

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 1 Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

1

SIGN VARIANCE APPLICATION
FILE NO: SV.11-016
OWNER: MINTO YONGE AND ARNOLD INC. (TOM GIANCOS)
LOCATION: 7582 YONGE STREET, LOT 2, REGISTERED PLAN M-2132
WARD 5

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated May 10, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-016, Minto Yonge And Arnold Inc. (Tom Giancos), be APPROVED, subject to the following conditions:

- i) that the stick-on signs be omitted and not approved;
- ii) that the proposed signage be reduced in size so that it does not exceed above the height of the existing roofline; and
- ii) that the applicant not add any additional signage on the blank awnings at a future time.

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 two wall signs and two canopy signs on the building face of the subject property as shown on the attached drawings.

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 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.

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Regional Implications

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

Conclusion

The applicant is proposing to install two wall signs and two canopy signs on the building face as shown on the attached drawings. The proposed signage is associated with a new condominium presentation centre that is to occupy the subject lands. The subject lands are located within the Thornhill Heritage District and subject to the Special Sign District provisions of the City's Sign By-Law.

Members of the Sign Variance Committee have reviewed the application and have no objections to the approval subject to the following:

- i) that the stick-on signs be omitted and not approved;
- ii) that the proposed signage be reduced in size so that it does not exceed above the height of the existing roofline; and
- ii) that the applicant not add any additional signage on the blank awnings at a future time.

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 (2)

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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Economic Impact

The duration of the above noted assignment will be approximately 18 months. Based on the results of the Request for Proposal process, the undertaking of the City-Wide Storm Drainage / Storm Water Management (SWM) Master Plan Study is estimated to cost \$384,600.

The following approved Capital Budget Projects allocate funds for the completion of the City's municipal servicing master plan study:

DT-7033-09 Storm Drainage / SWM Master Plan	\$257,500
DT-7030-09 Jane/Rutherford Focus Area Strategy	\$ 98,000
Total Available Capital Funding:	\$355,500

The approved budget amount estimates committed to the Master Plan Study falls short. The approximate funding shortfall for this Study is \$29,100. Accordingly, it is recommended that the budget for Capital Project DT-7033-09 be increased by \$29,100 to cover the funding shortfall and to ensure there are sufficient funds to complete this study. The additional funding for the Master Plan Study will come from the engineering component of the City-Wide Development Charges.

Required updates to the engineering component of the City's Development Charges will be completed within the initial phases of the Master Plan Study work in order to facilitate the anticipated schedule for completion of the City's Development Charges Background Study update.

Communications Plan

The City-Wide Storm Drainage / Storm Water Management Master Plan Study will undergo a comprehensive public consultation program that will include community information meetings at key stages throughout the study. In addition, stakeholder consultation groups and technical advisory committees will be established to receive input from the various stakeholders throughout the duration of this study.

Development / Transportation Engineering Staff will ensure that all public communication and consultation is closely coordinated with interest and ratepayer groups, stakeholders and agencies in accordance with the Master Plan requirements of the Municipal Class Environmental Assessment (Class EA) process.

A Notice of Study Commencement will be issued as the first point of contact with the public and relevant stakeholders. This notice will be placed in local press and is intended to allow the public to participate from the beginning of the Study, resulting in a proactive, transparent consultation process. In addition, a communications database will be established and kept up to date of all agencies, stakeholders, property owners and other individuals contacted over the duration of the study. An interactive project web site will also be maintained throughout the course of the Study.

Purpose

The purpose of this report is to seek Council approval to retain Cole Engineering Group Ltd. to complete the City-Wide Storm Drainage / Storm Water Management Master Plan Study based on the results of the Request for Proposal 11-076.

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Background

On April 13, 2010, Council approved the Terms of Reference for the City-Wide Storm Drainage / Storm Water Management Master Plan Study, and authorized staff to initiate the process of retaining a qualified engineering consulting firm to complete the study.

The Storm Drainage / Storm Water Management Master Plan Study will include a comprehensive City-Wide evaluation of the storm drainage / storm water management infrastructures needed to efficiently accommodate the population and employment growth projections resulting from the implementation of the City's Growth Management Strategy / Official Plan 2010. A key component of the Master Plan Study will be the coordination and integration with current sustainable initiatives by the Toronto and Region Conservation Authority (TRCA). It is expected that staff will work closely with the TRCA to ensure all final master plan recommendations are consistent with and complimentary to TRCA initiatives.

The Master Plan areas of study will encompass the entire City of Vaughan and will be premised upon the new Vaughan Official Plan and a planning time horizon of 2031. The Study will also consider a full build-out scenario to 2051.

Request for Proposal Process

On March 16, 2011, the Purchasing Services Department issued a Request for Proposal (RFP11-076) for the retention of a consulting engineering firm to assist the City in undertaking this study. In accordance with the City's Purchasing Policy for projects of this magnitude, the RFP was publically advertised using the following publication sources:

- City Website
- Ontario Public Buyer's Association Website
- Electronic Tendering Network (Biddingo)

A total of 8 documents were picked up for the Storm Drainage / SWM Master Plan. Of these documents, 6 proposals were received from the following companies before the closing schedule:

- Cole Engineering Group Ltd.
- MMM Group Ltd.
- The Sernas Group Inc.
- XCG Consultants Ltd.
- AECOM
- Aquafor Beech Ltd.

All proposals submitted were considered compliant and further evaluated by the evaluation committee comprising of staff from the TRCA and the City's Development Planning, Development/Transportation Engineering and Purchasing Services Departments. The proposals were evaluated based on the following criteria as provided in each of the RFP documents:

- Qualifications and Experience – 40%
- Quality of the Proposals – 25%
- Project Management – 15%
- Financial – 20%

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Based on the evaluation committee's review of the proposals, it was determined that Cole Engineering Group Ltd. scored the highest ranking for this Study, and successfully fulfilled all of the City's technical requirements and qualifications related to this project. As a result, the evaluation committee is satisfied that Cole Engineering Group Ltd. has met all the required qualifications to successfully complete this study.

The total estimated cost to complete this study including engineering consulting services, a contingency allowance, applicable taxes (HST) and treasury administration is summarized in Table 1 below:

**TABLE 1
PROJECT FUNDING SUMMARY**

RFP11-076 City-Wide Storm Drainage / SWM Master Plan	
Financial Summary	The Municipal Infrastructure Group
RFP Cost	\$333,410
Contingency Allowance (10%)	\$33,500
Sub-Total	\$366,910
Non-Rebateable Portion of HST (1.76%)	\$6,458
Sub-Total	\$373,368
Treasury Administration (3%)	\$11,201
Total Cost (Rounded)	\$384,600
Total Approved Funds	\$355,500
Recommended Increase	\$29,100

Given the magnitude, duration and the anticipated level of public interest in this study, it is recommended that a contingency allowance of 10% be carried to cover unexpected costs which may arise during the course of the study.

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:

- The pursuit of excellence in service delivery;
- Ensuring and enhancing community safety, health and wellness;
- Planning and managing growth and economic vitality;
- Leading and promoting environmental sustainability;
- Ensuring and enhancing community safety, health and wellness;
- Ensuring financial stability; and
- The demonstration of leadership and promotion of effective governance.

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This report is therefore 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 study.

Conclusion

The City-Wide Storm Drainage / Storm Water Management Master Plan Study will include a detailed evaluation of the infrastructure needed to efficiently accommodate the population and employment growth resulting from the implementation of the City's Growth Management Strategy. This study will be carried out in accordance with the Master Plan process as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document with full stakeholder and public involvement in accordance with the Environmental Assessment Act. The public shall be involved from project inception to project completion.

Based on the results of the Request for Proposal RFP11-076 process, Cole Engineering Group Ltd. scored the highest ranking, successfully fulfilled all of the City's technical requirements and qualifications related to the project, and had the best overall proposal. Accordingly, it is recommended that Cole Engineering Group Ltd. be retained by the City to provide the necessary engineering services in connection with the completion of the City-Wide Storm Drainage / Storm Water Management Master Plan Study, and that the Mayor and Clerk be authorized to sign the necessary documents.

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

Attachments

N/A

Report prepared by:

Jennifer Cappola-Logullo, P.Eng., Water / Wastewater Engineer, Ext. 8433
Michael Frieri, C.E.T., Manager of Engineering Planning & Studies, Ext. 8729

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Item 3 Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

3

**AWARD OF REQUEST FOR PROPOSAL 11-075
CITY-WIDE PHASE 2 DRAINAGE STUDY
SELECTION OF CONSULTANT
CITY WIDE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Development / Transportation Engineering, dated May 10, 2011:

Recommendation

The Director of Development / Transportation Engineering, in consultation with the Director of Purchasing Services and the Director of Reserves and Investments, recommends:

1. THAT Cole Engineering Group Ltd. (Cole) be retained to provide the necessary engineering services in connection with the completion of the City-Wide Phase 2 Drainage Study (Capital Project DT-7026-09) for the estimated cost of \$349,916 (excluding HST);
2. That a contingency allowance of \$35,000 (excluding HST) for Capital Project DT-7026-09 be approved within which the Commissioner of Engineering and Public Works or designate is authorized to approve amendments to the Contract;
3. That the budget for Capital Project (DT-7026-09) City-Wide Phase 2 Drainage Study be increased from \$360,500 to \$403,500 with funding from Sewer Reserves;
4. That the inclusion of this matter on a Public Committee or Council agenda with respect to increasing the capital budget identified as the City-Wide Phase 2 Drainage Study (Capital Project DT-7026-09) is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002; and
5. That the Mayor and Clerk be authorized to execute the necessary agreements and documents in connection with Capital Project DT-7026-09.

Contribution to Sustainability

The City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan, April 2009) objectives will assist in guiding the completion of the Phase 2 Drainage Study. The conclusions and recommendations of this study will have regard for:

- Supporting enhanced standards of storm water management and working with others to care for Vaughan's watersheds;
- Achieving sustainable growth and development;
- The creation of a City with sustainable built form; and
- Sharing sustainable best practices and ideas between and among municipal staff and the community.

Economic Impact

The duration of the assignment will be approximately 18 months. Based on the results of the Request for Proposal process, the undertaking of the City-Wide Phase 2 Drainage Study is estimated to cost \$403,500. The approved Capital Project DT-7026-09 allocated funding in the amount of \$360,500 for the completion of this study. The approved budget amount estimates committed to this Study falls short. The approximate funding shortfall for this Study is \$43,000.

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It is, therefore, recommended that the budget for Capital Project DT-7026-09 be increased by \$43,000 to cover the funding shortfall and to ensure there are sufficient funds to complete this study. Additional funding for the City-Wide Phase 2 Drainage will come from Sewer Reserves.

Communications Plan

Broad public consultation on the City-Wide Phase 2 Drainage Study is not proposed as the scope of the study is analytical and technical in nature. However, the conclusions and recommendations of the City-Wide Phase 2 Drainage Study will inform and be considered in the Storm Drainage and Storm Water Management Master Plan Study, which includes a comprehensive public consultation process.

Purpose

The purpose of this report is to seek Council approval to retain Cole Engineering Group Ltd. to complete the City-Wide Phase 2 Drainage Study pursuant to the results of the Request for Proposal RFP11-075.

Background

In 2009, the City completed a City-Wide Drainage and Storm Water Management Criteria Study (Phase 1 Drainage Study). The purpose of this study was to understand the existing storm drainage system conditions throughout existing urbanized areas of the City and to develop a strategy for potential flood susceptible areas. A comprehensive mapping and evaluation of the City's existing drainage and storm water management systems was completed as part of the Phase 1 Drainage Study. The Study also identified data gaps and data improvements required to develop a more comprehensive drainage system inventory of the major and minor systems throughout the City using GIS information. The Phase 1 Study included a preliminary assessment of 20 reported flooding sites (based on the August 19, 2005 storm event) throughout the City and recommended that a more detailed micro drainage analysis type evaluation be conducted for certain areas. As a result, the City-Wide Phase 2 Drainage Study will serve to complete the micro drainage analysis for certain flood prone areas and to establish accurate baseline conditions such that specific retrofit and/or remediation works may be recommended if required. The funding for the City-Wide Phase 2 Drainage Study is provided through Capital Project DT-7026-09.

Request for Proposal Process

On March 16, 2011, the Purchasing Services Department issued a Request for Proposal (RFP11-075) for the retention of a consulting engineering firm to assist the City in undertaking this Study. In accordance with the City's Purchasing Policy for projects of this magnitude, the RFP was publically advertised using the following publication sources:

- City Website
- Ontario Public Buyer's Association Website
- Electronic Tendering Network (Biddingo)

A total of 9 documents were picked up for the City-Wide Phase 2 Drainage Study. Of these documents, 7 proposals were received from the following companies before the closing schedule:

- Cole Engineering Group Ltd.
- Valdor Engineering Inc.
- Greenland Consulting Engineers
- McCormick Rankin Corp. (MMM Group Ltd.)

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- XCG Consultants Ltd.
- The Sernas Group Inc.
- Aquafor Beech Ltd.

All proposals submitted were considered compliant and further evaluated by the evaluation committee comprising of staff from the TRCA and the City's Development Planning, Development/Transportation Engineering and Purchasing Services Departments. The proposals were evaluated based on the following criteria as provided in each of the RFP documents:

- Qualifications and Experience – 40%
- Quality of the Proposals – 25%
- Project Management – 15%
- Financial – 20%

Based on the evaluation committee's review of the Proposals, it was determined that the Proposal from Cole Engineering Group Ltd. scored the highest ranking for this study, and successfully fulfilled all of the City's technical requirements and qualifications related to this project. As a result, the evaluation committee is satisfied that Cole has met all the required qualifications to successfully complete this study.

The total estimated cost to complete this study including engineering consulting services, a contingency allowance, applicable taxes (HST) and treasury administration is summarized in Table 1 below:

**TABLE 1
PROJECT FUNDING SUMMARY**

RFP11-075 City-Wide Phase 2 Drainage Study	
Financial Summary	The Municipal Infrastructure Group
RFP Cost	\$349,916
Contingency Allowance (10%)	\$35,000
Sub-Total	\$384,916
Non-Rebateable Portion of HST (1.76%)	\$6,775
Sub-Total	\$391,691
Treasury Administration (3%)	\$11,751
Total Cost (Rounded)	\$403,500
Total Approved Funds	\$360,500
Recommended Increase	\$43,000

Given the magnitude and duration associated with this study, it is recommended that a contingency allowance of 10% be carried to cover unexpected costs which may arise during the course of the study.

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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:

- The pursuit of excellence in service delivery;
- Ensuring and enhancing community safety, health and wellness;
- Planning and managing growth and economic vitality;
- Leading and promoting environmental sustainability;
- Ensuring and enhancing community safety, health and wellness;
- Ensuring financial stability; and
- The demonstration of leadership and promotion of effective governance.

This report is therefore 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 study.

Conclusion

Based on the results of the Request for Proposal 11-075, Cole Engineering Group Ltd. scored the highest ranking, successfully fulfilled all of the City's technical requirements and qualifications related to the projects, and had the best overall Proposal. Accordingly, it is recommended that Cole Engineering Group Ltd. be retained by the City to provide the necessary engineering services in connection with the completion of the City-Wide Phase 2 Drainage Study and that the Mayor and Clerk be authorized to sign the necessary documents.

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

Attachments

N/A

Report prepared by:

Jennifer Cappola-Logullo, P.Eng., Water / Wastewater Engineer, Ext. 8433
Michael Frieri, C.E.T., Manager of Engineering Planning & Studies, Ext. 8729

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Item 4 Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

4

**AWARD OF REQUEST FOR PROPOSAL 11-074
CITY-WIDE WATER / WASTEWATER MASTER PLAN STUDY
SELECTION OF CONSULTANT
CITY WIDE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Development / Transportation Engineering, dated May 10, 2011:

Recommendation

The Director of Development / Transportation Engineering, in consultation with the Director of Purchasing Services and the Director of Reserves and Investments, recommends:

1. THAT The Municipal Infrastructure Group Ltd. (TMIG) be retained to provide the necessary engineering services in connection with the completion of the City-Wide Water / Wastewater Master Plan Study (Capital Project DT-7032-09) at an estimated cost of \$490,505 (excluding HST);
2. That a contingency allowance of \$50,000 (excluding HST) for Capital Project DT-7032-09 be approved within which the Commissioner of Engineering and Public Works or designate is authorized to approve amendments to the Contracts;
3. That the budget for the Capital Project (DT-7032-09) be increased from \$412,000 to \$505,200 to cover the estimated cost of completing the City-Wide Water / Wastewater Master Plan Study with funding from Development Charges;
4. That the inclusion of this matter on a Public Committee or Council agenda with respect to increasing the capital budget identified as the City-Wide Water / Wastewater Master Plan Study (DT-7032-09) is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002; and
5. That the Mayor and Clerk be authorized to sign the necessary agreements and documents in connection with Capital Project DT-7032-09.

Contribution to Sustainability

The City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan, April 2009) objectives will assist in guiding the completion of the Water / Wastewater Master Plan Study. The conclusions and recommendations of these studies will have regard for:

- Reducing greenhouse gas emissions and moving towards carbon neutrality for the City of Vaughan's facilities and infrastructure;
- Ensuring efficient and appropriate use of potable water;
- Achieving sustainable growth and development;
- The creation of a City with sustainable built form; and
- Sharing sustainable best practices and ideas between and among municipal staff and the community.

Economic Impact

The duration of the above noted consulting assignment will take approximately 18 months. Based on the results of the Request for Proposal process, the undertaking of the City-Wide Water / Wastewater Master Plan Study is estimated to cost \$603,200.

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The following approved Capital Budget Projects allocate funds for the completion of the City's municipal servicing master plan study:

- DT-7032-09 Water / Wastewater Master Plan \$412,000
 - DT-7029-09 Woodbridge Core Focus Area Strategy \$ 98,000
- Sub-Total: \$510,000

Less Committed Funds for the completion of a Water Audit: (\$ 35,617)

Total Available Capital Funding: \$474,383

The approved budget amount estimates committed to the Master Plan Study falls short. The approximate funding shortfall for this Study is \$93,200. Accordingly, it is recommended that the budget for Capital Project DT-7032-09 be increased by \$93,200 to cover the funding shortfall and to ensure there are sufficient funds to complete this study. The additional funding for the Master Plan Study will come from the engineering component of the City-Wide Development Charges.

Required updates to the engineering component of the City's Development Charges will be completed within the initial phases of the Master Plan Study work in order to facilitate the anticipated schedule for completion of the City's Development Charges Background Study update.

Communications Plan

The City-Wide Water / Wastewater Master Plan Study will include comprehensive public consultation program comprising of community information meetings at key stages throughout the study. In addition, stakeholder consultation groups and technical advisory committees will be established to receive input from the various stakeholders throughout the duration of the study.

Development / Transportation Engineering Staff will ensure that all public communication and consultation is closely coordinated with interest and ratepayer groups, stakeholders and agencies in accordance with the Master Plan requirements of the Municipal Class Environmental Assessment (Class EA) process.

A Notice of Study Commencement will be issued as the first point of contact with the public and relevant stakeholders. This notice will be placed in local press and is intended to allow the public to participate from the beginning of the Study, resulting in a proactive, transparent consultation process. In addition, a communications database will be established and kept up to date of all agencies, stakeholders, property owners and other individuals contacted over the duration of the study. An interactive project web site will also be maintained throughout the course of the study.

Purpose

The purpose of this report is to seek Council approval to retain The Municipal Infrastructure Group Ltd. to complete the City-Wide Water / Wastewater Master Plan Study pursuant to the results of the Request for Proposal 11-074.

Background

On April 13, 2010, Council approved the Terms of Reference for the City-Wide Water / Wastewater Master Plan Study, and authorized staff to initiate the process of retaining a qualified engineering consulting firm to complete the study.

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The Water / Wastewater Master Plan Study will include a comprehensive City-Wide evaluation of the local water and wastewater infrastructures needed to efficiently accommodate the population and employment growth projections resulting from the implementation of the City's Growth Management Strategy / Official Plan 2010. A key component of the Master Plan Study will be the coordination and integration with current sustainable initiatives by the Region of York. It is expected that Development/Transportation Engineering staff will work closely with the Region to ensure all final master plan recommendations are consistent with and complimentary to Regional initiatives.

The Master Plan areas of study will encompass the entire City of Vaughan and will be premised upon the new Vaughan Official Plan and a planning time horizon of 2031. The Study will also consider a full build-out scenario to 2051.

Request for Proposal Process

On March 16, 2011, the Purchasing Services Department issued a Request for Proposal (RFP11-074) for the retention of a consulting engineering firm to assist the City in undertaking this City-Wide study. In accordance with the City's Purchasing Policy for projects of this magnitude, the RFP was publically advertised using the following publication sources:

- City Website
- Ontario Public Buyer's Association Website
- Electronic Tendering Network (Biddingo)

A total of 7 documents were picked up for the Water / Wastewater Master Plan. Of these documents, 4 proposals were received from the following companies before the closing schedule:

- AMEC Ltd.
- Genivar Inc.
- MMM Group Ltd.
- The Municipal Infrastructure Group Ltd.

All proposals submitted were considered compliant and further evaluated by the evaluation committee comprising of staff from the City's Development Planning, Development/Transportation Engineering and Purchasing Services Departments. The proposals were evaluated based on the following criteria as provided in each of the RFP documents:

- Qualifications and Experience – 40%
- Quality of the Proposals – 25%
- Project Management – 15%
- Financial – 20%

Based on the evaluation committee's review of the proposals, it was determined that The Municipal Infrastructure Group Ltd. (TMIG) scored the highest ranking for this study, and successfully fulfilled all of the City's technical requirements and qualifications related to this project. As a result, the evaluation committee is satisfied that TMIG has met all the required qualifications to successfully complete the Master Plan Study.

The total estimated cost to complete this study including engineering consulting services, a contingency allowance, applicable taxes (HST) and treasury administration is summarized in Table 1 below:

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TABLE 1
PROJECT FUNDING SUMMARY

RFP11-074 City-Wide Water/Wastewater Master Plan	
Financial Summary	The Municipal Infrastructure Group
RFP Cost	\$490,505
Contingency Allowance (10%)	\$50,000
Sub-Total	\$540,505
Non-Rebateable Portion of HST (1.76%)	\$9,513
Sub-Total	\$550,018
Expenditures/Commitments to date (Water Audit)	\$35,617
Sub-Total	\$585,635
Treasury Administration (3%)	\$17,570
Total Cost (Rounded)	\$603,200
Total Approved Funds	\$510,000
Recommended Budget Increase	\$93,200

Given the magnitude, duration and the anticipated level of public interest associated with this study, it is recommended that a contingency allowance of 10% be carried to cover unexpected costs which may arise during the study.

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:

- The pursuit of excellence in service delivery;
- Ensuring and enhancing community safety, health and wellness;
- Planning and managing growth and economic vitality;
- Leading and promoting environmental sustainability;
- Ensuring and enhancing community safety, health and wellness;
- Ensuring financial stability; and
- The demonstration of leadership and promotion of effective governance.

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

Regional Implications

The City-Wide Water / Wastewater Master Plan Study will have regard for the existing and planned Regional infrastructure throughout the City. The master plan will establish the City's local

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municipal servicing related infrastructure needs and guidelines in support of future development and will accommodate the Region of York's forecast growth estimates for Vaughan. The study will be closely coordinated with the Region's on-going water and/or wastewater infrastructure initiatives including the recently completed Regional Water and Wastewater Master Plan Update.

It is expected that Regional staff will be involved throughout the duration of the City's master plan study by participating in all established Stakeholder Consultation Groups and on the Technical Advisory Committee.

Conclusion

The City-Wide Water / Wastewater Master Plan Study will include a detailed evaluation of the infrastructure needed to efficiently accommodate the population and employment growth resulting from the implementation of the City's Growth Management Strategy and the new Vaughan Official Plan and associated Secondary Plans. This study will be conducted in accordance with the Master Plan process as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment document with full stakeholder and public involvement in accordance with the Environmental Assessment Act. The public shall be involved from project inception to project completion.

Based on the results of the Request for Proposal 11-074 The Municipal Infrastructure Group Ltd. scored the highest ranking, successfully fulfilled all of the City's technical requirements and qualifications related to the project, and had the best overall proposal. Accordingly, it is recommended that The Municipal Infrastructure Group Ltd. be retained by the City to provide the necessary engineering services in connection with the completion of the City-Wide Water / Wastewater Master Plan Study, and that the Mayor and Clerk be authorized to sign the necessary documents.

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

Attachments

N/A

Report prepared by:

Jennifer Cappola-Logullo, P.Eng., Water / Wastewater Engineer, Ext. 8433
Michael Frieri, C.E.T., Manager of Engineering Planning & Studies, Ext. 8729

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Item 5 Report No. 25, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 24, 2011, as follows:

By approving the following in accordance with Communication C11 from the Commissioner of Engineering and Public Works, dated May 18, 2011:

1. ***That Tender T11-086, Peelar Road Culvert Replacement be awarded to Direct Underground Inc. in the amount of \$420,835.00, plus applicable taxes;***
2. ***That a contingency allowance in the amount of \$45,000.00, 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 the City retain SRM Associates to provide contract administration and inspection services, including geotechnical and material testing and disbursements at an estimated cost of \$67,400.00, plus H.S.T., funded from the 2008 Capital Budget (Capital Project No. EN-1728-08);***
4. ***That a contingency allowance in the amount of \$7,000.00, plus H.S.T., be approved for contract administration and inspection within which the Commissioner of Engineering and Public Works or his designate is authorized to approve additional engineering services;***
5. ***That the necessary By-Law be passed authorizing the temporary road closure of Peelar Road, approximately 200 metres west of Maplecrete Road, to facilitate the installation of the culvert in a safe and efficient manner, from July 1, 2011 to October 14, 2011; and***
6. ***That the Mayor and City Clerk be authorized to sign the appropriate documents.***

5

**AWARD OF TENDER T11-086
PEELAR ROAD CULVERT REPLACEMENT
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 May 10, 2011:

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 T11-086 for the Peelar Road Culvert Replacement be brought forward to Council on May 24, 2011, for authorization of award.

Contribution to Sustainability

The replacement of the culvert 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, however, all costs will be identified in the additional information report after the tender has closed.

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Item 5, CW Report No. 25 – Page 2

Communications Plan

Once the project is awarded, Engineering Services staff will advise the Mayor and Members of Council and will distribute a notice of construction to the affected residents and businesses.

Purpose

Council approval to award Tender T11-086, Peelar Road Culvert Replacement.

Background - Analysis and Options

The work covered by this tender includes the replacement of an existing culvert on Peelar Road, approximately 75 metres east of Interchange Way over the Black Creek, (Capital Budget Project No. EN-1728-08). See Attachment No. 1 for project location.

The tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA), on Biddingo and on the City webpage with a closing date of May 3, 2011. Additional information will be provided for this item after the bids have been evaluated, for Council's consideration at the May 24, 2011 meeting. Construction is scheduled to commence in June and is expected to be substantially completed by Fall 2011.

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.

Conclusion

To be submitted to Council at the May 24, 2011 meeting, after the received bids have been evaluated.

Attachments

1. Location Map

Report prepared by:

Pat Marcantonio, C.E.T., Senior Engineering Assistant, ext. 8468
Vince Musacchio, P. Eng., PMP, Manager of Capital Planning and Infrastructure, ext. 8311

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 MAY 24, 2011

Item 6 Report No. 25, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 24, 2011, as follows:

By approving the following in accordance with Communication C10 from the Commissioner of Engineering and Public Works, dated May 18, 2011:

1. ***That Tender T11-048, Keele Street sidewalk - Langstaff Road to Rutherford Road be awarded to VBN Paving Limited in the amount of \$207,510.00, plus applicable taxes;***
2. ***That a contingency allowance in the amount of \$21,000.00, 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 \$2,000.00, plus applicable taxes be approved to ensure compliance with all applicable standards;***
4. ***That a Utility Relocation amount of \$15,000.00, plus applicable taxes be approved;***
5. ***That the budget of Capital Project No. EN-1663-07 be increased by \$26,000.00 and be funded by Citywide Engineering Development Charges;***
6. ***That inclusion of the matter on a Public Committee or Council Agenda for additional funding request for Keele Street Sidewalk – Langstaff Road to Rutherford Road is deemed sufficient notice pursuant to Section 2(1)(c) of By-Law 394-2002; and***
7. ***That the Mayor and City Clerk be authorized to sign the appropriate documents.***

6

**AWARD OF TENDER T11-048
KEELE STREET SIDEWALK – LANGSTAFF ROAD TO RUTHERFORD ROAD
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 May 10, 2011:

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 T11-048 for the Keele Street Sidewalk – Langstaff Road to Rutherford Road be brought forward to Council on May 24, 2011, for authorization of award.

Contribution to Sustainability

The construction of the sidewalks will promote pedestrian transportation and 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, however, all costs will be identified in the additional information report after the tender has closed.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 6, CW Report No. 25 – Page 2

Communications Plan

Once the project is awarded, Engineering Services staff will advise the Mayor and Members of Council and will distribute a notice of construction to the affected residents and businesses.

Purpose

Council approval to award Tender T11-048, Keele Street Sidewalk – Langstaff Road to Rutherford Road.

Background - Analysis and Options

The work covered by this tender includes the installation of several segments of concrete sidewalk on either side of Keele Street between Langstaff Road and Rutherford Road, totaling approximately 1,730 metres in length.

The tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA), on Bidding and on the City webpage and closed on April 21, 2011. Additional information will be provided for this item after the bids have been evaluated, for Council's consideration at the May 24, 2011 meeting. Construction is scheduled to commence in June and is expected to be substantially completed by Fall 2011.

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

York Region has issued their approval and will be advised of project commencement.

Conclusion

To be submitted to Council at the May 24, 2011 meeting, after the received bids have been evaluated.

Attachments

1. Location Map

Report prepared by:

Colin Cassar, C.E.T., Senior Engineering Assistant, ext. 8756
Vince Musacchio, P. Eng., PMP, Manager of Capital Planning and Infrastructure, ext. 8311

CC:mc

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 7 Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

**7 VIA ROMANO BOULEVARD AND QUEEN FILOMENA AVENUE
ALL-WAY STOP CONTROL REVIEW
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 May 10, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a by-law be enacted to install an all-way stop control at the intersection of Via Romano Boulevard and Queen Filomena Avenue.

Contribution to Sustainability

The installation of an all-way stop control at the intersection of Via Romano Boulevard and Queen Filomena Avenue will promote and improve traffic flow and pedestrian movements in this area.

Economic Impact

Sufficient funding for installation of the all-way stop signs and pavement markings (stop bars) has been included in the approved 2011 Operating Budget. The on-going costs to maintain the signs and pavement markings would be incorporated in future year Operating Budgets.

Communications Plan

Engineering Services staff will advise area residents of the outcome of Council's decision in this matter.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Via Romano Boulevard and Queen Filomena Avenue, in response to a request received from a resident.

Background - Analysis and Options

Engineering Services staff reviewed the traffic activity at the intersection of Via Romano Boulevard and Queen Filomena Avenue.

Via Romano Boulevard and Queen Filomena Avenue are both classified as minor collector roadways with a 23.0 metre right-of-way and a pavement width of 11.5 metres. The existing stop control is on Via Romano Boulevard. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Wednesday, March 23, 2011 at this intersection. This intersection is a three leg 'tee' intersection. The study was conducted during the peak morning and afternoon time periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. On the day of the traffic study the weather was lightly snowing. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

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

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All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill 97% of the required 100% on the warrant. There have been no recorded vehicle collisions in the past 12 month period. There are no sight restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the Provincial Warrant for All-Way Stop Control.

Staff however believes it would be beneficial to install an all-way stop control at the intersection of Via Romano Boulevard and Queen Filomena Avenue. The warrant requires 120 vehicles/pedestrians entering the intersection from the side street. Staff recorded 116 vehicles/pedestrians from the side street, only 4 vehicles/pedestrians below the criteria in the All-Way Stop Warrant. Since the 4 vehicles/pedestrians to meet the warrant could be met at anytime and due to the close vicinity of the school and continuing area development, it would be beneficial to install the all-way stop control at this time.

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.

Conclusion

Based on Engineering Services staff's review, it is recommended that an all-way stop control be installed at the intersection of Via Romano Boulevard and Queen Filomena Avenue.

Attachments

1. Location Map

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, Ext. 8726
Mike Dokman, Supervisor, Traffic Engineering, Ext. 8745

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 8 Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

8 **ILAN RAMON BOULEVARD AND VALLEY VISTA DRIVE**
ALL-WAY STOP CONTROL REVIEW
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 May 10, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a By-law be enacted to install an all-way stop control at the intersection of Ilan Ramon Boulevard and Valley Vista Drive, as the Provincial All-way Stop Warrant is met.

Contribution to Sustainability

The installation of an all-way stop control at the intersection of Ilan Ramon Boulevard and Valley Vista Drive will promote and improve traffic flow and pedestrian movements in this area.

Economic Impact

Sufficient funding for installation of the all-way stop signs and pavement markings (stop bars) has been included in the approved 2011 Operating Budget. The on-going costs to maintain the signs and pavement markings would be incorporated in future year Operating Budgets.

Communications Plan

Engineering Services staff will advise area residents of the outcome of Council's decision in this matter.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Ilan Ramon Boulevard and Valley Vista Drive, in response to a request received from a resident.

Background - Analysis and Options

Engineering Services staff reviewed the traffic activity at the intersection of Ilan Ramon Boulevard and Valley Vista Drive.

Ilan Ramon Boulevard and Valley Vista Drive are minor collector roadways with a 23.0 metre right-of-way, and an 11.5 metre pavement width. The existing speed limit is a statutory 50 km/h on both roadways. The existing stop controls are located on the east and west approaches of Valley Vista Drive. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Thursday, March 31, 2011, at the intersection of Ilan Ramon Boulevard and Valley Vista Drive during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm. The weather on this day was cloudy. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

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• Warrant 1 – Minimum Vehicular Volumes	Warranted	167%
• Warrant 2 – Accident Hazard	Warranted	0%
• Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill 167% of the required 100% on the warrant. There have been no reported collisions at this intersection in the past 12 month period. There are no sight restrictions at this intersection. Based on the results above, this intersection meets the minimum requirements of the Provincial Warrant for All-way Stop Control.

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 to:

- 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.

Conclusion

Based on Engineering Services staff's review, it is recommended that an all-way stop control be installed at the intersection of Ilan Ramon Boulevard and Valley Vista Drive.

Attachments

1. Location Map.

Report prepared by:

Peter Trinh, Traffic Analyst, Ext 8495
Mike Dokman, Supervisor, Traffic Engineering, Ext. 8745

PT:mc

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

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Item 9 Report No. 25, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 24, 2011, as follows:

By approving that Council enact the necessary By-law to establish stop controls on the north and south leg of Sarracini Crescent, where it meets Charmaine Road, at two new three-way intersections; said By-law to come into effect after the Regency Estates Plan of Subdivision 19T-08V07 has been registered, and that staff take any additional appropriate action to inform drivers of this arrangement.

9

**INTERSECTION STOP CONTROL
CHARMAINE ROAD AND SARRACINI CRESCENT INTERSECTIONS
REGENCY ESTATES SUBDIVISION 19T-08V07
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 May 10, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

THAT Council enact the necessary by-law to establish stop controls on the north and south leg of Charmaine Road at the two new three way intersections of Charmaine Road and Sarracini Crescent. Said by-law to come into effect after the Regency Estates Plan of Subdivision, 19T-08V07, has been registered.

Contribution to Sustainability

The installation of a stop sign on Charmaine Road at the new intersections of Sarracini Crescent will regulate traffic flow and promote pedestrian safety.

Economic Impact

The cost associated with the supply and placement of the necessary advisory signage and the installation of the two new stop signs on Charmaine Road will be borne by the developer of the Regency Estates Subdivision 19T-08V07. Accordingly, there is no immediate economic impact resulting from the adoption of this report.

Communications Plan

A communication plan will be implemented in connection with the proposed implementation of stop controls at the intersections of Charmaine Road and Sarracini Crescent in accordance with the procedures outlined in the Ontario Traffic Manuals. In particular, the appropriately worded road side signage will be installed for a prescribed period of time in order to inform motorists of the new stop controls at the intersections before the changes actually takes place.

Purpose

The purpose of this report is to seek Council's approval to implement stop controls at the new three way intersections of Charmaine Road and Sarracini Crescent.

Background – Analysis and Options

Charmaine Road is a two lane local roadway that extends between Kiloran Avenue and Dorengate Drive in Woodbridge. Stop controls are located on Charmaine Road at the

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

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intersections of Kiloran Avenue and Dorengate Drive. Charmaine Road has an unsigned speed limit of 50 kilometres per hour and a sidewalk exists on one side of the road.

In conjunction with the development of the Regency Estates Subdivision 19T-08V07, a new local crescent road, named Sarracini Crescent, will be constructed and connected to Charmaine Road creating two new three way intersections as shown on Attachment No.1. To clearly define the right-of-way and to regulate traffic flow, it is recommended that stop controls be implemented on the north and south legs of Charmaine Road at the two new three way intersections of Charmaine Road and Sarracini Crescent. This traffic control configuration is consistent with a typical three way intersection. In addition, the stop control on Charmaine Road will also enhance pedestrian safety. All-way Stop Control is not recommended at these locations as the intersections do not meet minimum requirements of the Provincial Warrant for All-way Stop Control.

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:

- The pursue of excellence in service delivery;
- Enhancing and ensuring Community Safety;
- To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement;
- Promoting effective governance; and
- Planning and managing growth, and economic vitality.

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

Regional Implications

Not applicable

Conclusion

To clearly define the right-of-way and to regulate traffic flow, it is recommended that stop controls be implemented on the north and south legs of Charmaine Road at the two new three way intersections of Charmaine Road and Sarracini Crescent, which are being constructed in conjunction with the Regency Estates Subdivision.

Attachments

1. Attachment No. 1 – Location Plan

Report prepared by:

Joe Landolfi, Senior Engineering Assistant, ext. 8257
Tony Magliocchi, Manager of Development Services, ext. 8253

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 10, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

**10 REGION OF YORK WESTERN VAUGHAN TRANSPORTATION IMPROVEMENTS
INDIVIDUAL ENVIRONMENTAL ASSESSMENT
DRAFT ENVIRONMENTAL ASSESSMENT REPORT
WARDS 1, 2 AND 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 10, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. THAT Council endorse the recommendations of the Region of York's Draft Environmental Assessment Report for the Western Vaughan Transportation Improvements Individual Environmental Assessment (Western Vaughan IEA);
2. That York Region be requested to work together with the City of Vaughan during the design phase for each road segment identified for improvements in the Western Vaughan IEA so that the appropriate City infrastructure can be implemented concurrently with the road works;
3. That York Region be requested to advance the improvements to the segment of Major Mackenzie Drive between Pine Valley Drive and Weston Road to accommodate the current and near term growth in the immediate area; and
4. That a copy of this report be forwarded to York Region.

Contribution to Sustainability

The recommendations of the Draft Environmental Assessment Report for the Western Vaughan IEA contribute to sustainability by proposing a multi-modal transportation network within the Western Vaughan area. The network will provide for transit/high occupancy vehicles, and bike lanes to encourage active transportation.

In addition, the Western Vaughan IEA integrates regional sustainability objectives, including preservation and enhancement of the natural environment, economic vitality and healthy communities, while providing safe and efficient services for residents in York Region.

Economic Impact

There are no immediate economic impacts associated with this report.

Communications Plan

York Region will be apprised of any resolution passed by Council relating to this item.

Purpose

The purpose of this report is to provide Council with an overview of the conclusions and recommendations of the Draft Environmental Assessment Report for the Western Vaughan IEA.

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Background - Analysis and Options

York Region initiated the Western Vaughan IEA in 2007 to establish a transportation system within the western portion of the City that will improve transportation mobility and facilitate more convenient and reliable transportation choices as growth occurs over the next 25 years.

The specific study area encompasses the western portion of the City from Highway 400 in the east to Highway 50 in the west, and from Highway 407 in the south to Teston Road in the north including the Boyd Conservation Area and Kortright Conservation Area as shown on Attachment No. 1. The subject area is undergoing a transformation with respect to both land use and transportation. There is rapid urbanization along with the planned northward expansion of the residential/commercial land base. Due to this rapid growth in population and employment many of the corridors in the study area are already experiencing traffic congestion and long delays.

The Western Vaughan IEA builds on the recommendations of previous studies and the recommendations of the Region's Transportation Master Plan (TMP) Update. There are several planning studies that affect the future infrastructure in the area including finalization of the *Places to Grow* legislation, the City's New Official Plan, the Western Vaughan Employment Area Secondary Plan and the North Kleinburg-Nashville Secondary Plan. In addition, a number of transportation studies were considered in the Western Vaughan IEA including the Highway 427 Extension Environmental Assessment, GTA West Corridor Study, Peel Region's Highway 427 Extension Area Master Plan Study, the Region's Transportation Master Plan Update and the City's Transportation Master Plan.

The Western Vaughan IEA – Environmental Assessment and Public Consultation Process

Unlike a Municipal Class Environmental Assessment that has an established process that is pre-approved by the Ministry of Environment, an Individual Environmental Assessment requires the Minister of the Environment to approve the specific scope and process that must be followed in the study.

The Western Vaughan IEA Study has been conducted in accordance with the Terms of Reference (ToR) that were approved by the Minister of the Environment on February 13, 2006. The ToR identified six alternatives to be considered individually and in combination in the Western Vaughan IEA Study including:

1. Do Nothing;
2. Planned Road and Transportation Improvements, other than those on Pine Valley Drive south of Rutherford Road;
3. Travel Demand Management (TDM) Measures;
4. Transportation System Management (TSM) Measures;
5. Other Public Transit Initiatives; and
6. Other Additional Area Road Improvements.

The Western Vaughan Transportation Improvements IEA consisted of five stages and related consultation rounds, as overviewed below:

Stage 1. – Purpose of/Rationale for the Undertaking (Consultation Round No.1)

Determined both current and future traffic conditions within the Study Area and identified future transportation needs.

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Stage 2. – Alternatives to the Undertaking (Consultation Round No's.2 and 3)

Examined nine different alternatives ranging from maintaining status quo to providing transportation demand management measures (TDM), transportation system management measures (TSM), improving roads and transit. The assessment compared the three short-listed alternatives and identified the recommended alternative that best addressed the transportation challenges in the study area and minimized impacts on the environment.

Stage 3 – Alternative Methods of Carrying Out the Undertaking (Consultation Round No's.3 & 4)

Several methods of carrying out the preferred alternative in the form of road alignment variations were developed in order to determine the preferred method of carrying out the undertaking.

Stage 4. – Effects Assessment of the Preferred Undertaking (Consultation Round No.5)

A complete Effects Assessment was carried out including a thorough examination of potential effects based on which avoidance, mitigation, compensation, and enhancement measures were derived.

Stage 5. – Prepare/Submit IEA Report (Pre-Submission Consultation Round)

The analysis conducted during the first four stages of the IEA was documented in a draft IEA report. The report was made available to key Review Agencies including the City of Vaughan for review and comment.

Given the large study area, York Region undertook a comprehensive public and stakeholder consultation program throughout the IEA study. In order to better accommodate local residents there were five rounds of Public Consultation Centres (PCCs) with two to three PCCs per round at different venues within the Study Area. A comprehensive notification strategy was utilized for each public meeting to engage residents and stakeholders in the study process. Each PCC was publicized through multiple notices in the Vaughan Citizen and Toronto Star, project website notification, and by placing copies of the notice at local community centres and libraries. The notice was also mailed to nearly 30,000 homes within the Study Area and mailed and e-mailed directly to individuals in the project contact database.

In addition to the formal public meetings, local stakeholder consultation was undertaken as requested by residents in specific areas, such as Kleinburg Area Rate Payers Association, the Sonoma Heights Ratepayers Association (Rutherford Road near Islington Avenue), area residents on Rutherford Road near Clarence Street, and the West Woodbridge Ratepayers Association (Highway 27 near Langstaff Road).

Two advisory committees were formed to guide the study and provide input at key stages of the study. The Community Stakeholders Advisory Committee (CSAS) was established to obtain input from community and business leaders. Meetings were held regularly with the CSAC to update the status of the project, obtain feedback on each stage of the IEA, and outline future steps in the study process. The Review Agency Advisory Committee (RAAC) was comprised of staff from the Region of Peel, GO Transit, Ministry of Environment, Ministry of Transportation, Region Conservation Agency, CP Rail and the City of Vaughan. There were a total of six RAAC meetings held over the course of the study to obtain feedback on each stage of the Western Vaughan IEA prior to relaying information to the public, and to outline future steps in the study process. Staff from the City's Policy Planning and Development/Transportation Engineering Departments sat as members of the RAAC.

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Overview of the Preferred Undertaking

Based on the assessment of existing operational conditions, the Western Vaughan IEA determined that several corridors in the study area are near capacity and the congestion levels are projected to increase significantly between now and 2031. Congestion will particularly be a problem along a larger portion of the Study Area, including Major Mackenzie Drive, as well as expanded segments of Highway 50, Highway 27, Weston Road, and Rutherford Road. By 2031, 60% of the roadways in Western Vaughan area are projected to be congested. Accordingly, the Western Vaughan IEA concluded that approximately 36 km of road/transit improvements are required to support the long term growth in the study area. Transit/HOV lanes are recommended on all road sections with the exception of 4 km on the portion of Highway 27 north of Major Mackenzie Drive as per the Region's six lane design standard shown on Attachment No.2. The extent of transportation improvements identified is generally consisted with the Region's 2009 Transportation Master Plan Update.

The following is a summary of road and transit improvements that are proposed as part of the preferred transportation network (shown on Attachment No.3):

- Expansion to six lanes of motor vehicle traffic including two dedicated transit/high occupancy vehicle lanes, and the addition of two bicycle lanes on:
 - Major Mackenzie Drive between Highway 50 and Highway 400
 - Highway 27 between Major Mackenzie Drive and Steeles Avenue
 - Rutherford Road between Highway 50 and Weston Road
 - Weston Road between Major Mackenzie Drive and Steeles Avenue
 - Pine Valley Drive between Highway 7 and Steele Avenue; and
- Expansion to four lanes of motor vehicle traffic on Highway 27 between north of Nashville Road and Major Mackenzie Drive; and
- Elimination of the jog at Major Mackenzie Drive and Highway 27

The following provides a description of the Preferred Undertaking:

Roads and Transit Improvements

- Major Mackenzie Drive (Highway 50 to Highway 400): Expansion to six lanes of motor vehicle traffic including two dedicated transit / high occupancy vehicle lanes, and the addition of two bicycle lanes (currently two lanes). This widening requires a right-of-way width of 42.6 metres.

Since Major Mackenzie Drive is an important east-west arterial road and provides connectivity across the Region, it was determined that the "jog" on Major Mackenzie Drive at Highway 27 needs to be corrected to improve east-west travel. Therefore, this undertaking proposes a long-span bridge across the Humber River and a grade separation of Major Mackenzie Drive at the CP Rail line, which will eliminate the "jog" at Major Mackenzie Drive and Highway 27. The existing bridge at the Main Humber River will be widened to accommodate the additional lanes. The northbound and southbound lanes will be separated by a 1.5 metre wide median.

- Highway 27 (Nashville Road to Steeles Avenue): Expansion to four lanes of motor vehicle traffic between north of Nashville Road and Major Mackenzie Drive (currently two lanes) and expansion to six lanes of motor vehicle traffic which includes two dedicated transit / high occupancy vehicle lanes, and the addition of two bicycle lanes between Major Mackenzie Drive and Steeles Avenue (currently four lanes). The widening to four lanes requires a right-of-way width of 26 metres, and the widening to six lanes requires a right-of-way width of 42.6 metres. The proposed improvements on Highway 27 are long term needs based on the

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assumption that the Highway 427 extension will be implemented in the near term, and will likely handle much of the demand in this corridor until the lands immediately adjoining Highway 27 are developed.

- o Rutherford Road (Highway 50 to Weston Road), Weston Road (Major Mackenzie Drive to Steeles Avenue) and Pine Valley Drive (Highway 7 to Steeles Avenue): Expansion from four to six lanes of motor vehicle traffic including two dedicated transit / high occupancy vehicle lanes, and the addition of two bicycle lanes. This widening requires a right-of-way width of 42.6 metres.

The recommended components of the Preferred Undertaking are illustrated on Attachment No. 3. The recommended phasing plan of the Preferred Undertaking is outlined in Table 1 below and illustrated on Attachment No.4. The phasing plan is subject to change as the implementation schedule progresses and based on future traffic conditions.

Table 1 –Phasing Plan of the Preferred Undertaking

Road	Section	Timing
Major Mackenzie Drive	Highway 50 to CP McTier Subdivision	2016
	CP McTier Subdivision to Highway 27	2014
	Highway 27 to Pine Valley Drive	2014
	Pine Valley Drive to Weston Road	2013 (Capital Programme Year)
Highway 27	Steeles Avenue to Major Mackenzie Drive	LongTerm (2031+)
	Major Mackenzie Drive to Teston Road/Nashville Road (4-lane cross-section without HOV lanes)	Long Term (2031+)
Rutherford Road	Highway 50 to Highway 27	Medium-Term (2020-2030)
	Highway 27 to Pine Valley Drive	Long Term (2031+)
	Pine Valley Drive to Weston Road	Long Term (2031+)
Weston Road	Steeles Avenue to Major Mackenzie Drive	Medium-Term (2020-2030)
Pine Valley Drive	Steeles Avenue to Highway 7	Medium-Term (2020-2030)

Travel Demand Management Improvements:

Travel Demand Management (TDM) refers to a means of reducing the number of cars on the roads during peak hours by promoting carpooling, telecommuting, and variable work hours. The TDM measures recommended in the Western Vaughan IEA include:

- o The Region continuing to work with Metrolinx and the City of Vaughan to establish and support a Western Vaughan Transportation Management Association (TMA) with a focus on ridesharing in key employment corridors;
- o Apply conditions through the development review process to require trip reduction plans for all new developments with over 5000 square metres of employment use;
- o Support reduced parking provisions for all new developments within Rapid Transit and Transit Priority corridors, including Highway 7 and Major Mackenzie Drive throughout Western Vaughan and along Highway 27 and Weston Road South of Major Mackenzie Drive;
- o Consistent with the Regional TMP, implement a network of carpool lots within Western Vaughan along freeway and HOV corridors;

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- Implement cross boundary transit fare and service integration schemes between York Region Transit (YRT) and Toronto Transit Commission (TTC) and between YRT and Brampton Transit;
- Continue to promote Transit Oriented Development (TOD) by vigorously applying the Regional TOD Guideline adopted by Council in September 2006; and
- Integrate bicycle and public transit travel, including improved cycling access and bicycle storage at transit stops and stations, and the ability to carry bikes on transit vehicles.

Transportation System Management Improvements:

Transportation System Management (TSM) refers to a means of optimizing the existing road network to increase its capacity and improve its efficiency. The TSM measures recommended in the Western Vaughan IEA include:

- Providing queue jump lanes to allow buses to move to the front of the queue, as well as shifting transit stops to the far side of the intersection (i.e., past the traffic light), with the aim of reducing the frequency of buses being stopped at red lights, thereby minimizing conflicts between right-turning vehicles and transit/HOV traffic;
- Providing transit signal priority at intersections, integrated with bus schedules, and incorporating user-definable parameters in the local traffic signal controller software to allow buses behind schedule to ask for green extension / red truncation;
- Providing off-board fare collection and real-time service information for travellers at transit stops, to reduce the real and perceived delay for the users of the system;
- Offering web-based delivery of real-time traffic information to assist drivers in determining times and routes for travel;
- Improving the co-ordination of traffic signal timing along heavily travelled corridors, and introducing a system of adaptive signal control on key urban arterials for the purpose of minimizing delay and optimizing overall traffic flow;
- Discontinuing the use of push-buttons for pedestrian phases across the “minor” street with a short pedestrian walk distance, subject to evaluation by traffic specialists as a limited-scope program before wide-spread implementation; and
- Reviewing the location of left-turn lane detector loops on arterial roads, and ensuring that they are set back from the stop bar to the location of the third vehicle in the turning stream.

Staff Comments

Staff is generally satisfied with the report's recommendations and believes that in order to accommodate current and near term growth in the study area, the proposed improvements that have been indentified for Major Mackenzie Drive should proceed expeditiously. This immediate need is related to the Ministry of Transportation recently approved Highway 427 extension from Highway 7 to Major Mackenzie Drive, and approved development within the Planning Block 61. In addition, the Region of Peel has completed its master plan for potential changes to their roads west of Highway 50, including realignments that will result in increased access from Peel to the planned Highway 427 terminus point at Highway 427 and Major Mackenzie Drive. Accordingly, staff support the early implementation of proposed improvements along Major Mackenzie Drive.

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Staff notes, however, that the Region's proposed standard six lane 36.0 metre right-of-way cross-section, as shown on Attachment No. 2, only provides a 3.4 meter boulevard which may not be wide enough to accommodate sidewalk, streetlighting, streetscaping and a utility corridor. In consultation with the Region, most six lane cross-sections will require a right of way width of 42.6m. Constrained areas - where the right of way width of 42.6m cannot be achieved - will require further consultation with the Region of York before the Western Vaughan IEA is finalized.

Regional Implications

The Region of York issued a pre-circulation of the draft Western Vaughan IEA document to affected agencies and the Review Agency Advisory Committee on January 7, 2011. Meetings with agencies to finalize the document for formal submission will be undertaken in the second quarter of 2011 and it is anticipated that the final IEA document will be submitted to the Ministry of Environment shortly thereafter.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities previously set by Council Vaughan Vision 2020 strategic initiatives:

- To enhance and ensure community safety, health and wellness;
- To pursue excellence in service delivery;
- To lead and promote environmental sustainability; and
- To plan and manage growth and economic vitality.

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

Conclusion

On January 7, 2011, the Region of York issued the Draft Environmental Assessment Report for the Western Vaughan Transportation Individual Environmental Assessment to affected agencies and the advisory committees for review. The IEA Report was based on the Places to Grow legislation and subsequent Regional and local municipal planning documents that identified planned growth areas in Western Vaughan. Based on these growth plans, the IEA has identified the transportation network that will be required to support the proposed development. The study has identified the need to widen roads to provide for six-lane road cross-sections with transit/HOV lanes along major corridors. These lanes will provide priority for multi-modal travel including transit, bicycles and carpoolers. The IEA also identified some additional TDM and TSM measures that will be considered during the detail design and operation of the road network and transit improvements. These measures are supported in the Region's recently approved Transportation Master Plan Update.

Staff has reviewed the technical aspects of the Western Vaughan IEA and is generally satisfied with its recommendations. York Region expects to submit the final IEA document to the Ministry of Environment in the second quarter of 2011. In the meantime, Vaughan staff will be working with our municipal and provincial partners on the planning and implementation of other higher-order transit services in the City of Vaughan.

Attachments

1. Study Area
2. Six Lane Cross Section (36 metre Right-of-Way)
3. Recommended Components of the Preferred Undertaking
4. Phasing of the Preferred Undertaking

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Report prepared by:

Selma Hubjer, P.Eng., Transportation Engineer-Ext.8674
Mehrak Hakimi, P.Eng., Transportation Analyst-Ext.8295

(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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highway interchange and Teston Road, the Block 33 West Developer's Group was requested to advance the completion of this portion of Cityview Boulevard in order to adequately accommodate the volume of traffic destined to and from the interchange.

The construction of this portion of Cityview Boulevard was completed in August 2009 including the placement of the top course of asphalt. The Region of York and the Ministry of Transportation of Ontario opened the Teston Road interchange at Highway 400 on September 3rd, 2009.

The Developer's Group has maintained this section of Cityview Boulevard during the required minimum thirteen month maintenance period and has rectified all deficiencies. All the necessary documentation required for the assumption of Cityview Boulevard from Shelbourne Drive to Teston Road has been submitted. Development/Transportation Engineering staff, in conjunction with the Developer's Consulting Engineer, have conducted all the necessary inspections of the road works and related underground municipal services 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, Public Works, and Clerks. In addition, the Reserves and Investments Department has confirmed that all of the City's financial requirements associated with this assumption 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

York Region will be responsible for the operation and maintenance of the traffic signals on Cityview Boulevard at the Highway 400 ramp terminus together with all associated signage.

Conclusion

The Block 33 West Developer's Group has satisfactorily completed the construction of the traveled portion of Cityview Boulevard between Shelbourne Drive and Teston Road together with the associated municipal services; accordingly, it is appropriate that the City assume these specific services at this time. It is important to note that the Block 33 West Developer's Group will continue to be responsible for the balance of the remaining subdivision works and that the Municipal Services Letter of Credit will be retained.

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 12, Report No. 25, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 24, 2011, as follows:

By receiving Confidential Communication C5 from the Director of Legal Services, dated May 18, 2011.

12 EXTENSION OF TENDER T08-057 FOR WINTER ROAD MAINTENANCE 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 May 10, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That notwithstanding that a review of programs and service levels is to be undertaken, tender T08-057 for the provision of winter road maintenance services (road ploughing, road salting, anti-icing, and residential driveway windrow clearing), be extended for a two year period, as per the provisions in the contracts.

Contribution to Sustainability

Efficient and effective winter road maintenance services contribute positively to the economic vitality and sustainability of the City.

Economic Impact

Tender T08-057 was awarded in 2008 and is for a three year fixed period with two optional extension periods of two years each. The initial 3 year contract period has just ended as of March 31, 2011. The first three years of the contract were at a fixed price; however, the optional extension periods allow for an economic increase relative to the annual rate of change in the Consumer Price Index, using June as the adjustment month, with a cap of 5% in any given year.

In an average winter period, there are 5 full-scale road ploughing and windrow clearing events, and 43 full-scale salting and anti-icing events. There are also 142 days of standby costs for salting and anti-icing equipment, and 121 days of standby costs for windrow clearing and road ploughing equipment. For 2011, contracted winter maintenance costs are estimated to be close to \$5,941,000. The cost of road salt and liquid anti-icing chemicals are budgeted separately and are not part of these contracts. The actual total annual winter maintenance costs are dependant upon number and severity of the winter storm events.

Funds have been included in the approved 2011 Operating Budget to cover the estimated rate of inflation relative to the current contract costs, and were based on the existing services continuing to be provided.

Communications Plan

Not applicable.

Purpose

To extend the winter road maintenance contracts, for a two year period, as per the provisions of the contracts.

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Background - Analysis and Options

Tender 08-057 was awarded in 2008, to commence with the 2008/09 winter season. As previously noted, the contract contains two extension provisions, each for a two year period. The tender contained two parts based on a geographical split of the City. Based on the tender prices, the contract was awarded to two separate contractors. Armking Contracting Limited provides winter road maintenance services to the area east of Weston Road, and Gazzola Paving Ltd. provides services to the area west of Weston Road.

Over 130 pieces of equipment are used to provide road salting, road ploughing, anti-icing, and residential driveway windrow clearing services. The tender has specific requirements in it in terms of type of equipment and its age. For example, no plough truck or salt spreader unit can be more than 15 years old, and no motor grader can be more than 25 years old. In addition to age limits on equipment, windrow clearing units are somewhat of a specialized piece of equipment, requiring modifications to backhoes and tractors to perform this work.

Notwithstanding Council has committed to a thorough program review starting later in 2011, the current tender has expired and time is of the essence. In order for the current contractors to prepare for the 2011/12 winter season, equipment needs to be sourced now in order to ensure the age of the fleet complies with the provisions of the contract. Both contractors have indicated they are willing to extend the contracts, and provide the existing services.

Should Council wish to amend the current services provided for winter road maintenance, a new tender would be required. Given the large quantity of equipment needed, and the specialized nature of some of this equipment, having all of the necessary equipment in place to start the 2011/12 winter season may be doubtful, especially taking into account the tender process and the shortened time that would remain for a contractor to source the necessary equipment.

It is for the above noted reasons that staff recommend extending T08-057 for a two year period, as per the provisions of the contracts, to provide for road salting, road ploughing, anti-icing, and residential driveway windrow clearing services. This will allow time for Council to review the services provided to the residents, and should changes in services be recommended, they can be incorporated in a new tender document for services starting in the 2013/14 season. Alternatively, should Council wish to continue with providing the current level of service, a second two year extension of the current contract is available for the 2013/14 and 2014/15 seasons.

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
Objective:	Enhance and Ensure Community Safety, Health & Wellness

Regional Implications

Not applicable

Conclusion

In order to ensure the existing winter road maintenance services are provided for the 2011-2012 winter season, and the necessary equipment is in place, it is recommended that T08-057 be extended for a two year period, as per the provisions of the contracts.

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Attachments

N/A

Report prepared by:

Brian T. Anthony, Director of Public Works

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Item 13, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

13

**STREET NAME CHANGE
PLAN OF SUBDIVISION 65M-4251, FILE 19T-06V04 (PHASE 2)
GREENBROOKE DEVELOPMENTS INC.
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Acting Commissioner of Planning and the Director of Development Planning, dated May 10, 2011:

Recommendation

The Acting Commissioner of Planning and the Director of Development Planning recommend:

1. THAT Council direct the City Clerk to initiate the street name change process to change that portion of Hansard Drive, specifically between Lawford Road and Trammel Drive, to Harley Drive.

Contribution to Sustainability

N/A

Economic Impact

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

Communications Plan

Through the street name change process, the street renaming will be advertised for two consecutive weeks on the City's website, prior to the passing of a by-law. The advertisement will explain the purpose of the renaming and include a map identifying the portion of the street to be renamed.

Purpose

To direct the City Clerk to initiate the street name change process to change that portion of Hansard Drive, specifically between Lawford Road and Trammel Drive, to Harley Drive.

Background

The subject street shown on Attachment #1 is located north of Major Mackenzie Drive, and west of Weston Road, in Part of Lot 23, Concession 6, City of Vaughan, specifically that section of road allowance known as Hansard Drive between Trammell Drive and Lawford Road on Registered Plan 65M-4251.

Phase 1 of the development was registered in November 2008 and was subsequently provided with municipal addresses. The street numbering of the Phase 1 portion of Hansard Drive began east of Trammel Drive, in the absence of the information that Hansard Drive was being extended westward to Lawford Road in Phase 2 (homes not built to date). The applicant was made aware prior to the registration of Phase 2 that a different street name was required for the subject lands, however, registration of the Phase 2 subdivision plan inadvertently occurred with this section of road labeled Hansard Drive. As the street numbering for Hansard Drive cannot be changed to start eastward from Lawford Road, it is necessary to rename the portion of Hansard Drive, between Lawford Road and Trammel Drive.

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The name Harley Drive was previously approved by Vaughan Council for use in another developers subdivision in Block 39 and was not used. The Development Planning Department will therefore be utilizing this approved street name for use in the Greenbrooke subdivision for the subject affected portion of Hansard Drive.

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 Planning Department for the Region of York does not have any objections to the proposed street name change.

Conclusion

The Development Planning Department has no objection to the proposed street name change and recommends that Council direct the City Clerk to initiate the street name change process.

Attachments

1. Location Map
2. Plan of Subdivision 19T-06V04 Phase 2 (65M-4251)

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209
Carmela Marrelli, Senior Planner, ext. 8791
Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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

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Item 14, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

14 **SITE DEVELOPMENT FILE DA.11.020**
UNICO
WARD 4

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Acting Commissioner of Planning and the Director of Development Planning, dated May 10, 2011, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Acting Commissioner of Planning and the Director of Development Planning recommend:

1. THAT Site Development File DA.11.020 (Unico) BE APPROVED, to permit the development of a new building elevation for the Keele Street façade, as shown on Attachments #6 to #8.

Contributions to Sustainability

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

- i) upgraded roof insulation;
- ii) timed exterior lighting;
- iii) occupancy sensors;
- iv) low-E argon coated double glazed windows; and,
- v) LED exit lights.

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.11.020) to amend an approved Site Development Application (File DA.10.011) shown on Attachments #3 to #5 inclusive, to permit revisions to the Keele Street building elevation for an existing industrial building (Unico) shown on Attachments #6 to #8.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located on the west side of Keele Street, north of Regional Road #7 (8000 Keele Street), City of Vaughan.

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Official Plan and Zoning

The subject lands are designated “Prestige Area” by OPA #450 (Employment Area Plan) and “Prestige Employment” by the new City of Vaughan Official Plan 2010, which is pending approval from the Region of York. The proposal conforms to the Official Plans.

The subject lands are zoned EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone by By-law 1-88. The proposal complies with By-law 1-88.

Building Design

On April 13, 2010, Vaughan Council approved Site Development Application DA.10.011 to permit the removal of pre-cast panels, brick and windows on the north, east and south elevations, which were to be replaced with sandpebble white stucco, sandpebble grey stucco, Terraneo Gibraltar siding and new windows (Attachments #3 to #5). The Owner has constructed the approved north and south elevations, however, has not constructed the east elevation and is now proposing a revised east elevation. The proposed revisions to the east elevation will use the same previously approved materials and the windows will be replaced in the manner shown on Attachments #6 to #8.

In addition, the proposal includes changes to the location of corporate signage (Unico) and windows for the east and partial north and south elevations. The previously approved Unico sign was affixed to the left side of east elevation facing Keele Street (Attachments #5), which is now to be located above the main entrance (Attachment #7) with yellow illuminated channel letters. The partial changes to the north and south elevations is a result of the revisions to the east elevation, which will wrap around the north and south sides of the building.

The applicant has advised that the previously approved (File DA.10.011) site upgrades, including the addition of a barrier free clear glass ramp, an upgraded ground sign and a raised landscape stone planting bed along the east elevation facing Keele Street will be constructed as previously approved.

The Vaughan Development Planning Department is satisfied with the proposed Keele Street building elevation and signage shown on Attachments #6 to #8.

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

There are no Regional implications associated with the proposal.

Conclusion

The Site Development Application has been reviewed in accordance with OPA #450 (Employment Area Plan), Zoning By-law 1-88, comments from City Departments and the area context. The Development Planning Department is satisfied with the proposed revisions to the Keele Street building elevation. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

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Attachments

1. Context Location Map
2. Location Map
3. Approved Site Plan (April 13, 2010 Council)
4. Approved Landscape Plan (April 13, 2010 Council)
5. Approved Elevation (April 13, 2010 Council)
6. Proposed East Elevation
7. Proposed East Elevation Details
8. Rendered Drawing – East Elevation (Keele Street)

Report prepared by:

Mary Serino, Planner 1, ext. 8215
Christina Napoli, Senior Planner, ext. 8483
Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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

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Item 15, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

15 **SITE DEVELOPMENT FILE DA.11.018**
PINE VIEW MOTORS LIMITED
WARD 3

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Acting Commissioner of Planning and the Director of Development Planning, dated May 10, 2011, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Acting Commissioner of Planning and Director of Development Planning recommend:

1. THAT Site Development File DA.11.018 (Pine View Motors Limited) BE APPROVED, to permit a 17.1m² building addition and revisions to the building elevations to facilitate the conversion of the existing automobile dealership from a Pontiac/Buick brand to Hyundai, subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) the final site plan and building elevations plan shall be approved by the Vaughan Development Planning Department;
 - ii) the required minor variances to implement the development shall be approved by the Vaughan Committee of Adjustment and shall be final and binding; and,
 - iii) the Owner satisfy all requirements of the Region of York, if any.

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.11.018) on the subject lands shown on Attachments #1 and #2 to facilitate the conversion of the existing automobile dealership from a Pontiac/Buick brand to Hyundai. The proposal involves a 17.1m² building addition (new entrance vestibule), revisions to the building elevations including removal of the existing roof overhangs, and incorporating a new raised car display area (not to exceed 0.6 m in height) at the southeast corner of the building, as shown on Attachment #3.

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Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located in the northwest quadrant of Regional Road 7 and Weston Road, in Part of Lot 6, Concession 6, City of Vaughan. The subject lands are municipally known as 3790 Regional Road 7. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated “Corporate Centre Corridor” by OPA #500 (The Vaughan Corporate Centre Secondary Plan) as amended by OPA #663 (Highway 7 Policy Review). The proposed development conforms to the approved Official Plan. The lands are designated “High-Rise Mixed Use” by City of Vaughan Official Plan 2010 as adopted by Vaughan Council on September 7, 2010, and is awaiting Regional approval.

The subject lands are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(109). 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 17.1m² building addition (new entrance vestibule) at the front of the existing car dealership and a new raised car display area at the southeast corner of the building.

The proposed building elevations are shown on Attachment #4. The revisions to the elevations will include removing the existing roof overhangs around the upper portions of the building. The existing brick exterior on the south (front) elevation will be covered with metal cladding and painted grey and blue to identify the Hyundai brand. The east and west elevations, as well as other smaller structures on the site, will be painted with the same colours to identify the new Hyundai brand. The applicant advises that there are no changes to the north elevation.

The Vaughan Development Planning Department is generally satisfied with the proposed site plan and building elevations, and will continue to work with the applicant to finalize the details of the proposal. The final site plan and building elevations 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 are required to implement the development:

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	By-law Standard	By-law 1-88, C2 General Commercial Zone, Exception 9(109) Requirements	Proposed Exceptions to C2 Zone of By-law 1-88, 9(109)
a.	Building Envelope	Existing building restricted to the area shown as “Building Envelope” on Schedule “E-113” (ie. Existing building location)	17.1m ² addition to building located outside of permitted building envelope.
b.	Maximum Building Height (entrance tower)	11.0 m	11.6 m

The Development Planning Department has no objection to the required variances to facilitate the new vestibule and entrance tower. The variances are considered to be minor in nature and facilitate an appropriate development of the lands. Should Council approve the Site Development 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.

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 verbally informed that it has no objection, in principle, to the proposal. However, the Region is finalizing its review with particular emphasis on any required road widening with relation to public transit improvement. The Owner will be required to fulfill all requirements of the Region of York Transportation Services Department, including the execution of a Regional Site Plan Agreement.

Conclusion

The Site Development Application has been reviewed in accordance with the policies of the Official Plan, Zoning By-law 1-88, the comments from City Departments, and the area context. The Development Planning Department is satisfied that the proposal to facilitate the conversion of the existing automobile dealership from a Pontiac/Buick brand to Hyundai, including the 17.1m² building addition and revisions to the building elevations, 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, and satisfying any conditions of the Region of York, if required.

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Item 15, CW Report No. 25 – Page 4

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Elevation Plan

Report prepared by:

Clement Messere, Planner, ext. 8409

Carmela Marrelli, Senior Planner, ext. 8791

Mauro Peverini, Manager of Development Planning, ext. 8407

/LG

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

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Item 16, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

16

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-11V002
LEVIATHAN INVESTMENTS INC.
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Acting Commissioner of Planning and the Director of Development Planning, dated May 10, 2011:

Recommendation

The Acting Commissioner of Planning and the Director of Development Planning recommend:

1. THAT Draft Plan of Condominium File 19CDM-11V002 (Leviathan Investments Inc.), as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1.

Contribution to Sustainability

The subject lands have been developed in accordance with a site plan that was approved by Vaughan Council on September 7, 2010, and the contribution to sustainability was identified at that time. The subject condominium application addresses the tenure of the property only.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Draft Plan of Condominium (Standard) Application for the lands shown on Attachments #2 and #3 to facilitate the development of a single U-shaped employment building as shown on Attachment #4, and comprised of:

- 19, one-storey industrial employment units; and,
- 2, two-storey office units (Units #7 and #8) consisting of a total of 7 office units (1 unit on the ground floor of each of Units #7 and #8, and 5 units over the combined second floor area of Units #7 and #8).

Background - Analysis and Options

The subject lands are located on the east side of Cityview Boulevard, south of Teston Road, being Block 70 on Plan 65M-3903, City of Vaughan, as shown on Attachments #2 and #3. The surrounding land uses are shown on Attachment #3.

Official Plan and Zoning

The subject lands are designated "High Performance Area" by OPA #600 and "Prestige Employment" by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010 and is pending final approval by the Region of York. The proposed draft plan of condominium conforms to the Official Plans.

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The subject lands are zoned EM1 Prestige Employment Area Zone by Zoning By-law 1-88, subject to Exception 9(1222). The proposed draft plan of condominium complies with Zoning By-law 1-88 as amended by Exception 9(1222).

Application Review

The development consists of a single, U-shaped multi-unit employment building with a two-storey office component in Units #7 and #8, with a total GFA of 6,442.95 m². The property is accessed from Cityview Boulevard, and is serviced with a total of 155 parking spaces, of which 14 parking spaces will be allocated exclusively for the office uses within Units #7 and #8, as shown on Attachment #4. Snow removal and garbage and recycling pickup will be privately administered and the responsibility of the Condominium Corporation.

The proposed Draft Plan of Condominium is consistent with the approved Site Development Application (File DA.10.062), which was approved by Vaughan Council on September 7, 2010.

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 Planning Department for comment and they have no objection to the approval of the draft plan of condominium.

Conclusion

The Vaughan Development Planning Department has reviewed the draft plan of condominium, which conforms to the Official Plan and complies with the Zoning By-law, and has no objection to the approval of the draft plan of condominium, subject to the conditions set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Condominium 19CDM-11V002

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Carmela Marrelli, Senior Planner, ext. 8791
Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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

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- ix) compliance with ASHRAE standards (heating, ventilation and air conditioning);
and,
- x) light pollution reduction.

Economic Impact

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

Purpose

The Owner of the subject lands shown on Attachments #1 and #2 has submitted a Site Development Application (File DA.10.108) to facilitate the development of a multi-unit commercial building and to facilitate the relocation and reuse of an existing heritage structure for commercial purposes. The development including both Building “A” (new construction) and Building “B” (existing heritage structure) has a total GFA of 1,970.5m² as shown on Attachments #3 to #7 inclusive.

The Owner has also submitted a Zoning By-law Amendment Application (File Z.11.003) to remove the Holding Symbol “H” from the portion of the subject lands municipally known as 1076 Rutherford Road as shown on Attachment #2, thereby effectively zoning all of the subject lands C4 Neighbourhood Commercial Zone.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located at the northeast corner of Rutherford Road and Thomas Cook Avenue, municipally known as 1020 and 1076 Rutherford Road, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan

The subject lands are designated “Medium Density Residential/Commercial” by OPA #600, which permits neighbourhood commercial uses, including a retail store, pharmacy, bank, and business and professional offices. The subject lands are designated “Low-Rise Mixed-Use” with a maximum height of 4-storeys and a maximum Floor Space Index of 1.5 by the new City of Vaughan Official Plan 2010, which was approved by Vaughan Council on September 7, 2010 and is pending final approval from the Region of the York. Retail uses are permitted within the “Low-Rise Mixed-Use” designation. The proposed development would provide neighbourhood commercial uses to serve the surrounding residential area. The proposal conforms to the Official Plans.

Zoning and Removal of “H” Holding Provision

The subject lands are zoned C4 Neighbourhood Commercial Zone (1020 Rutherford Road) and C4(H) Neighbourhood Commercial Zone with the Holding Symbol “H” (1076 Rutherford Road) by By-law 1-88 as shown on Attachment #2. The Owner has submitted a Zoning By-law Amendment Application (File Z.11.003) to remove the Holding Symbol on 1076 Rutherford Road. Zoning By-law 33-2011, which placed the “H” symbol on the property, was enacted by Vaughan Council on March 8, 2011 and includes the following condition that must be satisfied before the Holding Symbol can be removed on 1076 Rutherford Road:

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“That the removal of the “H” Holding Symbol shall be conditional upon Vaughan Council’s approval of a site plan for an appropriately designed commercial development including the preservation of the Carrville Post Office and General Store on the property, which must be sited to the satisfaction of the Vaughan Cultural Services Division and Vaughan Development Planning Department.”

Through the review of Site Development Application DA.10.108, the Owner has demonstrated that the site is appropriately designed and the Carrville Post Office/General Store will be preserved and successfully integrated into the commercial development as discussed later in this report. Therefore, subject to Council’s approval of the Site Development Application, the Holding Symbol can be removed on 1076 Rutherford Road. If the application is approved by Council, a By-law to remove the Holding Symbol will be forwarded to Council for enactment on May 24, 2011.

Minor Variance Application A085/11 must also be approved by the Vaughan Committee of Adjustment to implement the site plan, as discussed in the “Minor Variances” section of this report.

Site Plan and Landscaping

The 0.981 ha site is currently developed with a 2-storey heritage structure known as the Carrville Post Office/General Store, which is proposed to be relocated to the southeast corner of the subject lands and is referenced as Building “B” on Attachment #3. Building “A”, the new single-storey multi-unit commercial building is located along Thomas Cook Avenue and addresses the southwest corner of the site at the intersection of Thomas Cook Avenue and Rutherford Road. The total GFA proposed for the development is 1,970.5 m².

Currently, there is a full movement access on Thomas Cook Avenue at the northwest corner of the site opposite Wolf Creek Crescent, approximately 160m north of Rutherford Road. A right-in/right-out only access along Rutherford Road is to be located west of Building “B” and is approximately 88 m from Thomas Cook Avenue, which is to be approved by the Region of York.

The site plan and landscape plan show a minimum 6.0 m wide landscape strip along the flankage of the site abutting Thomas Cook Avenue and along the frontage of Rutherford Road. However, the landscape strip is reduced to less than a metre (0.43m) along Rutherford Road at the southeast corner of Building “B”. The landscape strip abutting both Rutherford Road and Thomas Cook Avenue consists of a mix of soft and hard surface landscaping that incorporates an interlock and concrete pedestrian walkway with deciduous shrub planting. Key locations along the flankage and frontage of the subject lands including at the driveway accesses and the corners of the site will be accented with decorative metal fencing and masonry pillars as shown on Attachment #4. Planting beds are proposed along the south elevation facing Rutherford Road and centrally along the west elevation facing Thomas Cook Avenue creating an attractive entrance for pedestrians accessing the site via the sidewalk and walkway. Coniferous and deciduous planting is proposed along the north and east property lines coinciding with the 6.0m wide sanitary sewer easement abutting the existing open space valley lands.

The applicant has proposed a minimum 6.0m building setback from the open space valley lands to Building “B” as shown on Attachment #3. The Vaughan Development Planning Department, Toronto and Region Conservation Authority (TRCA) and Vaughan Cultural Services Division are all satisfied with the minimum 6.0m setback of Building “B”, being the heritage structure, considering the site constraints and preference to maintain the heritage structure on the subject lands as close to its original location as possible.

Parking for the subject lands is provided to the north and east of Building “A”. Landscaped islands are proposed at the end of the parking aisles to define the main driveway aisle linking the two access points to the site.

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The Vaughan Development Planning Department is generally satisfied with the proposed site plan and landscape plan shown on Attachments #3 and #4. The final site plan, landscape plan and landscape cost estimate, must be approved to the satisfaction of the Development Planning Department.

Minor Variances

The Owner has submitted a Minor Variance Application (File A085/11) to request relief from the following requirements of By-law 1-88:

	By-law Standard	By-law 1-88 Requirements (C4 Neighbourhood Commercial Zone)	Proposed Exceptions to the C4 Zone of By-law 1-88 through Committee of Adjustment Minor Variance Application A085/11
a.	Minimum Front Yard (Rutherford Road- Building "B")	11.0m	1.9m
b.	Minimum Front Yard (Rutherford Road-Building "B" porch canopy)	11.0m	0.4m
c.	Minimum Exterior Side Yard (Thomas Cook Avenue- Building "A")	11.0m	6.0m
d.	Minimum Interior Side Yard (East Property Line-Building "B")	11.0m	6.0m
e.	Minimum Setback from an "R" Residential Zone (west)	22.0m	18.79m
f.	Minimum Width of a Landscape Strip Abutting Rutherford Road	6.0m	0.43 to Building "B"
g.	Minimum Width of a Landscape Strip Abutting Thomas Cook Avenue	6.0	0.0m (where the accessory play area for a day nursery is to be located)

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h.	Permitted Uses within a Required Landscape Strip Abutting a Street	Only a driveway access	Outdoor Play Area Accessory to a Day Nursery Use
i.	Minimum Number of Parking Spaces	119 parking spaces	117 parking spaces
j.	Minimum Exterior Side Yard Setback to an Institutional Use (Day Nursery) in all Zones	15.0m	6.0m

The site-specific variances are required to facilitate the proposed development as shown on Attachment #3. The variances, if approved, must be in full force and effect, prior to the execution of the Site Plan Letter of Undertaking.

The proposed variances for the reduced building setbacks and reduced landscape strips are considered to be minor in nature. The variances would facilitate buildings located closer to the street, which is desirable from an urban design and streetscape perspective. The reduced setback for the heritage structure has been reviewed by the TRCA and the Vaughan Development Planning Department and Vaughan Cultural Services Division and is considered to be appropriate given the efforts by the applicant to relocate, restore and reuse this building. Similarly, the reduced landscape setback to the heritage structure can be supported. The proposed reduction in parking spaces is for 2 spaces only. Under the City's parking standards review conducted by the IBI Group, the required parking for this development would be a minimum of 3 to a maximum 4.5 surface parking spaces per 100m² of GFA (61 to 92 parking spaces). To date, the parking standards recommended by the study have not been implemented into By-law 1-88, however, the study has concluded that Vaughan's current parking requirements should be reduced. The exceptions to facilitate a permitted Day Nursery use and associated outdoor play area can also be supported as this use serves the community, animates the streetscape, and is located in a safe location on the property. On this basis, the Development Planning Department can support the requested variances.

Building Elevations and Site Signage

The proposed Building Elevations and Signage Details Plan are shown on Attachments #5 to #7. The irregular shaped building is constructed with a flat roof having a varying height to a maximum of 8.7m including the top of the raised parapet and marquee. The primary building materials used are brick, stone veneer and EFIS system with a stucco finish, in a neutral off-white and beige colour palate. Clear vision glass will be used on all four facades for the windows and doors with navy blue awnings incorporated above all the windows and below the proposed signage.

Two pylon signs (Attachment #7) have been proposed for the subject lands, one along Rutherford Road on the west side of the driveway access and the second along Thomas Cook Avenue on the south side of the driveway access as shown on Attachment #3. Both pylon signs are comprised of a neon sign box and have a maximum height of 4.15m and are mounted on a brick veneer base which matches the brick used on the building.

The final Building Elevation and Signage Details Plan must be approved to the satisfaction of the Vaughan Development Planning Department.

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Vaughan Development and Transportation Engineering Department

The Vaughan Development and Transportation Engineering Department has reviewed the Site Development Application and has no objections. The final site servicing and grading plan must be approved to the satisfaction of the Vaughan Development and Transportation Engineering Department.

Heritage Vaughan

The Owner has submitted an application to Heritage Vaughan for the restoration, relocation and integration of the Carrville Post Office/General Store as part of the proposed commercial development. In a report prepared by the Vaughan Cultural Services Division, it was recommended that Heritage Vaughan approve the following recommendations:

- "1. That Heritage Vaughan approve the relocation of the subject building to the location identified in the submitted site plan dated March 30th, 2011.
2. That Heritage Vaughan request that an updated Conservation Plan for the building be submitted by the Owner prior to the issuance of a Heritage Permit.
3. That a letter of credit be obtained from the Owner to ensure the building is preserved and maintained during and after its relocation.
4. That the applicant provide a full set of final drawings, including site plan and all elevations for final approval by Cultural Services staff prior to the issuance of a Heritage Permit.
5. That the applicant provide samples of building materials and paint samples for consideration and approval by Cultural Services staff at a time when this information is known to the applicant."

On April 27, 2011, Heritage Vaughan approved the above recommendations.

The Owner must address all requirements of Heritage Vaughan and the Vaughan Cultural Services Division.

Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that cash-in-lieu of parkland dedication has been paid in accordance with Section 42 of the Planning Act and the City's "Cash-in-Lieu of Parkland Policy".

Toronto and Region Conservation Authority (TRCA)

The subject lands are located adjacent to lands zoned OS1 Open Space Conservation Zone to the north and east. The abutting OS1 lands are part of the valley system which runs through Block 11. The Owner must comply with the requirements of the TRCA.

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 north side of Rutherford Road, which is a Regional Road. The Region of York requires a portion of the subject lands along Rutherford Road for a road widening. The Owner will be required to fulfill all requirements of the Region of York Transportation Services Department, including the execution of a Regional Site Plan Agreement, prior to the issuance of a building permit.

Conclusion

The Vaughan Development Planning Department has reviewed the Site Development Application in accordance with OPA #600, Zoning By-law 1-88, the comments from City Departments and external public agencies, and the area context and can support the approval of the proposed site development, consisting of a single storey, multi-unit 1,735.70m² commercial development and the relocation and restoration of a 2-storey, 234.8m² heritage structure being the Carrville Post Office/General Store. The proposed development conforms to the Official Plan, is compatible with the surrounding land use, and represents an appropriate development of the lands. On this basis the Holding Symbol "(H)" can also be removed from the portion of the property being 1076 Rutherford Road, which would effectively zone all of the subject lands C4 Neighbourhood Commercial Zone.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Proposed East and West Building Elevations
6. Proposed North and South Building Elevations
7. Signage Details

Report prepared by:

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

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 18, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

**18 YORK REGION'S REQUIREMENT TO USE CERTIFIED COMPOSTABLE BAGS IN THE
GREEN BIN**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 10, 2011, be approved; and
- 2) That Communication C3, York Region Flyer, entitled "*Will my Green Bin waste be left behind*", submitted by the Commissioner of Engineering and Public Works, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends that York Region be advised that the City of Vaughan is supportive of the Region's initiative to eliminate plastic bags from the green bin program, and as such, will undertake an ongoing education and promotion campaign to assist the Region in this initiative.

Economic Impact

Funds for the promotion and education of residents has been included in the approved 2011 Operating Budget

Communications Plan

On March 24, 2011, Regional Council approved a Region-wide education program to be in effect from April 2011 to July 2011, informing residents of the requirement to use certified compostable bags in the green bin program, effective May 1, 2011. A budget of \$357,000 has been allocated for the Region's program, includes newspaper ads, direct mail, transit advertising, and in store displays.

City staff have started to develop an education and promotion program specific to the compostable bag initiative. The plan is to use the waste collection calendar, the Public Works newsletters, the Greening Vaughan website, public events, and other methods to help inform residents of this change.

Purpose

To inform Council of the steps being taken to comply with the Region's intent that certified compostable bags be used in the Green Bin program effective May 1, 2011.

Background - Analysis and Options

The City's Greening Vaughan waste management program has received awards both provincially and federally, including a prestigious award from the Federation of Canadian Municipalities' Green Municipal Fund (2008).

The Greening Vaughan program was designed to be innovative, flexible, and convenient for residents. The Greening Vaughan program was a 3-phased program, implemented over a two year time frame. This phased-in approach provided residents the opportunity to become fully informed about each component of the program, prior to moving onto the next phase. It also mitigated the concern of overloading residents with too much program change at once

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The post Greening Vaughan curbside diversion rate (2010) is 68%. A 2010 survey also shows the participation rate continues to be strong.

Similar to the waste programs implemented by all the area municipalities in York Region, the decisions made by Vaughan, and the Region, focused on maximizing diversion of all residential waste and specifically household organic materials.

A significant factor in the high participation and diversion rate has been allowing residents to use plastic bags in the green bin program. The use of plastic bags eliminated the “yuck” factor. By allowing residents to use plastic bags to divert all organics including food scraps, diapers, pet waste and sanitary products, waste collection was changed to a bi-weekly service.

Comparing data across the Greater Toronto Area (GTA), it indicates that in 2009, York Region’s Source Separated Organics (SSO) program was the most successful program in terms of public participation and the amount of material set out by each household. Table #1 illustrates a comparison of the Region’s capture rate of SSO compared to other Regions in the GTA.

TABLE #1

Municipality	Accepted Materials	Kg per Household
York Region	Plastic bags, diapers, pet waste	318
Toronto	Plastic bags, diapers, pet waste	225
Durham Region	Certified Compostable bags, no pet waste or diapers	151
Peel Region	Certified Compostable bags, no pet waste or diapers	117

In late August 2009, Regional Council made a decision to discourage the use of plastic bags and encourage the use of certified compostable bags in the Green Bin system for two key reasons:

- the Region’s contracted SSO processing facilities were experiencing temporary processing disruptions; and,
- certified compostable bags are thought to be a better environmental choice than plastic bags.

On December 16, 2009, Regional Council approved the mandatory use of compostable bags in the Green Bin effective May 1, 2011 and requested local municipalities to amend their collection by-laws. In 2010, Vaughan’s waste by-law was completely re-written and it included provisions for the use of certified compostable bags in the green bin program.

York Region is asking residents to switch from plastic to compostable liners in the Green Bin to create a more sustainable and environmentally-friendly program. Plastic bags, which must be removed during the composting process, are disposed of in a landfill. Certified compostable liners are made from cornstarch and plant-based material that breaks down completely during the composting process.

York Region’s SSO Facilities

York Region does not currently have an SSO processing facility of its own, and relies on three private processing facilities: “We Care Environmental” in Malborough, Massachusetts, “Universal Resource Recovery Inc.” in Welland, Ontario and “Orgaworld” in London, Ontario.

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These contracted SSO processors have largely overcome the technical challenges associated with plastic bags, diapers, pet wastes and sanitary products, to create a compost product that complies with the Ontario Ministry of the Environment's unrestricted use standards, applicable to all SSO derived compost. The Region's SSO processors continue to make processing improvements to overcome the challenges associated with odours generated by processing organics.

In order to have more control over SSO processing, York Region is constructing its own processing facility in partnership with Dufferin County. The York/Dufferin SSO facility contract is expected to be awarded in April 2011. It is anticipated that the new facility will be equipped to handle the composition of York Region's current SSO stream.

Vaughan's Recommended Approach to the use of Certified Compostable Bags

The Region has been informed of the extensive challenges associated with curbside "enforcement" of the compostable bag requirement. When the Greening Vaughan program was launched in 2005, the City did not engage in pro-active enforcement for either the participation in, or compliance with, the various waste programs that Greening Vaughan comprises. The City's waste management successes can be largely attributed to the extensive promotion and education campaign, and the efforts of Vaughan residents to inherently "do the right thing" for the environment.

Vaughan's waste management promotion and education programs have received many awards from the Recycling Council of Ontario. The current curbside diversion rate of 68% speaks to the residents' commitment to making the programs work, and "doing the right thing" for the environment.

Due to Vaughan's previous successes and the manner in which they were achieved, staff have started to develop a series of articles, advertisements, and other media related items to educate the residents on why this change is necessary, as well as the environmental benefits of using certified compostable bags. Although the Region has its own advertising program, residents tend to rely more on the local municipality for information related to programs delivered at the local level. By focusing staff's efforts on education, rather than enforcement, it is anticipated the results will be the same, in that residents will use certified compostable bags in the green bin program.

It is anticipated that audits will take place throughout the year to determine the success of the promotion and education campaign. Based on the results of the audits, efforts may increase or decrease in terms of getting the message out about the change from plastic bags to certified compostable bags for the green bin.

Waste Management Service Delivery in York Region

In York Region, waste management is a two tier responsibility and waste management services are delivered in partnership with the Region. This partnership approach has been extremely successful in launching single stream recycling and Green Bin organics. As a result of our innovative two tier partnership, York Region has been recognized with numerous diversion awards and according to Waste Diversion Ontario, has the highest diversion of all GTA regional municipalities.

This partnership is further demonstrated, given the goal of the City's education program is in line with the Region's overall strategy to eliminate plastic bags from the green bin program.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council, and complies with the following Vaughan Vision 2020's Goals and Objectives:

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

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Goal: Service Excellence
Objective: “Lead and Promote Environmental Sustainability”
Objective: “Pursue Excellence in Service Delivery”

Conclusion

Given that the Region has mandated the use of certified compostable bags in the Green Bin program effective May 1, 2011, and that the success of Vaughan’s previous waste management initiatives have been largely based on an effective promotion and education campaign, staff will continue to develop and roll out an ongoing education and awareness campaign, promoting the environmental benefits of using certified compostable bags, in order to support the Region’s initiative to eliminate plastic bags from the green bin program.

Attachments

N/A

Report prepared by:

Caroline Kirkpatrick, C.E.T., M.C.I.P., Manager of Solid Waste Management
Brian T. Anthony, CRS-S, C. Tech, Director of Public Works

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 19, Report No. 25, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 24, 2011, as follows:

By approving the following in accordance with Communication C2 from the Commissioner of Engineering and Public Works, dated May 13, 2011:

- 1. That Tender T11-027 for the cleaning of storm water management pond No. 15, and storm water management pond No. 105, be awarded to D.D.R. Landscape Contractors Ltd. of Oakville, Ontario;***
- 2. That a contingency allowance in the amount of \$16,000 (excluding H.S.T.), 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 necessary documents.***

19 TENDER AWARD – T11-027 REMOVAL OF SEDIMENTS & IMPROVEMENT OF STORM WATER MANAGEMENT POND NO.15 AND POND NO.105

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 10, 2011:

Recommendation

The Commissioner of Engineering and Public Works, recommends that Tender T11-027 be brought forward to Council on May 24 for award.

Contribution to Sustainability

The removal of sediment from stormwater management pond #15 and pond #105 is essential to the sustainability of the City's infrastructure, and overall storm water management.

Economic Impact

Capital Funds to cover the cost of the removal of sediments and improvements of stormwater management pond #15 are allocated from Project PW-2002-07 and pond #105 are allocated from Project PW-2008-07.

Communications Plan

Residents who reside in the areas of the ponds will be notified prior to commencement of work.

Purpose

The purpose of this report is to advise Council of the tender award for T11-027, removal of sediments and improvement of stormwater management pond #15 and pond #105 which closed on February 17, 2011.

Background - Analysis and Options

Removal of sediment from the approved stormwater management pond #15 and pond #105 is required to mitigate the impact of sediment on the downstream receiving watercourse. It is also required to ensure that adequate storage is maintained in the stormwater management facilities at all times, as required by the design.

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The tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA), on Biddingo and on the City web page and closed on Monday, February 28, 2011. City staff have experienced delays in obtaining references and completing other background checks and tender analysis is still underway.

Additional information will be provided for this item after the bids have been evaluated for Council's consideration at the May 24, 2011 meeting. It is expected that the removal of sediment from stormwater management ponds will commence, weather permitting, sometime after the Fisheries Act restrictions end in July.

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:

Goal: Service Excellence
Objective: "Lead and Promote Environmental Sustainability"

Goal: Management Excellence
Objective: "Maintain Assets & Infrastructure Integrity"

Regional Implications

N/A

Conclusion

The results for Tender T11-027 removal of sediments and improvement of stormwater management pond #15 and pond #105, will be presented to Council at their meeting of May 24, 2011.

Attachments

N/A

Report prepared by:

Tina Di Biase, Technical Co-ordinator

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 20, Report No. 25, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 24, 2011, as follows:

By approving the following in accordance with Communication C3 from the Commissioner of Engineering and Public Works, dated May 13, 2011:

- 1. That Tender T11-168 for sidewalk joint deflection cutting/removal be awarded to Sidewalks Plus Ltd.; and***
- 2. That the Mayor and City Clerk be authorized to sign the necessary documents.***

**20 TENDER AWARD – T11-168 SIDEWALK JOINT DEFLECTION REMOVAL PROGRAM
CITY WIDE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 10, 2011:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Director of Purchasing Services, and Director of Reserves and Investments, recommends that Tender T11-168 be brought forward to Council on May 24, 2011, for award.

Contribution to Sustainability

The removal of sidewalk trip hazards from City-wide concrete walkways is essential to sustain this infrastructure in a safe manner. This contributes to the safe movement of the travelling public, thereby mitigating the City's liability concerns.

Economic Impact

Project PW-2012-07 funds City-wide damaged/displaced sidewalk joint deflection cutting/removal program as well as the curb & sidewalk repair and replacement program. The 2011 approved Capital budget for this project is \$1,220,000.00.

It is estimated that approximately \$150,000 of this budget will be spent on the joint deflection program in 2011.

Communications Plan

The Mayor and Members of Council will be provided notice of commencement following tender award. A notice will also be posted on the City web page.

Purpose

The purpose of this report is to advise Council of the upcoming tender award for T11-168, sidewalk joint curb & sidewalk repair and replacement program that is closing on May 12, 2011.

Background - Analysis and Options

Sidewalk trip edges throughout the City are inspected annually and a list of the repair locations is established on a priority basis.

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The joint deflection program was initiated by the Public Works Department a number of years ago to address the increasing number of trip edges that occur due to frost heaving and heat related sidewalk lifting. The work involves the removal of trip edges by saw cutting the joints flush, thereby eliminating potential liability claims. The Province's new Minimum Maintenance Standards now include standards for repairing/eliminating trip edges on sidewalks.

Tender T11-168 was advertised on the Ontario Public Buyers Association (OPBA), Biddingo and the City web page on April 28, 2011 and will close on Thursday, May 12, 2011. Due to the timing of the Committee and Council Agenda schedules, and the need for staff to follow up on references of the bidders, staff will provide additional information to Council on Tuesday, May 24, 2011, with the results of this tender. The intent is to start the joint deflection program almost immediately upon award, with the completion of the repairs anticipated to be approximately 60 days after start-up, weather permitting.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities previously set by Council, specifically the following Vaughan Vision's Goals and Objectives

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

Goal: Management Excellence
Objective: Maintain Assets and Infrastructure Integrity

Regional Implications

The work covered under this program does involve joint deflection removal on sidewalks on Regional roads; however, there are no other implications to the Region as a result of this upcoming tender award.

Conclusion

Tender T11-168 for sidewalk joint deflection removal program is scheduled to close on May 12, 2011. Once staff have had an opportunity to review the tender documents, additional information will be submitted to Council with a recommendation for award on May 24, 2011.

Attachments

N/A

Report prepared by:

Tina Di Biase, Technical Co-ordinator

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 21, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

21 2011 R.A.V.E. (RECOGNIZING ARTS VAUGHAN EXCELLENCE) AWARDS NOMINATIONS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated May 10, 2011:

Recommendation

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

1. That the individuals/groups/organizations as identified in the confidential memorandum in Attachment 1 be approved to receive a 2011 R.A.V.E. Award (Recognizing Arts Vaughan Excellence) in the listed disciplines/categories.

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, Objective 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

The cost of the 2011 R.A.V.E. Awards and the affiliated City of Vaughan Award for Higher Arts Education program will be covered through corporate sponsorship funds raised from past and 2011 corporate donations, in particular funds distributed to financially assist students pursuing post-secondary arts education.. Some administration and reception costs will be paid through the approved 2011 Cultural Services Budget.

Communications Plan

The 2011 R.A.V.E. Awards is promoted through the City's website, Recreation Guide, City Page and arts/culture related websites in addition to invitations being sent to award recipients, nominators, sponsors and other dignitaries. The award recipients will be recognized publically at a formal reception to be hosted at City Hall on the evening of June 23, 2011.

A formal "call out" to the public for R.A.V.E. Awards nominations took place between October 2010 and March 2011. The call for nominations was advertised on the City's website, the City Page and a news release was sent out and covered by local papers. Nomination packages were also sent out to a wide range of individuals/organizations on the City's arts database and distributed to all City facilities, including libraries

Purpose

The purpose of this report is for Council to review and approve the list of nominees recommended by the Ad Hoc 2011 R.A.V.E. Awards Nominations Adjudication Committee to receive 2011 R.A.V.E. Awards.

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Background - Analysis and Options

In an effort to enhance the profile and build capacity for the arts in Vaughan, the R.A.V.E. Awards (Recognizing Arts Vaughan Excellence) program was developed and approved by Council in November 2008. The program is a vehicle to recognize the significant contributions of businesses, organizations and individuals who help develop the arts in the City. This yearly award program highlights cultural achievements and acknowledges the value of such contributions in our community. Also, as a direct result of the generous sponsorship funds and in-kind donations raised for the R.A.V.E. Awards, monies raised go towards supporting the *City of Vaughan Award for Higher Arts Education*, a program established to financially assist the emerging talent of Vaughan students who are pursuing post-secondary education in the arts. Nominations for the Awards for Higher Arts Education will be presented to Council at a future Council meeting.

A formal “call out” to the public for R.A.V.E. Awards nominations took place between October 2010 and March 2011. The call for nominations was advertised on the City’s website, the City Page and a news release was sent out and covered by local papers. Nomination packages were also sent out to a wide range of individuals/organizations on the City’s arts database and distributed to all City facilities, including libraries. As a result, 17 nominations were received and reviewed by the Ad Hoc 2011 R.A.V.E. Awards Nominations Adjudication Committee at their meeting of April 13, 2011. The Ad Hoc Committee was made up of City staff, Council members and a volunteer citizen. The adjudication team was composed of members with experience and expertise in the visual, performing and literary arts.

Discipline Categories and Criteria

Nominations were accepted in the following three art disciplines:

- Visual Arts
- Performing Arts
- Literary Arts

Within each art discipline, nominations were submitted in any one of the following categories:

- Patron of the Arts
Honours a person, business or organization demonstrating an on-going commitment to the arts in the City of Vaughan through innovative, community or financial support of artistic activity.
- Art Educator/Mentor
Recognizes an artist who has made an outstanding contribution to art education in the City of Vaughan.
- Practicing Artist
Awarded to an emerging or established artist who has achieved a high degree of artistic excellence, has earned significant recognition for his/her work and has had a positive impact on the artistic landscape of the City of Vaughan.
- Rising Star
Acknowledges the emerging talent of an emerging artist who has earned significant recognition within the academic and/or arts community and shows continued promise of achieving a high degree of artistic excellence.

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Nominations in each relevant category were evaluated on the following merits:

- Dedication to the Arts
- Artistic Creativity
- Artistic Quality
- Leadership or Innovation
- Artistic Recognition/Achievement
- Community Impact

The 2011 R.A.V.E Awards will be presented to this year's recipients at a formal reception hosted at City Hall on June 23, 2011.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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

Regional Implications

None

Conclusion

The 2011 R.A.V.E. Awards (Recognizing Arts Vaughan Excellence) provide a formal vehicle for Council to recognize excellence in the visual, performing and literary arts in the categories of Patron of the Arts, Arts Educator/Mentor, Practicing Artist and Rising Star.

The award program highlights the significant contributions of businesses, organizations and individuals who help develop the arts in the City and supports the Creative Together Master Plan. The 2011 R.A.V.E. Awards nominees being recommended this year represent some of the most talented artists and philanthropic supporters of the arts in our community. Endorsing these nominations will acknowledge the value of their contributions to the artistic landscape of Vaughan.

Attachments

1. Confidential Memorandum (Members of Council Only)

Report Prepared By

Mary Reali, Director of Recreation and Culture, ext. 8234
Angela Palermo, Manager of Cultural Services, ext. 8139
Sharon Gaum-Kuchar, Arts Coordinator, ext 8288

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 22, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

**22 2011 PROCLAMATION AND ACTIVITIES FOR NATIONAL ACCESS AWARENESS WEEK -
MAY 29 - JUNE 4, 2011**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated May 10, 2011:

Recommendation

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

1. That the week of May 29 to June 4, 2011, be proclaimed National Access Awareness Week in the City of Vaughan; and,
2. That the activities and events outlined in Attachment 1, scheduled to be held within the Vaughan community during National Access Awareness Week, 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, Goal 4, Objective 4.1:

- To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage.
 - 4.1.1. Develop an implementation plan for the initiatives described in the City's Active Together Master Plan through a phased and budgeted program.

Economic Impact

The costs associated with the promotion and delivery of the accessibility initiatives outlined will be covered through the approved 2011 Vaughan Accessibility Advisory Committee budget as approved by the Committee.

Communications Plan

The Recreation and Culture Department, in cooperation with the Vaughan Accessibility Advisory Committee (VAAC) will communicate and inform the community as it relates to its programs, initiatives, and the celebration of the National Access Awareness Week (NAAW). Event information will be communicated through the City website, Vaughan community centres and facilities, Vaughan Public Libraries and elementary and secondary schools in Vaughan. Outreach to community groups, cultural organizations and businesses will take place via poster distribution and a news release.

Purpose

The purpose of this report is to provide Council with information on the celebration of National Access Awareness Week (May 29 - June 4, 2011) and to present an overview of the activities and events (Attachment 1) to be held across the City of Vaughan for this week.

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Background - Analysis and Options

The inception of National Access Awareness Week (NAAW) originated with Rick Hansen after his Man-In-Motion World Tour in 1988 with the goal to ensure a world accessible and inclusive for all. People with disabilities may face daily barriers that prevent them from working, enjoying and participating in the community.

Disability impacts many Ontarians and the number of people with disabilities increasing. Today, 15.5 per cent of Ontario's population have a disability and this number will grow as the population ages.

As service providers, the City of Vaughan plays a significant role in ensuring full access to those living in our community through the implementation and effectiveness of its annual accessibility plan.

Every year, the Recreation and Culture Department, in collaboration with the Vaughan Accessibility Advisory Committee (VAAC) participates in the NAAW to further promote the services that are offered throughout the City of Vaughan for persons with disabilities. The recognition of this week, also encourages Vaughan citizens to think about the barriers that people with disabilities face, and to consider what they can do to break them down.

The range of barriers may include:

- Physical barriers that result from a building's or structure's design;
- Communication barriers that make it difficult for people to understand information;
- Technology - or lack of it - that prevent people from accessing information;
- Systemic barriers that restrict people through practices and rules; and
- Attitudinal barriers that result in a person being discriminated against or stereotyped.

From 2008 to 2010, the Recreation and Culture Department summer camp programs have experienced a participation increase of children with disabilities of 447% and an 8% increase in the area of specialized general programs. The Department continues to strive to develop programs and services for special needs individuals and is a leading service provider in York Region.

In 2011 the Recreation and Culture Department will recognize the NAAW from May 29-June 4, with a variety of *free* activities. This year's NAAW activities promote opportunities for children, youth and adults with disabilities in their community. Activities coordinated citywide include:

- sign language communication workshop for caregivers and service providers;
- active play, fitness, sport activities and games led by specialized recreation staff at community centres;
- dance, music and fun activities in partnership with Alternatives, Community Living York South, Children's Treatment Network, Meta Centre, York Support Services Network and VITA Community Living Services; and
- Accessibility Forum workshops in partnership with York Region.

Relationship to Vaughan Vision 2020/Strategic Plan

Reference specific initiative report relates to:

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

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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.

Conclusion

The City of Vaughan in celebrating National Access Awareness Week, upholds its commitment to meet the needs of Vaughan citizens as a service provider and promotes equality of access for all.

Attachments

1. National Access Awareness Week - Activities Schedule

Report Prepared By

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

Angela Palermo, Manager of Culture, ext. 8139

Mihaela Neagoe, Active Living Coordinator – Special Needs and Volunteers, ext. 7405

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 23, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

23

**LEASE RENEWAL
ARMSTRONG HOUSE, 42 OLD YONGE STREET, THORNHILL
SOCIETY FOR THE PRESERVATION OF HISTORIC THORNHILL ARCHIVES
WARD 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and the Commissioner of Legal and Administrative Services, City Solicitor, dated May 10, 2011:

Recommendation

The Commissioner of Community Services and the Commissioner of Legal and Administrative Services, City Solicitor recommend:

1. That a By-law be enacted to authorize a lease agreement with the Society for the Preservation of Historic Thornhill (SPOHT) for the use of the second storey of the Armstrong House, 42 Old Yonge Street, Thornhill, for SPOHT to house and make accessible to the public its archival collection; for a period of 4 years commencing June 1, 2011 at a rent of \$150.00 per month plus HST with the City's option to review for a further 3 years at a rent to be negotiated.
2. That the Mayor and Clerk be authorized to execute all documents necessary to complete the lease renewal.

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

The City will receive a rental income of \$1,800.00 per annum for 4 years for the use of the second storey of the Armstrong House. The maintenance costs for the property are estimated at \$3,700.00 per year.

Communications Plan

The Society for the Preservation of Historic Thornhill will be advised of Council's decision as it relates to the lease of the Armstrong House.

Purpose

The purpose of this report is to seek Council authorization to renew the lease for the second storey of the Armstrong House to the Society for the Preservation of Historic Thornhill in order to house, maintain, and provide public access to its archival collection.

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Background - Analysis and Options

A three year lease agreement with the Society for the Preservation of Historic Thornhill for the use of the top floor of the Armstrong House at 42 Old Yonge Street, Thornhill at a rate of \$150.00 per month expired in October 2010 and they have continued to pay monthly rent. The Society used the space to house and provide public access to its archival collection.

The house is a City-owned heritage building and is located in the Thornhill Heritage Conservation District as designated under the Ontario Heritage Act in 1989. The house and an adjacent studio was restored by the City in 2004. The building is a cultural landmark in the community and has great historical significance. The building is rented for arts exhibits, workshops and for meetings on occasion. The City uses the site for a children's summer arts camp during the months of July and August. These uses generate income for the City.

SPOHT is a Vaughan Community Service Organization that was formed in 1974 for the purpose of advocating for the preservation of Thornhill's built and natural heritage by promoting an awareness of the past and present community. It facilitates a number of workshops, community walking tours, and published a number of local history books and school educational kits. Perhaps most importantly, it organizes the annual Thornhill Village Festival on the 3rd Saturday in September. SPOHT has organized the Festival since 1977 and has helped bring thousands of visitors to Thornhill for the event. In doing so, it has helped give the community an appreciation and understanding of its early history. For a number of years, the Society has collected a number of historic photographs, maps, letters, posters, architectural drawings, videos and oral histories related to the rich history of Thornhill. SPOHT's archival collection has grown considerably over the years

The archives is a significant collection that represents over 30 years of collecting activity by the Society. In particular, its Weaver Collection provides a photographic history of the community, its buildings and people from the 1930s to present time. It is a valuable record of the community's history and is preserved using contemporary archival-quality storage units and a portable environmental control unit.

SPOHT has requested the renewal of the lease agreement for the second storey of the Armstrong House for a four year period for its use as an archives and office. This space will be accessed by the public to do research and view the collection. SPOHT has formally advised it cannot afford an increase in its monthly rental rate and has requested Council consider keeping the rate as is for another four years.

The terms and conditions of the proposed lease agreement will allow for SPOHT to use the second storey of the Armstrong House at a rent of \$1,800.00 per year (\$150.00 per month) plus HST. The term of the agreement will be for four years commencing June 1, 2011.

The Disposal of Property By-law permits a direct lease "on such terms and conditions as may be fixed by Council" including nominal consideration to facilitate the achievement of a specific Corporate program or policy objections.

SPOHT is a not-for-profit organization that has very few avenues to generate revenue to support their archival collection. The group will be undertaking strategies to further develop their financial viability over the next few years and will be actively preparing grant proposals and looking at other forms of revenue generating.

Under the terms and conditions of the proposed agreement, the cost of any improvement or changes to the leased space will be the responsibility of S.P.O.H.T. and changes must first be approved by the City of Vaughan, Buildings & Facilities Department. The City pays all costs related to the building i.e. HVAC, hydro, etc., currently at a cost of \$3700.00 per year, with the exception of the following:

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1. Costs relating to S.P.O.H.T.'s telephone and internet use.
2. Cost relating to the cleaning and repair of the leased space, unless otherwise noted in this agreement.
3. Cost relating to the Archives and Special Collection program.
4. Cost of using the main floor space unless for monthly meetings

S.P.O.H.T. acknowledges, that other user groups or individuals are permitted by the City to occupy the main floor of the building, which may include but not be limited to City operated programs such as summer children camps, adult courses, training, small private permitted functions or any other uses through a permit or lease arrangements.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

This report is consistent with the priorities previously set by Council, and the necessary resources to implement this program have been allocated and approved.

Regional Implications

None

Conclusion

The Disposal of Property By-law provides for a direct lease based on terms and conditions as may be fixed by Council including nominal consideration to facilitate the achievement of a specific policy objective.

The use by SPOHT for its archives is a beneficial addition to the Thornhill community in Vaughan and provides an accessible facility for the public to conduct research activities and learn about the history of the community. The Society has been a long-standing organization in Thornhill and has assisted in the advocacy of the preservation of the historic village core and its landmarks.

Therefore, staff recommend the lease of the second floor of 42 Old Yonge Street to SPOHT at \$150.00 per month with the City paying utility costs.

Attachments

Location Map

Report prepared by:

Angela Palermo, Manager of Cultural Services
Liana Haughton, Senior Manager of Real Estate

(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. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

24

**SITE DEVELOPMENT FILE DA.10.110
TORONTO YORK SPADINA SUBWAY EXTENSION (TYSSE)
VAUGHAN METROPOLITAN CENTRE STATION
SMART CENTRES AND TOROMONT INDUSTRIES LTD.
C/O THE TORONTO TRANSIT COMMISSION
WARD 4**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Acting Commissioner of Planning and the Director of Development Planning, dated May 10, 2011, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Acting Commissioner of Planning and Director of Development Planning in consultation with the Director of Development/Transportation Engineering recommend:

1. THAT Site Development File DA.10.110 (Smart Centres and Toromont Industries Ltd. C/O of the Toronto Transit Commission) BE APPROVED, to permit the development of the Vaughan Metropolitan Centre Subway Station, subject to the following conditions:
 - a) that prior to the issuance of a full Building Permit by the Vaughan Building Standards Department:
 - i) the final site plans, building elevations, signage plans, and landscaping plans and details shall be approved by the Vaughan Development Planning Department;
 - ii) the final site servicing and grading plan, stormwater management report, and the new realigned Millway Avenue design drawings shall be approved by the Vaughan Development/Transportation Engineering Department;
 - iii) the Phase II Environmental Site Assessment (ESA) and the Phase III ESA if required, shall be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department;
 - iv) all hydro requirements of Power Stream Inc. shall be satisfied; and,
 - v) all requirements of the Region of York shall be satisfied.

Contribution to Sustainability

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

- i) 44 bicycle parking spaces/racks, which will be covered, well lit, highly visible from the interior for security, and located on the north and south sides of the station entrance;
- ii) a 592m² green roof over the Electrical Substation (Lot "A");

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- iii) a landscape design that includes native and adapted plants that are water efficient;
- iv) ceramic frit glass will be used for the Station Entrance (Lot “C”) to minimize risk for migratory bird collisions; and,
- v) shielded exterior pole lighting in pedestrian areas will be focused to direct users to pedestrian pathways and will reduce night time light trespass/pollution (Attachment #27).

Economic Impact

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

Communications Plan

N/A

Purpose

The agent, the Toronto Transit Commission (TTC) has submitted a Site Development Application (File DA.10.110 – Smart Centres and Toromont Industries Ltd.) on behalf of the Owners, Smart Centres (lands north of Regional Road 7) and Toromont Industries Ltd. (lands south of Regional Road 7) to facilitate the development of the subject lands shown on Attachments #1 and #2, for the Vaughan Metropolitan Centre (VMC) Subway Station as shown on Attachments #3 to #27. The station is comprised of nine (9) separate parcels, Lots “A” to “I”, which are discussed further in the Site Plan Review Section of this report.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located north and south of Regional Road 7, west of Jane Street, City of Vaughan, Ward 4. The surrounding land uses are shown on Attachment #2.

Site Plan Control / Implementation

Pursuant to the City’s Site Plan Control By-law 228-2005, as amended, the TTC is required to submit a Site Development Application for Vaughan Council’s approval for each of the 3 proposed subway stations. The applications are to follow the established site plan approval process, and circulated to internal departments and external public agencies for review and comment. Any and all comments received are considered as input into the process and documented in a report to Vaughan Council or the City Manager during hiatuses. Upon receipt of all applicable approvals, the Vaughan Development Planning Department will prepare and send a clearance letter, in lieu of a Site Plan Letter of Undertaking, to the Director of Building Standards listing all of the approved plans and indicating that building permits may be issued.

The Toronto-York Spadina Subway Extension (TYSSE) project team has advised in a letter dated March 23, 2011, that the subject Site Development Application (File: DA.10.110) will only address and include the VMC Subway Station facilities, Lots “A” to “I”, as shown on Attachments #6 to #27. As such, a separate Site Development Application will be submitted at a future date for the VMC Subway Station Passenger Pick-Up/Drop-Off (PPUDO) and the York Region Transit (YRT) Bus Terminal facilities. The design for these facilities is currently not advanced enough for site plan approval and their construction will not commence until later in the project schedule. The TYSSE has advised the subway station tender award is scheduled for the end of May 2011.

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Construction of the VMC station is scheduled to begin in the summer of 2011 in order to maintain the overall TYSSE project schedule and that any delay in the award of tender could delay the opening of the subway extension in 2015.

Official Plan and Zoning

The subject lands are designated “Corporate Centre Node”, “Corporate Centre District” and “23m Higher Order Transit Right of Way” by the City’s Corporate Centre Plan (OPA #500) as amended by the City’s Avenue 7 Plan (OPA #663), which permits a wide range of uses including civic uses (Sections 3.2.2 a) and 3.3.2 a) in part). The new City of Vaughan Official Plan 2010 further designates the subject lands as “Major Parks and Open Spaces” and identifies and protects for the Spadina Subway alignment, extension, station box and station entrance (VOP 2010, Volume 2, VMC Plan, Schedule B). The new Official Plan was adopted by Vaughan Council on September 7, 2010 and is pending approval from the Region of York. The VMC Subway Station development conforms to the Official Plans.

The subject lands are zoned by Zoning By-law 1-88 as follows: Lots “A” and “B”: C9(H) Corporate Centre Zone with the Holding Symbol “H”, Exception 9(144); Lots “C”, “D”, “G” and “H”: C9 Corporate Centre Zone, Exception 9(959); Lot “E” and “I”: C9(H) Corporate Centre Zone with the Holding Symbol “H”, Exception 9 (959); and, Lot “F”: C10(H) Corporate District Zone with the Holding Symbol “H”, Exception 9(959). The “Public Uses” Section (3.10) of By-law 1-88 permits the use of any land in any zone, including a zone with the Holding Symbol “H”, for a civic purpose. The VMC Station development is deemed to be a civic use, and therefore, complies with the Zoning By-law. Accordingly, the applicant is not required to submit a Zoning By-law Amendment Application for the removal of the Holding Symbol “H” on Lots “A”, “B”, “E”, “F” and “I”.

Site Plan Review

The VMC Subway Station will be comprised of nine (9) separate parcels, Lots “A” to “I” as shown on Attachments #3 to #5. The nine individual parcels consist of a 3m wide land perimeter around the respective surface structures to allow for TTC maintenance access. The lots will be designed and landscaped as follows:

i) Lot “A”: Electrical Substation

The 617m² electrical substation (Lot “A”) shown on Attachment #2 is located southwest of the station entrance (Lot “C”), on the south side of Regional Road 7 on the Toromont property. The electrical substation will be constructed to a height of 7.1m. The building materials consist of light grey corrugated metal and light and dark grey patterned precast concrete as shown on Attachments #6 and #7. The building will be served by a 2.7m wide concrete sidewalk around the perimeter of the structure and will be designed with a green roof as shown on Attachment #25.

ii) Lot “B” and Lot “E”: Emergency Egress Buildings with Ventilation Grilles

The two emergency egress buildings with ventilation grilles (Lots “B” and “E”) shown on Attachment #2 are located along the south side of Regional Road 7, and north of the station entrance (Lot “C”), and south of Apple Mill Road, respectively. The southern building (Lot “B”) will be 52m² and the northern building (Lot “E”) will be 48m². The buildings will be constructed to a height 5.1m and the adjacent ventilation grilles will be constructed to a height of 1m, and both will consist of light and dark grey patterned precast concrete and only the buildings will include prefinished aluminum louvers and exit doors as shown on Attachments #8, #9, #16, and #17. The buildings will be served by a concrete pad for safe egress from the exit doors and a 1.7m wide walkway from the building to the ventilation grilles as shown on Attachments #24 and #26.

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iii) Lot “C”: Station Entrance Building

The 823m² station entrance building shown on Attachment #2 is located northwest of Regional Road 7 and the realigned Millway Avenue. The building will be constructed to a height of 9.8m. The oval-shaped building shown on Attachments #10 to #13, will be designed with a zinc alloy roof that includes snow guards and skylights to allow natural light into the building, a clear glass curtain wall on the north and south elevations, and 4 glass sliding entrance doors on the east and west elevations, respectively. The landscape plan shown on Attachment #23 includes permeable precast concrete pavers, a row of coniferous trees, shrubs and pedestrian light posts (Attachment #27) on the east and west sides of the entrance building, and a variety of perennials and ornamental grasses on the north and south sides. The station entrance building will be served by 44 bicycle parking spaces evenly located on north and south elevations and pedestrian connections to both Regional Road 7 and the realigned Millway Avenue.

iv) Lot “D”: Refuse Storage Building

The 26m² refuse storage building (Lot “D”) shown on Attachment #2 is located northwest of the station entrance building (Lot “C”). The building will be constructed to a height of 3.1m and will consist of light and dark grey patterned precast concrete and 3 louvered doors on the west elevation as shown on Attachments #14 and #15. Station waste removal will take place during off-peak hours. Waste receptacles are emptied by TTC staff at the platform, concourse, and street level and placed into a bin, which is transferred via an elevator to street level, and then to the refuse storage building where waste is picked-up and removed off-site. The building is screened with a variety of perennials and ornamental grasses on the north, east and south elevations as shown on Attachment #23.

v) Lot “F”: Tail Track Ventilation Grille and Egress Hatch

The 48m² tail track ventilation grille and egress hatch shown on Attachment #2 is located northwest of Applemill Road and the realigned Millway Avenue. The grille and hatch will be constructed to a height of 1m and will consist of light and dark grey patterned precast concrete surrounded by sod as shown on Attachments #18, #19 and #24.

vi) Lot “G”: York Region Transit (YRT) Connection Entrance

The 27m² YRT connection entrance (Lot “G”) shown on Attachment #2 is located northeast of Regional Road 7 and the realigned Millway Avenue, opposite the station entrance (Lot “C”). It will function as a secondary entrance that services an underground tunnel that will eventually connect the VMC station to adjacent development sites. The entrance building will be constructed to a height of 3.4m and will consist of a clear glass on a concrete base with a zinc alloy roof and illuminated entry signage on the south elevation, surrounded by a 2m wide concrete walkway as shown on Attachments #20 and #26.

vii) Lot “H” and Lot “I”: Relief Air Vents

The two 6m² air relief vents (Lots “H” and “I”) shown on Attachment #2 are located along the north side of Regional Road 7, and north of the station entrance and south of Apple Mill Road, respectively. The vents will be constructed to a height 1m, consist of light and dark grey patterned precast concrete, and will be screened on all sides by coniferous shrubs, except for the concrete bench on the south elevation of Lot “I” as shown on Attachments #21, #22, #23, and #25.

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, building elevations and landscaping plan, and will continue to work with the TTC to finalize the details. Prior to the issuance of a full building permit, the final site plans, building elevations and landscape plans must be approved to the satisfaction of the Development Planning Department. A condition to this effect is included in the recommendation of this report.

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Attachments #7, #9, #12, #13, #15, #17, #19, and partial #20, #21, and #22 show the floor plans of the individual Lots “A” to “I” and the interior layout of the descending levels from the surface level to the subway platform. These areas are not subject to Site Plan Control and have been included in this report for context and information purposes only.

Vaughan Development/Transportation Engineering Department

The ultimate vision for Millway Avenue is to serve as a primary north-south, multi-modal transportation corridor within the VMC Secondary Plan. Given the immediate proximity of Millway Avenue to the proposed VMC Subway Station and the proposed Highway 7 bus rapidway, it is likely that development activity along this corridor will occur in conjunction with, or soon after opening day for the subway. The ultimate right-of-way configuration for Millway Avenue between Highway 7 and Portage Parkway includes an enhanced five lane cross-section, dedicated bicycle lanes, and ample space for high quality streetscape furnishings and pedestrian zones. A 33.0 metre right-of-way will be required to accommodate these features.

The proposed vertical alignment of the subway at the VMC Station requires that the existing Millway Avenue right-of-way between Highway 7 and Applemill Road (including all underground utilities) be relocated easterly from its current alignment at Highway 7 by approximately 20-30 metres. Accordingly, the TYSSE Project will be responsible for replacing this portion of Millway Avenue in-kind. Development Transportation Engineering staff will work closely with the TYSSE project team to ensure the final design details include the ultimate right-of-way enhancements to the satisfaction of the City.

In addition, the Department concurs with the findings of the Phase I Environmental Site Assessment (ESA) that a Phase II ESA is required and should there be a recommendation for a Phase III ESA, all these reports shall be completed to the satisfaction of the Vaughan Development/Transportation Engineering Department. Prior to the issuance of a building permit, the final site servicing and grading plan, stormwater management report, Millway Avenue design drawings, along with the Phase I, II and III ESA's, if required, must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department. Respective conditions to this effect are included in the recommendation of this report.

Vaughan Public Works Department-Waste Management

The Vaughan Public Works Department has advised that the development of subway stations were not intended to be captured by the City's Waste Collection Design Standards Policy and in such instances, the policy provides the following direction:

“Other developments or redevelopments that do not fall within the categories noted in this document will be reviewed on an individual basis.”

The proposed station design provides for multi-stream waste separation, a designated fully enclosed refuse storage building (Lot “D”) with a roof, and three access doors on the west elevation as shown on Attachments #14 and #15. As such, the proposal meets the intent of the City's Waste Collection Design Standards Policy, therefore, an exemption from this policy, is not required. The Vaughan Public Works Department will continue to work with the TTC to finalize the details of the waste collection and management plan/design.

Utilities

Power Stream Inc. has no objection to the proposed development. The Owner shall satisfy all hydro requirements of Power Stream Inc. prior to the issuance of a full building permit by the Vaughan Building Standards Department. A condition to this effect has been included in the recommendation of this report.

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Public Agencies

The Ministry of Transportation (MTO) and the Toronto and Region Conservation Authority (TRCA), have no objection to 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 lands are located north and south of Regional Road 7. The site plan application has been circulated to the Region for review and comment. The Region has been heavily involved in the design process of the VMC Station and its relationship to the VMC Station PPUDO and YRT Bus Terminal and the planned BRT along Regional Road 7. The Region has no objection to the proposal and will continue to work with the TTC to finalize the details of the VMC Station. Any issues raised by the Region shall be addressed by the applicant prior to the issuance of a building permit by the Vaughan Building Standards Department. A condition to this effect has been included in the recommendation of this report.

Conclusion

The Site Development Application has been reviewed in accordance with the City’s Corporate Centre Plan (OPA #500), the Avenue 7 Plan (OPA #663), the Vaughan Metropolitan Centre Plan (VOP 2010, Volume 2), 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 Vaughan Metropolitan Centre Subway Station 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, subject to the conditions contained in this report.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Site Plan South
5. Site Plan North
6. Lot A: Electrical Substation-Elevation Plan
7. Lot A: Electrical Substation-Floor Plan
8. Lot B: Emergency Egress Building & Ventilation Grilles (South)-Elevation Plan
9. Lot B: Emergency Egress Building & Ventilation Grilles (South)-Floor Plan
10. Lot C: Subway Station Entrance Building-North & West Elevations
11. Lot C: Subway Station Entrance Building-South & East Elevations
12. Lot C: Subway Station Entrance Building-Cross Sections
13. Lot C: Subway Station Entrance Building-Floor Plans
14. Lot D: Refuse Storage Building-Elevation Plan
15. Lot D: Refuse Storage Building-Floor Plan
16. Lot E: Emergency Egress Building & Ventilation Grilles (North)-Elevation Plan
17. Lot E: Emergency Egress Building & Ventilation Grilles (North)-Floor Plan
18. Lot F: Tail Tracks Ventilation Grilles & Egress Hatch-Elevation Plan
19. Lot F: Tail Tracks Ventilation Grilles & Egress Hatch-Floor Plan
20. Lot G: YRT Connection Entrance Building-Elevation & Floor Plans
21. Lot H: Relief Air Vent-Elevation & Floor Plans

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22. Lot I: Relief Air Vent-Elevation & Floor Plans
23. Landscape Plan-Lots C, D, & H
24. Landscape Plan-Lots E & F
25. Landscape Plan-Lots A & I
26. Landscape Plan-Lots B & G
27. Exterior Light Fixture Details

Report prepared by:

Christina Napoli, Senior Planner, ext. 8483

Mauro Peverini, Manager of Development Planning, ext. 8407

/LG

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

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Item 25, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

25

**DEPUTATION - MR. LUCIAN BAIU
WITH RESPECT TO NOISE FROM THE SPORTS VILLAGE**

The Committee of the Whole recommends:

- 1) **That the Enforcement Services Department be required to monitor the sound levels at the Sports Village on a weekly basis to the end of October 2011;**

That the City formally ask the Sports Village to significantly reduce the number of speakers on site around the volleyball courts; and

That at the end of this year a staff memo come back to Council members providing comments on the effectiveness of these changes; and
- 2) **That the following report of the Commissioner of Legal and Administrative Services and the Director of Enforcement Services, dated May 10, 2011, be received; and**
- 3) **That the deputation of Mr. Lucian Baiu, 114 Hollybush Drive, Maple, L6A 2H3, be received.**

Recommendation

The Commissioner of Legal and Administrative Services and the Director of Enforcement Services recommend that:

1. This report is to be reviewed for information purposes.

Contribution to Sustainability

The Noise By-Law, 96-2006 provides for acceptable levels of noise throughout the City of Vaughan so as to reduce levels of noise pollution and noise impact to residents.

Economic Impact

There is no economic impact associated with this report.

Communications Plan

N/A

Purpose

The purpose of this report is to provide information arising from the deputation of Mr. Lucian Baiu.

Background - Analysis and Options

The City of Vaughan Noise By-law, 96-2006 provides for the regulation of noise. The By-law does not restrict noise by way of decibel level with the exception of air conditioners and Special Event Permit noise monitoring. The By-law contains general prohibitions, such as time restrictions for when noise is allowed and prohibited.

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On November 24, 2009, Mr. Lucian Baiu of 114 Holly Bush Drive made a deputation to the Committee of the Whole complaining of the noise from the Sports Village on Rutherford Road and that his complaints had not resulted in any change. As a result, Council adopted the following recommendation:

“That staff review the matter regarding amplified music and report to the Committee of the Whole meeting with the results of the review and any appropriate recommendations to assist with a remedy in this matter.”

On May 26, 2010, staff attended the Sports Village to conduct a review of the noise system, speakers, and noise infiltration on Holly Bush Drive. Holly Bush Drive is situated to the north of the Sport Village site.

The Sports Village has a sound system and speaker on the north side of the complex. The intended uses are to provide music and announcements to the patrons, specifically those using the volleyball courts. The sound system has 8 external speakers in use. Five of the speakers are in the volleyball court area, three outside the volleyball area, and those by the patio and walkway. The speakers are mounted on poles and are approximately 5m above ground level.

At the time of the inspection seven of the speakers were directed towards the volleyball area and two towards Holly Bush Drive. The distance from those speakers to the rear property lines ranged from 295 feet to 450 feet (89.9m-137.1m). Close to the rear property lines on Holly Bush Drive there is a berm that extends the full length of the properties. There are also mature coniferous trees on and around the berm. Together, these landscape features create a natural noise barrier.

Staff who are certified by the Ministry of the Environment to conduct noise measurements conducted a series of six noise tests. These tests were taken at the rear property line of Mr. Baiu. It should be noted that proper noise tests are supposed to be conducted “at the point of reception”. So, in this case, the noise tests should have been taken from Mr. Baiu’s rear yard or inside the house. However, the noise tests were conducted from the property line. The noise would be louder at the property line than at the usual point of reception.

The first three tests were conducted with music playing at 5.5amps and increased to 10amps. The recorded music level ranged from 43.2dba at 5.5amps to 51.8dba at 10amps.

The second series of tests were conducted with the sound system being used for announcements only at 5.5amps and 10amps. The recorded sound levels ranged from 47dba to 53.4dba.

Staff also noted noise sources from barking dogs, a train, and aircraft on approach to Lester B. Pearson airport. These noises were noted to be louder than the music and announcements.

As part of the discussions after the noise tests and site inspections were conducted, several remedies were discussed.

1. The two speakers facing Holly Bush Drive were to be removed or redirected towards the volleyball courts.
2. The amplifier was to be restricted to 5.5amps.
3. Enforcement Services would periodically monitor noise levels throughout the summer.
4. The Sports Village would require Special Events permits, including noise monitoring for any special events outside their annual scheduled routine. According to Mr. Baiu, several bands played there in the past.

These steps and measures were accepted as satisfactory by Mr. Baiu and staff from the Sports Village.

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Staff made three visits throughout the summer and recorded noise levels that were not exceeding 57dba. Staff also reviewed the status of the speakers that were to be moved or disconnected. One speaker had been redirected and one disconnected. The music amplifier had been programmed not to exceed 5amps, but the microphone for announcements did not appear to have been programmed.

In regards to Special Events permits, the Noise By-law stipulates that noise levels should not exceed 55dba at the point of reception. Staff monitor the noise levels at these events, generally from any potentially affected residential properties. In circumstances where noise exceeds 55dba, the event operators are advised to turn down the noise. If the noise level continues, the Special Event permit is cancelled and the event shut down. Special Events with noise monitoring do not usually extend past 11pm. Further, staff conduct noise monitoring at 20-25 special events across the City every summer enforcing the 55dba noise limit. No complaints from a monitored event have been received.

The 55dba noise level was established as that noise level allows for normal conversations at the point of reception.

With the exception of one test in August that measured 56.8dba, every other test conducted has been below 55dba at the property line. It can be assumed that the noise level would be even less in the house on Holly Bush Drive.

The Sports Village operates Beach Volleyball Leagues in the summer months and music and announcements are part of those events. It appears as though the noise is not directed to the houses on Holly Bush Drive and are solely directed to the Volleyball courts.

The Sports Village had their music amplifiers programmed to restrict output to 5 amps and the noise levels at the property line are not excessive.

Based on the information above, it appears as though 55dba is an acceptable noise level for special events. By restricting the output of their amplifier, the Sports Village they have ensured that the levels of noise do not exceed 55dba and thereby allowing normal levels of conversation at the property lines on Holly Bush Drive.

As long as the music ends at 11pm there are no violations of the Noise By-law by the Sports Village. Mr. Baiu could keep a log of the noise he feels is disturbing him in an attempt to support a charge under the Noise By-law of "Noise likely to disturb the inhabitants". However, it is unlikely that a charge would be successful due to the noise levels measured.

Staff do not recommend any amendments to the Noise By-law at this time. Enforcement staff will occasionally monitor the noise levels at The Sports Village over the coming summer, and also ensure that Special Events Permits are obtained where required.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities set out in Vaughan Vision 2020, particular "Enhance and Ensure Community Safety. Health and Wellness.

Regional Implications

N/A

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Conclusion

Staff have established that the noise levels being received at the property lines on Holly Bush Drive are such that normal conversation can take place. In addition, other noise activities across the City indicate that no amendments are required to the Noise By-law, 96-2006.

Attachments

N/A

Report prepared by:

Tony Thompson

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 26, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

**26 AWARD OF TENDER T11-106 SUPPLY AND DELIVERY OF PORTABLE TOILETS
 ALL WARDS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated May 10, 2011:

Recommendation

The Commissioner of Community Services, in consultation with the City Manager, the Directors of Purchasing Services Department and the Parks & Forestry Operations Department recommends:

- 1) That Award of Tender T11-106 for supply and delivery of portable toilets be awarded to P.T.R. – Portable Toilet Rentals for the supply and maintenance of approximately 60 port-o-let units located at permitted sports fields throughout the City in the amount of \$101,700.00 (including HST), for a period of two (2) years with the option of 2 additional years; and,
- 2) 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 6, Objective 6.1:

- To fully support the implementation of Green Directions at all levels of City operations by ensuring all cleaning products are formaldehyde free and environmentally sensitive.

Economic Impact

Funds for T11-106 Supply and Delivery of Portable Toilets were approved in the 2011 Operating Budget in the amount of \$50,850.00 (including HST).

Communications Plan

Not applicable.

Purpose

The purpose of this report is to award Tender No. T11-106 for Supply and Delivery of Portable Toilets within the City of Vaughan.

Background - Analysis and Options

The Parks and Forestry Operations Department tenders out the supply and delivery of portable toilets for permitted sports fields where there are no permanent washroom facilities. In addition, portable washrooms are also used for special events throughout the City of Vaughan. This cost was included in the 2011 Operating Budget.

The bid required the supply of 65 portable toilets for park placement occurring from May to October and 60 single units being used for special events on a one-time basis throughout the same period.

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This tender was advertised in the Vaughan Citizen (City Page), Ontario Public Buyers Association and the Bidingo. Tenders closed and were publicly opened on Monday April 11th, 2011 at 3:30pm. Seven (7) bid documents were issued and six (6) bids were received by the Purchasing Services Department (one bid was non-compliant).

The bid results are as follows:

1. P.T.R. – Portable Toilet Rentals	\$50,850.00
2. Turtle Island Recycling Corp.	\$62,715.00
3. Super Save Toilet Rentals Inc.	\$63,009.93
4. UR IN LUCK Division of Waste Container Services Inc.	\$72,681.60
5. BFI Canada Inc.	\$73,465.03

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 and permit holders.
- STRATEGIC OBJECTIVES:
Pursue Excellence in Service Delivery; and Enhance Community Safety, Health and Wellness – To deliver high quality service and to promote health and wellness through planning and program.

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

Regional Implications

None

Conclusion

Parks & Forestry Operations staff have reviewed the bid submissions and have determined that the bid supplier P.T.R. – Portable Toilet Rentals is deemed to meet the requirements of the contract. Funding for this activity has been approved as part of the 2011 budget process and is shown in the 2011 Parks & Forestry Operations Department Operating Budget.

Attachments

None

Report prepared by:

Marjie Fraser,
Director of Parks & Forestry Operations Department, Ext. 6137

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Item 27, Report No. 25, of the Committee of the Whole, , which was adopted, as amended, by the Council of the City of Vaughan on May 24, 2011, as follows:

By approving the following in accordance with Communication C8 from the Commissioner of Community Services, dated May 18, 2011:

1. ***That T11-153 Construction of (1) Artificial Turf Soccer Field & Associated Landscape Works for Sonoma Heights Community Park be awarded to Gateman Milloy in the amount of \$934,827.71, plus H.S.T.;***
2. ***That additional funding for Geo-Technical inspections/testing in the amount of \$6,000.00 and for Electrical inspections/testing in the amount of \$5,200.00, be approved;***
3. ***That a contingency allowance of 10% be approved, within which the Director of Parks Development is authorized to approve amendments to the contract;***
4. ***That the budget for capital project PK-6281-10 be increased by \$108,000 and funded \$97,200 from City Wide Development Charges, Parks Development and \$10,800 from Parks Infrastructure Reserve;***
5. ***That inclusion of the matter on a Public Committee or Council agenda for additional funding for Sonoma Heights Artificial Turf Soccer Field Construction is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002; and***
6. ***That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.***

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**AWARD OF TENDER T11-153
SONOMA HEIGHTS ARTIFICIAL TURF SOCCER FIELD – WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated May 10, 2011:

Recommendation

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

- 1) That the tender T11-153 for Sonoma Heights Artificial Turf Soccer Field Construction works for the Sonoma Heights Community Park be brought forward to the May 24, 2011 Council meeting.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions Vaughan, Community Sustainability Environmental Master Park Plan, Goal 2, Objective 2.2:

- To develop Vaughan as a City with maximum green space and an urban form that supports our expected population growth.

Economic Impact

Capital project PK-6281-10, for artificial turf soccer field funding was approved in the 2010 Capital Budget. The reallocation of the approved capital funding from PK-6281-10 for the construction of

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an artificial turf soccer field at Sonoma Heights Community Park was approved by Council on April 5th, 2011. The actual cost of the project will be established following the evaluation of the tender submissions.

Communications Plan

N/A

Purpose

The purpose of this report is to seek Council approval to award tender T11-153 – Sonoma Heights Artificial Turf Soccer Field Construction.

Background - Analysis and Options

The project is for the construction of an Artificial Turf Soccer Field at Sonoma Height Community Park located at 100 Sunset Ridge, in Ward 2.

The project will provide a new Artificial Turf Soccer Field within a residential neighbourhood and will encourage physical activity and promote the health and well being of Vaughan residents.

All twelve (12) prequalified general contractors were invited to provide bids for tender T11-153 and were notified that the tender will close and be publicly opened on May 17, 2011. Staff will prepare an additional information report for this item after the bids have been evaluated for Council's consideration at the May 24, 2011 Council meeting.

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

N/A.

Conclusion

Upon award of this tender, this project will commence within ten (10) working days from the Date of Notification of Award and should be completed on or before August 1, 2011 (weather permitting).

Attachments

N/A.

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Report prepared by:

Paul Gardner, Director of Parks Development, Ext. 8858

Martin Tavares, Construction Coordinator, Ext. 8882

Mike Kari, Landscape Architect, Ext. 8113

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The boulevards within Vaughan that are not fronting private property amount to approx. 210 hectares and of that, 45% are York Region boulevards. It should also be noted that of this total, many regional boulevards are adjacent to City of Vaughan boulevards and in most cases, have higher debris accumulation. Staff have pointed out that the differences in the level of service of debris pickup and grass cutting, in combination with the scheduling of these functions, results in an inconsistent delivery of service to the residents of Vaughan.

York Region has identified the issues and has brought the municipalities together in an attempt to establish an agreement to provide a consistent level of service. Some progress has been made and regional staff are preparing a report for York Region Council to recommend a consistent service standard for grass cutting on regional boulevards within the Region. In the meantime, the Region will continue with their current contractor and make all efforts to support Vaughan standards for 2011. Staff is confident based on the ongoing discussions with the Region that we will resume the partnership in 2012.

The City of Vaughan did not have an extension on their contract and therefore issued a one year only contract for the debris pick-up and grass cutting on city boulevards in anticipation of a joint boulevard maintenance contract in 2012.

Parks and Forestry Operations and Purchasing staff met with Forest Ridge Landscaping and reviewed the equipment and staff resources dedicated to this contract and determined they met the necessary requirements of the contract. Staff also considered the low bid submitted for a fall clean-up from Beaver Window. However, due to the fact that Forest Ridge is performing all cuts plus the spring debris pick-up, it is more efficient to have them complete the fall pick-up as well.

This tender was advertised in the Vaughan Citizen (Classified Section), Ontario Public Buyers Association and the Bidingo (formerly called Electronic Tender Network – ETN). Tenders closed and were publicly opened on April 21st, 2011 at 3:30 p.m. Twelve (12) bid documents were issued and eleven (11) bids were received, of which 2 were deemed not compliant by the Purchasing Services Department. The bid results are as follows:

Area 1

1. Forest Ridge Landscaping	\$4,311.25
2. Springview Landscape	\$5,828.81
3. Lima's Gardens	\$5,966.77
4. Beaver Window	\$6,035.75
5. GTA Landscaping	\$7,587.80
6. Grounds Guys	\$8,622.50
7. Erin Mills Gardening	\$8,622.50
8. Clintar Landscape Mgt.	\$12,071.50
9. Diamond Earthworks	N/B

Area 2

1. Forest Ridge Landscaping	\$3,192.50
2. Springview Landscape	\$4,316.26
3. Diamond Earthworks	\$4,341.29
4. Lima's Gardens	\$4,418.42
5. Beaver Window	\$4,469.50
6. Grounds Guys	\$5,363.40
7. GTA Landscaping	\$5,618.80
8. Erin Mills Gardening	\$6,385.00
9. Clintar Landscape Mgt.	\$8,555.90

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Area 3

1. Forest Ridge Landscaping	\$3,645.00
2. Diamond Earthworks	\$4,956.62
3. Lima's Gardens	\$5,044.68
4. Beaver Window	\$5,103.00
5. Springview Landscape	\$5,394.60
6. GTA Landscaping	\$6,415.20
7. Grounds Guys	\$6,998.40
8. Erin Mills Gardening	\$7,581.60
9. Clintar Landscape Mgt.	\$10,206.00

Area 4

1. Forest Ridge Landscaping	\$1,936.25
2. Diamond Earthworks	\$2,632.99
3. Beaver Window	\$2,710.75
4. Springview Landscape	\$2,865.65
5. Grounds Guys	\$3,252.90
6. GTA Landscaping	\$3,407.80
7. Lima's Gardens	\$4,244.26
8. Erin Mills Gardening	\$4,647.00
9. Clintar Landscape Mgt.	\$5,421.50

Area 5

1. Forest Ridge Landscaping	\$2,645.00
2. Beaver Window	\$3,703.00
3. Springview Landscape	\$3,914.60
4. Grounds Guys	\$4,443.60
5. GTA Landscaping	\$4,655.20
6. Lima's Gardens	\$5,979.84
7. Erin Mills Gardening	\$7,406.00
8. Clintar Landscape Mgt.	\$7,406.00
9. Diamond Earthworks	N/B

Spring Debris Pick Up

1. Forest Ridge Landscaping	\$6,000.00
2. Springview Landscape	\$9,500.00
3. Lima's Gardens	\$9,997.00
4. GTA Landscaping	\$12,584.00
5. Diamond Earthworks	\$14,820.00
6. Grounds Guys	\$15,000.00
7. Clintar Landscape Mgt.	\$32,350.00
8. Erin Mills Gardening	\$34,642.10
9. Beaver Window	N/B

Fall Debris Pick Up

1. Beaver Window	\$2,000.00
2. Forest Ridge Landscaping	\$3,500.00
3. Springview Landscape	\$7,500.00
4. Lima's Gardens	\$9,997.00
5. Grounds Guys	\$12,000.00

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6. GTA Landscaping	\$12,584.00
7. Diamond Earthworks	\$17,980.00
8. Erin Mills Gardening	\$34,642.10
9. Clintar Landscape Mgt.	\$51,750.00

Area 1 Grass Cutting \$4,311.25 x 13 cuts	\$56,046.25
Area 2 Grass Cutting \$3,192.50 x 13 cuts	\$41,502.50
Area 3 Grass Cutting \$3,645.00 x 13 cuts	\$47,385.00
Area 4 Grass Cutting \$1,936.25 x 13 cuts	\$25,171.25
Area 5 Grass Cutting \$2,645.00 x 13 cuts	\$34,385.00
Spring Debris Pick Up	\$6,000.00
Fall Debris Pick Up	\$3,500.00
TOTAL	<u>\$213,990.00</u>

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 and approved.

Regional Implications

There are no regional implications.

Conclusion

Parks Operations staff has reviewed the bid submissions and have determined that the bid supplier Forest Ridge Landscaping is deemed to meet the requirements of the contract. Funding for this activity has been approved as part of the 2011 Budget process and is shown in the 2011 Parks Department Operating Budget.

Attachments

None

Report prepared by:

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- iii) "IT IS HEREBY RESOLVED THAT the development applications described by file numbers 19T-84076, 19T-03V02, 19T-08V04, 19T-08V05, and Z.07.031 are reserved servicing capacity from the Kleinburg-Nashville Sewage Servicing / Water Supply System for a total of 675 persons equivalent (as detailed on the Reservation Schedule included as Attachment No. 5). This reservation shall automatically be revoked after a period of 12 months in the event that a Draft Plan of Subdivision has not proceeded to registration, or in the case of a Site Development Application, that a Letter of Undertaking (or Site Plan Agreement, whichever is in effect) has not been executed".
4. That servicing capacity for 1,020 persons equivalent be RESERVED from the York Sewage Servicing / Water Supply System for distribution to development applications at Council's discretion;
5. That servicing capacity be RESERVED in accordance with the Reservation Schedule included as Attachment No. 4 as follows:
 - iv) 6,000 persons equivalent (3,000 apartment units) for specific Vaughan Metropolitan Centre and/or Transit Oriented Development applications; and
 - v) 4,000 persons equivalent (2,000 apartment units) for LEEDs development applications; and
 - vi) 2,771 persons equivalent for distribution to development applications within the Kleinburg-Nashville service area as required to facilitate intensification in the core and completion of OPA 601 approved development areas; and
 - vii) 2,937 persons equivalent for future distribution to active development applications in conjunction with the City's next annual update report.
6. That servicing capacity for 2,040 persons equivalent (600 residential units) be ASSIGNED in accordance with the Assignment Schedule included as Attachment No. 6 to the Trustee for Block 40 / 47.
7. That an annual review of the City's available servicing capacity, and related development process and distribution protocol, be undertaken by staff and brought forward to a future Committee of the Whole meeting; and
8. That the City Clerk forward a copy of this report to the Region of York.

Contribution to Sustainability

The yearly distribution of servicing capacity to active development applications contributes to orderly and sustainable development.

The availability of future servicing capacity is linked to the City's active participation in the joint Regional and Local Municipal Inflow and Infiltration Reduction and Long Term Water Conservation Task Force. These efforts are consistent with the objectives of the City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan, April 2009). The policies, decision making framework and implementation strategies related to the reduction of inflow and infiltration, water conservation, and the procurement of long-term servicing capacity will assist in the pursuit of:

- Sustainable growth and development;
- Minimizing energy consumption;
- The conservation and protection of our long term water supply;

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- The creation of a City with sustainable built form; and
- Sharing sustainable best practices and ideas between and among municipal staff and the community.

Economic Impact

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

Communications Plan

This report will serve to inform and update the development industry with respect to the City's current position and priorities relating to development approvals and the distribution of servicing capacity.

Purpose

The purpose of this report is to provide Council with an update on the status of available servicing capacity and to obtain Council direction with respect to the Allocation, Reservation and Assignment of the City's available servicing capacity.

Background – Analysis and Options

City Servicing Capacity Distribution Protocol

On November 14, 2005, Council adopted the City's Servicing Capacity Distribution Protocol as a means to distribute available servicing capacity to development applications in an effective and strategic manner.

The Protocol has provided staff and Council with an efficient tool for prioritizing the allocation of the City's existing and future servicing capacity. Implementation of the protocol has proven itself successful in ensuring:

- Efficient allocation of Regional servicing capacity supply;
- The prioritization of development applications based on specific qualifying criteria;
- Fairness and equity amongst all development interests throughout the City;
- That adequate local and regional infrastructure has been constructed; and,
- Consistency and cooperation with Regional initiatives.

To ensure infrastructure capacity is available at occupancy and to limit the premature sales of residential units, imposed restrictions on pre-sales and on final plan registration continue to be 12 months and 6 months respectively. This approach is reflected in the City's Protocol and continues to work well for low density residential developments (singles, semis and townhouses).

In order to accommodate longer construction periods for high density type developments and more complex hi-rise developments (greater than 200 units and with multiple levels of underground parking), Regional Council has endorsed the City's ability to release building permits for these types of developments up to 18 months (for high density) and 36 months (for complex high-rise) prior to the completion of specific infrastructure triggers.

Accordingly, it is recommended that the City's amended 'Servicing Capacity Distribution Protocol' and 'Allocation Capacity / Development Approvals Timeline' included as Attachments No. 1 and No. 2 respectively, be adopted by Council. The amendments will align the City's protocol with current Regional initiatives and will assist in promoting higher density intensification forms of development.

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Reconciliation of Available Servicing Capacity

The City's last annual update report on available servicing capacity was approved by Council on June 8, 2010. A detailed reconciliation of available servicing capacity has been conducted by staff which accounts for the development activity over the last year. The results of this review are outlined below.

Council's Discretionary Reserve

For a number of years, staff has recommended that a Council servicing capacity reserve be set aside for allocation to priority development applications that are identified during the year. Typically, Council's discretionary reserve contains capacity for approximately 300 residential units (1,020 persons equivalent). Over the last year, Council's total reserve remains un-changed from the 2010 reserve. Thus, the total of 300 units (1,020 persons equivalent) will be carried over to the proposed 2011 Council reserve, as outlined in Item 1 of Table 1 below. This capacity is unrestricted and available for allocation by Council in conjunction with the approval of applicable development applications.

Remaining Capacity for LEEDs Buildings and TOD

On June 8, 2010, Council reserved servicing capacity for development applications that qualify for York Region's Sustainable Development through LEEDs program, transit-oriented development (TOD) and consent/severance applications. Over the last year, these available capacity figures remained unchanged. As a result, the total number of available residential units remains unchanged from 2010 and have been carried over to 2011 as outlined in Item 2 of Table 1 below. This capacity remains unrestricted and available for allocation by Council in conjunction with the approval of applicable development applications.

2010 Reservation of Capacity

On June 8, 2010, Council reserved capacity to active development applications that were expected to proceed within one year. Three (3) of these applications did not proceed to site plan / draft plan approval. Based on a recent review by staff, it is anticipated that these applications will proceed to draft plan or site plan approval within the next twelve (12) months. Accordingly, the applications will be re-reserved capacity for an additional year. This capacity remains unrestricted and available for allocation by Council in conjunction with the approval of applicable development applications. Refer to Item 2 of Table 1 below.

Consent / Severance Applications

On June 8, 2010, Council assigned 15 units of capacity for severance applications. Over the past year, 8 new residential building lots have been created by way of Consent/Severance. Accordingly, it is recommended that the applicable development applications associated with these eight (8) units be allocated servicing capacity from the capacity that was set aside by Council specifically to facilitate Consent/Severance applications.

These development applications and associated unit counts are summarized in the Allocation Schedule included as Attachment No. 3 of this report. The available capacity for Consent / Severance applications is also identified in Item 2 of Table 1 below.

Uncommitted Capacity 2010

On June 8, 2010, Council assigned 2,338 persons equivalent (linked to the Duffin Creek Water Pollution Control Plant expansion works) to be held by the City for consideration and future distribution to active development applications in conjunction with the next City-wide annual

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update report. The expansion work to the Duffin Creek Water Pollution Control Plant is now complete. Accordingly, this capacity is now unrestricted and remains available for allocation by Council as identified in Item 3 of Table 1 below.

2011 Unrestricted Capacity – YDSS

Based on the above noted reconciliation, the City’s current available unrestricted total capacity to the York Durham Sewage System (YDSS) is 11,791 persons equivalent (Refer to Items 1, 2 and 3 of Table 1 below). All Regional infrastructure triggers have been met for this capacity and it is available for distribution to active development applications.

**TABLE 1
2011 AVAILABLE SERVICING CAPACITY - YDSS**

Item / Description	Servicing Capacity (Persons Equivalent)
1. Council Reserve Capacity (300 units)- 2010 Update	1,020
2. Committed / Unused Capacity – 2010 Update	
1,180 Units – LEED Applications	2,360
2,800 Units – Transit Oriented Development Applications	5,600
Consent / Severance (15 units)	51
Reserved in 2010 – Not Allocated	422
3. Uncommitted Capacity – 2010 Update	2,338
UNRESTRICTED TOTAL:	11,791 people
4. 2013 Restricted Servicing Capacity: RESTRICTED TOTAL: (Southeast Collector, In-Service Q4 2014)	12,377 people

2013 Regional Commitment – Southeast Collector Trunk Sewer

On February 18, 2010, Regional Council endorsed a 2013 commitment of servicing capacity to the local municipalities. Vaughan’s portion of the 2013 capacity assignment was established at 12,377 persons equivalent (Refer to Item 4 of Table 1 above). This capacity is linked to the anticipated in-service date for the new sanitary trunk sewer which will serve as a twin to the existing Southeast Collector Regional Trunk Sewer. The Individual Environmental Assessment (IEA) for the Southeast Collector Sewer twinning was approved by the Ministry of the Environment on March 11, 2010.

The Southeast Collector Sewer Twinning project is a joint infrastructure initiative between York and Durham Regions. The approved IEA Study was the culmination of more than five years of study. The new trunk sewer is expected to be in-service by the fourth quarter of 2014 and cost approximately \$546 million.

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The sewer is necessary to meet the projected growth in both York and Durham Regions for the next 25 years and will provide needed backup support for rehabilitation of the existing Southeast Collector Trunk sewer. The approved sewer route is approximately 15 kilometres in length spanning large sections of both Markham and Pickering in York and Durham Regions. The majority of the sewer will be constructed using four Earth Pressure Balance Tunnel Machines (EPBM) which are able to tunnel with minimal construction and groundwater related impacts.

MOE's approval for the Southeast Collector Sewer IEA is based on specific sustainability targets related to Inflow and Infiltration Reduction and Water Conservation. Accordingly, all 2013 capacity assignments to local area municipalities are conditional upon successfully achieving these targets.

Since April of 2010, staff has participated in a joint Task Force in order to establish a strategy by which the MOE sustainability targets can be achieved. Final strategy documents and detailed implementation plans were submitted to the MOE on March 31, 2011.

On March 21, 2011, staff provided a report to the Priorities and Key Initiatives Committee on the Inflow and Infiltration Reduction / Water Conservation Strategies that have been developed in collaboration with the area municipalities as endorsed by Regional Council on February 17, 2011.

Inflow and Infiltration Reduction Pilot Project

On March 21, 2011, staff provided a report to the Priorities and Key Initiatives Committee on the Inflow and Infiltration Reduction Pilot Project as proposed by the Huntington Landowners Trustee Inc. (Block 61 Developers' Group). In general, the developer is proposing to fund and undertake works that will identify inflow and infiltration within the City's sewer system, and will undertake remediation works as required in return for servicing capacity.

The development in Block 61 will require approximately 3,000 units of servicing capacity to provide for the full build out of the block. Based on a 2:1 ratio, the pilot project must identify a total of 6,000 units of capacity to reach this target.

In addition, staff have requested that the pilot project realize a further flow reduction equivalent to 800 units. It is anticipated that this additional 800 units will be provided to the City and may be allocated to active development applications within the City, regardless of catchment area, in accordance with the current Servicing Capacity Distribution Protocol as approved by Council.

Given that development in Block 61 will be in a position to proceed with Phase 1 development before the pilot project has been completed, it is necessary to reserve servicing capacity for an initial phase of development in Block 61. The reservation of this capacity is expected to be returned to the City after the pilot project is completed. As such, it is recommended that the Block 61 Trustee be reserved Phase 1 capacity for a total of 579 residential units. Refer to Attachment No. 4.

Any capacity realized through the Block 61 Inflow and Infiltration Reduction Pilot Project is in addition to the City's current Regional assignment of 2013 capacity.

YDSS Capacity Beyond 2013

In 2010, Regional Council assigned capacity to local municipalities to permit a total serviced population up to 1,078,328 within the York Durham Sewage System and Peel diversion service areas. The distribution of this capacity is intended to facilitate growth to the end of 2013. Further, the capacity assignment is subject to construction completion of specific Regional infrastructure projects or triggers. The triggers associated with Vaughan's current and future capacity assignment are identified in Attachment No. 7.

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Attachment No. 7 provides a summary of key Regional priority projects (or triggers) applicable to Vaughan, the anticipated in-service dates for these works and resulting serviceable population at a Regional scale. This information is based on current Regional forecasts to a planning horizon year of 2031. Staff will continue to work closely with the Region to ensure the availability of capacity remains in step with development planning projections over the long term.

Kleinburg-Nashville Servicing Capacity

York Region has advised that the anticipated in-service date for expansion works currently underway at the Kleinburg-Nashville Water Pollution Control Plant (KWPCP) and the construction of the new Regional trunk watermain along Huntington Road (Rutherford Road to Nashville Road), and along Islington Avenue (Sunset Ridge to Bindertwine Boulevard), and the water booster station have been delayed. The new estimated completion date for these works is the second quarter of 2012. Accordingly, it is expected that the pre-sale of units associated with servicing allocation capacity in Kleinburg-Nashville may not occur prior to the second quarter of 2011 with registration beginning six (6) later (or six (6) months prior to the in-service date of the proposed infrastructure). Refer to Attachment No. 2. It is expected that the City will be notified in writing by York Region once these trigger dates have been achieved.

Based on the preferred wastewater servicing alternative for the City’s on-going Kleinburg-Nashville Servicing Strategy Master Plan Class Environmental Assessment Study, servicing capacity previously allocated to Lake Rivers Inc. (File 19T-05V10) and Molise Kleinburg Estates Inc. (File 19T-06V14) totaling 818 persons (221 residential units @ 3.7 persons per unit) from the KWPCP can now be re-allocated from the York / Durham Sewage System (YDSS). Accordingly, 818 persons can be assigned to active development applications tributary to the Kleinburg-Nashville Water Pollution Control Plant (WPCP). These lands are now anticipated to be serviced by the York-Durham Sewage System via the Huntington Road sanitary sewer. Given that the draft plan of subdivision applications were previously allocated to the Kleinburg-Nashville WPCP an equivalent number of units / population equivalent will be replaced with allocation from the YDSS as identified in the Allocation Schedule (Attachment No. 3).

Five (5) applications are included in the Reservation Schedule (Attachment No. 5) based on their approval status and anticipated timing of draft plan / site plan approval. A total of 675 persons equivalent is proposed for reservation from the KWPCP. Table 2 below provides a summary of the available capacity to the Kleinburg-Nashville WPCP and its proposed distribution.

**TABLE 2
2011 AVAILABLE SERVICING CAPACITY – KLEINBURG-NASHVILLE
WATER POLLUTION CONTROL PLANT (WPCP)**

Item / Description	Servicing Capacity (Persons Equivalent)
1. Remaining 2010 Capacity	2,461
2. Regained Capacity Previously Allocated To WPCP	
Application File No. 19T-05V10 – Lake Rivers Inc. (145 units)	537
Application File No. 19T-06V14 – Molise Kleinburg Estates Inc. (76 units)	281
Remaining 2010 Reservation	167
Application File No. 19T-84076 – Berkley Developments Inc. (45 units)	<hr/>
2011 TOTAL RESTRICTED: (Q2 2012)	3,446 people

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3.	Proposed 2011 Reservation Schedule:	(675)
		(675)
	2011 RESTRICTED BALANCE: (Q2 2012)	2,771 people

After considering the proposed reservation of capacity to the KWPCP, a balance of 2,771 persons equivalent remains available for distribution. Accordingly, it is recommended that this capacity be reserved for distribution to development applications within the Kleinburg-Nashville service area as required to facilitate intensification in the core and completion of OPA 601 approved development areas.

Proposed Allocation, Reservation and Assignment Schedules

On a move forward basis, and in consideration of the ‘Servicing Capacity Distribution Protocol’ (as amended), City Development Engineering and Development Planning staff has completed a detailed status assessment of all active development applications City-wide such that new Allocation, Reservation and Assignment Schedules may be established to effectively distribute the City’s current servicing capacity.

From a planning approval status perspective, immediate consideration was given to those applications having Draft Plan of Subdivision or Site Development approvals in place. In sequential order of priority, consideration was also given to those applications that have the appropriate zoning in place for the intended use, followed by those that are Official Plan approved. Consideration was also given to those applications that represent infill development or completion of partially built communities.

Table 3 below provides a summary of the proposed 2011 distribution of capacity from the YDSS.

**TABLE 3
2011 DISTRIBUTION OF AVAILABLE SERVICING CAPACITY - YDSS**

Item / Description	Servicing Capacity (Persons Equivalent)
1. Unrestricted Capacity	11,791
2. Proposed 2011 Allocation Schedule: (Attachment No. 3)	(2,781)
3. Proposed 2011 Reservation Schedule: (Attachments No. 4 & 5)	(9,010)
Unrestricted Balance:	0 people
4. 2013 Restricted Capacity	12,377
5. Proposed 2011 Reservation Schedule: (Attachments No. 4 & 5)	(7,400)

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6. Proposed 2011 Assignment Schedule: (2,040)
(Attachment No. 6)

2013 Restricted Capacity Balance: 2,937 people

Based on the proposed allocation, reservation and assignment schedules, 2,937 persons equivalent of restricted 2013 capacity remains available for future distribution.

In keeping with the City's protocol and in order to maximize the efficient distribution of available capacity to high density and complex high-rise development applications, the proposed 2011 assignment schedule recommends that a total of 10,000 persons equivalent be reserved for specific high density development initiatives. These include high density applications qualifying for the Region's Sustainable Development through LEEDs program and for transit oriented development particularly within the Vaughan Metropolitan Centre. Refer to Attachment No. 5.

In addition, it is recommended that 600 low density residential units be assigned to the Block 40/47 Trustee to allow for Phase 1 development within this block. A revised Master Environmental / Servicing Plan has recently been submitted in support of the Block Plan application. Block Plan approval is expected this fall with draft plan of subdivision applications following shortly thereafter.

Accordingly, it is recommended that applications identified on the Allocation, Reservation and Assignment Schedules included as Attachment Nos. 3, 4, 5 and 6 be committed servicing capacity in accordance with the City's protocol.

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:

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

Specific Strategic Plan Initiatives applicable to the recommendations made in this report include Vaughan's corporate priorities to:

- Establish city-wide master phasing and servicing allocation plans;
- Provide annual update reports to Council; and
- Support and plan high capacity transit at strategic locations throughout the City.

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

Regional Implications

The proposed amendments to the City's 'Servicing Capacity Distribution Protocol' will ensure consistency with current Regional practices.

Identification of the City's servicing capacity priority schedules as included in Attachment Nos. 3, 4, 5 and 6 will ensure the timely release of Regional draft plan approval conditions. Accordingly, it is recommended that a copy of this report be forwarded to the Region of York.

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Conclusion

Given the ongoing Regional limitations imposed on servicing capacity to all local area municipalities, the allocation, reservation and assignment of available capacity to development applications throughout the City must be carried out in an effective and strategic manner. The recommendations of this report will serve to implement the City's 'Servicing Capacity Distribution Protocol' and to allow the orderly progression of development within established urban boundaries.

Staff will continue to work closely with the Region of York to ensure the City's future servicing capacity requirements will be met in a timely manner. It is anticipated that a yearly update report will be brought forward to the Committee of the Whole to reconcile the City's available and anticipated future servicing capacity.

The City's 2013 allocation capacity as assigned by York Region (12,377 persons equivalent), is dependent upon the anticipated in-service date for the Southeast Collector Sewer twinning project (currently estimated to be the fourth quarter of 2014).

Attachments

1. Servicing Capacity Distribution Protocol, May 10, 2011 Revision
2. Allocation Capacity / Development Approvals Timeline
3. Allocation Schedule
4. Reservation Schedule (Page 1 of 2)
5. Reservation Schedule (Page 2 of 2)
6. Assignment Schedule
7. Key Regional Infrastructure Capacity Triggers – YDSS Service Area

Report prepared by:

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Michael Frieri, Manager of Engineering Planning & Studies, Ext. 8729
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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

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notice was also published in the Vaughan Citizen, and posted online on the City Page on the City's website on January 13, 2011. At the Public Hearing, a presentation was made by the applicant's consultants, Malone Given Parsons Ltd., discussing the background work, and proposed residential, transportation, environmental and land use measures that contributed to this plan.

On April 21, 2011, a notice of this Committee of the Whole meeting was mailed out to those requesting notification.

Purpose

The purpose of this report is to obtain approval of the Block 61 West Block Plan (Attachment 4) which will form the basis for the submission and review of the implementing draft plans of subdivision and amending zoning by-law.

Location

Block 61 West is located in the south-west corner of the Kleinburg-Nashville Community Plan (OPA 601) amendment area and is bounded by Major Mackenzie Drive to the south, the Canadian Pacific (CP) Mactier Rail Line to the east, the existing hamlet of Nashville (part of the Kleinburg-Nashville Heritage District) to the north, and Huntington Road to the west. The subject lands are shown on Attachment 2.

Background - Analysis and Options

A) Background

1. Approval of OPA 699

On February 3, 2009 Vaughan Council ratified Committee of the Whole's approval of Official Plan Amendments OP.06.006 and OP.06.018. (Nashville Heights) to re-designate the subject 186.0 ha parcel from "Rural Area" and "Valley and Stream Corridor" to "Low Density Residential", "Medium Density Residential", "Mixed-Use Residential-Commercial", "General Commercial" and "Major Mackenzie Drive Alignment Special Study Area (MMDSSA)". These designations permit urban uses such as residential, commercial, retail and institutional uses and provide specific development policies.

The detailed policy provisions of OPA 601 and OPA 699 as it applies to Block 61 West will be discussed in Section B) of this report.

On June 15, 2009, the implementing OPA 699 for Nashville Heights was adopted by Vaughan Council, and forwarded to the Region of York for approval.

On November 19, 2009, Regional Council approved OPA 699. It was subsequently appealed to the Ontario Municipal Board. The Nashville Landowners Group (representing landowners in Block 61 west) brought a motion to dismiss the appeal, which was also supported by the City of Vaughan. The appeal against OPA 699 was withdrawn by the appellant on June 18, 2010.

On June 18, 2010, OPA 699 received final approval from the Region of York with modifications. OPA 699 required the preparation and approval of a Block Plan prior to the consideration of the implementing draft plan of subdivision applications.

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Submission of the Block Plan Application

On December 22, 2009, the Nashville Heights (Block 61 West) Land Owners Group submitted a Block Plan application proposing a comprehensive development plan. This plan included lands for residential, commercial, school and park uses, along with valley lands, woodlots and stormwater management ponds in response to the requirements of OPA 699. During the process, revisions have occurred in response to comments received.

On March 23, 2010 a Committee of the Whole Report prepared by Vaughan Development/Transportation Department endorsed the Hwy 427 Transportation Corridor Environmental Assessment Study and recommended that City Staff work with the Region of York and Nashville Heights (Block 61 west) Landowners Group to make the necessary application to the Ministry of Transportation for approval of the realignment of Huntington Road opposite the terminus of the future Hwy 427 north bound off-ramp at Major Mackenzie Drive, consistent with OPA 699 and the Block 61 West Plan. The area impacted would be within the "Major Mackenzie Drive Special Study Area (MMDSSA)" in the Block 61 Plan as shown on Attachment 4 of this report.

On February 1, 2011, a Public Hearing was held at which the Block Plan was presented. Based on the staff, agency review and the comments received at the Public Hearing, a revised Block Plan was submitted on April 5, 2011 which is the basis for this report.

2. Public Process to Date

a) Comments Received at the Public Hearing

As a result of the Public Hearing the following Committee of the Whole recommendation was adopted and ratified by Council without amendment on February 15, 2011:

THAT, the Public Hearing report for file BL.61.2009 (Block 61 West) BE RECEIVED; and, that any issues identified be addressed by the Policy Planning Department in a comprehensive report to the Committee of the Whole.

Concerns expressed at the public hearing will be discussed elsewhere in this report, and include the following:

- i. Pedestrian Crossing Connecting to Block 61 East
- ii. Feasibility of a Community Centre in the Kleinburg Area
- iii. Northern Greenway Configuration adjacent to the Nashville Community
- iv. Treatment of Roundabouts

Neighbourhood Circulation and Consultation

A total of three written communications were received from the Belvedere Estates Ratepayers Association dated February 1, 2011 and the Kleinburg Area Residents Association (K.A.R.A.) dated January 31, 2011. Both letters were supportive of the plan. A third anonymous letter was received January 2011. Both ratepayer groups were notified of this meeting through a notice dated April 21, 2011.

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B) Planning Context

1. Provincial Policy Statement (2005)

The Block 61 West Plan (Nashville Heights) is consistent with the Provincial Policy Statement (PPS) in encouraging the promotion of efficient land use and development patterns to support strong, livable and healthy communities, protection of the environment and public health and safety, and ensuring that necessary infrastructure and public service facilities are available or will be available to meet current or projected needs.

2. Places to Grow: Growth Plan for the Greater Golden Horseshoe (2005)

In accordance with Ontario Regulation 311/06 respecting the transitional policies for the Places to Grow, the proposals are not subject to Places to Grow as the originating secondary plan applications (OP.06.006 and OP.06.015) were submitted to the City prior to June 16, 2006; and did not add over 300 ha to a settlement area. Although the applicant is not required to meet the provisions of Places to Grow, best efforts were made to meet the policy objectives where possible.

Section 2.2.7. of the Growth Plan provides policies for “Designated Greenfield Areas” – lands that municipalities have identified and approved for future development but have not yet been built upon. Section 2.7.7.1. requires that new development in ‘Designated Greenfield Areas’ occur in a manner that creates ‘complete communities’- a community supportive of walking, cycling, and integration of transit services; providing a diverse mix of land uses; and creates high quality public open spaces with site and urban design standards that support opportunities for transit, walking and cycling.

Section 2.2.7.2 requires a density target for upper-tier (Regional) municipalities be achieved at a minimum of 50 residents and jobs combined per hectare. The Block 61 Plan proposal meets the minimum requirement and proposes approximately 51 people and jobs per hectare within the Block which is in conformity with the intent of the Growth Plan.

3. Region of York Official Plan, 2006 (in-effect)

The subject lands are designated “Towns and Villages” on Map 5 and 6 of the Regional Official Plan. Although the subject lands are shown in Map 6 as “Agricultural Policy Area”, it is the Region’s position (Policy 7.6.3.) that the boundaries of the policy areas shown on Map 1 to 10 are “*intended to be considered as the general location, and exact boundaries shall be defined in area municipal official plans...*”. Vaughan’s OPA 601, the Kleinburg-Nashville Community Plan includes the subject Amendment area; therefore, the Amendment area is deemed to be located within the Region’s “Town’s and Villages” designation. The designation permits a wide range of uses, including but not limited to residential, commercial, industrial, and institutional. The Plan conforms with Policy 5.2.8. of the Regional Official Plan that directs growth to the “Town and Village” designation. Development will connect, integrate and benefit from the existing urban uses and services located to the south.

Region of York Official Plan (2010): Approved by Minister September 7, 2010 (Subject to Appeal)

Map 1 of the Region of York 2010 Official Plan identifies the subject lands as “Towns and Villages”, requiring new development areas to be subject to a comprehensive secondary plan. The secondary plan requirement was fulfilled by the approval of OPA 699.

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Policy 5.6.20 requires that new development within the “Towns and Villages” designation contain a wide range and mix of housing types, sizes and affordability, and that best efforts be made to achieve a minimum density requirement of 50 residents and jobs combined per hectare in the developable area. The Block 61 Plan meets the minimum requirement and proposes approximately 51 people and jobs per hectare within the Block, meeting the intent of the Regional Official Plan density provisions.

4. City of Vaughan Official Plan OPA 600

Block 61 West is within the area defined by OPA 600 as the Community Area of ‘Kleinburg-Nashville’ through Official Plan Amendment 601. OPA 600 provides a framework for development within the Block. All land use provisions and policies identified in OPA 600 are captured and refined through OPA 601.

Section 10.0 (Implementation) of OPA 600, provides the framework for the development of Block Plans. The Block Plan process provides for a sustainable approach to development which considers environmental features and systems, infrastructure such as roads, sanitary sewers, water, parks and schools and supports managed growth, in consultation with various public agencies, stakeholders and ratepayers. The Block Plan process is intended to provide technical details on land uses, housing mixes and densities, environmental protection, servicing infrastructure, the transportation (road) network, public transit, urban design and phasing for development of the Block.

5. Official Plan Amendment No. 601 – Kleinburg Nashville Community Plan

The subject lands were designated “Rural Area”, generally permitting agriculture, forestry, conservation and farm related uses with limited rural industrial, commercial, recreational and institutional uses subject to an amendment to OPA 601; and, “Valley and Stream Corridor” generally permitting outdoor recreational activities which take place outdoors and which do not have a negative impact on the natural features/functions of the valley or stream corridor by OPA 601.

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

On February 3, 2009, Council approved the OPA 699 to amend OPA 601. OPA 699 adopts, reflects and further refines the policies in OPA 601.

Official Plan Amendment No. 699 (amending OPA 601) – Nashville Heights

OPA 699 (amending OPA 601) re-designates the subject lands from “Rural Area” to “Low Density Residential” (permitting a minimum density of 15 to a maximum of 25 units per net residential hectare), “Medium Density Residential” (permitting a minimum 25 to a maximum of 150 units per net residential hectare), “Mixed-use Residential-Commercial Area A” (permitting a minimum 25 to a maximum of 150 units per net residential hectare), “Mixed-use Residential-Commercial Area B” (permitting a minimum 35 to a maximum of 150 units per net residential hectare), “General Commercial”, “Parks and Open Space”, and “Major Mackenzie Special Alignment Special Study Area”, as shown on Attachment 3 of this report.

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The final uses within the designated “Special Policy Area” are to be reviewed further by the Province, Region, Toronto and Region Conservation Authority, and City, once the transportation issues have been finalized. This boundary is to coincide with the Highway 427 Environmental Assessment Corridor Study Area, the Western Vaughan Transportation Individual Environmental Assessment, the City-wide Vaughan Transportation Master plan, and the York Region Transportation Master Plan. The final land uses, including the location, road network and stormwater management facilities within the designated “Major Mackenzie Drive Special Study Area”, will be determined when the transportation studies have been finalized.

OPA 699 has a planned population for approximately 8,000 people, 2625 residential dwelling units and approximately 700 jobs. The amendment locates more intense built forms and mixed-uses in the southern portion of the Amendment area. The northern area, closest to existing residential area along Nashville Road, is designated for low density residential units compatible with existing built form.

The Block Plan proposal is in accordance with OPA 601 as amended by OPA 699 and will be implemented through Zoning By-law Amendments, Draft Plans of Subdivision and Site Development Applications.

New Vaughan Official Plan 2010 (as adopted by Council)

The Vaughan Official Plan 2010 adopts the same policies as OPA 601, as amended by OPA 699. Map 12.8.A identifies two “linear parks” abutting the CP Rail buffer as opposed to “Valley and Stream Corridor” features in OPA 699. Overall, the proposed Block 61 West Plan is consistent with the policies in the Vaughan’s Official Plan 2010.

6. Zoning

The Block 61 West lands are zoned “A” Agricultural Zone, “RR” Rural Residential Zone by By-law 1-88 with portions of the lands subject to Exceptions 9 (189) and 9 (256). The zoning generally permits agricultural uses and residential detached dwellings.

7. Existing Conditions

The 183.58 ha subject lands are bisected by two small tributaries of East Robinson Creek. Other notable features on the lands include a small valley land woodlot on the eastern boundary adjacent to the CP Rail Line and a central woodlot located in the northern half of the Block. The development of the site considers the presence of the TransCanada Pipeline Easement through parts of Lots 22 and 23, the CP Rail Mactier Subdivision Rail Line, the Nashville Community Cemetery, the future Highway 427 extension and planned road network improvements along Major Mackenzie Drive. The surrounding land uses are:

- North: Kleinburg-Nashville Heritage Conservation District, generally existing residential (currently zoned RR Rural Residential Zone), and lands to the north are subject to the North Kleinburg-Nashville Secondary Plan.
- South: Major Mackenzie Drive; lands subject to the West Vaughan Employment Area Secondary Plan (currently zoned A Agricultural Zone)
- East: CP Mactier Rail Line, residential community (generally zoned M3- Transportation Industrial, RD2 - Residential Detached, OS1 – Open Space Conservation and RR – Rural Residential Zones)
- West: Huntington Road, existing cemetery, and undeveloped lands (zoned A – Agricultural, OS2 –Open Space Park and OS1 – Open Space Conservation Zones).

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Municipal Services

Water

The Block 61 West lands are within Pressure District 6 (PD 6) of the York Water Supply System. Block 61 West will be serviced within PD 6 with the extension of a proposed Regional 750mm diameter watermain on Huntington Road northerly from the existing 1800mm diameter York-Peel Feedermain on Rutherford Road to Nashville Road. The internal water system will be serviced from two connections to the proposed 750mm diameter watermain on Huntington Road.

Sanitary Servicing

The Block 61 West lands are ultimately tributary to the West Rainbow Creek Sanitary Trunk which is part of the York-Durham Sewage System. The closest gravity sewer to the subject lands is the recently constructed 750mm diameter sanitary sewer on Huntington Road to service the Block 64 lands, which currently terminates at Trade Valley Drive. This Huntington Road Sanitary sewer discharges downstream into to the Zenway/Fogal Trunk sewer.

The extent of the proposed servicing of Block 61 West and surrounding lands is dependant on the capacity of the existing downstream trunk sewers (Zenway/Fogal Trunk and West Rainbow Creek Trunk) as well as the front-end financing arrangements with external development areas. Interim and ultimate sanitary servicing scenarios are currently proposed.

The interim scenario will include the servicing of the Block 61 lands and other adjacent lands (Molise Kleinburg Estates Inc, Lake Rivers Inc., the majority of Block 66 and the west portion of Block 62) via a proposed sewer on Huntington Road which will be extended northerly from its current termination point at Trade Valley Drive and easterly on Major Mackenzie Drive to the south end of the proposed North-South collector road.

The ultimate servicing of Block 61 W North includes the servicing of all areas included in the interim scenario with the addition of potential future 'white-belt' development lands northwest of Block 61W (Block 67/67W, portions of 68 & 69). This scenario proposes re-routing a portion of the flows to Highway 27 (via a proposed Regional Trunk Sewer along Highway 27 connecting downstream to the West Rainbow Creek Trunk Sewer) which will provide additional capacity to the Huntington Road and Zenway/Fogal sewers downstream.

Stormwater

Block 61 West is located within the Humber River watershed. The site generally slopes from north to south and currently discharges to three watercourses which are all part of the East Robinson Creek system. The storm water management plan for Block 61 West proposes the establishment of three (3) storm water management facilities located at the south end of the Block adjacent to Major Mackenzie Drive. The SWM facilities are proposed to control the urban storm water runoff in the Block to the target release rates established for the Humber River watershed. These facilities will be wet ponds and will also provide water quality treatment and erosion control.

8. Land Ownership

There are a total of 11 landowners within the Block 61 (Nashville Heights) west area of these, 6 are participating landowners in the preparation of the Block Plan as shown on Attachment 5. The participating land owners own approximately 82% (150.98 ha) of the total area of 183.58.

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9. Non-Participating Land Owners

There are 5 non-participating land owners totaling 18% (32.6 ha) of the total area. Such issues as the location of schools, parks, public open space areas, public squares on non-participating lands may have an impact on the phasing and functionality of the Block Plan. In order to minimize this impact, it will be necessary to ensure that suitable plans for the phasing of the Block Plan are in place to ensure that necessary infrastructure and services are provided.

10. Developer's Group Agreements

Developers' Group Agreements are integral parts of the Block Plan process. They provide a mechanism to ensure that developers share the costs and benefits of developing in accordance with the approved Block Plan.

Under OPA 600 it is the policy of the City to encourage property owners to contribute their proportionate share to the provision of major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and stormwater management facilities. Property owners are required to enter into one or more agreements as a condition of development approval, providing for the equitable distribution of costs of the land and community facilities.

In instances where landowners choose not to participate in seeking development approval for their lands at the time of preparation of the Block Plan by other owners, their lands shall be shown conceptually and subsequent amendments to the Block Plan may be required before such lands are considered for development.

C) The Block Plan Proposal

The Block Plan for Block 61 West proposes a development that contains:

- i. Approximately 2626 dwelling units, consisting of 1140 low density units, 706 medium density units, and 780 residential units in mixed use residential-commercial units. The forecast population for the Block 61 West Planning Area is 8000, which is in keeping with OPA 601, as amended by OPA 699.
- ii. A commercial mixed-use site located on Major Mackenzie Drive
- iii. Two elementary schools.
- iv. Six neighbourhood parks, a series of linear parks, and two public squares (piazzas) within an area of 11.98 ha.
- v. One tableland woodlot with an area of 4 ha.
- vi. Two open space areas with a combined area of approximately 14 ha.
- vii. Three areas identified for storm water management ponds.

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The distribution of land uses is contained within the following table.

Table 1: Land Use Breakdown, Block 61 West Planning Area

Land Use	Total Area (ha)	%
Residential	68.51	36.92
Mixed Use / Medium Density	7.66	4.12
Schools	5.55	2.99
Parks / Linear Parks / Public Squares	11.98	6.457
Public Open Space	0.95	0.51
CPR Buffer	2.07	1.11
Open Space Features	14.16	7.63
Woodland Features	4.08	2.19
Buffer from Staked Features	1.83	0.98
Stormwater Management Pond	8.92	4.80
TransCanada Pipeline	1.57	0.84
Public Open Space Areas (non-dedicated)	0.95	0.51
Huntington Road Widening	0.5	0.26
Roads and Lanes	41.18	22.19
Commercial	5	2.69
Hwy 427 & Major Mackenzie Corridor	8.72	4.70
Huntington Road Corridor	1.9	1.02
Total	185.53	100

The current Block Plan is dated April 5, 2011 and reflects the revisions and responses to comments received from various City Departments and external commenting agencies. The Block 61 West submission includes the Block Plan and the following supporting documentation:

- i) *Nashville Heights Block 61 West Block Plan Report - December 2009 (revised December 15, 2010);*
- ii) *Master Environmental & Servicing Plan Nashville Heights Block 61 Project 2005-2763 - December 2009 (revised October 2010);*
- iii) *Nashville Heights Natural Heritage Evaluation and Environmental Impact Study - December 2009 (revised December 2010);*
- iv) *Nashville Heights Community - City of Vaughan External Traffic Impact Study - December 2009 (revised November 2010);*
- v) *Nashville Heights Community - City of Vaughan Internal Traffic Impact Study – June 2010 (revised November 2010);*
- vi) *Environmental Noise Feasibility Study, Nashville West Community, Nashville Heights – Block 61 - December 16, 2009;*
- vii) *Nashville Heights Urban Design Guidelines, Block 61 West City of Vaughan - First Submission: January 2010 (revised September 2010);*
- viii) *Cultural Heritage Resource Impact Assessment October 28, 2009 - Nashville Heights (Block 61), revised July 7, 2011, and March 21, 2011;*

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- ix) *Hydro geological Investigation Proposed Nashville Heights Development - December 17, 2009 (revised December 2010);*
- x) *Nashville Heights Geomorphic Assessment Existing Conditions (Final Report) - December 2009 (revised October 2010); and,*
- xi) *Report on the 2009 Stage 1-2 Archeological Assessment of Part of Lot 24, Concession 9 (Geographic Township of Vaughan) - April 2009.*

Recommendation 2 of this report requires that the applicant update the above mentioned supporting studies as may be necessary to reflect the measures taken to finalize the Block Plan. This will ensure that the changes resulting from the staff/agency consultation process are properly documented. This will provide the baseline for the review and analysis of the implementing draft plans of subdivisions by the affected departments and agencies. The work done through the Block Plan approval process will help shape the draft plan conditions and advance the clearance of the conditions by the pertinent departments and agencies. As such, updates of the supporting studies should be submitted prior to Council's draft approval of the first plan of subdivision for the Block 61 West Block Plan area.

D) Analysis

1) Public Hearing Report – Resolution of Outstanding Issues

A preliminary report identifying outstanding issues and to seek public input was presented at the February 1, 2011 Committee of the Whole Public Hearing meeting. The report identified items that required specific attention from the applicants. The applicants have submitted additional information in response and comments have been received from various City Department and external agencies.

In response to the items presented in the Public Hearing report, Staff and the applicants reviewed and addressed the following issues such that they do not require additional information to be provided prior to the approval of the submitted Block Plan for Block 61 West:

i. Land Use and Densities

The distribution and calculation of densities has been determined for the lands north of the "Major Mackenzie Drive Special Study Area". It has been confirmed that the proposed land uses and densities in Block 61 West as shown on Attachment 4 are in keeping with OPA 601 (as amended by OPA 699), Regional Policies and applicable Provincial policies.

ii. Pedestrian Walkway to Block 61 East (across C.P. Rail Line)

The pedestrian walkway warrants a full feasibility analysis as it would constitute a major investment by the City, both in terms of capital costs and life cycle maintenance. Although this link would be an important enhancement to the City's pedestrian trail system and would be very desirable, there are challenges that would have to be evaluated and addressed before an investment decision can be made. These include confirming the appropriate location; landowner interests (CP Rail), regulatory issues (e.g. crossing federally regulated railway lands and the approval process); choice of technology (i.e. underpass versus overpass), appropriate source of funding (e.g. City-wide Development Charges), meeting the appropriate accessibility standards and ensuring the comfort and safety of users.

The process by necessity would extend beyond the Block Plan approval process. Should Council wish to proceed with further investigations, it is recommended that a feasibility study be undertaken by the City, as set out in Recommendation 4.

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The recommendation provides for staff to prepare a terms of reference for a study to assess the feasibility of the construction of a pedestrian walkway across the CP Rail line to link the east and west communities of Block 61. This will form the basis for including the study as a capital project in 2012 with funding from the Block 61 West landowners group. Draft conditions will be included for the individual plans of subdivision which would provide for each plan to contribute its proportionate share to the cost of undertaking the study.

Based on an earlier study submitted by the owners of the lands in Block 61 east (Molise-Kleinburg Estates Inc.) two potential locations for the Pedestrian Walkways have been identified on Attachment 4. Further work should be required through a feasibility study before moving forward.

iii. Location, design and treatment of the 'Northern Greenway Corridor'

OPA 699 requires that a greenway / buffer be located at the northern interface of the proposed Block Plan area with the existing Nashville neighbourhood. The applicant has revised the configuration of the "northern greenway corridor" so that the greenway is bounded to the north by the existing residential community and to the south, for the most part, by a single-loaded public street. This resolves an important safety issue by exposing the greenway to public supervision. Previously it would have been flanked by the rear yards of the adjacent lots, thereby creating a confined, potentially unsafe space. The revised design, also includes an enlarged park providing an additional amenity for the proposed Nashville Heights Neighbourhood and the existing Nashville residential neighbourhood to the north. This design is consistent with the exploration undertaken as part of the North Kleinburg-Nashville Area Secondary Study.

iv. Heritage Conservation: 10395 Huntington Road (Agar House)

The structure located at 10935 Huntington Road (Agar House) built in 1854, is listed as on the City of Vaughan's inventory of heritage properties. The house represents early Ontario Farmhouse Architecture, and contains significant heritage value as defined by Regulation 9/08 if the Ontario Heritage Act (2005).

The proposed development would situate the subject structure in the middle of a local road in the Block Plan. A feasibility report completed by the landowner's group heritage consultant, ERA Architects provided scenarios to preserve the structure and suitable mitigation strategies. These were completed in-keeping with the provisions of the Provincial Policy Statement and Ontario Heritage Act.

On April 27, 2011, Cultural Heritage staff brought recommendations on the preferred scenarios forward to the Heritage Vaughan Committee. Heritage Vaughan approved the recommendation:

That Heritage Vaughan encourage the retention in-situ of the Richard Agar House within the property at 10395 Huntington Road.

That Heritage Vaughan recognize and support in principle the intent to Relocate the Richard Agar House within the property at 10395 Huntington Road.

That the final proposed location, the relocation and revitalization process be addressed as part of a future Draft Plan of subdivision application.

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The details of the preservation efforts as approved by Heritage Vaughan will be completed at the draft plan of subdivision stage, where the detailed site plan, elevation drawings, a Conservation Plan outlining the relocation and revitalization process and a letter of Credit, as part of the Heritage Permit application is required.

v. Use and Design of Roundabouts

Two roundabouts are proposed for the intersection of the main north-south spine road and a third roundabout located mid east-west collector road along the east end of the TransCanada Pipeline. The east-west collector features a large median (The Trans Canada Pipeline right-of-way). This results in a unique intersection configuration. The solution proposed by the applicant is the use of a roundabout.

Concern was expressed regarding the safety of roundabouts at the Public Hearing. In response to this concern, the applicant submitted a report which assessed the relative merits of pursuing a roundabout or a more orthodox intersection. The Development/Transportation Engineering Department is satisfied with the use of roundabouts for Block 61 'in-principle', provided that further analysis and detailed design is submitted prior to the approval of the first draft plan of subdivision.

The Development/Transportation Engineering Department has advised that studies have shown there are multiple benefits of roundabouts for pedestrians and cyclists that include:

- Improved safety for pedestrians – pedestrians only have to look in one direction for on-coming traffic, and pedestrian crossing distances are often shorter. Where there are 'splitter' islands, the crossing is done at two stages.
- Reduced traffic speeds – as motorists slow down on their approach to a roundabout, there is more time for pedestrians to make eye contact with the motorist.
- Reduced numbers of severity of accidents – studies have shown that there are reductions in collisions of all types, and a reduction in fatal and incapacitating collisions.
- Enhanced appearance – aesthetics can be enhanced by including landscaping and/or public art in the centre of the round-about.

Other benefits include greater through-put of vehicles at lower speeds over a signalized intersection.

vi. Parkland Dedication

Subsequent to the February 1, 2011 Public Hearing City staff held a number of technical meetings to address the size and location of parkland within the Block Plan. Revisions have been made to include an additional 0.8 ha park north of the TransCanada Pipeline immediately west of mid-block tributary channel. In addition, the park location within the "Major Mackenzie Drive Special Study Area" (MMDSSA) has been increased to accommodate the Mixed-Use Medium residential densities at the south west part of the Block. The opportunity exists to adjust the size of the parkland within the MMDSSA in order to accommodate any modifications to the land use and densities without revisions to the Block Plan. The park located in conjunction with the 'northern greenway corridor' has been modified by increasing its size from 0.9 ha to 1.6 ha. The enlarged park also provides an attractive and functional gateway feature leading into the Block Plan area.

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The parkland provided is in accordance with the requirements of the *Planning Act*. Overall, the location, and distribution of the parkland is in keeping with OPA 601, as amended by OPA 699 and the Active Together Master Plan and meets the requirements of the Parks Development Department.

vii. Community Centre Feasibility Requirement in OPA 699

In OPA 699, reference is made to requirements for further reports to assess the potential of including a community centre / district park in the area bounded by Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427. These lands (Block 66) fall outside of the Block 61 West boundaries. The Region through its modifications to OPA 699, removed mapping references to lands outside of the amendment area based on the requirement for further study.

Council on March 8, 2011 directed that staff prepare a comprehensive report *for the provision of community services to the Kleinburg and Nashville Area*. This further work will also assess the feasibility of a community centre/park in the Kleinburg – Nashville area. As such, this will be addressed by a separate process. It is also noted that the Block 66 area is located within the “GTA West Corridor Preliminary Route Planning Study Area”. As such its immediate future is uncertain and will be addressed through the GTA West Corridor Individual Environmental Assessment.

2) Toronto Conservation Authority (TRCA) Requirements

Extensive discussions have taken place between the applicant, the City and TRCA to resolve a number of issues. Solutions have been developed and the TRCA has confirmed support for the revised Block Plan dated April 5, 2011. The TRCA's support is based on the implementation of a number of changes to the technical studies as may be necessary, which will document the solutions arrived at through the negotiation process. These include:

- i. That the infiltration facilities are of a size and structural nature that they can be constructed in the designated locations and within the space available for their construction in a manner that maintains the integrity and function of the buffers and related features.
- ii. That surface water flows will be maintained to the natural features to ensure they can be maintained post-development.
- iii. That the corridor and channel size of the tributary contained within the central north to south open space designation, is appropriate to accommodate the relocated tributary and related natural heritage, bio-swale (including flood flow accommodation, surface water supplementation, meander belt and wetland pockets) and trail functions.
- iv. That the tributary shown in the southwest corner of the Block Plan, within the "Major Mackenzie Drive Special Study Area" (MMDSSA), is recognized as a surface water feature within the Environmental Assessments completed for the highway and road improvements. It is anticipated that it will be accommodated within an appropriately sized valley and stream corridor.
- v. That the habitat losses and gains have are identified and the features recognized by the Block Plan are anticipated to demonstrate a net benefit to the environment. The details required to comprehensively conclude whether the proposed restoration/mitigation/compensation is adequate will be confirmed prior to subdivision approval.

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That a 7.5-metre buffer on either side of the realigned portion of the central watercourse and a 10-metre buffer to all other natural features and hazards are to be provided.

- vi. That the stormwater management blocks are conceptually of sufficient size to allow for construction of these facilities. Due to the timing of the advancement of this development proposal, wording is to be incorporated into the Block Plan/MESP to ensure opportunity for a contingency plan in the event Regional peak flow control is required within the Block Plan. This determination will be made based on technical studies currently being undertaken by the TRCA that may conclude that the development of Block 61 West without Regional storm peak flow controls would result in unacceptable impacts to hydraulics and flood risk downstream of the development. The MESP subdivision approvals need to ensure that flexibility within and north of, the Special Study Area is maintained in the event larger ponds are required.

Therefore in accordance with Recommendation 2), any necessary changes will be reflected when the Block Plan technical submissions and supporting studies are updated prior to the draft approval of the first plan of subdivision in Block 61 West as may be necessary. The TRCA will also provide any necessary draft plan of subdivision conditions in regard to these issues.

3) Issues Remaining to be addressed Prior to Draft Plan of Subdivision Approval

Since the Public Hearing of February 1, 2011, additional work has been submitted by the applicant. The following provides a summary of the current status of the identified issues that need to be addressed prior to the draft approval of the first plan of subdivision in the Block Plan area. All other matters will be addressed by way of normal draft plan conditions emerging from the pertinent department and agencies.

The following issues will be addressed prior to the draft approval of the first plan of subdivision in Block 61 west area:

- i. That the Block Plan application technical submissions and supporting studies be updated as may be necessary to reflect the measures taken to establish the Block Plan as illustrated in Attachment 4, as per Recommendation 2). This would include addressing all outstanding technical comments provided by all City departments.
- ii. A Transportation Management Plan (TMP) for the Block 61 West area be prepared for Council approval. The plan shall include all future traffic controls (signs & signals, roundabouts), cycling networks, location, traffic calming measures, lay-bys and traffic tables/raised intersections. The Block 61 West TMP should ensure that the recommended traffic calming measures will not affect public transit, emergency/service vehicles and private driveways, and compare variations of traffic calming measures, and include a complete sidewalk plan to the satisfaction of the City.
- iii. A Transportation Demand Management framework be submitted for the Community, School and Commercial uses as part of the Block Plan approval process. The TDM framework should provide the basis for the TDM Plan, listing potential measures for the development and an outline budget.
- iv. That a Landscape Master Plan be submitted and approved by the City. That the plan should consider, among other things, lay-by lanes along park blocks, schools and storm water management ponds where appropriate to ensure on street parking.

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That a pedestrian promenade (enhanced sidewalk) be proposed on the east side of the main North/South mid block collector to promote defined pedestrian access to the denser commercial /mixed use development proposed in south limit of the block.

- v. That a Development and Infrastructure Phasing Plan be provided. The plan should identify the infrastructure required to adequately service all the phases of the Block development including sanitary, water, storm water management facilities, and Regional infrastructure such as road widening and water and wastewater system improvements to the satisfaction of the City. The phasing plan should also address the impact of the non-participating landowners on the overall servicing of the Block, and what interim servicing measures will be required. Details of each phase are to be outlined on the Phasing Plan.

The phasing plan shall be provided identifying the required “spine” servicing for each phase, infrastructure phasing shall take into account non-participating landowners and external stakeholder benefiting lands.

Relationship to Vaughan Vision 2020/Strategic Plan

The recommendations in this report are consistent with Vaughan Vision 20/20 by demonstrating the following goals and objectives:

Service Excellence:

- Lead and Promote Environmental Sustainability – To preserve, protect and enhance Vaughan’s natural and built environment through responsible leadership and innovative policies, practices and education.
- Preserve our Heritage and Support Diversity, Arts & Culture – To preserve and protect Vaughan’s heritage, arts and culture and diversity.

Management Excellence:

- Plan & Manage Growth and Economic Vitality – To control and manage the development of the City by establishing a growth management strategy, attracting and retaining investment, stimulating entrepreneurship and enhancing the branding and marketing of the City.

Regional Implications

The Block Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of the Regional Official Plan (ROP). Regional implications may include additional refinement of the municipal servicing networks (roads and sewer systems) subject to the finalization of the on-going Kleinburg-Nashville Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study; the Western Vaughan Transportation Individual Environmental Assessment (IEA); the Highway 427 Environmental Assessment (EA), and the preferred alignment for Huntington Road and Nashville Road, particularly for the lands within the ‘Major Mackenzie Drive Special Study Area’ (MMDSSA).

Conclusion

Staff support the approval of the Block 61 West Block Plan. A number of issues remain outstanding, which can be addressed prior to the draft approval of the first plan of subdivision in the Block Plan area. This includes the updating, as may be necessary, of the technical submissions and the supporting studies that contributed to the evolution of the Block Plan as shown in Attachment 4.

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This approval is part of a series of steps that are required to effect the development of the Block Plan. The draft plans of subdivisions will provide the opportunity to impose conditions of approval which will, among other things, facilitate the detailed design and construction of infrastructure and the delivery of the necessary public lands through subdivision agreements with the individual owners.

In addition, the landowners will be required to enter into a Developers' Group Agreement to provide for the equitable sharing of costs amongst the owners to ensure that facilities like schools and parks can be located as shown on the Block Plan. A draft condition for each plan of subdivision will require that each owner enter into such an agreement. The enactment of the amending zoning by-law will also be a condition of subdivision approval.

Overall the plan fulfills the population and density requirements of OPA 699. It provides for an efficient and attractive development form based on an articulated road grid, modified to accommodate the needs of the open space/park system and the presence of the TransCanada Pipeline, the CP Rail Line and the adjacent Nashville community to the north. In addition, two woodlots have been preserved and the tributary system on the east side of the block has been recreated to function as a natural feature supporting both stormwater management and trail functions.

The plan employs a number of devices which support quality urban design by taking advantage of the distribution of densities and highlighting the presence of greenspaces. These include the use of window streets adjacent to arterial roads, parks and open spaces, a buffer along Huntington Road and a greenway adjacent to the Nashville community, public squares, the use of the TransCanada Pipeline as a road median/walkway, two centrally located park-school campuses located throughout the plan.

In conjunction with the above, the mix of low and medium density residential uses and opportunities for commercial uses and employment at the south end of the block, help support the development of a complete community. Therefore it is recommended that Block Plan Application BL.61.2009 (dated April 5, 2011) for Block 61 West be approved as the basis for the submission of the implementing draft plans of subdivision and zoning amendment applications.

Attachments

1. Context Location Map
2. Location Map
3. OPA 699 – Schedule 3 'Land Use Map'
4. Block 61 West Plan
5. Block 61 West Property Ownership

Report prepared by:

Melissa Rossi, Planner 1, ext: 8320
Roy McQuillin, Manager of Policy Planning, ext: 8211

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 31, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

31

OCCASIONAL OVERNIGHT ON-STREET PARKING PERMITS

(Referred Item)

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Carella, dated May 10, 2011:

The Committee of the Whole, at its meeting of April 12, 2011, recommended the following (Item 42, Report No. 19):

That Communication C11, Member's Resolution submitted by Councillor Carella, be received and referred to the May 10, 2011 Committee of the Whole meeting:

Member's Resolution (C11)

Submitted by Councillor Carella.

WHEREAS the City of Vaughan allows residents to purchase permits from time to time so that overnight guests can park on-street without fear of receiving a ticket; and

WHEREAS to obtain such permits the residents must apply at City Hall; and

WHEREAS this arrangement is appropriate if the resident knows in advance that his or her guest will in fact be staying overnight; but

WHEREAS in the event a guest who does not intend to stay overnight takes ill and is invited to stay overnight, neither the resident-host nor guest can obtain the required overnight parking pass as these situations typically occur after business hours; and

WHEREAS this places the guest at risk of receiving a ticket for parking overnight on the street; And

WHEREAS other municipalities (e.g., the City of Toronto) apparently allow for the purchase of such permits on-line on a twenty-four hour, seven day a week basis; and

WHEREAS other municipalities (e.g., the City of Mississauga) apparently allows residents to access permits via telephone after hours;

NOW THEREFORE BE IT RESOLVED that appropriate staff be directed to research any and all means to make the delivery of occasional overnight on-street parking permits user-friendly; and that a report on this matter be returned to the Committee of the Whole before the end of June, 2011.

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 32, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

32

POWELL ROAD PARKING PROHIBITIONS

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Shefman, dated May 10, 2011:

Member's Resolution

Submitted by Councillor Alan Shefman.

Whereas, in spite of enforcement efforts that have been actively pursued over the last number of years relating to the Ford dealership located in the vicinity of Crestwood and Yonge Street continuing to unload new vehicles on Crestwood Road in violation of the posted parking restrictions, and

Whereas, it is now evident that staff from that dealership and perhaps other businesses in the area, are now parking on Powell Road and Pinewood Drive, both residential streets, during the business hours causing congestion and safety concerns for local residents in the area, and

Whereas, local residents have asked that further parking restrictions be put in place by the City to address this problem, and

Whereas, the enforcement of the three hour time limit provision of the Parking Bylaw 1-96 has proven ineffective to deter the problem

It is therefore recommended that Parking Bylaw 1-96 be amended so as to create a No Parking Anytime between 9 a.m. and 5 p.m. Monday to Friday, restriction on both sides of Powell Road and also on both sides of Pinewood Drive between Powell and Portofino Court.

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 24, 2011

Item 33, Report No. 25, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 24, 2011, as follows:

By approving:

That pursuant to Section 8.4(a) Frontage, Access & Right-of-Way of the Woodbridge Community Plan, OPA240, the Council of the City of Vaughan permits the existing access driveway servicing 1101 Clarence Street to continue to provide access to the existing residence from Clarence Street.

**33 DEPUTATION – MR. FRANCESCO DI NARDO WITH RESPECT
TO 1101 CLARENCE STREET SEVERANCE
WARD 2**

The Committee of the Whole recommends:

- 1) That consideration of this matter be deferred to the May 31, 2011 Committee of the Whole meeting; and
- 2) That the deputation of Mr. Francesco Di Nardo, 1101 Clarence Street, Vaughan, L4L 1A7, be received.

Recommendation

The Acting Commissioner of Planning and the Director of Development Planning recommend:

1. THAT this report BE RECEIVED.

Contribution to Sustainability

N/A

Economic Impact

N/A

Purpose

The purpose of this report is to respond to the following Council resolution of May 3, 2011, regarding the deputation made by Mr. Michael Manett on behalf of Mr. Francesco Di Nardo, the Owner of 1101 Clarence Street:

“That the deputation of Mr. Michael Manett, Michael Manett Planning Services Ltd., 23 Foxwood Road, Thornhill, L4J 9C4 and Communication C9, on behalf of Mr. Francesco Di Nardo, be received and referred to staff for a report identifying the concerns raised; and

By approving that the staff report identifying concerns raised be provided to the Committee of the Whole meeting of May 10, 2011.”

Background – Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located on the east side of Clarence Street, south of Rutherford Road (1101 Clarence Street), City of Vaughan.

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History

- May 12, 1989 - Submission of Draft Plan of Subdivision File 19T-89056 and Zoning By-law Amendment File Z.63.89.
- July 3, 1990 - Draft Plan of Subdivision File 19T-89056 (Di Nardo) as shown on Attachment #3 was recommended (to the Region of York) for draft plan approval by Vaughan Council on July 3, 1990 and included red-lined revisions to ensure that all the residential lots and Block 6 have access onto the internal road (Appian Way), and not from Clarence Street. Block 6 on the draft approved plan of subdivision contains an existing residence with an existing access onto Clarence Street. However, a condition of draft plan of subdivision approval requires that the existing driveway to Clarence Street be removed when a building permit is issued for Block 6 and that a new access be provided from Appian Way, consistent with the Official Plan and the approved Neighbourhood 4C Plan.
- November 5, 1990 - The Region of York approves Draft Plan of Subdivision File 19T-89056.
- January 29, 1991 - Zoning By-law Amendment File Z.19.91 was submitted to facilitate a severance of Lot 5 of the Di Nardo Plan to maintain the single family residential dwelling on a lot with access on Clarence Street and to create a second lot with access from Appian Way.
- May 6, 1991- Council considered and refused Zoning By-law Amendment File Z.19.91.
- January 1993 - An application for Consent to sever was filed maintaining access from Clarence Street for the one lot and access to Appian Way for the second lot. The Committee of Adjustment refused to approve the application.
- February 1993 - The OMB refused appeals to the Zoning By-law and the consent application to sever the lot with access onto Clarence Street.
- May 31, 2010 - The OMB dismissed an appeal by Mr. Di Nardo of Draft Plan of subdivision File 19T-89056 to remove the condition requiring that the existing driveway access to Clarence Street be removed upon development of Block 6.
- April 12, 2011 - The Committee of the Whole received a deputation from Michael Manett, on behalf of Mr. Francesco Di Nardo seeking relief from the condition imposed through the Plan of Subdivision approval.
- May 3, 2011 - Draft Plan of Subdivision 19T-89056 containing the restriction on driveway access to Clarence Street was registered as Registered Plan 65M-4260.

Issues Identified in the Deputation of Michael Manett (Attachment #5)

On April 12, 2011, the Committee of the Whole received a letter (Attachment #5) and a deputation from Mr. Michael Manett on behalf of Mr. Di Nardo requesting that Vaughan Council recognize the permanent maintenance of the existing driveway access to Mr. Di Nardo's property on Clarence Street; and, Mr. Di Nardo's desire to sever a portion of Block 6 on approved Plan of Subdivision File 19T-89056 to create an additional lot with frontage on the internal public road (Appian Way).

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Mr. Manett's Submission

1. Mr. Manett is of the opinion that the following policies in Official Plan Amendment #240 (Woodbridge Community Plan) do not apply to the Di Nardo lands:

Official Plan Policy 3(g) OPA #240

"Unless approved by York Region or the Ministry of Transportation and Communications, direct individual access to either a highway or an arterial road will not be permitted."

Mr. Manett states that this policy does not apply to the Di Nardo lands since the access to Clarence Street is an existing situation that predates OPA #240 and that no new access is being requested.

2. Official Plan Policy 8.4 (a) OPA #240

"Individual driveways serving individual residences shall generally be discouraged on boundary roads, 4 lane arterial roads, or collector roads within 150 m of the intersection of said road with an arterial road but may be permitted with the approval of the appropriate road authorities having jurisdiction for both roads."

Mr. Manett states:

"It is important to note that this policy is not a prohibitive policy since it uses the term "shall generally be discouraged". It should also be noted that Clarence Street is identified on Schedule "C" of OPA #240 as a 5-Lane Arterial Road, which is not referenced in policy 8.4 (a). However, notwithstanding that fact, it is once again important to note that the request is not for a new access, but to maintain the existing access for the existing residence only."

The deputant on behalf of the Owner has requested the following:

"Council support the continuation of access for the existing dwelling only to Clarence Street in the future and that City Staff be directed to adopt this position in its consideration of any application for Consent and Minor Variance associated with the severance of Block 6 into two lots."

Development Planning Department Response

1. Clarence Street is a 5 lane arterial road and a boundary road as approved in Neighbourhood Plan 4C: In an OMB Decision issued on May 31, 2010, it stated:

"At the hearing the parties did not dispute that Clarence Street is an arterial road"; and,

"Mr. Di Nardo acknowledges that Clarence Street is an arterial, and that Schedule "C" shows Clarence Street as a 4 lane arterial road south of the subject lands."

Mr. Di Nardo was represented by Counsel at this hearing.

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2. When all of the relevant Official Plan sections, including Section 3.2.1 'General Policies' and 12.8 "Implementation" are read closely and in their entirety, it is clear that the intent and purpose of the Plan is to have development access the internal road system and not on arterial or boundary roads, unless there are physical development constraints preventing access to the internal road of which there are none present on the Di Nardo lands.

This interpretation is supported by an OMB Decision dated May 31, 2010, wherein the Board concluded the following:

"Considering OPA #240 as a whole, and reviewing the several sections that speak to limiting individual access to arterial roads, the Board finds that the clear intent of the plan is to limit individual access to arterial roads. The Board further finds that the reference in Section 8.4(a) to 4 lane arterial roads does not exclude all other arterial roads with adjacent residential development from the policies of the Plan that seek to limit individual access to arterial roads, nor does it override these policies."

3. OPA #240 requires that a detailed neighbourhood plan be prepared and adopted to co-ordinate development of individual subdivisions in accordance with the policies of the Official Plan. This requirement was also identified by the OMB in the May 31, 2010 decision which states:

"To enable the town (now City of Vaughan) and the Region to co-ordinate the development of individual plans of subdivision and to establish priorities for the provision of municipal and regional services and facilities, the City shall require the preparation and adoption of detailed neighbourhood development plans prior to permitting major development to proceed in certain areas....".

4. On July 3, 1990, Council approved the Neighbourhood Plan 4C which requires and provides access to all lots from the internal road (Appian Way) and not from Clarence Street which is an arterial boundary road.
5. Draft Plan of Subdivision 19T-89056 was recommended for draft plan approval by Vaughan Council on July 3, 1990 and included red-lined revisions to ensure that the residential lots and block would only have access onto the internal road (Appian Way), and was approved by the Region of York on November 5, 1990.
6. On December 15, 2010, the Owner executed a subdivision agreement which included a condition requiring that the driveway to Clarence Street be removed when a building permit is issued for Block 6 and that the new access be provided from Appian Way, consistent with the approved Neighbourhood 4C Plan. On May 3, 2011, approved Plan of Subdivision 19T-89056 was registered as Plan 65M-4260.
7. The City has consistently maintained and the Ontario Municipal Board has on two separate occasions (1993 and 2010) ruled that the Official Plan policies require that access be obtained from the internal roads. The City of Vaughan has maintained a consistent interpretation of the Official Plan policies and this position is on record since the adoption of OPA #240 in 1988 (not 1995 as indicated by the deputant) and the filing of Mr. Nardo's Draft Plan of Subdivision Application in 1989.

The OMB concurred with the City's position with respect to the provision of driveway access from the internal roads only, not from Clarence Street.

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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

N/A

Conclusion

The subject lands represent a large parcel, which on the basis of lot area alone would support the severance into two parcels, and may have merit. However, other factors need to be considered in determining the appropriateness of making an exception to current policies in force.

In particular, regard must be had for traffic safety. It is incumbent upon the Owner to demonstrate that maintaining the existing access to Clarence Street is acceptable and does not represent a traffic hazard. Reconsideration of the access issue should only be done in the context of submission of an Official Plan Amendment application, and a Zoning By-law Amendment Application as may be required to implement appropriate regulation and recognize any variances that may be created as a result of a severance. These applications must be supported by requisite studies and documentation to support a planning justification for any recommendation and decision flowing from this process given the history of staff recommendations, Council decisions, Committee of Adjustment decisions, and OMB decisions.

Attachments

1. Context Map
2. Location Map
3. Plan of Subdivision – 19T-89056
4. Boyd North Neighbourhood Plan Area 4C
5. Michael Manett’s letter dated April 12, 2011

Report prepared by:

Eugene Fera, Planner, ext. 8064
Mauro Peverini, Manager of Development Planning, ext. 8407

/CM

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

CITY OF VAUGHAN

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Item 36, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

**36 DEPUTATION - MS. ANTONIETTA F. RAVIELE WITH RESPECT TO THE ETA VAUGHAN
WOMEN'S SHELTER MANDATE**

The Committee of the Whole recommends that the deputation of Ms. Antonietta Raviele, ETA Vaughan Women's Shelter and Outreach Centre, 10480 Islington Avenue, Suite No. 1602, Kleinburg, L0J 1C0 and Communications C1, dated April 29, 2011 and C4, pamphlets submitted at the meeting, be received.

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Item 37, Report No. 25, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 24, 2011, as follows:

By receiving Communication C1 from Mr. Simon Strelchik, dated May 11, 2011, and petition dated April 14, 2011.

**37 DEPUTATION - MR. SIMON STRELCHIK WITH RESPECT TO BALL HOCKEY PROGRAMS
AT VAUGHAN RECREATION CENTRES**

The Committee of the Whole recommends that the deputation of Mr. Simon Strelchik, 142 Rimmington Boulevard, Thornhill, L4J 3L9 and Communication C5, dated April 14, 2011, be received.

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Item 38, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

**38 COMMITTEE OF THE WHOLE (CLOSED SESSION) RESOLUTION
MAY 10, 2011**

The Committee of the Whole passed the following resolution:

1. **WARD 2 CIVIC HERO 2011**
(personal matters about an identifiable individual)
2. **PROPERTY MATTER WARD 4
LEASE RENEWAL
WORKS YARD – PUBLIC WORKS AND
PARKS AND FORESTRY OPERATIONS DEPARTMENT
8090 DUFFERIN STREET**
(acquisition or disposition of land)
3. **PROPERTY MATTER WARD 2
PROPOSED LEASE RENEWAL
7700 PINE VALLEY DRIVE, UNITS 15 AND 16**
(acquisition or disposition of land)
4. **PROPERTY MATTER WARD 4
YORK CATHOLIC DISTRICT SCHOOL BOARD SURPLUS LAND
WEST SIDE OF CONFEDERATION PARKWAY
SOUTH OF ROYAL APPIAN CRES.
BLOCK 189 PLAN 65M-3365**
(acquisition or disposition of land)
5. **ONTARIO MUNICIPAL BOARD HEARING
OFFICIAL PLAN AMENDMENT 637
HIGHWAY 400 NORTH EMPLOYMENT AREA WARD 1**
(litigation or potential litigation)
6. **PROPERTY MATTER WARD 4
MACMILLAN FARM
9605 DUFFERIN STREET**
(acquisition or disposition of land)
7. **LITIGATION/LEGAL ADVICE, VAUGHAN ATS RIZMI HOLDINGS LTD AND LUCIA MILANI
ONTARIO MUNICIPAL BOARD – 11333, 11641 DUFFERIN STREET
11490 BATHURST STREET, PART LOT 31, CONCESSION 2
WARD 1**
(litigation or potential litigation)

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Item 39, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 24, 2011.

39

OTHER ITEMS CONSIDERED BY THE COMMITTEE

39.1 CONSIDERATION OF AD HOC COMMITTEE REPORTS

The following Ad Hoc Committee reports were received:

1. Heritage Vaughan meeting of March 23, 2011 (Report No. 2)
2. Heritage Vaughan meeting of April 27, 2011 (Report No. 3)