, is approved by Council. In addition, should residential development be proposed on the subject lands, the Holding Symbol “(H)” will ensure that servicing allocation is available for the site prior to development. Upon Council approval of a Draft Plan of Subdivision and Site Development Applications, the Holding Symbol “(H)” can be removed in accordance with Section 34 of the Planning Act.

Future Site Development/Draft Plan of Subdivision

The Owner will be required to submit a future Draft Plan of Subdivision Application, to secure the approved streets and create the resulting development blocks as identified in the Official Plan at the time of submission. A Site Development Application will also be required to facilitate any development on the property (or phase thereof) to address issues such as, but not limited to, building form, massing and design, traffic and transportation, and site design.

Future redevelopment of the subject lands must indicate conformity with the approved transportation network in OPA #663, as shown on Attachment #4. Should the new Official Plan be in full force and effect upon submission of a site development application for the subject lands, the site plan must conform to the transportation and street network in the approved Official Plan. The Draft VMC transportation and street networks are shown on Attachments #5 and #6, respectively.

Vaughan Engineering

The Vaughan Engineering Department has reviewed Zoning By-law Amendment Application Z.09.027 and has indicated that future site development will require servicing allocation capacity, and that the detailed design for water, storm and sanitary servicing must conform to the final Vaughan Corporate Centre Servicing Strategy Master Plan and the Black Creek Optimization Study. In addition, the road network shall conform to the approved Transportation Master Plan. Any financial contribution required to implement the recommended road network shall be the responsibility of the Owner.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority indicated in their comments of April 21, 2010, that Zoning By-law Amendment Application Z.09.027 is premature, due to two ongoing Environmental Assessments (EAs) under review within the Vaughan Metropolitan Centre (ie. Black Creek Stormwater Optimization Study EA and Vaughan Metropolitan Centre EA). On June 22, 2010, the TRCA confirmed that they have no concerns with the proposed rezoning, subject to enactment of a by-law to place the Holding Symbol “(H)” on the subject lands conditional upon the preferred option for dealing with improving the stormwater management and flooding conditions in the Black Creek watershed being approved.

As the rezoning application does not propose any development at this time, the Development Planning Department is satisfied that issues pertaining to the current EAs will be addressed during the future site development process. Enactment of a by-law to place the Holding Symbol “(H)” on the subject lands will ensure that future redevelopment of the lands will address any concerns of the TRCA.

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Toronto Transit Commission (TTC)

The Toronto Transit Commission's comments, dated December 22, 2009, recommend that Toromont Industries Ltd. contribute the land and property easements necessary for construction of the subway prior to the lands being rezoned, in accordance with Section 37 of the Planning Act. Section 37 does not apply to the subject application as neither OPA #500 nor OPA #663 contain policies that authorize increases in height and density of development otherwise permitted in a zoning by-law in return for the provision of facilities, services or matters; such policies are required to implement Section 37 of the Planning Act.

The Toronto Transit Commission has identified that future redevelopment of the site requires a Toronto Transit Commission Level 2 Technical Review of the proposed development, including the TTC's written acknowledgement that the applicant has satisfied all of the conditions arising out of the review. The Toronto-York Spadina Subway Extension Department (TYSSE) also recommends that warning clauses regarding the construction and operation of the TYSEE be inserted in all offers to purchase, agreements of purchase and sale, or agreements to lease, and condominium declaration document(s) for each affected residential unit within the proposed development.

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 application was circulated to the Region of York for review. The Region has no concerns with the proposed rezoning, as the technical review for the proposed C9 Corporate Centre Zone lands will occur upon submission of the required Draft Plan of Subdivision and Site Development Applications, in the future.

Conclusion

The Vaughan Development Planning Department has reviewed Zoning By-law Amendment Application Z.09.027 (Toromont Industries Ltd.) in accordance with OPA #500 and OPA #663, By-law 1-88, the Draft Vaughan Metropolitan Centre (VMC) Plan, Regional and Provincial Plans, comments from City Departments and external public agencies, and the area context.

The Development Planning Department is satisfied that rezoning the subject lands from EM1 Prestige Employment Area Zone to C9(H) Corporate Centre Zone with the Holding Symbol "(H)" is appropriate and compatible with the existing, permitted, and future uses in the surrounding area, and conforms to the Official Plan. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment Application, subject to the recommendation in this report. The rezoning to C9(H) Zone will not include the applicant's request to recognize the existing construction equipment dealership as a permitted use, which will continue to operate as a legal non-conforming use. All C9 Zone uses will be permitted on the lands, with the exception of a tavern and a block townhouse dwelling, as discussed in the staff report.

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Attachments

1. Context Location Map
2. Location Map
3. Existing Site Plan and Proposed Rezoning
4. Avenue 7 Plan (OPA #663) Transportation Plan
5. Draft Vaughan Metropolitan Centre (VMC) Transit Network
6. Draft Vaughan Metropolitan Centre (VMC) Plan Street Network

Report prepared by:

Erika Ivanic, Planner 1, ext. 8485

Christina Napoli, Acting Senior Planner, ext. 8483

Carmela Marrelli, Acting Manager of Development Planning, ext. 8791

/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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32 REQUEST FOR PROPOSAL FOR A SEASONAL TENNIS DOME

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated July 6, 2010:

Recommendation

The Commissioner of Community Services, in consultation with the Commissioner of Finance/City Treasurer, Directors of Parks Development, and Recreation and Culture, recommends:

- 1) That Council authorize staff, through a Request for Proposal (RFP) process, to receive proposals from interested proponents for the supply and installation of a seasonal tennis dome over existing outdoor tennis courts that would facilitate operation of a winter tennis program.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions, Vaughan, Community Sustainability Environmental Master Plan.

- 4.0 To create a vibrant community where citizens, business and visitors thrive.

Economic Impact

All capital and operating costs will be the responsibility of the successful proponent. There may also opportunity for the City of Vaughan to generate revenue through rental income from the use of the tennis courts and clubhouse. Ongoing capital repair / refurbishment costs would be the responsibility of any successful proponent through annual contributions to a reserve account.

Communications Plan

If approved, the RFP will be released through the Purchasing Services Department and advertised in accordance with the RFP process.

Purpose

The purpose of this report is to seek Council approval to receive proposals from interested proponents for the supply and installation of a seasonal tennis dome over existing outdoor tennis courts that would utilize the tennis courts by the private sector in the off-season and generate revenue and/or reduce the City's operating and capital costs.

Background - Analysis and Options

Throughout the past several years, the Community Services Department has received a number of unsolicited proposals from the private sector interested in funding the supply and installation of a tennis dome that could be placed over existing tennis courts owned by the City. The tennis dome would facilitate the operation of indoor tennis programs during the winter months. During the spring/summer seasons the dome would be removed, and the courts would be available to the public in accordance with established service levels.

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The Vaughan Ventures Public / Private Partnership Policy, the City's framework for the evaluation of unsolicited proposals, states the City's goals for establishing partnerships is to provide municipal services or infrastructure in ways that encourage creativity and innovation, allow flexible use of capital and operating resources, and encourage economic development within the municipality as permitted under the Municipal Act. The Vaughan Ventures policy indicates that partnering should be pursued only if it results in less cost to the taxpayer, while ensuring efficiencies, quality and level of service acceptable to Council.

If authorized to proceed, it would be the expectation that any proposal received in response to the RFP would, at a minimum, adhere to the following guiding principles:

- propose a site that will not negatively impact residents;
- provide a thorough proposed business plan that details operating, program and financial models and respective responsibilities;
- provide a description of the tennis dome, including material, size, lighting, noise variables and the required services to support the facility;
- purchase, install and maintain the tennis dome;
- obtain and pay for, where applicable, all necessary City approvals and permits including but not limited to, Committee of Adjustment approval and Building Permit;
- be responsible for any capital improvements and ongoing operational costs for the tennis courts and any clubhouse amendments if applicable;
- pay rent to the City for use of the tennis courts and clubhouse and contribute annually to a reserve fund for future capital repair and replacement; and,
- maintain the existing levels of service in the spring/summer seasons (i.e. open public tennis courts).

Indoor tennis, specifically during the winter months, is not a service offered by the City of Vaughan. Any successful proponent would have access to tennis courts, which are an underutilized asset during the winter months and as such, established service levels remain unchanged. If no proposals are received that address the above and are satisfactory to the City of Vaughan Council, the initiative would not proceed.

Recognizing that indoor tennis is not an exclusionary program or service an RFP would be a fair and transparent process to receive proposals for this initiative.

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.

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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

There are no regional implications associated with this report.

Conclusion

That, based on several unsolicited proposals from the private sector in recent years, Council authorize staff, through a Request for Proposal (RFP) process, to receive proposals from interested proponents for the supply and installation of a seasonal tennis dome over existing outdoor tennis courts that would utilize the tennis courts by the private sector in the off-season and generate revenue and/or reduce the City's operating and capital costs.

Attachments

None

Report Prepared By

Mary Reali, Director, Recreation and Culture, ext. 8234
Paul Gardner, Director of Parks Development, ext. 3209

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33 SINGLE SOURCING OF GLOBAL POSITIONING SYSTEM/AUTOMATED VEHICLE LOCATOR SERVICES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated July 6, 2010:

Recommendation

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

1. That in accordance with the City's Purchasing Policy, a single-source agreement be signed with Grey Island Systems Inc., for a 5 year period for the supply of Global Positioning System /Automated Vehicle Locator services; and,
2. That the Mayor and Clerk be authorized to sign the necessary documents.

Contribution to Sustainability

The provision of GPS/AVL technology ensures that services are delivered in an efficient and safe manner.

Economic Impact

The overall operating costs for the provision of GPS/AVL services under this agreement will decrease to a level that is lower than currently being spent by the three user departments. Details of the economic impact are outlined below in the Background and Analysis Section of this report.

Communications Plan

One benefit of maintaining the current service provider is that the City's public winter maintenance web site map will be maintained, thereby communicating to the residents the status of snow clearing activities across the City. This service was pioneered in Vaughan, and has proven to be an effective communications tool to residents.

Purpose

The purpose of this report is to request a Single Source Agreement as it relates to the supply, delivery and support of A.V.L. units for the City of Vaughan.

Background - Analysis and Options

Initial Purchasing Process

In September 2005, the Public Works Department, in conjunction with the Information and Technology Management Department, issued a Request for Proposal for a solution to address the City's need for an Automated Vehicle Location (AVL), system based on Global Positioning System (G.P.S.), technology. The City's intention was to use AVL to assist with the delivery of services, the monitoring of maintenance activities, and to ensure compliance with established levels of service and contractual obligations.

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Grey Island Systems Inc. was the lowest priced supplier, and awarded the contract in June 2006. This contract is scheduled to terminate on December 31, 2010.

In order to meet the City's requirements and stay within the budget, Grey Island's proposal consisted of a "Lease to Own" program whereby the G.P.S. units were leased for a 3 year term and then purchased by the City.

Current Inventory of GPS Units

A GPS unit consists of an antenna, power cord and a send/receive unit. At the end of the present contract date December 31, 2010, the inventory of units used by the City will be as follows:

	Owned Units	Leased Units	Total
Public Works	116	113	229
Enforcement Services	18	5	23
Parks	0	20	20

Based on the new proposal by Grey Island, and without projecting any increase in City vehicles, at the end of 2013 the City will own all 272 G.P.S. units.

Current Price / Annual Cost

The current cost to operate the AVL system, is as follows:

Lease	\$17.09
Grey Island Service	\$25.00
Wireless Fee	<u>\$23.00</u>
	\$65.09 / unit / month (excluding taxes)

The Grey Island service fee is for the storage of historical data on their server, updates to the Grey Island / Vaughan web site and the broadcasting and upkeep of the "Where Is My Snow Plow" public web site.

Current Department Usage

Public Works has a total of 229 units. The projected annual cost for the year 2010 is \$155,078.04 (owned cost plus leased cost x 12 months). Enforcement Services has a total of 23 units, and the projected annual cost for the year 2010 is \$14,273.40. Parks & Forestry Operations has a total of 20 units, and the projected annual cost for the year 2010 is \$15,621.60.

New 5 Year Pricing from Grey Island Systems Inc.

The projected cost to operate the A.V.L. system with the proposed 5 year Grey Island rates is as follows:

Lease	\$17.09
Grey Island Service	\$21.25
Wireless Fee	<u>\$23.00</u>
	\$61.34 / unit / month (excluding taxes)

As the City will become the owners of all of the existing leased units during the 5 year contract period, the projected annual cost for December 2013 (mid way through contract):

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Public Works will own 229 units, and the projected annual cost for the year 2014 is \$121,599. Enforcement Services will own 23 units, and the projected annual cost for the year 2014 is \$12,213. Parks & Forestry Operations will own 20 units, and the projected annual cost for the year 2014 is \$10,620.

The proposed 5 year term will result in an operating cost saving of approximately \$40,540 within the 3rd year. This is based on the current number of GPS units. Additional units added during the term of the agreement will reduce the savings accordingly. It should also be noted that although the annual operating costs are reduced, capital funding will be required at some point to replace the City owned units used by the various City departments.

Purchasing Services staff support the single sourcing of this service due to a number of reasons, including:

- the City owns a significant number of GPS units that will not function on another system, and there would be a large financial impact to replace these units;
- Grey Island currently provides the public web site for winter operations at no additional cost;
- Grey Island has worked with the various departments to customize its sites to meet the demands of the City's operations at no additional costs; and,
- Grey Island was the highest scorer with most suitable and cost effective AVL solution which best met the RFP requirements during the last RFP for GPS/AVL services.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities previously set by Council and ties into the following Vaughan Vision 20/20 Goals and Objectives:

Goal: Service Excellence
Objective: Pursue Excellence in Service Delivery

Goal: Management Excellence
Objective: Enhance Productivity, Cost Effectiveness and Innovation

Regional Implications

N/A

Conclusion

The multi-year single source agreement for the supply, installation, monitoring of all AVL units for the City will allow the Public Works Department, Enforcement Services, and the Parks and Forestry Operations Department, to continue on seamlessly with the delivery of services, monitoring of maintenance activities, and provide the level of service the public has come to expect for winter maintenance monitoring. For these reasons, it is recommended that a single source agreement be approved with Grey Island Systems Inc., for a 5 year period.

Attachments

N/A

Report prepared by:

Shawn McKenzie, Senior Environmental Engineering Assistant
Brian T. Anthony, Director of Public Works

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34

**CROSSING GUARD REVIEW
WARDS 1 - 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioners of Engineering and Public Works and Legal and Administrative Services and the Directors of Engineering Services and Human Resources, dated July 6, 2010:

Recommendation

The Commissioners of Engineering and Public Works and Legal and Administrative Services and the Directors of Engineering Services and Human Resources recommend:

That Council approve the revised School Crossing Guard Policy and Procedure attached as Attachment No. 2.

Contribution to Sustainability

Regular reviews and where necessary, updates of the City's practices ensure that the City is in a position to be able to achieve its goals and objectives leading to a sustainable forward thinking organization.

Economic Impact

The economic impact by revising the Crossing Guard warrant is estimated to result in annual savings to the Corporation which is anticipated to be offset completely by a compensation adjustment required for part-time non-union staff to conform with the Council approved pay policy.

Communications Plan

The changes in crossing guard coverage will be communicated to all affected schools, the school boards, and the City of Vaughan Council/School Board Liaison Committee. In addition, all Crossing Guards will be notified of their hours of work in August when they are provided with their contracts at the orientation session.

Purpose

To report on the review of the crossing guard utilization over the lunch hour period.

Background - Analysis and Options

In the winter of 2010, a request was received to extend the hours of a crossing guard to assist a student who was bussed into the neighbourhood in crossing an intersection. As staff was reviewing this request, the requestor went out and counted the number of children crossing and took pictures of the crossing guard during the lunch hour. The issue was negatively reported in the local media with regard to the City's use of resources.

The current Crossing Guard warrants as established by Council on June 25, 2007 (Attachment No. 1), only count the crossings during peak times, i.e., before and after school. The lunch hour services were automatically provided for the lunch times set by the respective school board.

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As a result of this complaint, a memo was provided to the School Board Liaison Committee on March 31, 2010, which outlined the process that the Engineering Services Department would be undertaking to review the number of crossings during lunch hours. The report indicated that all crossing locations would be reviewed, and asked the schools to contact Engineering Services if they were interested in participating in the counts. As each school has a minimum of one guard, all schools were affected.

On May 27, 2010 a meeting was held with the members of the School Board Liaison Committee and staff from the School Boards, Engineering Services and Human Resources Departments. It was determined at this meeting that the existing warrants should be further refined to include, where a.m./p.m. warrants require a crossing guard, that a lunch hour minimum of ten (10) crossings be established. Minutes of the meeting were distributed to all members of the Committee, including those who were unable to attend.

On June 23, 2010 a notice was sent to all of the affected schools with regard to the proposed change in warrants for crossing guards.

The Engineering Services Department undertook a review of all crossing guard locations during the lunch hour period. The results of the study are attached as Attachment No. 3. Of the 90 crossing guards which provide lunch hour coverage, 41 had no crossings during the lunch hour, 36 had between 1 and 9 crossings during the lunch hour, 7 had between 10 and 19 crossings during the lunch hour and 6 had more than 20 crossings during the lunch hour. It is important to note that most of the crossings are counted when they cross leaving at lunch hour and again when they return to school at the end of the lunch hour. Thus, where it is reported that there are 10 to 19 crossings, it is really 5 to 10 actually crossing twice during the lunch hour.

A warrant set at ten crossings will ensure that as long as there are five children crossing to go home and back to school over the lunch hour, a crossing guard will be provided. In total there are 13 schools that meet that warrant currently.

Providing crossing guard services which include some schools for which crossing guards work only before and after school is expected to increase the potential pool of candidates for both permanent and stand-by crossing guards and thus is expected to assist in minimizing the crosswalks that do not have coverage due to absences.

The City currently has 93 full-time crossing guards and 12 stand-by crossing guards who provide service to the City. These Crossing Guards are paid for a minimum of three hours of work. If we maintain the minimum three hour compensation, there are approximately 32 crossing guards whose hours will be reduced as a result in the change in warrants.

Relationship to Vaughan Vision 2020/Strategic Plan

The updating of practices relates to the Vaughan Vision 2020 goals of Staff Excellence and Management Excellence including Attracting, Retaining and Promoting Skilled Staff as well as Enhancing and Ensuring Community Safety, Health and Wellness.

Regional Implications

Not Applicable.

Conclusion

Citizens have told us how important it is to have crossing guards at all locations each and every day. In addition, the City is coming under increased scrutiny with regard to how it utilizes its resources. The removal of the lunch hour coverage for crossing guards where unwarranted, is expected to improve the City's ability to attract and retain crossing guards.

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Attachments

1. Attachment No. 1 - Crossing Guard Warrants
2. Attachment No. 2 – Proposed Crossing Guard Warrants
3. Attachment No. 3 - Crossing Guard Review

Report prepared by:

Janet Ashfield, Director of Human Resources
Jack Graziosi, Director of Engineering Services

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

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35

SPEED CUSHION ON PARKFIELD COURT – WARD 2

(Referred Item)

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 15, 2010:

Council, at its meeting of June 29, 2010, adopted the following (Item 31, Report No. 17):

That this matter be referred to the July 6, 2010 Committee of the Whole Meeting.

Report of Councillor Carella, dated June 15, 2010.

Recommendation

Councillor Tony Carella recommends that the one speed cushion previously recommended by the local traffic calming committee for placement along Parkfield Court be approved as “grandfathered” and constructed at the earliest opportunity, between house #16 and #20 of Parkfield Court and along the west side of #2 Creekwood Court.

Contribution to Sustainability

The long-term sustainability of our local streets depends on their being used for the purposes for which they were designed, rather than as drop-off sites, kiss-and-rides, speed-tracks, or short-term parking lots.

Economic Impact

To be determined.

Communication Plan

The ward councillor will inform the residents of Parkfield and Creekwood Courts once this recommendation is approved by Council

Purpose

To complete a project that was undertaken some time ago, but was delayed while an alternative (speed cushion) was pilot tested in a neighbouring municipality.

Background - Analysis and Options

Parkfield Court is a short street, running north from Highway (Regional Road) 7 opposite the eastern end of Woodstream Boulevard, ending in a cul-de-sac and, immediately beyond it, a pedestrian walkway onto the grounds of St. Peter’s Catholic School. Another cul-de-sac, Creekwood Court, runs east off of Parkfield, ending at an overlook into Rainbow Creek Park.

Because of the pedestrian access to St. Peter’s School, Parkfield Court attracts increased traffic every weekday morning during the school year, as parents use the end of the court as a drop off site for their children, rather than driving further west along Highway 7, north along Martin Grove Road, and east along Andrew Park, to the vehicular entranceway onto the grounds of St. Peter’s School. Similarly, in the afternoon, the Parkfield cul-de-sac is filled with parents’ parked in their vehicles and waiting the end of the school day.

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As their use of Parkfield as a drop-off/pick-up site would seem to indicate, these parents are looking to save time, which may account for the speed with which they exit the street, attempting to “beat the light” at Highway 7 and Woodstream Boulevard. The result is a situation that is clearly dangerous to the children who live along both Parkfield and Creekwood Courts.

To address this issue, a speed hump was proposed some time ago by the local traffic calming committee. But in an effort to explore a traffic calming device that might be more suitable for this and other locations across the City, action was deferred pending a pilot test in the Town of Aurora of “speed cushions”---essentially, a speed hump with gaps to accommodate the wider wheel-base of fire and emergency vehicles, but too wide to permit a simple drive-through by the average automobile.

It is appropriate to revert to the original recommendation, and install a single speed cushion along Parkfield Court. In light of changes recently made to the City’s traffic calming policy, this installation would be considered as “grandfathered”. One additional consideration should be noted: given the narrow width of Parkfield Court, curb bump-outs, chicanes, etc. are not otherwise recommended. Finally, it is important to note that Parkfield is not identified as an emergency response route.

Regional Implications

None

Relationship to Vaughan Vision 2020

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

Conclusion

It is appropriate that Council approve a single speed cushion on Parkfield Court, on a grandfathered basis.

Attachments

None

Report prepared by:

Councillor Tony Carella, FRSA

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36

**PROCLAMATION REQUEST
GRANDPARENTS' MONTH**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated July 6, 2010:

Recommendation

The City Clerk recommends:

- 1) That September 2010 be proclaimed as "Grandparents Month"; and
- 2) That the proclamation be posted on the City's website and published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City's website under "Events – Proclamations" and on the City Page Online.

Purpose

To respond to the request received from the Seniors Association of Vaughan Initiative (S.A.V.I.).

Background - Analysis and Options

At the June 15, 2010, Committee of the Whole meeting, Ms. Isabella Ferrara made a deputation to request that September be proclaimed "Grandparents' Month".

S.A.V.I. is an umbrella organization representing 3,700 senior club members in the City of Vaughan. S.A.V.I. recognizes the significance and central role that seniors play in the lives of families throughout the City of Vaughan and the contribution and continued support of seniors is worthy of recognition. Special events during the month of September will be organized to highlight and celebrate the role and presence of seniors in the City of Vaughan.

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:

- (ii) If the event, campaign or declaration is directly related to matters over which the City has jurisdiction or the city directly sponsors the event, campaign or other matter".

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Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020, in particular “Preserve Our Heritage & Support Diversity, Arts & Culture”.

Regional Implications

N/A

Conclusion

Staff is recommending that September 2010 be proclaimed as “Grandparents' Month” and that the proclamation be posted on the City’s website and published on the City Page Online.

Attachments

N/A

Report prepared by:

Connie Bonsignore, Administrative Assistant

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37

**ZONING BY-LAW AMENDMENT FILE Z.10.007
ISADAN HOLDINGS LIMITED
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.10.007 (Isadan Holdings Limited) BE APPROVED, to rezone the western 0.9 ha portion of the subject lands shown on Attachment #3 from EM1 Prestige Employment Area Zone to C7 Service Commercial Zone, and maintain the EM1 Zone on the balance of the property.
2. THAT the implementing Zoning By-law:
 - a) permit site-specific C7 Service Commercial Zone and EM1 Prestige Employment Area Zone uses on the C7 Zone lands, as identified in Table 1 of this report; and,
 - b) permit site-specific exceptions to the EM1 Prestige Employment Area Zone and C7 Service Commercial Zone of By-law 1-88 as identified in Table 2 of this report, including a minimum 6m rear yard (southerly) setback for both the C7 and EM1 Zones.

Contribution to Sustainability

The proposal constitutes a change in zoning only, and therefore, there is no contribution to sustainability at this time, which will be determined through the site plan process.

Economic Impact

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

Communications Plan

On March 26, 2010, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands. Through the notification, no written comments were received by the Vaughan Development Planning Department. The recommendation of the Committee of the Whole on April 20, 2010, to receive the Public Hearing report, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on May 4, 2010.

Purpose

The Owner has submitted a Zoning By-law Amendment Application to rezone the western 1.2 ha of the overall 1.66 ha subject lands shown on Attachments #1 and #2 from EM1 Prestige Employment Area Zone to C7 Service Commercial Zone to permit site-specific C7 and EM1 uses identified in Table 1 of this report on the C7 Zone lands; maintain the EM1 Zone on the easterly remaining lands (0.76.ha); and, to permit the exceptions to the C7 and EM1 Zones identified in Table 2 of this report.

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Background - Analysis and Options

The subject lands shown on Attachments #1 and #2, are located at the southeast corner of Regional Road 50 and Trade Valley Drive, being Block 6 on Registered Plan 65M-4150, in Part of Lots 12 and 13, Concession 10, Planning Block 64, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan/Block Plan

The subject lands are designated “Prestige Area” by OPA #450 (Employment Area Plan), as amended by OPA #631, and subject to the approved Block 64 Plan, and the following policies:

a) “Prestige Area” (OPA #450 and OPA #631)

The “Prestige Area” designation is located adjacent to arterial roads and highways, which encourages locational opportunities for uses that require high visual exposure, good accessibility and an attractive working environment. The “Prestige Area” designation permits a wide range of industrial, office, business and civic uses and is implemented through the EM1 Prestige Employment Area Zone category in Zoning By-law 1-88.

OPA #450 also contains policies respecting Service Nodes, which allow service commercial uses at the intersection of arterial and/or collector roads. The Service Node designation provides policies for uses that supply the day-to-day convenience and service needs of the surrounding businesses, industries and their employees and to ensure that service opportunities are provided at convenient and accessible locations throughout the employment area. The maximum area of a Service Node is 1.2 ha. The proposed C7 Service Commercial Zone satisfies the Official Plan criteria respecting the location of a Service Node, as the property is located at the intersection of Regional Road 50 and Trade Valley Drive, and is less than 1.2 ha in size (ie. site is 0.9 ha).

b) Block 64 Plan

The approved Block 64 Plan shown on Attachment #4 designates the subject lands as “Prestige Area”. The Block Plan was approved by Vaughan Council on June 26, 2006. The proposed C7 Service Commercial Zone is consistent with and conforms to OPA #450, OPA #631 and the approved Block 64 Plan.

Zoning

The subject lands are currently zoned EM1 Prestige Employment Area Zone by By-law 1-88. The applicant is requesting that the following site-specific C7 Service Commercial Zone and EM1 Prestige Employment Area Zone uses be permitted on a 0.9 ha portion of the overall 1.66 ha property that is proposed to be zoned C7 Zone as shown on Attachment #3:

Table 1: Proposed C7 Service Commercial Zone Uses

- Automobile Service Station, Automobile Gar Bar, Car Wash;
- Banquet Hall, including an eating establishment provided that said eating establishment does not exceed 20% of the G.F.A. of the banquet hall;
- Bank and Financial Institution;
- Business and Professional Office;
- Club or Health Centre;
- Eating Establishment, Outdoor Patio;
- Eating Establishment, Convenience with Drive-Through, Outdoor Patio, subject to Section 5.1.6;
- Eating Establishment, Take Out, Outdoor Patio;

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- Hotel, Motel, Convention Centre;
- Office Building;
- One (1) Convenience Retail Store; and,
- Recreational Uses, including a golf driving range and miniature golf course;
- Technical School; and,

- The following EM1 Prestige Employment Area Zone uses within the C7 Zone:
 - Day Nursery;
 - Parks and Open Space;
 - Employment Use;
 - Accessory Retail Sales to an Employment Use;
 - Accessory Office Uses to an Employment Use;
 - Bowling Alley, subject to Section 3.8;
 - Funeral Home in a Single Unit building and subject to Section 3.8;
 - Car Brokerage;
 - Service and Repair Shop (Note: includes the service and repair of small machinery such as lawn care equipment and small household appliances but shall not include the repair or servicing of motor vehicles or heavy equipment).

The following site-specific exceptions to the C7 Service Commercial Zone and EM1 Prestige Employment Area Zone requirements are proposed:

Table 2: Proposed Zoning Exceptions

	By-law Standard	By-law 1-88 Requirements	Proposed Exceptions to By-law 1-88
a.	Minimum Landscape Strip Width (along Trade Valley Drive – EM1 Prestige Employment Area Zone)	9.0m	6.0m
b.	Minimum Front Yard (Trade Valley Drive – C7 Service Commercial Zone)	9.0m	6.0m
c.	Minimum Exterior Side Yard (Regional Road 50 – C7 Service Commercial Zone)	9.0m	6.0m
d.	Minimum Rear Yard (southerly property line)	22m (C7 Zone) 12m (EM1 Zone)	3.0m (proposed by Applicant) 6.0m (recommended by Development Planning Department)

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	By-law Standard	By-law 1-88 Requirements	Proposed Exceptions to By-law 1-88
e.	Parking and Building Setbacks for C7 Service Commercial and EM1 Prestige Employment Area Zone	Parking and building setback requirements applied separately to each respective zone category.	For the purposes of zoning, the lands zoned C7 Service Commercial Zone and EM1 Prestige Employment Area Zone shall be deemed to be a single lot for the purposes of applying minimum parking and building setback requirements.
f.	Permitted Uses in the C7 Service Commercial Zone	C7 Service Commercial Zone uses only.	To permit EM1 Prestige Employment Area Zone uses within the C7 Service Commercial Zone.

The proposal to rezone the westerly portion of the subject lands in the manner shown on Attachment #3, to permit site-specific C7 Service Commercial Zone and EM1 Prestige Employment Area Zone uses in the C7 Zone noted in Table 1, implements the “Prestige Area” policies of OPA #450 and OPA #631 and the approved Block 64 Plan, and is consistent and compatible within an employment area setting.

The proposed C7 Service Commercial Zone will allow additional complimentary uses on the lands that will serve the needs of the existing and proposed employment uses in the surrounding area. On this basis, the Development Planning Department has no objection to the proposed rezoning of the western portion (0.9 ha) of the site to C7 Zone to permit site-specific C7 Service Commercial and EM1 Prestige Employment Area Zone uses.

The Owner is also requesting various reductions to the required landscape strips and building setbacks. The proposed reductions to the landscaping and building setbacks along Trade Valley Drive and Regional Road 50 are consistent and compatible with recent similar applications in the area (eg. Lega Holdings at northeast corner of Regional Road 50 and Langstaff Road).

The applicant has requested a rear yard setback of 3.0m, whereas the By-law requires 22m for the C7 Zone and 12m for the EM1 Zone. The property is a corner lot that faces Regional Road 50, which is an arterial road, and therefore, any development is likely to front this road, with the southerly rear yard functioning in a similar manner as an interior side yard. The Development Planning Department has no objection to the reduction of the rear yard, but suggests that a rear yard setback of 6.0m is more appropriate as it reflects a setback that would be used in the interior side yard for employment zones. On this basis, the Development Planning Department is recommending a rear yard setback of 6.0m.

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The Development Planning Department has reviewed the above-noted proposed exceptions to the Zoning By-law, and have no objections, subject to the provision of a minimum 6m rear yard (southerly) setback for both C7 and EM1 Zones.

Traffic

The applicant provided a Traffic Impact Brief in accordance with the policies of OPA #450 to justify service commercial uses on the subject lands. The Report was reviewed and approved by the Region of Peel, the Region of York, and the Vaughan Engineering Department. The Owner will be required to provide a more comprehensive Traffic Impact Study at the Site Development Application stage.

Future Site Development Application

The Owner will be required to submit a Site Development Application for Council's approval on the subject lands, to ensure an appropriate site layout and building design, site servicing and grading, stormwater management, parking and access, urban design, streetscaping and sustainable design, are appropriately addressed.

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 application was circulated to the Region of York and the Region of Peel for review. Both public agencies have reviewed the proposed rezoning and have indicated they have no concerns, and that the technical review will occur upon the submission of the required Site Development Application.

Conclusion

The Zoning By-law Amendment Application has been reviewed in accordance with the policies of OPA #450 (Employment Area Plan) as amended by OPA #631, the Council approved Block 64 Plan, the requirements of By-law 1-88, the comments received from City Departments and external public agencies, and the surrounding employment area context.

The Vaughan Development Planning Department is satisfied that the proposal to rezone the westerly 0.9ha of the subject lands from EM1 Prestige Employment Area Zone to C7 Service Commercial Zone as shown on Attachment #3, to permit site-specific C7 and EM1 uses within the C7 Zone, is appropriate and compatible with the surrounding employment area context, and conforms with the Official Plan and Block Plan. In addition, a Traffic Impact Brief was prepared in support of the application, which was reviewed and approved by the Region's of York and Peel and the Vaughan Engineering Department. The remainder of the applicant's easterly property (0.76ha) will remain zoned EM1 Zone. In light of the above, the Development Planning Department can support the approval of the Zoning By-law Amendment Application, subject to the recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Proposed Zoning
4. Approved Block 64 Land Use Plan

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Report prepared by:

Ryan Mino, Planner, ext. 8213
Christina Napoli, Acting Senior Planner, ext. 8483
Carmela Marrelli, Acting Manager of Development Planning, ext. 8791

/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 38, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

38 FOR AN OPEN, TRANSPARENT AND ACCOUNTABLE METROLINX

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated July 6, 2010:

Recommendation

Councillor Alan Shefman recommends that:

1. Council request the Ontario Government to amend the governance of Metrolinx to make it open, transparent, and accountable to the public by requiring it to conduct its meetings in public, consistent with the rules governing municipal government; provide advance public notice of meetings; allow public deputations; and publish all reports, agendas, and minutes, and
2. The Clerk forward this motion to Vaughan MPPs and other Greater Toronto Area municipalities for their information.

Contribution to Sustainability

The establishment of an open and accountable process at Metrolinx will help to support the planning of rapid transit in York Region and ultimately assist in achieving the environmental goals related to quality rapid transit in the Region.

Economic Impact

none

Communications Plan

A media release should be distributed outlining Council's position. All GTA municipalities should be informed of Council's decision. The Premier, appropriate members of his government and Metrolinx should also be written to inform them of Vaughan's position.

Purpose

In 2006, the Ontario Government created Metrolinx, merging Go Transit into a new organization with a mandate to develop and implement a regional transit plan for the Greater Toronto Area (GTA). In March, 2009, the Ontario Government removed all elected officials from the Metrolinx Board, replacing them with unelected appointees.

The Metrolinx Board meets to consider its business largely behind closed doors. While the public is allowed to attend the public sessions, they are not permitted to speak to the Board or present their views on any of the items before it. Any budgetary matters or items related to the development of the Regional Transit Plan are held behind closed doors. The Metrolinx Board also meets behind closed doors to discuss matters without providing formal notice, publishing agendas, or providing a minuted record if the meeting.

Metrolinx has also developed an approach to consultation on the elements of its regional transit plan that many have criticized as highly streamlined, one-way, and not in any way meaningful or respectful of community input.

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At a certain point in Metrolinx's closed door deliberations a funding scheme for GTA rapid transit was decided upon that excluded funding for the extension of the Yonge Street subway through Vaughan and Markham to Richmond Hill, even though this project had been designated as a funding priority at an earlier date.

This, and other behind-closed-doors decision making process is counter to the principles of open, transparent, and accountable government. The City of Vaughan and VIVA, the York Region transportation authority hold extensive public consultation on all matters. A regional planning body with no elected representatives should be required to meet in an equally high standard for openness and accountability, especially when their decisions hold such serious consequences for the provision of public transit in the GTA.

Background - Analysis and Options

Since the new, closed-door model of Metrolinx has been established, municipalities and concerned residents have been confronted with significant limitations in fully understanding the agency's decision-making process nor have they had the required breadth of opportunity to make their concerns known.

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the Strategic priorities established by Vaughan Vision 2020, in particular "Demonstrate Leadership and Promote Effective Governance" – To advocate and influence policies and programs at all levels of government, promoting accountability, civic engagement and transparency.

Regional Implications

The re-establishment of an open and accountable process at Metrolinx will allow the impacted municipalities as well as VIVA to have a greater opportunity to understand and have input into the planning of rapid transit in York Region.

Conclusion

The Provincial Government should require Metrolinx to establish an open and accountable planning and decision-making process from this point forward.

Attachments

none

Report prepared by:

Debi Traub, Council Executive Assistant

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Item 39, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

39 COUNCIL PRIORITIES PLAN 2010 SECOND QUARTER UPDATE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Senior Manager of Strategic Planning, dated July 6, 2010:

Recommendation

The Senior Manager of Strategic Planning in consultation with the City Manager recommends:

1. That the report including Attachment 1 –Council Priorities Plan 2010 Second Quarter Update Report be received

Contribution to Sustainability

The individual priority initiatives will address any contribution to sustainability.

Economic Impact

N/A

Communications Plan

Web new stories and timelines on each of the Council Priority Plan initiatives will be updated. The City e-newsletter will provide a link to the updated Council Priority Plan website.

Purpose

The Council Priorities Plan 2010 Second Quarter update.

Background - Analysis and Options

The Council Priorities Plan was initially tabled at the Committee of the Whole meeting on January 13, 2009. The Plan was comprised of ten theme areas which were led by various Members of Council. To demonstrate progress in implementing the initiatives, it was decided that quarterly updates were necessary. Thus, the first three quarterly updates were reported at the March 30, June 22, and November 2 2009 Committee of the Whole (Working Session) meetings. To date in 2010 there have been two quarterly updates at the February 8 and June 14, 2010 Committee of the Whole (Working Session) meetings.

Attachment 1 highlights the progress reports for all ten of the Council Priority Plan initiatives for the second quarter in 2010. A guide to understanding the template is provided as a cover sheet. The web stories and timelines for each of the initiatives will be updated and posted after approval at Council.

Relationship to Vaughan Vision 2020/Strategic Plan

The Council Priorities Plan is aligned with the 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

The individual priority initiatives will address any regional implications.

Conclusion

The Council Priorities Plan 2010 Second Quarter Update is being tabled at the July 6, 2010 Committee of the Whole to provide a progress report on the plan to the community.

Attachments

1. Attachment 1 - Council Priorities Plan 2010 Second Quarter Update Report

Report prepared by:

Thomas Plant MBA, MPA
Senior Manager of Strategic 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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40

**ZONING BY-LAW AMENDMENT FILE Z.09.041
1191621 ONTARIO INC.
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010:

Recommendation

The Commissioner of Planning recommends:

1. THAT the Zoning By-law Amendment File Z.09.041 (1191621 Ontario Inc.) BE APPROVED, to permit the open storage of pallets, racking and other similar materials, in two recessed locations of the existing industrial building (total area of approximately 1,035m²) on the subject lands in the manner shown on Attachment #3, with the following exceptions:
 - i) to permit open storage areas that are not enclosed by a stone or masonry wall or a chain link fence with an appropriate landscape screen of not less than two (2) metres in height, whereas the By-law requires open storage areas to be enclosed; and,
 - ii) include the following site-specific definition for "open storage" in the implementing zoning by-law:

"OPEN STORAGE shall mean the leaving or placing of goods, materials, machinery, and equipment including pallets and racking on a lot and not covered by a structure, and shall not include the storage of vehicles."
2. THAT prior to the enactment of the implementing Zoning By-law, the Owner shall satisfy all requirements of the Vaughan Engineering Department, with respect to storm water management.

Contribution to Sustainability

There are no contributions to sustainability being considered through this application.

Economic Impact

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

Communications Plan

On January 29, 2010, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands. Through the notice circulation, no written comments were received by the Vaughan Development Planning Department. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 23, 2010, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on March 9, 2010.

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Purpose

The Owner has submitted an application to amend the City's Zoning By-law 1-88, specifically the PBM1 Parkway Belt Restricted Industrial Zone, to permit the open storage of pallets, racking and other similar materials, in two recessed locations (total area of approximately 1,035m²) of the existing industrial building (Rollstamp Manufacturing) on the subject lands as shown on Attachment #3. The site is developed with a 2-storey industrial building.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located at 90 Snidercroft Road, being southwest of Keele Street and Highway 407, in Part of Lot 3, Concession 4, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan

The subject lands are designated "Prestige Area" along Highway #407 and the balance of the lands are designated "Employment Area General" by OPA #450 (Employment Area Growth and Management Plan) as shown on Attachment #4. The "Prestige Area" designation encourages locational opportunities for uses that require high visual exposure, good accessibility and an attractive working environment, and does not permit the outside storage of materials, goods or equipment. The applicant is not proposing open storage on any portion of the property designated "Prestige Area".

The "Employment Area General" designation accommodates uses that do not require high visual exposure, provides locational opportunities for industrial developments which may require open storage or be undertaken outdoors, and facilitates a broad range of lot sizes and a diversity of building forms in order to meet the needs of any business or industry. Permitted uses include a full range of processing, warehousing and open storage and transportation and distribution facilities.

The two proposed open storage areas within the recessed areas of the existing industrial building on the subject lands (Attachment #3) are located within the "Employment Area General" designation, which permits open storage, therefore the proposal conforms to the Official Plan.

Zoning

The subject lands are zoned PBM1 Parkway Belt Restricted Industrial Zone by By-law 1-88. Open Storage is not permitted in the PBM1 Zone as all permitted uses must be within a wholly enclosed building. Where Open Storage uses are permitted within Industrial Zones, they are subject to the following provisions;

- i) The storage of goods and materials shall be accessory to the permitted use, and the area so used shall not exceed ten (10%) of the lot area;
- ii) There shall be no open storage on any lot unless there is an existing building with a gross floor area of at least 550 square metres;
- iii) No storage shall be located in any front yard and shall be no closer than twenty (20) metres to any street line;

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- iv) The storage area shall be completely enclosed by a stone or masonry wall or chain link fence with appropriate landscaping screen and no such enclosure shall be less than two (2) metres in height;
- v) If a lot has a frontage of less than 45.5 metres, no part of any open storage shall be in the side yard;
- vi) No open storage shall be permitted on any corner lot;
- vii) If a lot upon which open storage is permitted abuts the boundary of a Residential or Open Space Zone, screening shall be provided along such boundary within the Industrial Zone. Screening shall consist of a solid fence of minimum two (2) metres in height;
- viii) No open storage other than machinery and equipment shall exceed three (3) metres in height.
- ix) The open storage of any goods or materials which are obnoxious, visually or otherwise, including derelict or scrap motor vehicles or machinery and worn-out appliances or equipment shall not be permitted.

Furthermore, Section 2.0 “Definitions” in By-law 1-88 defines Open Storage as follows:

“Means the leaving, placing or parking of goods, materials, machinery, equipment or vehicles on a lot and not covered by a structure for a period of more than 72 hours.”

The proposed open storage of pallets, racking and other similar materials is not permitted in a PBM1 Zone, nor does the proposed storage comply with the provisions for open storage in By-law 1-88, and therefore an amendment to the Zoning By-law is required.

Planning Considerations

The Owner requires areas for the storage of metal racking and pallets on the site, whereas Zoning By-law 1-88 currently does not permit open storage on the property. Through the submission of this application, open storage would be permitted on the property, but would be limited to the areas shown on Attachment #3, in two recessed locations of the industrial building. This will improve the overall existing site condition by reducing the visibility of the open storage from Snidercroft Road and Highway #407.

The site is currently developed with a 10,413.92m² industrial building which was built in phases between the 1960's and 1985 and is currently being used for manufacturing purposes. The proposed open storage areas shown on Attachment #3 are situated in former parking areas, and parking has been relocated to the edge of the site along the property line as shown on the attached Site Plan (Attachment #3). The site requires 160 parking spaces, whereas 163 spaces have been provided. There are no changes to the existing building, setbacks or landscape strips proposed as part of this application.

The open storage areas proposed and shown on Attachment #3 are recessed within the east and west elevations of the existing building. The Owner has requested that the storage areas not be fenced, enclosed by a stone or a masonry wall and or a landscape screen, as required by By-law 1-88 as noted above. This is to allow for easy access and manoeuvring of trucks and forklifts. The proposed open storage complies with all other standard provisions for open storage previously identified in this report, and therefore an exception to the By-law is only required to permit storage with no masonry wall or landscape screening.

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The Development Planning Department has no objection to the proposed amendment to eliminate the required fence and or enclosure, as the storage area will be screened on 3 sides by the existing building and the remaining open side is situated far enough away from the adjacent neighbours so that there should be minimal impact. Additionally, the proposed open storage locations are adjacent to areas on the neighbouring industrial building that are also utilized for loading, further reducing the overall impact of the proposed storage.

As the owner is requesting the location of open storage in specific locations on the property and for specific materials and equipment, the existing definition for Open Storage in By-law 1-88 is not suitable. Zoning By-law 1-88 currently defines Open Storage as follows:

“Means the leaving, placing or parking of goods, materials, machinery, equipment or vehicles on a lot and not covered by a structure for a period of more than 72 hours.”

The owner is requesting permanent locations for open storage on the property and only for specific items utilized in the operation of the existing business, including pallets, metal racking and other similar materials. The existing definition permits the parking of vehicles, which has not been requested by the owner and is not directly associated with the storage requirements demonstrated by the existing business (i.e. pallets and metal racking). On this basis, the Development Planning Department recommends that the definition be amended to accurately reflect the existing business needs and requests from the owner by removing the minimum 72 hour requirement and not permitting the storage of vehicles in the following manner:

“OPEN STORAGE shall mean the leaving or placing of goods, materials, machinery, and equipment including pallets and racking on a lot and not covered by a structure, and shall not include the storage of vehicles.”

On this basis, the Development Planning Department has no objection to the proposal to permit open storage on the property without a screen wall, while using the recommended site-specific definition for “open storage” as noted above.

Vaughan Engineering

The Owner is continuing to work with the Vaughan Engineering Department to ensure that the location of the open storage areas will not impact the storm water management for the property. A catch basin is located within the main storage area proposed on the west side of the building. The Owner is working with the Engineering Department to reduce the impact of the storage areas on the stormwater runoff in this location. The Engineering Department has advised the Development Planning Department that they have no objections to the application proceeding forward to the Committee of the Whole, but require final approval of the revised Storm Water Management Plans and Site Servicing and Grading Plans which must be approved by the Vaughan Engineering Department prior to the enactment of the implementing Zoning By-law. A condition to this effect has been included in the recommendation of this report.

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 property is located on Snidercroft Road, a City road, and does not affect lands owned by the Region of York.

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Conclusion

The Zoning By-law Amendment Application has been reviewed in accordance with the policies of OPA #450, the requirements of By-law 1-88, the comments received from City Departments and external public agencies, and the surrounding area context. The Vaughan Development Planning Department is satisfied that the proposal to permit the open storage of pallets, racking and other similar materials, in two recessed locations of the existing industrial building (total area of approximately 1,035m²) on the subject lands and in the manner shown on Attachment #3, is appropriate and will maintain the integrity of the site and surrounding employment area, and conforms to the Official Plan. On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment Application, subject to the recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Land Use Schedule 2C – OPA #450 (Employment Area Plan)

Report prepared by:

Ryan Mino, Planner, ext. 8213
Christina Napoli, Acting Senior Planner, ext. 8483
Carmela Marrelli, Acting Manager of Development Planning, ext. 8791

/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 JULY 13, 2010

Item 41, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

41

**PROCLAMATION REQUEST
UNITED WAY WEEK OCTOBER 4 – OCTOBER 8, 2010**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated July 6, 2010:

Recommendation

- 1) That October 4 – October 8, 2010 be proclaimed as “United Way Week” in the City of Vaughan; and
- 2) That the proclamation be posted on the City’s website published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations” and on the City Page Online.

Purpose

To respond to the request received from the Chair of the 2010 Community Campaign, United Way of York Region.

Background - Analysis and Options

The correspondence received from the Chair, 2010 Community Campaign, United Way of York Region, dated June 23, 2010, 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 United Way of York Region which serves 1 in 3 residents is a catalyst to engage local communities by helping to build a better life for everyone especially during these challenging times. Last year’s campaign was a remarkable success with the release of a report addressing *OUR STRENGTHS*, the first Union Leaders Breakfast, presentations to local municipalities and town hall meetings across York Region.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

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Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020, in particular “Enhance and Ensure Community Safety, Health and Wellness.

Regional Implications

This report supports the promotion of awareness throughout the Region about the United Way Community Campaign.

Conclusion

Staff is recommending that October 4 – October 8, 2010 be proclaimed as “United Way Week” in the City of Vaughan, and that the proclamation be posted on the City’s website and on the City Page Online.

Attachments

Attachment 1 Correspondence from the Chair, 2010 Community Campaign, United Way of York Region, dated June 23, 2010

Report prepared by:

Connie Bonsignore, Administrative 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 JULY 13, 2010

Item 42, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

42

**PROCLAMATION REQUEST
CHILDHOOD CANCER AWARENESS DAY**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated July 6, 2010:

Recommendation

The City Clerk recommends:

- 1) That September 2, 2010 be proclaimed as “Childhood Cancer Awareness Day”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations” and on the City Page Online.

Purpose

To respond to the request received from the Communications and Development Officer, of the Pediatric Oncology Group of Ontario (POGO).

Background - Analysis and Options

The correspondence received from the Communications and Development Officer of the Pediatric Oncology Group of Ontario (POGO), dated June 16, 2010 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 Canadian Cancer Society is a registered charity.

The Pediatric Oncology Group of Ontario (POGO) is the official advisor on childhood cancer to the Ministry of Health and Long-Term Care. Childhood cancer is the biggest disease killer of children in Ontario, with over 400 children diagnosed with cancer every year. Their mandate is to raise awareness about the disease and its effects. POGO works to by develop new policies and programs to improve the care of children with cancer, their families, and childhood cancer survivors.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

Item 42, CW Report No. 36 – Page 2

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020, in particular “Enhance and Ensure Community Safety, Health and Wellness”.

Regional Implications

N/A

Conclusion

Staff is recommending that September 2, 2010 be proclaimed as “Childhood Cancer Awareness Day and that the proclamation be posted on the City’s website and published on the City Page Online.

Attachments

Attachment 1 Correspondence from the Pediatric Oncology Group of Ontario (POGO), dated June 16, 2010

Report prepared by:

Connie Bonsignore, Administrative 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 JULY 13, 2010

Item 43, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

**43 REQUEST FOR STAFF TO INSTALL TRAFFIC CALMING MEASURES AROUND
 HERBERT H. CARNEGIE PUBLIC SCHOOL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated July 6, 2010:

Recommendation

Councillor Peter Meffe recommends:

That staff be directed to install all-way stop control at Via Romano Blvd. and Lady Valentina Avenue; and

That staff be directed to reduce the speed along Via Romano Way in the school zone to 40 Km per hour; and

That staff install a school zone sign in this area; and

That staff conduct a study in this area for the staffing of a school crossing guard; and

That the attached community petition be received.

Contribution to Sustainability

The installation of these traffic calming measures will ensure the safety of the school children attending Herbert H. Carnegie Public School along with promote and improve traffic flow and pedestrian movements in this area.

Economic Impact

Nil

Communications Plan

N/A

Purpose

The purpose of this recommendation is to ensure the safety of the school children in the area.

Background - Analysis and Options

Councillor Meffe received numerous phone calls and also a petition by the residents in the area, requesting the installation of traffic calming measures near Herbert H. Carnegie Public School. Currently there are no stop signs or cross walks in the area in order to ensure the safety of the school children. Due to the speed being set at 50 km per hour automobile drivers are driving at excessive speeds and creating an unsafe environment for the children walking to the school.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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Item 43, CW Report No. 36 – Page 2

- Pursue of Excellence in Service Delivery; and
- Enhance and ensure Community Safety, Health and Wellness.

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Regional Implications

Nil

Conclusion

Considering the number of children attending the school, along with the excessive speeds being driven in this area I believe that this is a reasonable request from the residents in the area.

Attachments

Petition from residents in the area.

Report prepared by:

Councillor Peter Meffe

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

Item 44, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

44 ALL-WAY STOP CONTROLS AT VARIOUS LOCATIONS IN BLOCK 39
(Referred Item)

The Committee of the Whole recommends:

- 1) That an all-way stop be installed at:**
 - a) Maria Antonia Road and Kingsview Drive; and**
 - b) Via Campanile and St. Urbain Drive; and**

- 2) That the following report of Councillor Di Vona, dated June 15, 2010, be received.**

Council, at its meeting of June 29, 2010, adopted the following (Item 28, Report No. 31):

That this matter be referred to the July 6, 2010, Committee of the Whole meeting to allow the Ward 3 Sub-Committee to review the locations.

Recommendation of the Committee of the Whole meeting of June 15, 2010:

That this matter be deferred to the Council meeting of June 29, 2010 to allow the Ward 3 Sub-Committee to review the locations.

Report of Councillor Di Vona, dated June 15, 2010

Recommendation

Councillor Bernie DiVona recommends:

That Traffic Engineering staff review the warrant for installation of all-way stop controls at various locations in Block 39 noted in the petition received from Ms. Mimi Robertson, President, Vellore Village Residents Association, and report back to a future Committee of the Whole meeting.

Economic Impact

None

Communications Plan

The local councillor will advise the residents in the immediate area.

Purpose

In response to the attached petition for all-way stop controls at various locations in Block 39.

Background - Analysis and Options

The residents of the area have requested a review of the locations noted in the attached petition for all-way stop controls.

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

Regional Implications

None

Conclusion

In response to concerns by area residents, as expressed in the attached petition, it is recommended that staff review the traffic warrants for all-way stop controls at various locations in Block 39.

Attachments

Petition

Report prepared by:

Councillor Bernie DiVona

(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 JULY 13, 2010

Item 45, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

45

**MICRO SURFACING OF ROADWAYS
WARDS 1 - 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated July 6, 2010:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That Council approval be given to complete the existing micro surfacing contracts, namely Tender Nos. T09-185, T09-246 and T09-249, and
2. That polymer modified slurry sealing be used as the pavement preservation method on local residential streets on the above mentioned Tenders.

Contribution to Sustainability

Council at its meeting of April 2, 2007 (Item 1, Report No. 14, of the Committee of the Whole (Working Session)) adopted without amendment a report outlining the City's proposed 5 Year Pavement Management Program, which identified a number of activities to maintain, preserve, rehabilitate and replace the City's road infrastructure. Micro surfacing was identified as the preferred method of pavement preservation, to be utilized by the City. The recommendation contained in the current report will support the environmental sustainability of the Pavement Management Program by utilizing a more acceptable pavement preservation technique on local residential streets (low volume, low speed roads).

Economic Impact

The City awarded the following three micro surfacing contracts in 2009:

Tender Number	Awarded Value*	Remaining Value of Work*
T09-185	\$255,356.00	\$106,024.12
T09-246 (ISF)	\$471,941.00	\$60,643.46
T09-249 (ISF)	\$955,024.30	\$955,024.30

* - excluding GST

As indicated in the above table, Tender Nos. T09-246 and T09-249 have been approved as part of the Infrastructure Stimulus Funding (ISF) program. The 2009 Capital Budget accounts EN-1729-09, EN-1784-09 and EN-1793-09 have sufficient funds to complete the work. Therefore, there is no additional economic impact on the 2009 Capital Budget.

In accordance with the requirements of the ISF program, all works for Tender Nos. T09-246 and T09-249 must be completed by March 31, 2011 in order to qualify for funding.

Communications Plan

Upon Council's approval for the completion of the remaining work, Engineering Services staff will advise the Ward Sub-Committee prior to construction resuming. Notices will also be sent to the homeowners on the streets to be slurry sealed and micro surfaced, prior to construction, providing information on the pavement preservation method to be used and its benefits. The locations of the remaining streets to be slurry sealed and micro surfaced can be found in Attachment Nos. 1 to 10.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

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Purpose

Council approval to resume and proceed with the three current micro surfacing contracts, namely Tender Nos. T09-185, T09-246 and T09-249.

Background - Analysis and Options

At the meeting of Council held on May 10, 2010, Council recommended that Item 1, Report No. 16, of the Committee of the Whole (Working Session) be adopted without amendment:

“ The Committee of the Whole (Working Session) recommends:

1) That staff provide a report on the micro surfaced roads that have been identified as having problems and/or complaints and the necessary methods to rectify the problems or complaints;

2) That staff provide an opportunity to view a test site with a sample of the new material recommended for installation;”

In 2009, a number of streets were micro surfaced in the Maple and Woodbridge communities as part of Tender Nos. T09-185 and T09-246. In Spring of 2010, City staff carried out inspections of all the roads that were previously micro surfaced and a number of deficiencies were identified. The Engineering Services Department then retained the services of Coffey Geotechnics Inc. to carry out a visual inspection of the condition of all the roads that were previously micro surfaced, as well as provide recommendations to rectify all deficiencies identified (in accordance with Ontario Provincial Standards and Specifications).

The micro surfaced road should have a uniform texture, free from excessive scratch marks, tears, indentations or other surface irregularities. Other deficiencies might include a loss of coarse aggregate, edge cracking, exposed base asphalt or longitudinal and transverse cracks.

Based on the visual test results and analysis undertaken by Coffey Geotechnics Inc., deficiencies have been identified that will require remediation. Engineering Services staff will work with both the contractor and consultant to explore alternatives to rectify all deficiencies that may also include a financial penalty applied to the contract.

Two test sites were selected to provide a sample of changes in the micro surfacing product. The first test site was Administration Road (see Attachment No. 1) where a polymer modified slurry seal (type 1) was applied that contained a finer aggregate. The second test site was Corrine Court (see Attachment No. 9) where a standard mix design was applied (the same mix design that was utilized on all streets where micro surfacing was completed in 2009), however, modifications were made to the application process. The changes to mix design as well as the method of application are explained in the April 16, 2010 report to Committee of the Whole (Working Session), which can be found in Attachment No. 11.

The application of the polymer modified slurry seal on Administration Road provided a product with superior aesthetic characteristics than that of the micro surfacing mix design. The slurry seal mix design utilized smaller aggregates that resulted in a smoother finish to the road surface. There also appeared to be less residual aggregate after the application of the product that would have required sweeping. Based on the test results, there does not appear to be any unexpected issues that have arisen by using a polymer modified slurry seal.

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Although some improvement was evident, the aesthetic characteristics of the micro surfacing on Corrine Court are consistent with the micro surfacing carried out in 2009. Despite the modifications made to the application of the micro surfacing, the aggregate size is the largest factor affecting the smoothness of the road. By not altering the size of the aggregate, it did not result in any significant changes in the micro surfacing.

Based on the observations of the pavement preservation techniques at the two test sites, Engineering Services staff recommend that polymer modified slurry seal (type 1) be considered for use on low volume, local, residential roads. Slurry sealing provides improved aesthetic characteristics versus that of a micro surfaced road with minimal tradeoffs in product performance. Micro surfacing will continue to be used on higher volume roads (such as collector or industrial roads) where it is better suited to the traffic characteristics of that road.

The program improvements targeted through the communications plan, design modifications and construction delivery (that are identified in the April 16, 2010 report to Committee of the Whole (Working Session), which can be found in Attachment No. 11) will yield slurry sealed roads that are smoother than previous micro surfacing applications, and ensure an improvement to the overall delivery of pavement preservation activities.

Relationship to Vaughan Vision 2020/Strategic Plan

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

- Maintaining corporate assets and infrastructure;
- Enhance environmental sustainability and a healthier environment through the use of alternative construction methodologies; and,
- In compliance with Green Directions Vaughan – Community Sustainability and Environmental Master Plan – the need to support the continuing repair and renewal of our road network is facilitated.

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

Regional Implications

Not Applicable.

Conclusion

Based on the proposed changes outlined in this report, it is recommended that:

- 1) That Council approval be given to complete the existing micro surfacing contracts, namely Tender Nos. T09-185, T09-246 and T09-249, and
- 2) That polymer modified slurry sealing be used as the pavement preservation method on local residential streets on the above mentioned Tenders.

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Attachments

1. Location Plan No. 1 – T09-185
2. Location Plan No. 2 – T09-185
3. Location Plan No. 3 – T09-185
4. Location Plan No. 4 – T09-246
5. Location Plan No. 5 – T09-246
6. Location Plan No. 6 – T09-246
7. Location Plan No. 7 – T09-249
8. Location Plan No. 8 – T09-249
9. Location Plan No. 9 – T09-249
10. Location Plan No. 10 – T09-249
11. April 19, 2010 – Committee of the Whole (Working Session) Staff Report on Micro Surfacing of Roadways

Report prepared by:

Justin Metras, C. Tech., Manager of Construction Services, ext. 3140

Jack Graziosi, P. Eng., M. Eng., Director of Engineering Services, ext. 3101

JG: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 JULY 13, 2010

Item 46, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

46

**ZONING BY-LAW AMENDMENT FILE Z.09.017
RICETON HOLDINGS LIMITED AND DUFFERIN INVESTMENTS LTD.
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.09.017 (Riceton Holdings Limited and Dufferin Investments Ltd.) BE APPROVED, to permit the addition of the following C7 Service Commercial uses on the subject lands zoned EM1 Prestige Employment Area Zone, specifically within Building "A" (1301 Alness Street), and only within Units #7 to #9 inclusive of Building "B" (1131 Alness Street), as shown on Attachment #3:
 - Automotive Retail Store;
 - Bank and Financial Institution;
 - Business and Professional Office;
 - Car Rental Service;
 - Day Nursery;
 - Eating Establishment/Outdoor Patio;
 - Eating Establishment, Convenience/Outdoor Patio;
 - Eating Establishment, Take Out/Outdoor Patio;
 - Education or Training Facility;
 - Office and Stationary Supply, Sales, Service, Rental;
 - One (1) Convenience Retail Store;
 - One (1) Pharmacy;
 - Personal Service Shop;
 - Print Shop Accessory Retail Sales;
 - Technical School; and,
 - Veterinary Clinic.

Contribution to Sustainability

The applicant is proposing to permit additional uses in the existing buildings. The applicant advises that no sustainable features are being considered through this zoning application.

Economic Impact

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

Communications Plan

On August 14, 2009, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands and to the Concord West Ratepayers Association. Through the circulation of the notice, no written comments were received by the Vaughan Development Planning Department.

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The recommendation of the Committee of the Whole to receive the Public Hearing report of September 8, 2009, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on September 21, 2009.

Purpose

To amend the City's Zoning By-law 1-88 to permit the addition of C7 Service Commercial uses on the subject lands zoned EM1 Prestige Employment Area Zone, specifically, within Building "A" (1301 Alness Street), and only within Units #7 to #9 inclusive in Building "B" (1311 Alness Street), as shown on Attachment #3.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located at the northeast corner of Steeles Avenue West and Alness Street (1301 and 1311 Alness Street), in Part of Lot 1, Concession 3, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan). The "Prestige Area" designation is located adjacent to arterial roads and highways, and encourages locational opportunities for uses that require high visual exposure, good accessibility and an attractive working environment. The "Prestige Area" designation permits a wide range of industrial, office, business and civic uses and is implemented through the EM1 Prestige Employment Area Zone category in Zoning By-law 1-88.

OPA #450 also contains policies respecting "Service Nodes", which allow service commercial uses at the intersection of arterial and/or collector roads. The "Service Node" designation provides policies for uses that supply the day-to-day convenience and service needs of the surrounding businesses, industries and their employees and to ensure that service opportunities are provided at convenient and accessible locations throughout the employment area. The proposal to permit specific C7 Service Commercial Zone uses on the subject lands is compatible with the existing uses on the property and conforms with the policies of the Official Plan.

Zoning

The subject lands are zoned EM1 Prestige Employment Area Zone. The Owner has requested the full range of C7 Service Commercial Zone uses, on a portion of the property as earlier identified, which are not permitted on the subject lands, and therefore, an amendment to Zoning By-law 1-88 is required.

Planning Considerations

The subject lands are designated "Prestige Area" by the Official Plan, which permits employment uses and service commercial uses. The site is surrounded by employment uses on the north side of Steeles Avenue (Vaughan) and commercial uses on the south side of Steeles Avenue (Toronto). The applicant has requested all of the C7 Service Commercial Zone uses permitted as-of-right by By-law 1-88.

After further review of the uses proposed by the Owner, the Vaughan Development Planning Department is of the opinion that the following uses are not appropriate in the context of the existing building configurations, site layout, site area, and the uses on the site and in the surrounding area, or are already permitted as-of-right in the EM1 Zone (as noted):

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- Automobile Service Station, Automobile Gas Bar, Car Wash;
- Banquet Hall (permitted in EM1 Zone);
- Club or Health Centre;
- Drive-through Use;
- Hotel, Motel, Convention Centre (permitted in EM1 Zone);
- Office Building (permitted in EM1 Zone);
- Parking Garage;
- Parks and Open Space
- Pet Grooming Establishment
- Place of Entertainment
- Recreational Uses (permitted in EM1 Zone);
- Service and Repair Shop (permitted in EM1 Zone);
- Video Store; and,
- Tavern.

The Development Planning Department is of the opinion that the property is not appropriately designed given the existing building configuration to permit an Automobile Service Station, Automobile Gas Bar, Car Wash, Drive-through Uses, Parks and Open Space, Place of Entertainment, and a Parking Garage. Also, a Video Store, Club or Health Centre, and Pet Grooming Establishment are not considered to be appropriate to serve the needs of the business community. The C7 Service Commercial Zone permits all forms of Eating Establishments on the site, and therefore, a Tavern Use can be removed. A Hotel, Motel, Convention Centre, Office Building, Service and Repair Shop, Recreational Use and Banquet Hall uses are already permitted as-of-right on the property through the EM1 Prestige Employment Area Zone, and therefore, do not need to be listed.

On this basis, the Development Planning Department recommends only the following additional C7 Service Commercial uses be permitted in Building "A", and only within Units #7 to #9 inclusive of Building "B" (Attachment #3):

- Automotive Retail Store;
- Bank and Financial Institution;
- Business and Professional Office;
- Car Rental Service;
- Day Nursery;
- Eating Establishment/Outdoor Patio;
- Eating Establishment, Convenience/Outdoor Patio;
- Eating Establishment, Take Out/Outdoor Patio;
- Education or Training Facility;
- Office and Stationary Supply, Sales, Service, Rental;
- One (1) Convenience Retail Store;
- One (1) Pharmacy;
- Personal Service Shop;
- Print Shop Accessory Retail Sales;
- Technical School; and,
- Veterinary Clinic.

The above-noted uses are compatible with the existing employment uses currently permitted on the site and in the surrounding area, and will permit additional uses that can supply the day-to-day convenience and service needs of the surrounding businesses, industries and their employees.

The Development Planning Department has reviewed the proposed amendment to the Zoning By-law and have no objection to the revised list of proposed uses identified above.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010

Item 46, CW Report No. 36 – Page 4

Minor Site Plan Revision

The Owner was required to submit a Minor Revision to the Existing Site Development Agreement (File: DA.09.086) to permit the maintenance of the parking layout (has been reconfigured by Owner since original site plan approval) and outdoor patio (no previous site plan amendment approval given by City) shown on Attachment #3. This minor site plan amendment application is currently being reviewed by City Departments, and will be approved on a staff level to the satisfaction of the Vaughan Development Planning Department.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Region of York did not have any concerns with the subject application.

The property is located on Steeles Avenue West, which is under the jurisdiction of the City of Toronto. The City of Toronto has no objection to the proposed zoning amendment.

Conclusion

The Zoning By-law Amendment Application has been reviewed in accordance with the policies of OPA #450 (Employment Area Plan), the requirements of By-law 1-88, the comments received from City Departments, external public agencies, and the surrounding area context. The Vaughan Development Planning Department is satisfied that the proposal to permit additional service commercial uses within Units #7, #8 and #9 of the existing multi-unit building (1311 Alness Street) and the existing freestanding building (1301 Alness Street) is appropriate and conforms with the Official Plan. On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

Attachments

1. Context Location Map
2. Location Map
3. Proposed Zoning

Report prepared by:

Ryan Mino, Planner, ext. 8213
Christina Napoli, Acting Senior Planner, ext. 8483
Carmela Marrelli, Acting Manager of Development Planning, ext. 8791

/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 JULY 13, 2010

Item 47, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

47

**SITE DEVELOPMENT FILE DA.10.035
SOLARIS HOLDINGS INC.
WARD 1**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010, 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.10.035 (Solaris Holdings Inc.) BE APPROVED, subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking, the Owner shall satisfy all requirements of the Vaughan Development Planning Department and the Vaughan Engineering Department, in consultation with the Toronto and Region Conservation Authority.

Contribution to Sustainability

The Owner advised that the following sustainable features, but not limited to, will be provided within the site and building design:

- i) The use of low VOC (volatile organic compounds) will be built into components and finishing materials (linoleum flooring, wall coverings and polished concrete), which produce fewer off-gasses and are less hazardous to inhabitants;
- ii) Reduced flow plumbing fixtures, infra-red controlled plumbing fixtures and rain water collection and re-use;
- iii) High efficiency heating and cooling;
- iv) Additional shade trees and extended roof overhangs will provide natural cooling effects to the property;
- v) Operable classroom window units will provide natural ventilation;
- vi) A north-facing, 2-storey, glazed entrance will maximize natural light to the centre of the building without significant heat gain; and,
- vii) Motion sensors for light fixture activation, LED exterior lighting, and low energy light bulbs will reduce electricity consumption.

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.10.035) to permit an overall 3,994 m², 13-classroom private school (Royal Crest Academy) consisting of a 3,244m² expansion to an existing 750 m² private school in two phases, as shown on Attachment #3. The first phase is for the immediate construction of a 647 m² expansion on the south side of the existing school for 8 new classrooms. The second phase is for a 2,597 m² expansion that would include a gymnasium, a new atrium, 5 additional classrooms, and second storey administrative offices and washrooms. The Owner has assured the Development Planning Department that there will not be additional student occupancy associated with this development. The proposed school expansion is to create additional floor area for an existing school that is currently lacking in space.

Background - Analysis and Options

Location

The 1.2 ha subject lands are located north of Rutherford Road, on the west side of Dufferin Street, in Part of Lot 17, Concession 3, City of Vaughan, as shown on Attachments #1 and #2.

Official Plan and Zoning

The subject lands are designated "Valley Lands" by OPA #600 and further designated "Settlement Area" by OPA #604 (Oak Ridges Moraine Conformity Plan). The proposed site development conforms to the Official Plan.

The subject lands are zoned A Agricultural Zone by By-law 1-88. The proposed site development complies with the institutional requirements of the A Agricultural Zone of By-law 1-88.

Site Plan Review

The Vaughan Development Planning Department has reviewed the proposed site plan, building elevations and landscaping plan, as shown on Attachments #3, #4, and #5 and is satisfied with the plans, subject to the Owner providing additional tree plantings on the property, to the satisfaction of the Development Planning Department. The Vaughan Engineering Department has reviewed the servicing, grading and storm water management plans, and the applicant will need to address their requirements to their satisfaction. Furthermore, the Toronto and Region Conservation Authority (TRCA) has been circulated the development proposal, which is located adjacent to a watercourse, and has no objections to the proposal. Prior to the execution of the Site Plan Letter of Undertaking, the Owner must satisfy the requirements of the Vaughan Development Planning and Vaughan Engineering Departments, and the TRCA. A condition to this effect has been included in the recommendation of this report.

The proposed development requires 26 parking spaces by the Zoning By-law, whereas, the site plan shows 40 parking spaces.

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".

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Regional Implications

The subject lands are located on the west side of Dufferin Street, which is a Regional Road. The Region of York Transportation Services Department has been circulated the development proposal and, in a memorandum dated June 28, 2010, has no objections to the proposed Phase 1 and 2 developments of the property, subject to the Region's requirements for security to address the probability of mud tracking onto the Regional right-of-way during construction. The Region of York has notified the Owner that the development proposal will not require a Regional Site Plan Agreement; however, the Owner will be required to fulfill all requirements of the Region of York Transportation Services Department.

Conclusion

The Site Development Application has been reviewed in accordance with OPA #600, OPA #604, By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Vaughan Development Planning Department is satisfied that the proposed phased development for an expansion of an existing private school is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application (File DA.10.035).

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Building Elevations

Report prepared by:

Stephen Lue, Planner, ext. 8210
Christina Napoli, Acting Senior Planner, ext. 8483
Carmela Marrelli, Acting Manager of Development Planning, ext. 8791

/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.)

Councillor Yeung Racco declared an interest with respect to the foregoing matter as her children attend Royal Crest Academy.

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Item 48, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

48 ALLWAY STOP CONTROL AT ROYAL APPIAN WAY & AGOSTINO CRESCENT – WARD 4

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated July 6, 2010:

Recommendation

Councillor Sandra Yeung Racco recommends:

That an allway stop control be installed at the intersection of Royal Appian Way and Agostino Crescent (east leg).

Contribution to Sustainability

N/A

Economic Impact

The cost to install the stop signs and stop bars are provided for in the current Operating Budget. The ongoing costs to maintain the signs and pavement markings would be incorporated into future Operating Budgets.

Communications Plan

N/A

Purpose

To resolve safety concerns and pedestrian safety issues at the intersection of Royal Appian Way and Agostino Crescent (east leg), in response to area residents.

Background - Analysis and Options

On May 4, 2010, Council approved a recommendation for Traffic Engineering staff to investigate the sight line issues at the intersection of Royal Appian Way and Agostino Crescent (east leg), with the possibility of reconstructing the curb, and for staff to construct a sidewalk connection at the northwest corner of said intersection to assist with pedestrian safety.

Following further site visits with staff and residents, it would be beneficial to add the sidewalk connection. However, the geometric characteristics of the road contribute to a sight line issue, whereby the installation of an allway stop control at Royal Appian Way and Agostino Crescent (east leg) will improve both driver and pedestrian safety at this intersection.

Relationship to Vaughan Vision 2020/Strategic Plan

A-2 Promote 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

None

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Conclusion

In response to concerns outlined by area residents, and in consultation with Engineering Services staff, it would be beneficial that an allway stop control be placed at the intersection of Royal Appian Way and Agostino Crescent (east leg).

Attachments

None

Report prepared by:

Cindy Furfaro-Benning, Council Administrative Assistant

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Item 49, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

49 ALLWAY STOP CONTROL AT PLEASANT RIDGE AVENUE & COLTRANE DRIVE – WARD 4

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated July 6, 2010:

Recommendation

Councillor Sandra Yeung Racco recommends:

That an allway stop control be installed at the intersection of Pleasant Ridge Avenue and Coltrane Drive.

Contribution to Sustainability

N/A

Economic Impact

The cost to install the stop signs and stop bars are provided for in the current Operating Budget. The ongoing costs to maintain the signs and pavement markings would be incorporated into future Operating Budgets.

Communications Plan

N/A

Purpose

To resolve traffic operational concerns at the intersection of Pleasant Ridge Avenue and Coltrane Drive, in response to area residents.

Background - Analysis and Options

Residents have contacted our office regarding traffic concerns and safety issues along Pleasant Ridge Avenue, between Autumn Hill Boulevard and Summeridge Drive. The segment of Pleasant Ridge Avenue between Autumn Hill Boulevard and Summeridge Drive is approximately 1 kilometre in length and currently no allway stop controls exist on this stretch of road.

With the opening of the North Thornhill Community Centre, there has been an increase in traffic utilizing Pleasant Ridge Avenue in order to access entry and exit into the community centre driveways. Therefore, an allway stop control on Pleasant Ridge Avenue would be beneficial to deal with the increased traffic on the roadway and would address some of the safety concerns brought forward.

Since Coltrane Drive is mid-block along this portion of Pleasant Ridge Avenue, and it aligns with the new community centre's southern driveway access, it would be the most appropriate location for an allway stop control. As well, Coltrane Drive is the only street within this segment of Pleasant Ridge that intersects and provides access to Thornhill Woods Drive, and as a result it will also see an increase in traffic as it will be utilized by residents to access the North Thornhill Community Centre.

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Relationship to Vaughan Vision 2020/Strategic Plan

A-2 Promote 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

None

Conclusion

In response to concerns outlined by area residents, and in consultation with Engineering Services staff, it would be beneficial that an allway stop control be placed at the intersection of Pleasant Ridge Avenue and Coltrane Drive.

Attachments

None

Report prepared by:

Cindy Furfaro-Benning, Council Administrative Assistant

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Item 50, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

50 **ZONING BY-LAW AMENDMENT FILE Z.08.045**
1678575 ONTARIO INC.
WARD 2

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.08.045 (1678575 Ontario Inc.) BE APPROVED, to amend the City's Zoning By-law 1-88 to rezone the subject lands shown on Attachment #2 from C4 Neighbourhood Commercial Zone and R2 Residential Zone to RA3(H) Apartment Residential Zone with the Holding Symbol "(H)" to facilitate the development of a 4-storey (with a 5th storey amenity area) residential/commercial mixed use building with a total of 125 residential condominium apartment units and 800 m² of ground floor commercial uses, in the manner shown on Attachment #3.
2. THAT the implementing Zoning By-law include the zoning exceptions to the RA3(H) Zone as identified in Table 1 of this report.
3. THAT the Holding Symbol "(H)" shall not be removed from the subject lands to be zoned RA3(H) Zone, until water and sanitary servicing capacity has been allocated by Vaughan Council, a site plan application has been approved by Vaughan Council, and an easement over Arbors Lane is granted by the Arbors Condominium Corporation in favour of the subject lands.

Contribution to Sustainability

The proposed development is subject to Site Plan Control and the implementation of sustainable site and building features will be reviewed during the site plan stage.

Economic Impact

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

Communications Plan

On September 12, 2008, a Notice of a Public Hearing was circulated to all property owners within 120 m of the subject lands, the Woodbridge Core Ratepayers Association, and to individuals requesting notification.

A letter from Mr. Angelo Potkidis, owner of 27 Roseburry Lane was received by the Vaughan Development Planning Department on October 2, 2008, and outlined the following concerns:

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- i) Density- the number of residential units should be reduced from 131 to 100 and the FSI should be reduced from 1.9 FSI to 1.4 FSI;
- ii) Increase the building setback along the north and east lot lines and tier the building from the residential zone;
- iii) Traffic should be considered; and,
- iv) Adequate parking should be provided and the majority should be underground so that more surface landscaping can be provided.

The Public Hearing to consider a proposal for a 4-storey (with a 5th storey amenity area) building with 131 residential units and ground floor commercial was held on October 6, 2008. Deputants at the hearing addressed Vaughan Council both in support and in opposition to the proposed development and identified the following issues:

- a) Mr. Joe Salvatore, Intra Architects, representing the Owner briefly explained the design of the building, indicated he will work with the ratepayers group to finalize the design.
- b) Ms. Joanne Mauti of 128 Wallace Street, representing the Woodbridge Core Ratepayers Association provided the following comments:
 - i) generally supported the development and was pleased that it conforms to OPA #440;
 - ii) supported the 5th storey portion of the building as this site is identified as a gateway site for the core and commands significant building massing and scale;
 - iii) a parking study should be submitted and approved by the City in support of the parking deficiency;
 - iv) concerned with the design of the building, specifically the architecture of the roofline; and,
 - v) concerned with the lack of green space and connection to the Market Lane commercial plaza.

At the Public Hearing, members of Council suggested that the building be redesigned with a more simple treatment and that the corner feature, "the silo" as it was referred to at the meeting be reconsidered. In addition, Council indicated to the applicant to provide more surface green space and an increased setback along the north property line abutting Arbors Lane.

As a result of the comments from area residents, Council and City Staff, the applicant has redesigned the project as shown on Attachment #3. The corner feature and details of the building have been softened, the building has been tiered facing the residential properties to the north, and an increased building setback along the north and south-west elevations has been provided. The revised site plan will be discussed later in this report.

The recommendation of the Committee of the Whole to receive the Public Hearing report of October 6, 2008, was ratified by Council on October 27, 2008.

Purpose

The Owner has revised the following application based on comments received by the public and Council at the Public Hearing and from comments received by City staff for the subject lands shown on Attachments #1 and #2:

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1. A Zoning By-law Amendment Application (File Z.08.045) to amend the City's By-law 1-88, specifically, to rezone the subject lands from C4 Neighbourhood Commercial Zone and R2 Residential Zone to RA3 Apartment Residential Zone, together with the necessary zoning exceptions to facilitate the proposed development of a tiered building with a building height of 4-storeys (with a 5th storey amenity area), comprised of 125 residential units and 800 m² of ground floor commercial uses, as shown on Attachment #3.

Background - Analysis and Options

The subject lands shown on Attachments #1 and #2 are comprised of an assembly of 4 separate lots, municipally known as 86 and 92 Woodbridge Avenue and 30 and 36 Clarence Street, and are located at the northwest corner of Woodbridge Avenue and Clarence Street, in Lot 7, Concession 7, City of Vaughan. The 0.67 ha property is currently developed with one building. The site is relatively flat with several large mature trees scattered throughout. The surrounding land uses are shown on Attachment #2.

Previous Applications

In 1995, Council approved Zoning By-law Amendment File Z.95.014 to permit a 3½-storey 4,300m² L-shaped building comprised of 28 residential units and ground floor commercial uses on 86 Woodbridge Avenue, representing a portion of the subject lands. On August 30, 2002, the application was re-activated and amended to include two separate buildings on the site including a 3-storey residential building and a two-storey commercial building. A Site Development Application (File DA.02.057) was submitted in support of the Zoning Amendment Application, however, during the circulation process the Development Planning Department suggested that the proposal be amended to reflect the original proposal with an L-shaped building wrapping around the street corners as approved by Council in 1995. On February 3, 2003, the Zoning By-law Amendment and Site Development Applications were further revised to permit a mixed-use development comprised of a 4-storey (4th-storey in the roof line), 42 unit residential apartment building with ground floor commercial uses limited to the Woodbridge Avenue frontage.

On July 22, 2004, the Owner submitted an Official Plan Amendment Application (File OP.04.016) in support of a revised proposal to increase the maximum building height from 4-storeys to 5-storeys, with 60 residential units and no commercial uses on 86 Woodbridge Avenue. On February 28, 2005, Council approved the applications to amend the Official Plan and Zoning By-law (Files OP.04.016 and Z.95.014) to permit a 5 storey residential building comprised of 60 residential units, however, the implementing Official Plan and Zoning By-law amendments have not been approved by Council as the lands fall within a Special Policy Area (SPA) requiring approval from the Ministry of Municipal Affairs and Housing. The lands subject to the current proposal for a 4-storey building with a 5th-storey amenity area embraces a larger development area beyond 86 Woodbridge Avenue and is permitted by the Official Plan, and therefore, does not require Provincial approval. The former Files OP.04.016 and Z.95.014, should be closed by the Owner.

Provincial Policies

The Provincial Policy Statement (PPS) and the Places to Grow Plan encourages intensification and promotes a full range of housing types and densities to meet projected demographics and market requirements of current and future residents in existing built-up settlement areas where capacity exists to best accommodate the expected population, household and employment growth. In this respect, the proposed development conforms to the PPS and the Growth Plan since intensification policies for the subject lands already exist and the development proposes intensification in an existing built-up area.

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Region of York Official Plan

The subject lands are designated “Urban Area” by the Region of York Official Plan. The Plan encourages a broad range of housing types within efficient and mixed use compact communities at an overall transit-supportive density in urban areas. The proposed development is consistent with Regional Official Plan policies by directing development to existing built-up portions of an urban area.

City of Vaughan Official Plan

The subject lands are designated “Mixed Use Commercial” by OPA #240 (Woodbridge Community Plan), as amended by OPA #440 (Woodbridge Core Area), which permits residential uses, provided they can be appropriately integrated with the permitted commercial uses. This parcel is also identified as a gateway location within the Woodbridge Core area, and is subject to the following site specific residential policy in Section 4.2.7(c):

“Development of the northwest corner of Woodbridge Avenue and Clarence Street shall incorporate a significant scale and massing which compliments the site’s function as a gateway to the Core. Accordingly, development of this area should address the Woodbridge Avenue and Clarence Street frontages. Parking is to be located to the rear of the site and should be coordinated with the municipal parking lot to the west. The establishment of a pedestrian connection linking Clarence Street with the Market Lane development is encouraged.”

The development application proposes a building that for the most part, is 4-storeys in height, with the exception of a small, 5th-storey portion along Woodbridge Avenue and Clarence Street as shown on Attachment #2. This additional massing conceals the elevator shaft and mechanical units and provides a small rooftop amenity area. This additional massing will not generate additional units, nor will it provide an extension of the 4th floor residential units, but instead provides a more attractive streetscape and roofline for the proposed building. The building wraps around the corner of Woodbridge Avenue and Clarence Street and incorporates a colonnade along the commercial portion, fostering pedestrian circulation on Woodbridge Avenue and Clarence Street with parking located in the rear away from street view. The proposal could also facilitate future pedestrian and driveway linkages to the properties to the west.

In consideration of the above, Development Planning Staff are of the opinion that the proposed development application conforms to the Official Plan and its development policies.

Special Policy Area

The subject lands are located within a Special Policy Area (SPA), and therefore, subject to the SPA criteria outlined in Section 6.0 of OPA #440 (in part) as follows:

Within the limits of an SPA, new development, redevelopment, rehabilitation or addition to the existing buildings and structures shall only be permitted subject to the following policies:

- i) the proposed development is flood protected to the Regulatory Flood, as defined by regulations made under Section 28 of the Conservation Authorities Act, and to the satisfaction of the City in co-operation with the Toronto and Region Conservation Authority (TRCA);

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- ii) the specific level of flood protection to be imposed, and any flood protection measures to be implemented relative to individual development applications, shall be determined by the TRCA in consultation with the City. The level of protection required shall be the highest level determined to be technically feasible or practical;
- iii) all applications for development approval on lands designated Special Policy Area shall be accompanied by engineering studies, prepared by a qualified professional, detailing such matters as flood frequency, the velocity and depth of storm flows, proposed flood damage reduction details, storm water management techniques and other information and studies as may be required by TRCA and the City; and,
- iv) ingress and egress for all buildings should be safe, pursuant to the Provincial flood proofing standards, and/or achieve the maximum level of flood protection determined by the TRCA in consultation with the City to be feasible and practical.

Notwithstanding the above, no new development, including additions, shall be permitted on any parcel of land which is designated as a SPA if:

- i) the building or structure will be subject to a risk of flooding in excess of 25% over an assumed life of 100 years (approximately 1:350 flood – a probability of occurrence once every 350 years);
- ii) the development will be subject to flows which due to their velocity and/or depth would be hazard to life or susceptible to major structural damage as a result of flood less than or equal to the regulatory storm; and
- iii) the necessary flood damage reduction measures would increase the risks associated with flooding and erosion on adjacent, up stream or downstream properties.

In addition, Policy 3.1.2 of the Provincial Policy Statement (PPS) states that development shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, and erosion hazards, unless it has demonstrated that the site has a safe access appropriate for the nature of the development and the natural hazard. Section 3.1.2 further states that development may be permitted in certain areas in those exceptional situations where a Special Policy Area (SPA) has been approved. The subject lands are located within a SPA which was approved by the Ministry of Municipal Affairs and Housing. The PPS defines an SPA as follows:

“An area within a community that has historically existed in the flood plain and where site specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing are intended to provide for continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.

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.”

The Owner will be required to submit the supporting studies identified in the Official Plan, at the site development stage, upon submission of a site development application, to demonstrate that the building has safe ingress and egress and is floodproofed, and that the development will not create additional risk to future residents.

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As part of the Woodbridge Centre Secondary Plan (WCSP), a Special Policy Review team was established to determine the risk impact on intensification within the Core Area, including lands within the SPA. Preliminary studies indicate that the subject lands is one of the few sites that does not exceed the SPA risk threshold, and can provide safe and adequate egress and ingress to the site. Furthermore, 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 and commercial uses. Moreover, the principle of intensification has already been established in the Woodbridge Core Area and in the Special Policy Area through the applicable official plan policies and existing development which is of a character similar to that being proposed by the application.

In consideration of the above, the proposed development meets both the Official Plan policies and the PPS, and the Special Policy Area provisions. At the site development stage, the Owner will be required to submit additional technical items supporting the above-noted policies of the SPA to the satisfaction of the City and the TRCA.

Woodbridge Centre Secondary Plan Area

As part of the City's Official Plan Review, Vaughan has undertaken a comprehensive review of the development activity within the Woodbridge Core area through the Woodbridge Centre Secondary Plan (WCSP) to deal with and determine appropriate land uses and development capabilities in the area and especially within the existing Special Policy Areas (SPA). Through the WCSP review, a Special Policy Review team made up of City, TRCA and Provincial staff was set-up to determine the risk impact on intensification within the Core Area, and whether to direct intensified land uses either to less susceptible portions of the SPA or completely outside the SPA. In respect to the subject lands, preliminary studies indicate that it is one of the few sites that does not exceed the SPA risk threshold and can adequately provide safe access to the site. The preliminary findings will be reviewed for acceptance by the Special Policy Review team.

As this application would implement development that conforms to the current policies of the Official Plan, and is within the SPA risk threshold, the processing of this application prior to the approval of the Woodbridge Centre Secondary Plan review, is appropriate.

Woodbridge Heritage Conservation District Plan (WHCD)

During the undertaking of the Kipling Avenue Corridor Study, key stakeholders/residents, businesses, property owners and local heritage groups voiced the concern that the heritage character that is indicative of Woodbridge should not be lost in the current and future wave of development. As a result, Council directed City Staff in co-ordination with a study team led by the consulting firm Office for Urbanism in association with Goldsmith Borgal and Company Architects, to undertake a Heritage Conservation District Study for the Woodbridge Area. The study resulted in a Heritage Conservation plan with guidelines for future development within the WHCD area.

The WHCD plan which was approved by Council in April 2009, separates the subject lands into two heritage character areas, the Woodbridge Avenue Character area and the Clarence Street and Park Drive Heritage Character Area. The Woodbridge Avenue Character Area provides for redevelopment with building heights up to 6-storeys directly abutting Woodbridge Avenue and with ground floor commercial uses. In contrast, the Clarence Street Heritage Character Area calls for the street to retain the existing residential character with single family detached building types, however, more intensive uses may be permitted in conformance with the Official Plan, and a maximum building height of 3 floors (11m). Although the current development rights permit a maximum building height of 4-storeys, the WHCD plan allows a maximum building height of 3-storeys for a portion of the northerly part of the site. The applicant has revised the conceptual elevations by tiering the building to 2 and 3-storeys along the north lot line as shown on Attachment #3.

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Vaughan Cultural Services Division

The Vaughan Cultural Services Division has reviewed the latest conceptual site plan and has indicated that the subject lands are designated under Part V of the Ontario Heritage Act as part of the Woodbridge Heritage Conservation District and will require consideration by Heritage Vaughan Committee and approval of a Heritage Permit through the future site plan process.

The applicant is required to consult with the Cultural Services Division, prior to the submission of the required site plan application, to ensure that the final building design is in keeping with the Woodbridge Heritage Conservation District Guidelines.

Zoning

The subject lands are zoned C4 Neighbourhood Commercial Zone and R2 Residential Zone by By-law 1-88, as shown on Attachment #2, which does not permit the proposed development. The Owner has submitted a Zoning By-law Amendment Application to rezone the subject lands to RA3 Apartment Residential Zone to permit a 4-storey building with a partial 5th storey amenity area with 125 residential apartment units and ground floor commercial on the subject lands. In order to facilitate the development, the following proposed zoning exceptions to the RA3 Zone are required:

Table 1: Proposed Zoning Exceptions

By-law 1-88 Standard	By-law 1-88 Minimum Requirements (RA3 Apartment Residential Zone)	Proposed Exceptions (to the RA3 Apartment Residential Zone)
Minimum Lot Area	67 m ² /unit, or 8777 m ²	53.72 m ² /unit, or 6714.60 m ²
Minimum Yard Requirements	Minimum setback all yards = 7.5 m	Front yard (Woodbridge Avenue) = 4.5 m Interior side yard (west) = 0m, Exterior side yard (east) = 3.5 m Rear yard = 0m
Minimum Parking Required	Res. Apt.= 1.5 spaces/unit = 188 Res. Visitor = 0.25 spaces/unit = 31 Comm = 6 spaces/100 m ² GFA =48 Total = 267	Res. Apt.= 1.255 spaces/unit = 157 Res.Visitor = 0.225 space/unit = 29 Comm = 3 spaces/100m ² GFA = 24 Total = 210
Maximum Building Height	44 m	Maximum Building Height 19 m (to ensure conformity with the Official Plan policies)

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Permitted Uses	No Commercial permitted	Permit the following uses: Bank or Financial Institution Business or Professional Office Personal Service Shop Retail Store Post Office Real Estate Office
Minimum Setback for portions of underground garage constructed above grade in front lot line	7.5m	Minimum 0m along Clarence Street and Woodbridge Avenue (after road widening) and 1 m before road widening
Maximum Driveway Width; Maximum Curb Cut	6.0 m 6.0 m	10.24 m 7.5 m
Access	Access on site and from a Public Street	Access off site and from a privately owned road, Arbors Lane (easement required from Arbor's Condominium Corporation)

The subject property has a lot area of approximately 0.67 ha, and is located at the northwest corner of Woodbridge Avenue and Clarence Street. The site is irregular in shape with frontage on Woodbridge Avenue and a rather large Clarence Street flankage. The building has been designed in a manner to respond to the existing condition with a building that wraps around the Woodbridge Avenue and Clarence Street corner with minimal street setbacks. The proposed zoning exceptions are considered to be appropriate as they would implement a residential/commercial mixed-use development with standards supported by the official plan and typically associated with higher density mixed use projects in the area. The reduced parking standard has been justified with a Parking Study, as discussed later in this report. The proposed access to the development is gained from a private road owned by a neighbouring condominium corporation (the Arbors), as shown on Attachment #3. This access point is preferred as it would limit access points off of Woodbridge Avenue and Clarence Street. Approval from the Arbors Condominium Corporation is required to allow the development as proposed, which Development Planning Staff have requested the applicant to obtain. In consideration of the above, the proposed zoning exceptions are considered to be consistent with other similar approved developments in the area and will implement the intent of the Official Plan.

The proposed commercial uses are in keeping with those uses that have been approved in the past for similar type mixed use developments in the area, and are also supported by the Parking Study.

The implementing zoning by-law will include the addition of the Holding Symbol "(H)" which can be removed upon approval of the City of Vaughan identifying and allocating servicing capacity for the development, Council approving a Site Development Application, and the Owner securing an easement over the private laneway for access purposes.

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Conceptual Site Plan and Elevations

The conceptual site plan shown on Attachment #3 is designed in a manner to respond to the comments expressed at the Public Hearing and from City staff. The site plan proposes a building that is for the most part 4-storeys in height, with the exception of a small portion along Woodbridge Avenue and Clarence Street which extends an additional storey. This additional storey conceals the elevator shaft and mechanical room and provides a small rooftop amenity area. This additional massing will not generate additional units, nor will it provide an extension of the 4th floor residential units, but instead provides a more attractive streetscape and roofline for the proposed building. The corner feature has also been enhanced with more architectural details and fenestration. The overall roofline has more detailed architectural finishes giving the building a more attractive and interesting design. The building has been tiered along the north property line adjacent to the existing residential development. In the latest submission, the Owner has provided a potential connection to the Market Lane commercial development, which will be reviewed for appropriateness at the site development stage.

The building wraps around the corner of Woodbridge Avenue and Clarence Street and incorporates a raised colonnade along the commercial portion of Woodbridge Avenue and Clarence Street. The raised colonnade is a result of the underground garage extending above ground level to meet the TRCA's approved flood-proofing Regional Storm elevation. The raised level creates a fortress wall appearance and should be lowered to bring the building and specifically the commercial component at grade level to allow for a continuous street front presence and improve pedestrian activity. A component of the draft Woodbridge Centre Secondary Plan (WCSP) is dealing with updating the SPA policies, and identifies levels of risk and flooding in order to determine the extent of flood-proofing that is required for each site. Preliminary studies indicate that the subject site does not exceed the SPA risk threshold. In light of these preliminary findings, opportunity to have the commercial component at grade may be possible. This matter will be further reviewed at the site development stage.

The conceptual elevations shown on Attachments #4 and # 5 show the main cladding material for the building as brick and stone in a complimentary colour scheme of earth brown and taupe both of which are acceptable historic finishes and colour schemes.

The proposed development, if approved, will require site plan approval and will function as a traditional condominium, with road maintenance, snow removal, and garbage and recycling pick-up being administered privately by the Condominium Corporation.

Parking and Access

The conceptual site plan shown on Attachment #3, proposes 210 parking spaces on the subject lands, of which 38 spaces are located at grade and the balance underground. By-law 1-88 requires that the minimum parking for the proposed development be calculated as follows:

Residential-125 units @ 1.75 spaces/unit (includes 0.25 visitor parking)	= 219 spaces
<u>Commercial/Retail GFA: 800 m² GFA@ 6 spaces/100m²</u>	<u>= 48 spaces</u>
Total Parking Required	= 267 spaces
Total Parking Provided	= 210 spaces

The proposed parking supply is deficient by 57 spaces. The Owner has submitted a Parking and Traffic Impact Study prepared by Paradigm Transportation Solutions Ltd., dated March 2009, in support of the proposed parking supply for the development. The Study was based on a 131 unit apartment building and approximately 700 m² commercial space, and utilizes a parking ratio of .../10

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1.49 spaces for each residential unit including visitor parking and 3.0 spaces for every 100 m² of commercial gross floor area. The study concludes that 210 parking spaces are sufficient for the proposed development. The Vaughan Engineering Department has reviewed the Parking and Traffic Impact Study and concurs with the conclusions respecting the proposed parking supply. On this basis, the Development Planning Department can support the proposed reduced parking standards for the residential apartment and commercial uses.

The access to this site is from Arbors Lane, which is owned and maintained by the neighbouring Arbors Condominium Corporation. To allow the development as proposed, an easement over Arbors Lane, in favour of the subject lands is required to be obtained by the applicant from the Condominium Corporation, prior to the lifting of the Holding Symbol "(H)".

Vaughan Engineering Department

The Vaughan Engineering Department has reviewed the proposed application and has provided the following comments:

- i) road network access, site circulation and sanitary/water servicing and grading will be reviewed at the Site Development stage. The Owner is to submit a consent letter from the private road owner (Arbors Lane) for the shared driveway;
- ii) the Vaughan Engineering Transportation Section has reviewed the application and is generally satisfied with site functioning, however, requires the following issues to be addressed, prior to final approval:
 - 8m x 8m daylight triangles must be provided at both the intersections of Clarence Street with Arbors Lane and Woodbridge Avenue;
 - planters along the north lot line should be removed or lowered in height in order to provide satisfactory sight lines;
 - provide the necessary signage and access radius;
 - the current applicable Official Plan Amendments call for a right-of-way width of 20m for Woodbridge Avenue and 26m for Clarence Street; and,
 - provide a 0.3m reserve along Clarence Street and Woodbridge Avenue to the satisfaction of the Vaughan Engineering Department;
- iii) in accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on June 8, 2010, servicing allocation capacity for the subject lands has been reserved for 125 units, and assigned potential future capacity at this time;
- iv) a Functional Servicing Report (FSR) prepared by Cole Engineering Limited, dated February 2009 in support of the above noted application was reviewed and found unacceptable to the Vaughan Engineering Department. The Owner/Consultant shall revise the FSR to adhere to the quality control requirements/recommendations stipulated by the TRCA. The following conditions have been provided:
 1. The detailed design for water, storm and sanitary servicing shall conform to the final recommendations and conclusions of the City's proposed Woodbridge Core Area Focused Area Study Master Servicing Strategy.
 2. Financial contribution shall be required in accordance with the final recommendation and conclusions of the City's proposed Woodbridge Core Area Focused Area Study Master Servicing Strategy; and,

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- v) The Owner shall submit a “Designated Substance Survey”, proof that all AST(s), UST9(s), well(s) and septic systems have been decommissioned and disposed off-site, and that a Record of Site Condition (RSC) has been registered prior to the demolition of any structure, or any approval of the site plan application, to the satisfaction of the Vaughan Development/Transportation Engineering Department.

In light of the Vaughan Engineering Department’s comments respecting the availability of servicing, it is recommended that the property be zoned with the Holding Symbol “(H)”, which will be removed when servicing for the development is identified and allocated by Vaughan Council. Prior to site plan approval, the Owner shall provide a Noise Report, a Record of Site Condition (RSC) and convey sufficient land to provide for the necessary road widening along Clarence Street and Woodbridge Avenue, and for the required daylight triangles at the corners of Woodbridge Avenue and Clarence Street and Arbors Lane and Clarence Street, to the satisfaction of the Vaughan Engineering Department.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has reviewed the revised proposed zoning by-law amendment application and the supporting material and have indicated that the site is located entirely within the TRCA’s Regulated Area, within the Regional Storm Flood Plain of the Humber River, and is located within the Woodbridge Special Policy Area (SPA), and as such, requires the submission of technical engineering reports prepared by a qualified professional.

Furthermore, the applicant proposes to rezone the subject lands from C4 Neighbourhood Commercial Zone and R2 Residential Zone to RA3 Apartment Residential Zone to permit a building with 125 residential units which represents a significant increase in population and risk on this flood prone site, prior to the completion of the Woodbridge Centre Secondary Plan Area and Special Policy Area update.

In light of the above, TRCA staff are not in a position to provide further comments on the subject application, and as such, considers this application to be premature. The Vaughan Development Planning Department advises that the subject zoning by-law amendment application conforms to the current applicable Official Plan and can proceed to be site plan approved on this basis.

Parkland Dedication

The Vaughan Real Estate Division has reviewed the proposed zoning by-law amendment application and has indicated that the Owner shall pay cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands for the residential component, and 2% for the commercial component, prior to the issuance of a building permit at the site plan stage.

A condition of future Site Plan approval will require the submission of an appraisal report of the subject lands prepared by an accredited appraiser to the satisfaction of the Vaughan Legal Department, Real Estate Division. This report shall form the basis of the cash-in-lieu payment.

Canada Post

Canada Post has reviewed the application and has indicated the mixed use development will be served by a centralized mailbox facility for the residential component and potentially by specific addressing for the retail component. The Owner should contact Canada Post to discuss this matter, which will need to be addressed at the site plan stage.

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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 and Economic Vitality”.

Regional Implications

The Region of York Transportation Services Department has reviewed the proposed Site Development application and has indicated that it has no comments or objections to its approval.

Conclusion

The Vaughan Development Planning Department has reviewed Zoning By-law Amendment File Z.08.045 (1678575 Ontario Inc.) in the context of the applicable Provincial policies, Regional and City Official Plan policies, the requirements of By-law 1-88, and the surrounding land use context. The proposed development is considered to be consistent with Provincial, and Regional policies with respect to directing intensification to built-up areas of the City and adding to the range of housing in the area.

The development is also considered to be consistent with the City’s Official Plan Amendment #240 as amended by Official Plan Amendment #440, which establishes the policy framework for improving the viability and durability of the Woodbridge Core Area through the establishment of high-density and mixed density land use designations to increase commercial activity and bring more people into the area. Part of the Special Policy Area (SPA), along the eastern part of Woodbridge Core Area, is included in the targeted area. In consideration of the above, the principle of intensification has already been established in the Woodbridge Core Area and in the Special Policy Area through the applicable official plan policies and existing development which is of a character similar to that being proposed by the subject zoning application.

On this basis, the Vaughan Development Planning Department can support the approval of the Zoning By-law Amendment Application to rezone the subject lands from C4 Neighbourhood Commercial Zone and R2 Residential Zone to RA3(H) Apartment Residential Zone with the Holding Symbol “(H)” to permit the development shown on Attachment #3. The proposed zone category and zoning exceptions required to implement the proposed plan are consistent and compatible with the type of development in the area, and conforms to the Official Plan. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Context Location Map
2. Location Map
3. Conceptual Site Plan
4. Conceptual North and West Elevations
5. Conceptual South and East Elevations

Report prepared by:

Eugene Fera, Planner, ext. 8064
Christina Napoli, Acting Senior Planner, ext. 8483
Carmela Marelli, Acting Manager of Development Planning, ext. 8791

/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 51, Report No. 36, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on July 13, 2010, as follows:

By approving the following recommendation contained in the revised memorandum of the Director of Development & Transportation Engineering, dated July 13, 2010:

“That Council impose the following additional conditions of approval for Site Development File DA.10.028:

- 3. That prior to the execution of the Site Plan Letter of Undertaking, the Owner shall submit a Phase 2 Environmental Site Assessment, and if required, a Phase 3 Remediation Action Plan for the subject lands to the satisfaction of the Vaughan Development & Transportation Engineering Department; and***
- 4. That prior to the issuance of a building permit, if site remediation is required, the Owner shall implement the recommendations of the approved Phase 3 Remediation Action Plan to the satisfaction of the City and provide documented proof to the City of the satisfactory registration of the Record of Site Condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from MOE and a signed copy of the RSC by a Qualified Person.”***

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**SITE DEVELOPMENT FILE DA.10.028
TWO SEVEN JOINT VENTURE LIMITED
WARD 2**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated July 6, 2010, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning in consultation with the Commissioner of Engineering and Public Works recommends:

- 1. THAT Site Development File DA.10.028 (Two Seven Joint Venture Limited) BE APPROVED, to facilitate the development of the subject lands shown on Attachments #1 and #2 with a retail nursery (Reeves) as shown on Attachments #3 to #6, 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 landscape plan shall be approved by the Vaughan Development Planning Department;**
 - ii) the final stormwater management report, and site servicing, grading plans and environmental site assessment shall be approved by the Vaughan Engineering Department, in consultation with the Toronto and Region Conservation Authority; and**

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- iii) the final development plans shall be in accordance with the City of Vaughan Waste Collection Design Standards Policy and be approved to the satisfaction of the Vaughan Public Works Department.
2. THAT the Owner shall pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands to Vaughan, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-In-Lieu of Parkland Policy". The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval of the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Contribution to Sustainability

The Owner has advised that the proposed development will incorporate the following sustainable building and site development features:

- a) pedestrian infrastructure:
 - building is connected to off-site pedestrian paths and surface transit stops to encourage walking as a clean air alternative;
- b) heat island reduction at grade:
 - high branching deciduous shade trees reduce ambient surface temperatures;
- c) heat island reduction at roof:
 - building structure designed to accommodate future green roof (pre-cultivated vegetation blanket) on 50% of the flat roof to reduce ambient surface temperature on rooftop;
- d) minimum energy performance:
 - passive solar day lighting, fluorescent fixtures and sensors that modulate lighting conditions to minimize demand for energy;
- e) storm water retention:
 - rain water harvesting consisting of a 70,000 gallon underground cistern to store roughly 3" of rainfall from the 1 acre of greenhouse roof;
 - the future green roof will absorb rainfall and encourage evapotranspiration;
- f) water efficiency:
 - rain water from the greenhouse roof is being harvested for the irrigation system to reduce demand for potable water – cistern size will provide 10 days of irrigation in peak season;
 - landscaping uses drought tolerant native species;
 - rain sensors for irrigation systems;
- g) urban forest:
 - encourage tree growth by providing a water program for trees the first two years after planting;
- h) natural heritage:
 - landscaping incorporates planting of a diversity of native species to protect and increase natural biodiversity;
- i) soil quality:
 - Reeves Nursery is committed to providing optimum growing conditions to support long-term plant survival and growth; and,
- j) design features for migratory birds:
 - polycarbonate greenhouse structures provide a translucent window finish that increases visibility.

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Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application to permit a retail nursery (Reeves) on 2.4 ha of an overall 40.9 ha property (Attachments #1 and #2). The 5,532.4m² building consists of: a 1,446.6m² retail nursery; 2,663.5m² greenhouse; 289.4m² warehouse; and, a two-storey 407.9m² office (with future green roof), as shown on Attachment #3.

Background - Analysis and Options

Location

The lands subject to this application (2.4ha) form part of an overall 40.9 ha land holding located on the west side of Regional Road 27, opposite of Martin Grove Road (8840 Regional Road 27), in Part of Lot 13, Concession 9, City of Vaughan.

Official Plan

The subject lands are designated "Employment Secondary Plan Study Area" by OPA #600, and are also subject to the "Agriculture Area" policies until a Secondary Plan amendment is adopted by the City and approved, giving the lands full urban status. The "Agriculture Area" policies do not permit a retail nursery use. However, the proposed retail nursery use is considered a non-conforming use. OPA #600 provides policies for non-conforming uses and states that "the City may amend a by-law so as to permit the extension or enlargement of any land, building or structure used for any purpose prohibited by the by-law and/or which does not conform to the provisions of this Plan, provided:

- a) that such land, building or structure continues to be used in the same manner and for the same purpose as it was used on the day such by-law was passed; and,
- b) that the extension or enlargement of the non-conforming use will not adversely affect the welfare of the community in which it is located. (Section 11.0 iii)."

The subject lands (2.4 ha) are currently developed with a retail nursery (i.e. In the Garden). Therefore, the extension of the retail nursery use will continue as the proposed Reeves retail nursery, with a greenhouse, warehouse and office will be constructed in approximately the same location as the existing nursery. The proposed retail nursery conforms to the Official Plan.

Zoning

The 2.4 ha site is zoned A Agricultural Zone by By-law 1-88, as shown on Attachment #2.

In accordance with By-law 1-88, a retail nursery use on a lot which was legally so used on September 19, 1988 is permitted in the A Agricultural Zone. The Vaughan Building Standards Department's permit application records indicate that a building permit for a retail nursery use was issued for the subject lands as early as 1968. In addition, the current Owner has signed an

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affidavit stating that the garden centre and retail landscaping outlet (currently known as *In the Garden*) has been in existence since 1964. The proposed retail nursery use on the subject lands is permitted, and complies with the Zoning By-law.

Site Plan Review

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, building elevations and landscape plan, as shown on Attachments #3 to #6. The Reeves Nursery will be served by a private driveway leading to a signalized intersection at Regional Road 27. In the future, Martin Grove Road will be extended westward, upon a Secondary Plan and Block Plan being approved by Vaughan Council, identifying the future land uses and road pattern for this area.

The site will be serviced by private snow removal and garbage/recycling pick-up. The Owner shall meet the requirements set out in the City of Vaughan Waste Collection Design Standards Policy. A condition to this effect has been included in the recommendation of this report. The final site plan must be approved to the satisfaction of the Vaughan Development Planning Department.

Landscape Plan

The landscape plan shown on Attachment #4, consists of a mix of coniferous and deciduous trees, ground plantings, and hard landscaping. The Vaughan Development Planning Department will continue to work with the Owner to finalize the details of the landscape plan. The final landscape plan/details and landscape cost estimate must be approved to the satisfaction of the Vaughan Development Planning Department.

Building Elevations

The proposed building elevations are shown on Attachments #5 and #6. The building materials consist of grey limestone ledgerrock for the office portion and glass and clear polycarbonate panels for the greenhouse and retail nursery, which will be constructed to a maximum building height of 10.2m. The final elevations must be approved to the satisfaction of the Vaughan Development Planning Department.

Vaughan Engineering

The Vaughan Engineering Department is awaiting revised servicing, grading and sanitary sewer cross section plans. The final stormwater management report, and site servicing and grading plans shall be approved by the Vaughan Engineering Department. A condition to this effect has been included in the recommendation of this report.

The applicant is currently completing the Phases 2 and 3 Environmental Site Assessment and expect to have the work completed shortly. Staff will provide an additional information memo containing additional conditions of approval for the Council meeting of July 13, 2010.

Toronto and Region Conservation Authority (TRCA)

A watercourse traverses through the overall 40.9 ha property, to the west of the proposed Reeves Nursery site. The TRCA has advised that they have no objections to the approval of the zoning by-law amendment application, subject to the following 5 action items being addressed by the applicant, prior to the registration of the Site Plan Letter of Undertaking and/or the issuance of any building permit:

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- a) the applicant must apply for a TRCA Permit;
- b) the Erosion and Sediment Control measures identified in the applicant's Functional Servicing Report must be revised;
- c) the applicant must ensure that the proposed stormwater management pond (to be located on the south side of the private driveway) design identified in their Functional Servicing Report, satisfies the Humber River allowable unit rates;
- d) the applicant must revise the stormwater management pond design to comply with the Humber River unit rate criteria to ensure the pond is appropriately sized (ie. increased in size from what is identified in their Functional Servicing Report); and,
- e) the applicant must revise their Erosion and Sediment Control plan to ensure that all construction activities are managed with appropriate sediment and erosion controls to minimize impacts to receiving waters from wash-off and migration of site material.

The Owner will be required to satisfy the requirements of the TRCA, as noted above, including addressing stormwater management and obtaining a TRCA Permit.

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 Owner must enter into a Regional Site Plan Agreement with the Region of York Transportation Services Department with respect to this development and servicing works along Regional Road 27. The Reeves Nursery will be served by a private driveway leading to a signalized intersection at Regional Road 27. In the future, Martin Grove Road will be extended westward, subject to Regional approval.

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 Vaughan Development Planning Department is generally satisfied that the proposed 5,532.4m² Reeves retail nursery including a greenhouse, warehouse and a two-storey office, is appropriate, compatible, and consistent with the existing uses in the surrounding area, and conforms to the Official Plan and complies with the Zoning By-law. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. South & East Elevations
6. North & West Elevations

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Report prepared by:

Margaret Holyday, Planner, ext. 8216

Christina Napoli, Acting Senior Planner, ext. 8483

Carmela Marrelli, Acting Manager of Development Planning, ext. 8791

/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 52, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

52 ALLWAY STOP CONTROL – APPLE BLOSSOM DRIVE AND PLEASANT RIDGE AVENUE

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Regional Councillor Frustaglio, dated July 6, 2010, be approved and the installation be completed as soon as possible; and
- 2) That the enacting by-law be brought forward to the Council Meeting of July 13, 2010.

Recommendation

Regional Councillor Joyce Frustaglio recommends:

That an allway stop control be installed at the intersection of Apple Blossom Drive and Pleasant Ridge Avenue.

Contribution to Sustainability

N/A

Economic Impact

Cost of installation will be incorporated in the 2010 budget.

Communications Plan

N/A

Purpose

To ensure vehicles on Pleasant Ridge Avenue wishing to make a left turn onto Apple Blossom Drive can do so safely.

Background - Analysis and Options

There has been an increase of vehicles using Apple Blossom Drive since it was recently opened to Dufferin Street. With this increase, vehicles on Pleasant Ridge Drive wishing to make a left turn onto Apple Blossom Drive find it increasingly difficult to safely do so.

Relationship to Vaughan Vision 2020/Strategic Plan

Reference specific initiative report relates to:

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Regional Implications

N/A

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Conclusion

In response to residents concerns pertaining to their safety, we are requesting that this allway stop control be installed.

Attachments

N/A

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Item 53, Report No. 36, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on July 13, 2010, as follows:

By receiving the petition from area residents, submitted by Regional Councillor Frustaglio.

**53 STOP CONTROLS – PETER RUPERT AVE. /BARLETTA DRIVE/GOLDEN ORCHARD ROAD
AND PETER RUPERT AVENUE AND IVY GLEN DRIVE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Regional Councillor Frustaglio, dated July 6, 2010, be approved; and
- 2) That Regional Councillor Frustaglio endeavour to submit a residents' petition to the Council Meeting of July 13, 2010.

Recommendation

Regional Councillor Joyce Frustaglio recommends:

That an allway stop control be installed at the intersection of Peter Rupert Avenue and Barletta Drive/Golden Orchard Road;

And that staff be directed to review the feasibility of installing a three way stop at Peter Rupert Avenue and Ivy Glen Drive.

Contribution to Sustainability

N/A

Economic Impact

Cost of installation will be incorporated in the 2010 budget.

Communications Plan

N/A

Purpose

To address the safety concerns of residents living both on Peter Rupert Avenue and the surrounding streets.

Background - Analysis and Options

Due to the completion of the numerous secondary streets off Peter Rupert Avenue, we have received complaints from residents on Peter Rupert Avenue and the surrounding streets regarding vehicles speeding through these intersections. With summer upon us and children out of school, many residents have a safety concern for their families..

Relationship to Vaughan Vision 2020/Strategic Plan

Reference specific initiative report relates to:

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

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Regional Implications

N/A

Conclusion

We are requesting that these stop controls be installed in response to residents concerns pertaining to their safety,

Attachments

Map

(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 54, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

54 CEREMONIAL PRESENTATION – CIVIC HERO AWARD TO MR. NASEER AHMAD

Councillor Meffe together with the Members of Council presented Naseer Ahmad with the Ward 1 Civic Hero Award for his outstanding contribution and dedication to the community.

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Item 55, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

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**NEW BUSINESS – STORMWATER MANAGEMENT PONDS
IRRIGATION SYSTEM UPDATE**

The Committee of the Whole recommends that staff bring forward a status report on Stormwater Management Ponds Irrigation Systems.

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

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Item 56, Report No. 36, of the Committee of the Whole, which was adopted as amended, by the Council of the City of Vaughan on July 13, 2010, as follows:

By approving the following recommendation contained in the report of the Commissioner of Community Services and the Director of Parks and Forestry Operations, dated July 13, 2010:

- “1. That this report be received; and***
- 2. That for 2010, the City of Vaughan provides maintenance to the shrub beds on Regional Roads.”***

56

NEW BUSINESS – REGIONAL BOULEVARDS

The Committee of the Whole recommends:

- 1) That staff be directed to provide a report to the Council meeting of July 13, 2010 with respect to:
 - a) Status of regional boulevard lawn maintenance and options that can be implemented to improve the regional boulevards;
 - b) Ongoing maintenance of shrub beds on regional road allowance/entrances and within the City of Vaughan's parks; and
- 2) That the necessary provisions of the Procedure By-law be waived to allow the report to come directly to the next meeting of Council.

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

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Item 57, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

**57 COMMITTEE OF THE WHOLE (CLOSED SESSION) RESOLUTION
JULY 6, 2010**

The Committee of the Whole passed the following resolution:

That a closed session of Committee of the Whole be convened for the purpose of discussing the following matter:

1. **APPLE BLOSSOM PARK – PROPOSED RENAMING – WARD 4**
(personal matters about an identifiable individual)
2. **LITIGATION MATTER – ROSSI v. CITY OF VAUGHAN ET AL**
(litigation or potential litigation)
3. **PERSONNEL MATTER**
(personal matters about an identifiable individual)
4. **ONTARIO MUNICIPAL BOARD HEARING
REGION OF YORK OFFICIAL PLAN AMENDMENT 52
VAUGHAN HIGHWAY 400 EMPLOYMENT AREA – WARD 1**
(Referred Item)
(litigation or potential litigation)
5. **ONTARIO MUNICIPAL BOARD HEARING
SITE SPECIFIC APPEALS – FILES OP.07.004 AND Z.07.031
10360 AND 10384 ISLINGTON AVENUE, KLEINBURG
10360 ISLINGTON AVENUE INC. – WARD 1**
(litigation or potential litigation)
6. **ONTARIO MUNICIPAL BOARD HEARING
OPA FILE NO. OP.08.013 AND ZBL FILE NO. Z.08.069
2174824 ONTARIO INC. – HARTMAN HEIGHTS
8294, 8298 & 8302 ISLINGTON AVENUE – WARD 2**
(litigation or potential litigation)
7. **SPADINA SUBWAY EXTENSION PROJECT UPDATE
DECOMMISSIONING OF OPA 620 STORM POND & TRANSFER OF CITY LANDS
TORONTO-YORK SPADINA SUBWAY PROJECT (TYSSE)
TECHNICAL AMENDMENT**
(acquisition or disposition of land by the municipality or local board)
8. **PROPERTY MATTER
PATRICIA KEMP COMMUNITY CENTRE**
(acquisition or disposition of land by the municipality or local board)