

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2011

Item 1 CW Report No. 30 – Page 2

One (1) wall sign per exterior wall per business premises.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

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

Conclusion

The applicant is proposing to install a wall sign having an area of approximately 7 sqm. on the building elevation as shown on the attached drawings.

Members of the Sign Variance Committee have reviewed the application and have no objections to the approval provided that the construction of the sign is re-designed and location re-aligned to be similar to the style and form to those existing signs presently on the building elevation facing Weston Road.

Members of the Sign Variance Committee are therefore recommending:

That Sign Variance Application SV.11-017, Kau & Associates Limited Partnership, be APPROVED, subject to the submission of revised drawings to the satisfaction of the Building Standards Department, revising the construction of the proposed sign to channel letters and the same being aligned to the same size and scale as the existing signs located on the building elevation.

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 Proposed Sign
3. Photo Showing Existing Signs Along Weston Road.

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/as

(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 2 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

2 VAUGHAN FIRE AND RESCUE SERVICE (VFRS) 2010 ANNUAL REPORT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Fire Chief and the VFRS Senior Command, dated May 31, 2011:

Recommendation

The Fire Chief and the VFRS Senior Command, in consultation with the City Manager, recommend that this report be received as information only.

Contribution to Sustainability

N/A

Economic Impact

The 2010 annual report was produced with internal resources at an approximate cost of \$1,800.00 and additional funds are not required.

Communications Plan

Through anticipated co-operation of the Senior Management Team (SMT), the 2010 annual report will be available on the City web site, in all City reception areas, Vaughan Public Libraries, VFRS Fire Stations and will be distributed to all Ratepayer Groups as well as to some peer organizations.

Purpose

To provide a summary report of activities and highlights of Vaughan Fire & Rescue Service in 2010.

Background - Analysis and Options

The 2010 Annual Report of Vaughan Fire and Rescue Service is the fifth annual report prepared by the department. The annual report is intended to provide a summary of the Department's activities as well as non-technical descriptions of the work of each division/program. An Operational Process Analysis conducted in 2005 by IER Consultants recommended that as part of an overall communication strategy, VFRS should develop a short annual report describing relative operations and highlights of the department.

As such this annual report will enhance communication between VFRS, Council, SMT and the citizens we serve which has been very well received over the past two years by members of the Ratepayers Association, citizens and staff.

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Relationship to Vaughan Vision 2020/Strategic Plan

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

- Enhance and Ensure Community Safety, health & Wellness
- Pursue Excellence in Service Delivery
- Value & Encourage a Highly Motivated Workforce
- Citizens first through service Excellence

Regional Implications

The VFRS 2010 Annual Report has no regional implications.

Conclusion

The VFRS Annual Report documents achievements and highlights of the Vaughan Fire and Rescue Service in 2010. The Annual Report is an important part of a VFRS communication strategy as recommended by IER Consultants and will provide Council, Senior Management and our citizens with an overview of the types and categories of service provided by VFRS in 2010.

Attachments

Vaughan Fire and Rescue Service, Annual Report 2010 (For Members of Council – under separate cover).

Copies of the 2010 Annual Report are available through the Office of the Fire Chief.

Report prepared by:

G. R. Senay, Fire Chief

(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 3 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

3

**AWARD OF TENDER T11-085
PINE VALLEY DRIVE ILLUMINATION
WARDS 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 31, 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:

1. That Tender T11-085, Pine Valley Drive Illumination, be awarded to Fellmore Electrical Contractors Limited in the amount of \$112,371.79, plus applicable taxes;
2. That a contingency allowance in the amount of \$12,000.00, 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 an amount of \$2,500.00 be approved for utility cost; and
4. That the Mayor and City Clerk be authorized to sign the appropriate documents.

Contribution to Sustainability

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

Economic Impact

The total project cost of \$133,000.00, which includes a contingency allowance and treasury administration falls within the approved budget amount and as such, there is no additional economic impact to the 2009 Capital Budget (Capital Project No. EN-1780-09).

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

Communications Plan

Once the project is awarded, 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 T11-085, Pine Valley Drive Illumination.

Background - Analysis and Options

The work covered under this tender includes the installation of new streetlights to provide full illumination on Pine Valley Drive from Steeles Avenue to the C.N.R. tracks (Capital Project No. EN-1780-09). See Attachment No. 1 for project location. All necessary permits and approvals have been obtained.

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This tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA), on Biddingo and on the City webpage and closed on May 4, 2011. A total of 11 sets of bid documents were picked up from the Purchasing Services Department and the following 8 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. H.S.T.)</u>
Fellmore Electrical Contractors Limited	\$112,371.79
Black and McDonald Limited	\$132,133.17
AGI Traffic Technology Inc.	\$144,604.35
Langley Utilities Contracting Ltd.	\$147,792.00
Beacon Utility Contractors Limited	\$167,222.90
Enersource Hydro Mississauga Services Inc.	\$243,425.00
Avertex Utility Solution Inc.	\$255,273.50
Robert B. Somerville Co. Limited	\$294,482.00

The estimated cost for this project, including a contingency allowance, utilities and permits, treasury administration and all applicable taxes is \$133,000.00 and is calculated as follows:

Fellmore Electrical Contractors Limited Bid Price (excluding H.S.T.)	\$112,371.79
Contingency Amount (approx. 10%)	\$ 12,000.00
Powerstream (estimated)	<u>\$ 2,500.00</u>
Sub-Total	\$126,871.79
H.S.T. (1.76%)	<u>\$ 2,232.94</u>
Total	\$129,104.73
Treasury Administration (3%)	<u>\$ 3,873.14</u>
Net Total Cost	\$132,977.87

ROUNDED \$133,000.00

Engineering Services staff and the City's Consultant (SNC Lavalin Inc.) have reviewed the submitted bids and are satisfied that Fellmore Electrical Contractors Limited, which has successfully completed similar work for the City in the past, is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder, Fellmore Electrical Contractors Limited.

The engineering estimate for the construction of this project was \$141,000.00, excluding H.S.T.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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

Regional Implications

The Region of York will be notified of this project.

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Item 3 CW Report No. 30 – Page 3

Conclusion

Staff recommends that this contract be awarded to Fellmore Electrical Contractors Limited in the amount of \$112,371.79, plus applicable taxes.

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 JUNE 7, 2011

Item 4, Report No. 30, of the Committee of the Whole, which was adopted and amended, by the Council of the City of Vaughan on June 7, 2011, as follows:

By approving the following in accordance with Communication C2 from the Commissioner of Engineering and Public Works, dated May 31, 2011:

- 1. That Tender T11-101, Intersection Improvements – Edgeley Boulevard and Highway 7 be awarded to D&A Road Services Inc. in the amount of \$144,404.50, plus applicable taxes;***
- 2. That a contingency allowance in the amount of \$15,000.00, 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 \$50,000.00, plus applicable taxes be approved; and***
- 5. That the Mayor and City Clerk be authorized to sign the appropriate documents.***

4

**AWARD OF TENDER T11-101
INTERSECTION IMPROVEMENTS – EDGELEY BOULEVARD AND HIGHWAY 7
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 31, 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 T11-101 for the Intersection Improvements – Edgeley Boulevard and Highway 7 be brought forward to Council on June 7, 2011, for authorization of award.

Contribution to Sustainability

The construction of the intersection improvements 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.

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.

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Item 4 CW Report No. 30 – Page 2

Purpose

Council approval to award Tender T11-101, Intersection Improvements – Edgeley Boulevard and Highway 7.

Background - Analysis and Options

The work covered by this tender includes the construction of a southbound right turn lane on Edgeley Boulevard onto Highway 7. See Attachment No. 1 for project location. All necessary permits and approvals have been obtained.

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 May 27, 2011. Additional information will be provided for this item after the bids have been evaluated, for Council's consideration at the June 7, 2011 meeting. Construction is scheduled to commence in June and is expected to be substantially completed by August 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

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

Conclusion

That Tender T11-101 for the Intersection Improvements – Edgeley Boulevard and Highway 7 be submitted to Council at the June 7, 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2011

Item 5 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

5

**STREET NAME APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-06V14
MOLISE KLEINBURG ESTATES INC.
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Acting Commissioner of Planning and Director of Development Planning, dated May 31, 2011:

Recommendation

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

- 1. THAT the following proposed street names for Plan of Subdivision File 19T-06V14 (Molise Kleinburg Estates Inc.) as shown on Attachment #2, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street "A"	Timber Creek Boulevard
Street "B"	Woodgate Pines Drive
Street "C"	Torrey Pines Road
Street "D"	Tiburon Trail
Street "F"	Torgan Trail
Street "G"	Venkata Drive
Street "H"	Port Royal Avenue
Street "I"	Rolling Green Court
Street "J"	Nave Street
Street "K"	Glen Abbey Trail
Street "L"	Noe DiBiase Road
Street "N"	Northern Pines Boulevard
Street "O"	Spicewood Crescent
Street "P"	Creedmore Court

Economic Impact

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

Communications Plan

N/A

Background

The subject lands shown on Attachment #1 are located south of Nashville Road, and west of Highway 27, in Part of Lots 22, 23 and 24, Concession 9, City of Vaughan.

A street name report was prepared for the Committee of the Whole meetings of May 11, 2010 and March 22, 2011. Each report was withdrawn by the applicant, the latter for further consultation with staff and the Ward 1 Councillor.

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The applicant has concluded their consultation with City Staff and the Ward 1 Councillor and has resubmitted 14 street names for approval and a letter identifying the rationale for four names (Streets 'F', 'G', 'J' and 'L') associated with charity auctions as identified on Attachment #3. The latter 4 street names are located in the south portion of the subdivision on short streets. The remainder of the street names include some that are reflective of a golf theme in light of the former use of the property as the Kleinburg Golf Course. The Vaughan Development Planning Department and the Vaughan Fire Department have reviewed the proposed street names and have no objections.

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 names.

Conclusion

The Vaughan Development Planning Department has no objections with the proposed street names for approved Plan of Subdivision 19T-06V14 (Molise Kleinburg Estates Inc.).

Attachments

1. Context Location Map
2. Draft Plan of Subdivision 19T-06V14
3. Letter from Applicant (Rationale For Certain Street Names)

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2011

Item 6 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

**6 DRAFT PLAN OF CONDOMINIUM (STANDARD) FILE 19CDM-11V003
SOLMAR INC.
WARD 1**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Acting Commissioner of Planning and Director of Development Planning, dated May 31, 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 Draft Plan of Condominium (Standard) File 19CDM-11V003 (Solmar Inc.) BE APPROVED, subject to the conditions set out in Attachment #1.

Contribution to Sustainability

The subject lands are currently under construction and the proposal addresses the tenure of the property only, and therefore, there is no contribution to sustainability through this application.

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 subject lands shown on Attachments #2 and #3 for one 17-storey residential apartment building (Building "C") consisting of 209 residential units and a total gross floor area of 23,699 m², as shown on Attachment #4.

Background - Analysis and Options

The 1.01 ha subject lands (Building "C") forms part of a larger 9.0 ha site located on the northeast corner of Jane Street and Rutherford Road (9245 Jane Street), as shown on Attachment #3. The surrounding land uses are shown on Attachment #3.

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Official Plan and Zoning

The subject lands are part of the Vaughan Centre Secondary Plan Area as defined by Official Plan Amendment #600, as amended by Official Plan Amendment #626, which was approved by the Ontario Municipal Board on April 19, 2005 (Decision Order 0982). OPA #626 designates the subject lands “High Density Residential/Commercial”, which permits the residential apartment development. The lands are also designated “High-Rise Residential” by the new City of Vaughan Official Plan 2010, which was approved by Vaughan Council on September 7, 2010 and is pending Regional approval. The application conforms to the Official Plans.

The subject lands are zoned RA3 Apartment Residential Zone by Zoning By-law 1-88 and subject to Exception 9(1246). In 2007, the Vaughan Committee of Adjustment approved Minor Variance File A109/07 to permit a reduction in the number of required parking spaces on the property from 395 to 304 (312 provided) and an increase in the maximum permitted building height from 16 storeys (50 m) to 17 storeys (55 m).

The proposed draft plan of condominium complies with Zoning By-law 1-88.

Site Development

The subject lands are part of the overall Solmar Inc. land holding which is comprised of four residential apartment buildings organized around an internal access road, from Rutherford Road, over the valley lands to a driveway onto Jane Street (Attachment #3).

On November 19, 2007, Vaughan Council approved Site Development File DA.07.022 (Building “C”). The approved site plan for Building “C” shown on Attachment #4 consists of a 17-storey residential condominium building with a total gross floor area of 23,699 m², and three levels of underground parking with 312 spaces. The building, which is currently under construction, was originally approved with 225 residential units, however, as a result of minor modifications to the floor plans, the total number of residential units was reduced to 209. The building envelope and site plan was not changed as result of the modification to the floor plan. The draft plan of condominium shown on Attachment #5 is consistent with the approved site plan, shown on Attachment #4. As a condition of approval, the Owner will be required to submit an “as-built” survey to the satisfaction of the Vaughan Building Standards Department, prior to the registration of the final condominium plan.

Garbage/Recycling Collection and Snow Removal

Snow removal and garbage and recycling pick-up will be privately administered and the responsibility of the Condominium Corporation.

Canadian National Railway (CNR) Company

The CNR requires that the following warning clause (and other clauses identified in Attachment #1) be inserted in all offers of purchase and sale, and within the condominium documents, with the express intention that potential purchasers and future owners are made aware of the proximity of railway operations and the pull back track:

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"That Canadian National Railway Company ("CN") is the owner of certain lands known as its "MacMillan Rail Yard" (the "CN Lands"), portions of which are located within 300 metres of the Project Lands, and that the CN Lands are now and will continue to be used for the present and future railway facilities and operations of CN on a continuous basis (24 hours of each day in each year) including, without limitation, the operation and idling of diesel locomotives with the generation of diesel fumes and odours, artificial lighting of the CN Lands which may illuminate the sky, the switching of rail cars containing bulk and other commodities including hazardous substances and/or goods containing the same, and the operation of various processes for the maintenance of rail equipment."

The Owner will be required to fulfill all requirements of CN. A condition to this effect is included in Attachment #1.

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 proposed draft plan of condominium represents the third of four buildings in the overall development of the lands located at the northeast corner of Jane Street and Rutherford Road as shown on Attachment #3. The Region of York supported the first and second building proposals and has no objections to the third building as it is consistent with Regional Official Plan policies to provide a wider range of housing options for residents, and provide medium and higher density urban development adjacent to transit-intensive urban arterial roads.

Conclusion

The Vaughan Development Planning Department has reviewed the Draft Plan of Condominium Application, which conforms to the Official Plan, complies with Zoning By-law 1-88, and is consistent with the approved site plan. Accordingly, the Development Planning Department 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. Approved Building "C" Site Plan
5. Draft Plan of Condominium (Standard) File19CDM-11V003

Report prepared by:

Stephen Lue, Planner, ext. 8210
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 7 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

7 **SITE DEVELOPMENT FILE DA.10.105**
MELINA HOLDINGS 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 Director of Development Planning, dated May 31, 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.10.105 (Melina Holdings Limited) BE APPROVED, to permit the development of one street townhouse block (Block 136) comprising a total of 6 units, as shown on Attachments #3 to #6, subject to the following conditions:
 - a) the final site plan, landscape plan and building elevations shall be approved to the satisfaction of the Vaughan Development Planning Department; and,
 - b) the final site grading and servicing plan shall be approved to the satisfaction of the Vaughan Development/Transportation Department.

Contribution to Sustainability

The Owner advises the following sustainable features will be included in the proposed development:

- i) insulation of exterior walls, roof, and basement to 2 feet below grade;
- ii) steel insulated exterior doors with weather stripping;
- iii) energy efficient water saver shower heads and toilet tanks;
- iv) forced air high-efficiency gas furnaces; and,
- v) low-emission premium latex paint.

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.10.105) to facilitate the development of 6 street townhouse units on Block 136 in Registered Plan 65M-4107, as shown on Attachments #3 to #6 inclusive.

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Background - Analysis and Options

The subject lands shown on Attachments #1 and #2 are located southeast of Teston Road and Weston Road on the south side of Canada Drive, being Block 136 on Plan 65M-4107 (Plan of Subdivision 19T-00V10 – Vellore Park Holdings Inc.), City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan and Zoning

The subject lands are designated “Medium Density Residential/Commercial” by OPA #600 and “Low-Rise Residential” by the new City of Vaughan Official Plan 2010, the latter which was approved by Vaughan Council on September 7, 2010, and is pending approval from the Region of York and is not yet in effect. The proposed freehold street townhouse development conforms to the Official Plans.

The subject lands are zoned RT1 Residential Townhouse Zone by By-law 1-88, subject to Exception 9(1218), which permits the proposed freehold street townhouse dwelling units. The proposed development complies with the Zoning By-law.

Site Plan Review

The Vaughan Development Planning Department has reviewed the proposed site plan, building elevations, and landscape plans, shown on Attachments #3 to #6 inclusive. The development proposal includes upgraded architectural detail such as brick quoining at the corners of the building, brick soldier course with a concrete keystone around the windows and doors, and windows with arches and mullions. The rear elevations also include window mullions and garden doors. The Development Planning Department has reviewed the proposal and has no objections to the approval of the application. The final site plan, building elevation plans and landscape plan must be approved to the satisfaction of the Vaughan Development Planning Department.

The subject lands are located within the Block 33 West Plan, and are subject to Architectural Control. On February 28, 2011, the Planning Partnership Ltd., the Control Architect for Block 33 West indicated that the plans were in accordance with the Architectural Guidelines for Block 33 West.

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

The parkland dedication requirements under the Planning Act have been previously satisfied for the Block 33 West Plan.

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 not located on a Regional road, and therefore there are no Regional implications.

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Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.10.105 in accordance with OPA #600, the new City of Vaughan Official Plan 2010, Zoning By-law 1-88, the Block 33 West Plan, comments from City departments and the area context. The Development Planning Department is satisfied that the proposed development for 6 street townhouse dwelling units is appropriate and compatible with the existing and permitted uses in the surrounding area, and with the lotting in the approved Plan of Subdivision. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan - Block 136
4. Elevations - North & West (Block 136)
5. Elevations - South & East (Block 136)
6. Landscape Plan

Report prepared by:

Judy Jeffers, Planner, ext. 8645
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.)

CITY OF VAUGHAN

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Item 8 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

8 **SITE DEVELOPMENT FILE DA.11.026**
2056668 ONTARIO INC.
WARD 4

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Acting Commissioner of Planning and Director of Development Planning, dated May 31, 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.11.026 (2056668 Ontario Inc.) BE APPROVED, to permit new building elevations for approved commercial Building "F" (The Beer Store) and minor adjustments to the existing/approved site plan and landscape plan, as shown on Attachments #6 to #9, subject to the following condition:
 - a) that prior to final Site Plan approval, the Owner shall satisfy all requirements of the Vaughan Development Planning Department.

Contributions to Sustainability

The applicant has advised that the following sustainable features will be provided within the design of Building "F":

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

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted Site Development File DA.11.026 to amend approved Site Development File DA.06.055, shown on Attachments #3 to #5, to permit minor revisions to the approved elevations for Building "F" (The Beer Store), and to the approved site plan and landscape plan shown on Attachments #6 to #9.

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Background - Analysis and Options

The subject lands shown on Attachments #1 and #2 are located on the northeast corner of Dufferin Street and Major Mackenzie Drive, within Planning Block 12, City of Vaughan. The site is developed with 11 commercial buildings.

On June 25, 2007, Vaughan Council approved Site Development File DA.06.055 to permit a commercial development, including Building “F”, as shown on Attachments #3 to #5. The overall commercial development, with the exception of Building “F”, is constructed and currently partially occupied.

Official Plan and Zoning

The subject lands are designated “Neighbourhood Commercial Centre” by OPA #600 and further designated “Settlement Area” by OPA #604 (Oak Ridges Moraine Conformity Plan). The subject lands are designated “Mid-Rise Mixed Use” 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 C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(1198). Due to minor adjustments to the approved building location, an exterior side yard setback (south) of 7.75 m is proposed, whereas, By-law 1-88 requires a minimum of 11 m. As a result, the Owner has submitted a Minor Variance Application (File A105/11), which was approved by the Vaughan Committee of Adjustment on April 11, 2011.

Site Plan Review

The Owner proposes minor changes (Attachments #6 to #9) to the approved site plan, including:

- seven additional parking spaces in front of Building “F”;
- the widening of the existing driveway at Major Mackenzie Drive (to accommodate truck deliveries to Building “F”);
- the approved landscaping around Building “F” of the building has been modified to include additional soft landscaping, in lieu of an outdoor patio, which was previously approved by Site Development File DA.06.055, as shown on Attachment #3;
- some additional landscaping is proposed in the parking area located in front of Building “F”;
- changes to the site statistics identified on Attachment #6; and,
- the building elevations are modified to incorporate the elements of “The Beer Store” corporate design, while being consistent with the existing commercial plaza.

The Vaughan Development Planning Department is generally satisfied with the proposed revisions to the site plan, building elevations and landscape plan, as shown on Attachments #6 to #9, and will continue to work with the applicant to finalize the details. A condition to this effect is included in the recommendation of this report.

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

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

There are no Regional implications associated with the proposal.

Conclusion

The Site Development Application has been reviewed in accordance with OPA #600, OPA #604, Zoning By-law 1-88, comments from City Departments and the area context. The Vaughan Development Planning Department is satisfied with the proposed revisions to the approved site plan, landscape plan and building elevations. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the condition in this report.

Attachments

1. Context Location Map
2. Location Map
3. Approved Site Plan
4. Approved Landscape Plan
5. Approved Building "F" Elevations
6. Proposed Site Plan
7. Proposed Landscape Plan
8. Proposed Building "F" North and South Elevations
9. Proposed Building "F" West and East Elevations

Report prepared by:

Stephen Lue, Planner, ext. 8210
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2011

Item 9 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

9 **SITE DEVELOPMENT FILE DA.11.002**
SUMMIT VIEW HOMES GROUP INC.
WARD 4

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Acting Commissioner of Planning and Director of Development Planning, dated May 31, 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.11.002 (Summit View Homes Group Inc.) BE APPROVED, to permit the development of 61 street townhouse dwellings within 14 blocks (Blocks 144 to 157, inclusive), subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) the final site plan, building elevations and landscape plan shall be approved by the Vaughan Development Planning Department; and,
 - ii) the final site servicing, grading and stormwater management plans shall be approved by the Vaughan Development/Transportation Engineering Department.

Contribution to Sustainability

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

- i) energy efficient low-E argon vinyl casement windows;
- ii) energy efficient water saver shower head and toilet tank; and,
- iii) natural gas forced air high-efficiency furnace.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted Site Development File DA.11.002 to permit the development of 61 street townhouse dwellings (freehold on a public street) on 14 blocks (Blocks 144 to 157, inclusive) within Registered Plan 65M-3808, as shown on Attachments #3 to #6.

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Background - Analysis and Options

Location

The 1.41 ha subject lands shown on Attachments #1 and #2 are located south of Rutherford Road between Dufferin Street and Bathurst Street, specifically on Bristlewood Crescent, in Planning Block 10, City of Vaughan.

Official Plan and Zoning

The subject lands are designated "Medium Density Residential" by OPA #600 (Carrville Urban Village 2) and "Low-Rise Residential" by the new City of Vaughan Official Plan 2010, which is pending final approval from the Region of York. The proposed street townhouse development conforms to the Official Plans. The proposed townhouse development also conforms with the approved Block 10 Community Plan, which identifies the subject lands for Medium Density Residential uses.

The subject lands are zoned RVM1 Residential Urban Village Multiple Dwelling Zone One by Zoning By-law 1-88. The proposed residential street townhouse development complies with By-law 1-88.

Site History

On November 22, 1999, the Ontario Municipal Board (OMB) approved Draft Plan of Subdivision File 19T-98V11 (Phase 2 - Ner Israel – Joseph Tanenbaum Yeshivah College of Toronto) for 129 single detached dwellings, 34 semi-detached dwellings, and 61 street townhouse units. Servicing capacity for this subdivision was allocated in 2004. On March 11, 2005, the draft plan of subdivision (File 19T-98V11, Phase 2) was registered as Plan 65M-3808. The current proposal (File DA.11.002) facilitates the development of 14 blocks for 61 street townhouse dwelling units. The proposed townhouses are located on Bristlewood Crescent, which has been constructed and serviced to facilitate the proposed street townhouse dwellings.

Site Plan Review

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, building elevations and landscape plan, as shown on Attachments #3 to #6. The final drawings must be approved to the satisfaction of the Vaughan Development Planning Department.

The Vaughan Development/Transportation Engineering Department is generally satisfied with the proposed servicing, grading, and storm water management plans for the proposed development. The final drawings must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.

The proposed street townhouse development is served by 122 parking spaces (2 spaces per dwelling unit).

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 Region of York Transportation Services Department has no objection to the proposal. No Regional Site Plan Agreement will be required for the development.

Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.11.002 in accordance with OPA #600, City of Vaughan Official Plan 2010, By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for 61 street townhouse units 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 in this report.

Attachments

1. Context Location Map
2. Location Map
3. Overall Site Plan
4. Typical Site Plan – Block 146
5. Typical Landscape Plan – Block 146
6. Typical Elevation Plan Block 146

Report prepared by:

Laura Janotta, Planner, ext. 8634

Christina Napoli, Senior Planner, ext. 8483

Mauro Peverini, Manager of Development Planning, ext. 8407

Acting Commissioner of Planning

Director of Development Planning

/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 10 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

10

**ZONING BY-LAW AMENDMENT FILE Z.11.001
MAJOR BOB FARMS INC.
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Acting Commissioner of Planning and Director of Development Planning, dated May 31, 2011:

Recommendation

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

1. THAT Zoning By-law Amendment File Z.11.001 (Major Bob Farms Inc.) BE APPROVED, to rezone the subject lands from OS2 Open Space Park Zone to RD2 Residential Detached Zone Two and OS5 Open Space Environmental Protection Zone in the manner shown on Attachment #3.

Contribution to Sustainability

The Zoning By-law Amendment File Z.11.001 seeks to rezone the subject lands to a residential zone that is consistent with the existing adjacent residential zone and for an open space buffer. There are no contributions to sustainability through this application.

Economic Impact

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

Communications Plan

On January 7, 2011, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands. In accordance with the City of Vaughan "Notice Signs Procedures and Protocols", the Owner installed a notice sign on the property along Lady Nadia Drive. The Public Hearing was held on February 1, 2011.

A written communication by Mr. Alan Peng, dated February 2, 2011, was received by the Development Planning Department and identified the following concerns which are discussed further in the Planning Considerations Section of this report:

- i) the lack of road and pedestrian connections through the valleylands necessitates the need for a walkway through the valleylands. This pedestrian connection would reduce the need for school bus services and minimize traffic along Bathurst Street; and,
- ii) the valleylands would present an opportunity to create a trail system that would be beneficial to the local community to access the park and school on the west side of the valley.

The recommendation of the Committee of the Whole on February 1, 2011, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting was ratified by Council on February 15, 2011.

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Purpose

The Owner has submitted Zoning By-law Amendment File Z.11.001 to rezone the subject lands shown on Attachments #1 and #2, from OS2 Open Space Park Zone to RD2 Residential Detached Zone Two and OS5 Open Space Environmental Protection Zone, in the manner shown on Attachment #3.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2, are located southwest of Bathurst Street and Teston Road, between 121 and 127 Lady Nadia Drive, within Planning Block 12, City of Vaughan.

Official Plan

The subject lands are designated “Low Density Residential” (tableland) and “Valley Lands” by OPA #600. The lands are designated “Low-Rise Residential” and “Natural Areas” by the City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and is subject to York Region approval. The proposal conforms to the Official Plans.

Zoning

The subject lands are zoned OS2 Open Space Park Zone by Zoning By-law 1-88. The proposed amendment to Zoning By-law 1-88 would implement a consistent RD2 Residential Detached Zone for 121 and 127 Lady Nadia Drive, and rezone the rear portion of the subject lands OS5 Open Space Environmental Protection Zone to provide an additional open space buffer, in the manner shown on Attachment #3.

Planning Considerations

The following are the issues that resulted from the Public Hearing of February 1, 2011 that the Vaughan Development Planning and Parks Development Departments have given consideration to:

i) Walkway Block

The subject lands were approved on May 25, 2004, as a 6.0m wide walkway block (Block 205 on Draft Plan of Subdivision 19T-89124) extending from Lady Nadia Drive through to the valleylands, and subsequently zoned OS2 Open Space Park Zone by By-law 228-2004 on June 28, 2004. Since that time, the City confirmed that the walkway was not feasible due to the steep grades on the subject lands. As a result, the subject lands (walkway block) were added to the adjacent lots and open space block to form part of Lots 25 and 26 (121 and 127 Lady Nadia Drive) and Block 86 within Registered Plan 65M-4223. However, the subject lands (walkway block) were not rezoned. The Zoning By-law Amendment would implement a consistent RD2 Zone for all of 121 and 127 Lady Nadia Drive, and a consistent OS5 Zone (Block 86 on Registered Plan 65M-4223) to form part of the open space buffer block along the easterly edge of the valley lands. The proposed rezoning of the subject lands is shown on Attachment #3.

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ii) Valleylands

Based on previous site walks with the Toronto and Region Conservation Authority, and Vaughan's Parks Development and Development Planning Departments, the environmental conditions of the existing valleylands shown on Attachments #2 and #4, were identified as being densely vegetated and wet. The valleylands are characterized as an environment that currently contains and supports a thriving amphibian habitat.

iii) Block 12 Trails

A pedestrian crossing from the subject lands or from the open space vista to the south as shown on Attachment #4, to the park and school block on the west side of the valleylands, was not considered to be feasible in the Block 12 Trail Impact Study because of the potential for environmental disturbances to the existing valleyland habitat. This finding is consistent with recent correspondence from the Vaughan Parks Development Department, dated April 4, 2011. The "minimal environmental disturbance" approach to the vegetation of the valleyland and creek is reflected in the location of the proposed trails by the Developer's consultants and supported by the Toronto and Region Conservation Authority and City Departments (Development Planning and Parks Development) as shown on Attachment #4.

The City's Block 12 Trails Master Plan identifies two trails that transverse the valleylands as shown on Attachment #4. The trail located to the south of the subject lands is scheduled for installation in 2011, pending approval from the Toronto and Region Conservation Authority. The work for the temporary (not the ultimate) trail to the north is also scheduled for installation in 2011, with the intention to install a permanent trail upon future approval of the northerly abutting Draft Plan of Subdivision 19T-04V12, which is being processed.

The Vaughan Development Planning Department concurs with the rationale provided by the Vaughan Parks Development Department to protect the existing valleylands, and to utilize the two trails identified in the City's Block 12 Trails Master Plan as shown on Attachment #4. Accordingly, the Development Planning Department can support the proposal to rezone the subject lands from OS2 Zone to RD2 Zone and OS5 Zone in the manner shown on Attachment #3.

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

Zoning By-law Amendment File Z.11.001 has been reviewed in consultation with the Vaughan Parks Development Department, and in accordance with OPA #600, By-law 1-88, comments from City Departments and external public agencies, together with comments received from an area resident at the Public Hearing. The Vaughan Development Planning Department is satisfied that the proposal to rezone the subject lands from OS2 Open Space Park Zone to RD2 Residential Detached Zone Two and OS5 Open Space Environmental Protection Zone, is appropriate and compatible with the surrounding area. In addition, the Block 12 Trail Impact Study provides for alternate valley crossing locations as shown on Attachment #4 in order to minimize environmental disturbance in the valley. The Development Planning Department can support the approval of Zoning By-law Amendment File Z.11.001.

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Attachments

1. Context Location Map
2. Location Map
3. Proposed Rezoning
4. Block 12 Community Plan Excerpt

Report prepared by:

Stephen Lue, Planner, ext. 8210
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 11 Report No. 30, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on June 7, 2011, was dealt with by approving:

That consideration of this matter be deferred to the Committee of the Whole meeting of June 14, 2011, to permit further consultation.

11 **MINISTRY OF TRANSPORTATION (ONTARIO)
GTA WEST CORRIDOR PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY
DRAFT TRANSPORTATION DEVELOPMENT STRATEGY REPORT
WARD 1**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 31, 2011, be approved; and
- 2) That the presentation by Mr. Jin Wang, Team Leader, Urban Planning Office, Ministry of Transportation, 777 Bay Street, 30th Floor, Suite 3000, Toronto, M7A 2J8 and Mr. Neil Ahmed, McCormick Rankin Corporation, 2655 North Sheridan Way, Mississauga, L5K 2P8 and Communication C2, presentation material, be received.

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Director of Policy Planning and the Director of Legal Services, recommends:

1. THAT the presentation from the Ministry of Transportation with respect to the GTA West Corridor Planning and Environmental Assessment Study and draft Transportation Development Strategy be received;
2. That Vaughan Council advise the Ministry of Transportation (Ontario) that the City of Vaughan will continue with the planning of lands affected by the GTA West Corridor Route Planning Area while ensuring appropriate secondary and official plan policies for those lands recognize and protect for the GTA West Corridor as it is being defined through the on-going Provincial environmental assessment process;
3. That the Minister of Transportation be requested to finalize the GTA West Corridor Planning and Environmental Assessment Stage 1 Study in an expeditious manner and then proceed immediately to initiate Stage 2 of the Environmental Assessment Study for the new corridor;
4. That the Ministry of Transportation be requested to work with the City of Vaughan and the Region of York during Stage 2 of the GTA West Corridor Environmental Assessment Study process to expedite the determination of the routing for the GTA West Corridor such that those areas within the GTA West Corridor Study Area which are not required for the new highway can be released for development in accordance with the City's Official Plan as soon as possible;
5. That the Ministry of Transportation be requested to integrate the provisions of at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection in conjunction with Stage 2 of the GTA West Corridor Environmental Assessment Study; and

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6. That a copy of this report be forwarded to the Province, the Ministry of Transportation, the City of Brampton, Town of Caledon, Township of King, Region of Peel and Region of York.

Contribution to Sustainability

The proposed GTA West Corridor is expected to contribute to economic and social sustainability by addressing long-term inter-regional transportation deficiencies and opportunities. The proposed solutions would develop an integrated, multi-modal transportation system that enables the efficient movement of people and goods, and provides better transportation linkages between Urban Growth Centres in the GTA West Preliminary Study Area. However, the GTA West Corridor is expected to traverse the most intact and sensitive area of the Greenbelt in Vaughan. To be fully sustainable, the environmental issues must be fully explored and addressed through Stage 2 of the GTA West Corridor EA.

Economic Impact

There are no immediate economic impacts associated with this report.

Communications Plan

A copy of this report will be forwarded to the Province, the Ministry of Transportation, the City of Brampton, Town of Caledon, Township of King, Region of Peel and Region of York.

Purpose

This report is intended to provide an overview of the GTA West Corridor Planning Transportation Environmental Assessment Study update and the conclusions of the draft Transportation Development Strategy (TDS) Report, which was released by MTO in March 2011 for public review and comment. In addition, it provides a series of recommended responses to the draft TDS Report for Council's consideration.

Background - Analysis and Options

In June 2006, the Minister of Public Infrastructure Renewal released the *Growth Plan* for the Greater Golden Horseshoe (GGH) area. The *Growth Plan* outlines a set of policies for managing growth and development, guiding planning decisions, and presenting a planning "vision" for the GGH area. The GTA West Corridor is identified in the *Growth Plan* as part of the required transportation improvements to support the vision. The *Growth Plan* builds on other key government initiatives including the *Greenbelt Plan* (established through the *Greenbelt Act 2005*) and the *Provincial Policy Statement (2005)*. The *Growth Plan* is accompanied by the *Places to Grow Act (2005)*, which requires all planning decisions made by the Province, municipalities and other authorities to conform to the policies contained in the *Growth Plan*. Jointly, the *Greenbelt Plan* and *Growth Plan* provide clarity and certainty about urban structure, where and how future growth should be accommodated, and what must be protected for current and future generations in the GGH area.

Under this policy framework, the GTA West Corridor Planning and Environmental Assessment Study (GTA West EA) is designed to explore all modes of transportation options for facilitating more efficient movement of people and goods. The GTA West EA also considers other transportation plans such as Metrolinx Regional Transportation Plan (RTP), Region of York Viva, GO 2020 and Brampton Züm.

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In 2007, MTO initiated Stage 1 of the GTA West EA. The Terms of Reference for the Individual EA were approved by the Minister of Environment (MOE) on March 4, 2008.

On May 22, 2007, Council adopted staff's recommendation to endorse the York Region's Planning and Economic Development Committee resolution of May 2, 2007 with respect to the GTA West Corridor Individual Environmental Assessment as follows:

"The resolution of the Region of York's Planning and Economic Development Committee, contained in the report entitled "GTA West Transportation Corridor Environmental Assessment" (Attachment No. 2), as adopted on May 2, 2007 be endorsed;

The Ministry of Transportation, the Ministry of the Environment and the Ministry of Public Infrastructure Renewal be advised that the City of Vaughan is willing to work in cooperation with the Province and the Region of York, and any affected municipalities, to advance the GTA West Corridor Environmental Assessment process concurrently with the preparation of the Region of York's Growth Management Review and the City's Consolidated Growth Management Strategy – 2031."

The Region of York's Planning and Economic Development Committee resolution of May 2, 2007 reads as follows:

"The Ministry of Transportation and Ministry of the Environment be requested to expedite the GTA West Corridor and other environmental assessments that are needed to meet the Provincial Growth Plan for the Greater Golden Horseshoe.

The Ministry of Public Infrastructure Renewal be advised of the recommendation No. 1

The Ministries of Transportation and Public Infrastructure Renewal be requested to work with York Region and other affected municipalities to investigate other processes and mechanisms that will allow the Province to plan and protect the GTA West Corridor within a two-year period."

Generally, the purpose of the GTA West EA is to address long-term inter-regional transportation infrastructure needs. The Study also considers alternative solutions as part of developing an integrated, multi-modal transportation system that will enable the efficient movement of people and goods, and provide better economic and transportation linkages between Urban Growth Centres, which includes the Vaughan Metropolitan Centre, Downtown Brampton, Downtown Milton, and Downtown Guelph. The preliminary study area is shown in Attachment No. 1.

The GTA West EA consists of two stages. Stage 1 includes transportation system planning (e.g. roads, transit, rail, etc.), followed by Stage 2, which will include alternative methods (e.g. route location for new provincial highway/transitway). Stage 2 will also include the preliminary design of the preferred route.

Stage 1 of the GTA West EA process included the following key steps:

1. Develop a Terms of Reference that guides the study
(Public Information Centre #1 – April 2007)
2. Identify transportation problems and opportunities
(Public Information Centre #2 – March 2009)
3. Identify and assess transportation alternatives that address the problems and opportunities (Public Information Centre #3 – November / December 2009)
4. Select preferred transportation alternative(s) and recommend a multi-modal TDS for the preliminary study area (Public Information Centre #4 – June 2010)

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A Municipal Advisory Group (MAG) was also formed to consult and seek technical input from municipalities and agencies at key stages of the study. Staff from the City's Development/Transportation Engineering and Policy Planning Departments together with York Region staff participated in the MAG meetings which were held prior to each public information centre. Each round of public information centres included venues in the City of Vaughan.

On September 21, 2009, Council adopted the following resolution with respect to the location of the GTA West Corridor:

“Whereas there is a significant environmental constraint within the shown East West Economic Corridor;

Whereas there is significant existing residential and planned residential development within the shown East West Economic Corridor; and

MOVE that the Regional Municipality of York, the Ministry of Transportation, Ministry of Municipal Affairs and Housing, Ministry of the Environment and Metrolinx be requested to show the GTA East West Economic Corridor north of Kirby Road from west of Concession 10 to Highway 400 in Vaughan.”

MTO also presented study updates to Regional Council in May 2007, March 2009, December 2009 and June 2010 to coincide with each round of public consultation.

The GTA West EA has reached the completion of Stage 1 in developing the Draft Transportation Development Strategy (TDS). This Strategy includes an assessment and evaluation of the area transportation system alternatives and a recommendation for the preferred alternative to be carried forward in Stage 2.

Draft Transportation Development Strategy Report

The Draft TDS Report documents the planning process followed in Stage 1, including identification of specific transportation problems and opportunities within the Preliminary Study Area. The draft report addresses the development, assessment and evaluation of a range of Area Transportation System Alternatives to address the identified transportation problems and opportunities within the Preliminary Study Area. Finally, the draft report recommends a TDS based on the Area Transportation System Alternatives carried forward from the evaluation.

The process began with a comprehensive assessment of the individual elements and modes of transportation alternatives (i.e. transportation demand management, transportation system management, transit, freight rail, inter-modal, air, marine as well as roads and highways) to assess their ability to address the Preliminary Study Area's future inter-regional transportation problems and opportunities. Based on this assessment, the alternatives that were capable of substantively addressing the transportation needs were carried forward to the second stage of the process, which assembled the individual alternatives into multi-modal groups.

A “building block” approach was used to assemble the group alternatives, where each type of improvement builds on the other alternatives incrementally. The objective was first, to optimize the existing transportation network, and then incorporate non-roadway infrastructure improvements before considering the provision of new roads and / or highways. This approach was developed in line with the principles of the *Growth Plan* and *Greenbelt Plan*.

The four groups of transportation alternatives that have been considered in the building block approach are described below.

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Group 1 – Optimize Existing Networks

The first group of alternatives build upon the comprehensive strategies from the Metrolinx *RTP*, GO Transit 2020 Strategic Plan, MTO's High Occupancy Vehicle Lane Network Plan and Carpool Lot Program, Transportation System Management (TSM) measures, Transportation Demand Management (TDM) initiatives and municipal transportation plans.

In this group of alternatives, transportation initiatives focused on improving the performance of the existing transportation system for all modes of travel and freight transport through strategies designed to reduce automobile and truck demand and improve system operating efficiency. These optimization measures are most effective when applied in a combined and coordinated manner. The development of an Active Traffic Management Plan is one of the key outcomes of the study and will consider optimization measures including the following key elements:

- Expanded use of ramp metering
- High occupancy vehicle (HOV) / transit bypass at key locations
- Transit supportive highway corridors
- Enhanced incident / congestion management
- Expanded use of speed harmonization
- Provincial / employer led transportation demand management programs
- Long combination freight vehicles

Group 2 – New / Expanded Non-Road Infrastructure

This group of alternatives was developed to address future problems and build upon the significant transit, rail, marine and air service expansion initiatives, as envisioned by agencies, industry, Metrolinx and GO Transit. Group 2 includes the transit initiatives in the Metrolinx RTP and initiatives to develop a comprehensive transit network across the GTA West study area. These include:

- 15 and 25-year plans from the Metrolinx RTP
- Expanded inter-regional GO bus routes
- Inter-regional transit hubs where local transit and GO Transit connect
- New bus rapid transit links between Urban Growth Centres
- Connection beyond the GTA West study area
 - 1st Element – Inter-regional transit links to Toronto
 - 2nd Element – Linking Urban Growth Centres by transit
 - 3rd Element - Urban Growth Centres as transit gateways
- Mobility hubs
- Goods movement and freight

Group 3 – Widen / Improve Existing Roadways

This group of alternatives was developed to address the future transportation problems identified in the study area. To provide adequate traffic capacity, operations and road safety conditions on existing provincial facilities to 2031, a number of highway improvements and widening were selected beyond the current improvement program, in addition to improvements from Groups 1 and 2.

The proposed improvements include:

- widening of Highway 407ETR to 10 lanes
- extension of Highway 427 to Major Mackenzie Drive (8 lanes EA approved)
- widening of Highway 400 to 12 lanes between 407ETR and Major Mackenzie Drive
- widening of Highway 400 to 10 lanes from Major Mackenzie Drive to Highway 9

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Group 4 – New Transportation Corridor (Recommended Alternative)

These final three groups of alternatives were developed to address future transportation problems in the study area. Group 4 includes all of the elements identified in Groups 1 and 2, some of the highway widenings and improvements identified in Group 3, and five corridor connection alternatives that could include freeway and transitway elements. A summary of the recommended Draft TDS Report is illustrated in Attachment No. 2.

During the fourth round of public consultation, two corridor alternatives were recommended for additional analysis as they resulted in similar sets of benefits and effects (as shown in Attachment No. 3 and No.4). Based on the additional analysis, the resulting combination includes:

- New Transportation Corridor from Highway 400 westerly to Highway 401 west of Milton (GTA West Corridor)
- North-South link to Highway 401 at 407ETR

The new corridor (GTA West and North-South Link) will, in addition to all other recommended improvements, support goods movement and the regional economy through an improved inter-regional network connecting urban areas and employment centres in the GTA North, GTA West and Niagara to GTA. Each of the elements of the TDS will benefit the overall network in the area and support planned growth in the City, York Region and beyond. The most significant element in the corridor was identified as being the New Corridor link between Highway 400 and the future extension of Highway 427. This future link will ease transportation capacity constraints along Highway 401 and 407ETR between Highway 400 and 427.

The proposed transportation corridor will consist of both a highway and transitway and / or truck-only facilities (i.e. truckway). Future HOV lanes could be accommodated where warranted. The right-of-way will range between 110m (highway) / truckway without transitway, and 170m with transitway. This will be further considered and analyzed during Stage 2 of the GTA West EA.

Two corridor options were used in the development of the Preliminary Route Planning Study Area illustrated in Attachment No.5. This area is defined as a geographic area within which a reasonable range of highway route alternatives can be generated. The preliminary route planning area is intended to be large enough to accommodate several route alternatives for the new highway / transitway facilities, including interchanges to connect freeways and major arterials, sideroad connections or alignments, transit stations, storm water management ponds, areas for environmental mitigation and transit station parking. The Route Planning Area will need to be refined during Stage 2 of the EA, particularly in urban areas to ensure minimal impacts to planned and existing developments and in the Greenbelt Area.

Next Steps in the EA Process

The draft Transportation Development Strategy Report (TDS) has been released by MTO for public and stakeholder review for a minimum of 90 days from March 11 to June 10, 2011. MTO will consider and respond to comments received during the public review period before finalizing the Transportation Development Strategy. A MAG meeting was held on April 20, 2011 to present and discuss the recommendations of the draft TDS Report.

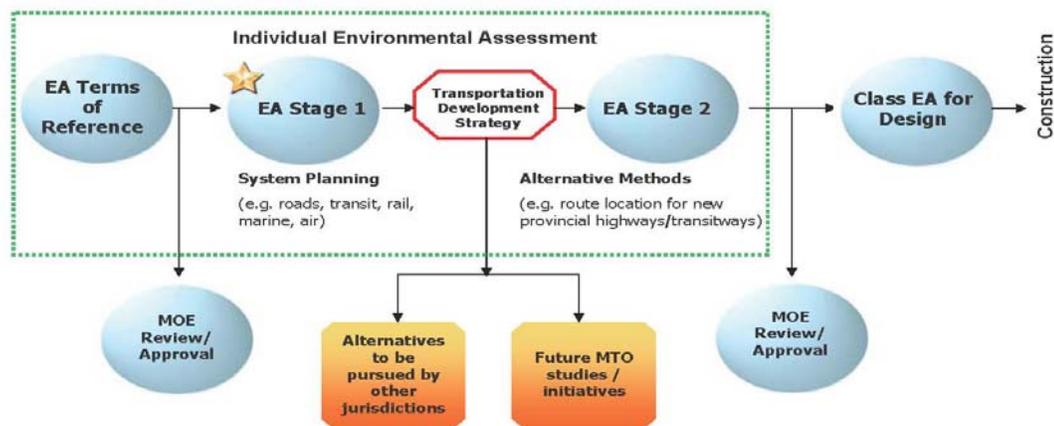
CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2011

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Based on information that was presented at the MAG meeting, Staff understands that it will take between three and six months to finalize Stage 1 of the EA and the TDS. Once the TDS has been finalized it will be submitted to the Minister of Transportation for approval. Timing of the approval is uncertain at this time. Consideration may be affected by the proximity of the October 2011 provincial election. Stage 2 of the EA process will identify the route location and preliminary design for the new highway corridor. Before Stage 2 of the EA can commence, MTO will need to undertake a procurement process to retain the required consulting resources which may take between six to twelve months to complete. According to the GTA West project team, the Stage 2 process will take at least two years to complete.

The overall EA process for the GTA West Corridor is illustrated below:



Staff will continue to be actively involved in the GTA West EA and will provide updates to Council at key milestones in the process.

Issues Resulting from the Draft Transportation Development Strategy Report

Referencing the GTA West Corridor - Preliminary Route Planning Study Area, there are three planned urban development areas and a significant greenbelt within the City that are directly affected by the preliminary highway route. The affected areas are the north portion of the West Vaughan Employment Area Secondary Plan, the Huntington Road Community in the North Kleinburg-Nashville Secondary Plan, the 400 North Employment Lands Secondary Plan (OPA 637) and the Humber River valley within the Greenbelt Plan area as shown on Attachment No.6.

On April 12, 2011, staff sent the GTA West Study team a letter expressing concerns about the conflict between the preliminary corridor route and the Huntington Road Community in the North Kleinburg-Nashville Secondary Plan. In addition, staff raised issues concerning all four affected areas at the subsequent MAG meeting held on April 20, 2011. A meeting was arranged with the GTA West Study team on April 29, 2011 to further discuss the details and rationale for the proposed alignment and limits of the Preliminary Route Planning Study Area. York Region Staff also attended this meeting.

West Vaughan Employment Area Secondary Plan & Huntington Road Community

At the April 29th meeting, MTO advised that a set of principles and evaluation criteria were developed in order to define the limits of the Preliminary Route Area across the corridor. These principles are intended to provide sufficient room to accommodate a reasonable range of alignment alternatives for evaluation during Stage 2 of the EA process. These principles are outlined in Attachment No. 7.

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With respect to the limits of the Preliminary Route Area in the vicinity of the West Vaughan Employment Area Secondary Plan and the Huntington Road Community, MTO advised that the limits were established with consideration for the principles and the following:

- future freeway to freeway interchange for the Highway 427 extension connection to GTA West Corridor
- modifications to the future Major Mackenzie Drive interchange at Highway 427
- vertical and horizontal considerations associated with the crossing of the existing hydro transmission corridor
- CP Rail and Humber River crossings
- municipal road crossings/connections

Humber Valley Crossing and Greenbelt Plan Area

The Preliminary Route Planning Area has significant impacts on the Humber River valley within the Greenbelt Plan area north of Kirby Road. The MTO Study team has advised that Stage 2 of the GTA West EA will entail a full assessment of the affected Greenbelt area including a detailed assessment of the environmental features together with consultation with applicable environmental agencies. The Preliminary Route Planning Area is relatively wide across the greenbelt area in order to provide for a reasonable range of Humber River crossing alternatives for consideration during the route planning stage.

400 North Employment Lands Secondary Plan (OPA 637)

In 2006, Council approved the Highway 400 North Employment Lands Secondary Plan (OPA 637) which re-designated the lands bounded by Teston Road, Jane Street, King-Vaughan Road and Weston Road for employment uses. The area within OPA 637 that is affected by the Preliminary Route Planning Area is illustrated in Attachment No. 6. MTO advised that the north and south limits of the Preliminary Route Planning Area in OPA 637 were primarily established based on MTO's geometric design standards that require a minimum separation of 1,000 metre from the ramp terminus of both the existing King Road and Teston Road interchanges and a freeway to freeway interchange.

In 2007, the Region of York initiated an urban expansion (ROPA 52) to bring OPA 637 lands within the urban boundary. In December 2008, the Region adopted ROPA 52, which was subject to an appeal at the Ontario Municipal Board (OMB) by the Minister of Municipal Affairs and Housing. Proceedings for the appeal of ROPA 52 resulted in Minutes of Settlement between the parties, which included the following commitment:

“The Ministry of Transportation (MTO) agrees it will proceed expeditiously with the environmental assessment process for the GTA West Area corridor (the EA Process) and will address the lands at the interchange with Highway 400 (east and west side) at the beginning of Stage 2 of the EA Process. “

OPA 637 was appealed to the Board by the 400 North Landowners Group for non-decision. An OMB Prehearing Conference was held in March 2011 and mediation is ongoing.

OPA 637 Highway 400 Interchange(s)

The transportation policies of OPA 637 identify the need for at least one new interchange on Highway 400 to support the full development of the Highway 400 North Employment Area. It was anticipated that this new interchange would be located at King-Vaughan Road and Highway 400.

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York Region has identified an arterial road requirement in the Council endorsed Regional Transportation Master Plan that would provide for eastbound traffic travelling on the GTA West Corridor to continue eastbound to Bathurst Street. This is founded on policy statements in both the current Regional Official Plan and the 2010 Regional Official Plan. These policies are being further advanced through the Mid-York East-West Transportation Feasibility and Preliminary Engineering Study authorized by Regional Council in December of 2010 which is now underway.

Given the technical complexity of planning and integrating these three facilities, it is recommended that the Ministry of Transportation be requested to integrate the provisions for at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) area together with a Regional arterial connection in conjunction with Stage 2 of the GTA West Corridor Environmental Assessment Study.

MTO Consultation Outcome

Following detailed discussion on each of the affected areas at the April 29, 2011 meeting, MTO staff advised that they were not in a position to recommend changes to the preliminary route planning area at this time due to the need to provide sufficient room to accommodate a reasonable range of alignment alternatives for evaluation during Stage 2 of the EA process.

Staff urged MTO to finalize the GTA West Corridor Planning and Environmental Assessment Stage 1 Study in an expeditious manner and then proceed immediately to initiate Stage 2 of the Environmental Assessment Study for the new corridor. Staff requested MTO to work with the City and York Region during the Stage 2 process to expedite the determination of the routing for the GTA West Corridor. This would permit those areas within the GTA West Corridor Study Area which are not required for the new highway to be released for development as soon as possible in accordance with the City's Official Plan.

Regional Implications

The 2009 York Region Transportation Master Plan recommends that the GTA West Corridor be planned as a new freeway extending from Highway 400 westerly into Peel Region and beyond together with a connection to the Highway 427 Extension. The recommended draft TDS for the GTA West Corridor is consistent with the objectives of the York Region Transportation Master Plan. In addition, other transportation studies in the area, including the Western Vaughan Individual EA, have included the GTA West Corridor in their 2031 network analysis.

Regional staff reported on the Draft TDS Report to the Regional Planning and Economic Development Committee on May 4, 2011. The three development areas in Vaughan affected by the preliminary planning study area for the GTA West Corridor were discussed in the York Region report.

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; and
- To plan and manage growth and economic vitality.

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

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Conclusion

On March 11, 2011, MTO released Stage 1 of the GTA West Corridor Planning and Environmental Assessment Study and draft Transportation Development Strategy for a 90-day public and stakeholder review. The report explains the planning process followed in developing the draft Transportation Development Strategy including the assessment and evaluation of the area transportation system alternatives and a recommendation for the preferred alternatives to be carried forward. Following public and stakeholder input, the report will conclude Stage 1 of the EA Study and establish the start of Stage 2 of the EA. The limits of the Preliminary Route Study Area will be revisited and refined during Stage 2 of the EA process.

Within Vaughan, there are four areas that are affected by the Preliminary Route Planning Study Area for the GTA West Corridor. Staff in their meeting with MTO on April 29, 2011 urged MTO to expedite Stage 2 of the EA process and finalize the routing for the GTA West Corridor. This would permit those areas within the GTA West Corridor Study Area which are not required for the new highway to be released for development as soon as possible in accordance with the City's Official Plan. Staff also requested that MTO provide for at least one full interchange with Highway 400 to service the 400 North Employment Area Secondary Plan (OPA 637) together with a Regional arterial connection in conjunction with Stage 2 of the GTA West Corridor Environmental Assessment Study.

A schedule for Stage 2 of the GTA West EA has not yet been identified by MTO; however, it will likely be at least three years before a preliminary recommended alignment is selected. Staff will continue to be actively involved in the GTA West EA and will provide updates to Council at key milestones in the process.

Attachments

1. Preliminary Study Area
2. GTA West Development Transportation Strategy Summary
3. GTA West – New Transportation Corridor Alternative 2 (carried forward)
4. GTA West – New Transportation Corridor Alternative 3 (carried forward)
5. GTA West Corridor - Preliminary Route Planning Study Area
6. Vaughan Areas Affected by the Preliminary Route Planning Study Area
7. Principles for Defining the GTA West Preliminary Route Planning Study Area

Report prepared by:

Selma Hubjer, Transportation Engineer, Ext 8674

Andrew Pearce, Director of Development /Transportation Engineering, Ext 8255

(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 JUNE 7, 2011

Item 12 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

**12 TORONTO-YORK SPADINA SUBWAY EXTENSION
VAUGHAN METROPOLITAN CENTRE
MILLWAY AVENUE WIDENING
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 31, 2011:

Recommendation

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

THAT Council authorize staff to reimburse the Toronto Transit Commission the certified cost attributable to the City which is associated with the additional widening of Millway Avenue between Highway 7 and Applemill Road to its ultimate five lane cross-section as recommended by the Commissioner of Engineering and Public Works or his designate with funding from Capital Project DT-7065-11.

Contribution to Sustainability

The Toronto-York Spadina Subway Extension (TYSSE) project will provide higher order transit infrastructure to support compact urban form and offer an alternative mode of transportation to the single occupant vehicle. In addition, the subway extension into the City will stimulate the establishment of transit orientated development in the Vaughan Metropolitan Centre and the Official Plan Amendment 620 (Steeles West Secondary Plan) area. The YYSSE is committed to applying sustainability standards in the design and construction of the subway project.

Economic Impact

The YYSSE has advised that the incremental cost associated with widening the realigned Millway Avenue to its ultimate five lane cross-section has been estimated to be \$486,500. The approved Capital Project DT-7065-11 (Millway Ave. Widening and Realignment) allocates \$6,592,000 for the design and reconstruction of Millway Avenue from Highway 7 to Portage Parkway, with funding from City-wide Development Charges. Accordingly, there are sufficient budgeted funds to cover this expense.

Communications Plan

The Toronto-York Spadina Subway Extension (TYSSE) Project team will be advised of the approved recommendations originating from this report.

Purpose

The purpose of this report is to seek Council's approval to reimburse the Toronto Transit Commission (TTC) for the incremental cost associated with the widening of Millway Avenue between Highway 7 and Applemill Road to its ultimate five lane cross-section which is being carried out in conjunction with the YYSSE project.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2011

Item 12 CW Report No. 30 – Page 2

Background - Analysis and Options

The Toronto-York Spadina Subway Extension (TYSSE) project is an 8.6km extension from the existing Downsview Station northwest through York University within the City of Toronto and north to the Vaughan Metropolitan Centre. The TYSSE is scheduled to open for full revenue service to the Vaughan Metropolitan Centre (VMC) by the end of 2015. In order meet this in-service date, major construction has already begun.

Millway Avenue Widening

The ultimate vision for the Millway Avenue is to serve as a primary north-south multi-modal transportation corridor within the Vaughan Metropolitan Centre (VMC) Secondary Plan. The ultimate right-of-way configuration for Millway Avenue between Highway 7 and Portage Parkway includes a 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. Given the immediate proximity of Millway Avenue to the proposed VMC Subway Station and 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 proposed horizontal 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 30 metres. Accordingly, the TYSSE Project is responsible for replacing this portion of Millway Avenue in-kind. Any additional works beyond this base case can be carried out in conjunction with the TYSSE project at the City's expense.

Council, at its meeting on September 7, 2010, passed the following resolution:

“THAT the re-alignment of Millway Avenue between Highway 7 and Applemill Road be designed and constructed to its ultimate five lane urban cross-section in conjunction with the Toronto-York Spadina Subway Extension Project.”

Based on this direction, staff requested the TYSSE project team to design Millway Avenue as a five lane road and include the additional works in the construction tender for the VMC Subway Station. This tender has been issued by TTC and is closing in late May 2011. It is anticipated that TTC will award the contract for the VMC Subway Station in the second week in June 2011. TTC has recently requested formal confirmation from the City before the construction contract is awarded that the City will reimburse them for the incremental cost associated with the widening of Millway Avenue.

Based on the 100% design submission, TTC has provided a pre-tender cost estimate for the additional widening of Millway Avenue as outlined below:

Millway Avenue widening (contract)	\$350,000
Project Management, Engineering, Design (25%)	\$ 87,500
Contingencies (10%)	\$ 35,000
Escalation to 2012 (4%)	<u>\$ 14,000</u>
Total Estimate	\$486,500

The cost associated with the additional widening of Millway Avenue is estimated to be \$486,500 excluding land costs. This estimate will be adjusted once the construction contract has been awarded. The Master Servicing Agreement between the City and TTC dated April 13, 2010 will be amended to include the Millway Avenue works once the details and costs are finalized.

CITY OF VAUGHAN

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Item 12 CW Report No. 30 – Page 3

Relationship to Vaughan Vision 2020

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

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

Specific Strategic Plan Initiatives applicable to the recommendations made in this report include Vaughan's corporate priorities to support and plan high capacity transit at strategic locations throughout the City. Accordingly, this report is consistent with the priorities previously set by Council.

Regional Implications

The Region of York is a partner in the Toronto-York Spadina Subway Extension project.

Conclusion

The widening of Millway Avenue between Highway 7 and Applemill Road to its ultimate five lane cross-section has been designed by TYSSE and included in the construction tender for the Vaughan Metropolitan Centre Subway Station. The City is responsible to pay the cost of the additional road widening. The TTC has requested confirmation that the City will reimburse them for the incremental cost associated with the widening of Millway Avenue before the construction contract is awarded. Accordingly, it is recommended that Council authorize staff to reimburse the TTC the certified cost associated with the additional widening of Millway Avenue as recommended by the Commissioner of Engineering and Public Works or his designate with funding from Capital Project DT-7065-11.

Attachments

Attachment 1: Location Plan

Report prepared by:

Andrew Pearce, Director of Development /Transportation Engineering, Ext 8255

(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 JUNE 7, 2011

Item 13 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

13

**MILL STREET AND OLD YONGE STREET –
SPECIAL PROPERTY TAX LEVY – WARD 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Financial Services, dated May 31, 2011:

Recommendation

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

That Council authorize a Special Property Tax Levy and enact a By-law pursuant to Section 326(4) and 312(4) of the Municipal Act, 2001 for the repayment of the costs of construction for sanitary sewers on Mill Street and Old Yonge Street as authorized under By-laws 369-2003 and 212-2005.

Contribution to Sustainability

This is not applicable to this report.

Economic Impact

The final costs of construction for sanitary sewers for the Mill Street project is \$107,161.00 and for Old Yonge Street \$107,223.00. These construction costs will be recovered from each of the 12 owners of the subject properties. The City owns one of the properties on Old Yonge Street, the City's share of the cost is \$15,523.00 which will be funded from the wastewater reserve.

Communications Plan

The twelve (12) benefitting property owners were previously notified by letter in 2004 and 2005 prior to the actual construction work taking place.

Once the Special Property Tax levying by-law is enacted the property owners will receive a billing information letter that will provide general information, total cost of the project, their apportioned costs and the payment options.

Purpose

To enact a Special Property Tax Levy and enact a by-law for the recovery of costs from the owners of the subject lands as attached who derived a benefit from the construction of the sanitary sewers on Mill Street and Old Yonge Street.

CITY OF VAUGHAN

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Item 13 CW Report No. 30 – Page 2

Background - Analysis and Options

The residents on both Mill St and Old Yonge St through a petition expressed an interest in having the City construct sanitary sewers due to their aging septic systems. On November 22, 2002, Council directed that construction of sanitary sewer services on both Mill Street and Old Yonge Street be undertaken. By-laws were established for both projects by-law 369-2003 for Mill St and by-law 212-2005 for Old Yonge St. The Old Yonge St project was delayed until 2005 due to a property related matter. These by-laws authorized both the construction and the recovery of the costs from the benefitting landowners through a special levying by-law pursuant to Section 326(4) and Section 312(4) of the Municipal Act, 2001. The benefitting land owners were notified regarding the construction projects in 2004 (Mill St.) and 2005 (Old Yonge St) via letter.

The finalization of the costs of the Old Yonge project was further delayed due to a minor litigation issue; the final costs of the projects were received in 2008. A “pending charge” notification was placed on each tax roll account for tax certificate purposes so as to make any interested party of the property aware of the future outstanding charge.

The recovery of the costs from the benefitting land owners through a special property tax levy will now proceed as outlined below.

Recovery of Costs

The total construction cost for the Mill Street project is \$107,161.30 and for Old Yonge Street \$107,223.00. Per the above noted by-laws the City must now enact a special local municipal levy and separate tax rate by-law each year. The costs of construction for each project will be recovered through a levy on each benefitting owner's property assessment over the ten year period. Interest will be charged pursuant to the above noted by-laws at the City's bank prime rate currently at 3% plus 1%. There are five (5) property owners on Mill Street and seven (7) property owners on Old Yonge Street including one property owned by the City.

Payment Options

Each property owner will have an option of either remitting a single payment in full by a specific date (to be determined) or to make payment including interest over a ten year period. This timeframe is based on the City's usual practice of debenturing construction projects over a ten year period. The recovery of the construction costs through a special property tax levy will now proceed as outlined below.

The second option provides for an annual payment over 10 years plus applicable interest. The annual charge including interest will be placed on their final tax bill each year. Under this option the property owners will have the opportunity to commute the outstanding balance plus outstanding interest at any time during the ten year period.

Once the charge is placed on the owner's property tax account the outstanding amount is deemed to be taxes and therefore is subject to legislation governing municipal property taxes.

Relationship to Vaughan Vision 2020

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

CITY OF VAUGHAN

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Item 13 CW Report No. 30 – Page 3

Regional Implications

There are no regional implications in this report.

Conclusion

That Council authorize a Special Municipal Tax Levy and Separate Tax Rate for the repayment of costs for the construction of sanitary sewers on Mill Street and Old Yonge Street pursuant to By-laws 369-2003 and 212-2005. Each benefitting landowner (12 in total) abutting Mill Street and Old Yonge Street will be required to pay an apportioned amount based on their property assessment for the subject lands. The charge can be paid either as a single payment in full or billed over a 10 year period including applicable interest. Under the ten year option the owner will be billed annually through their final tax bill. The owner will have the opportunity to commute the amount at anytime during the ten year period.

Attachments

None

Report prepared by:

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

(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 14 CW Report No. 30 – Page 2

The City Liaison assigned to each club will provide the necessary orientation and support to the executives as it relates to each club's needs. Older adult groups that have requested Older Adult Club status will be contacted to present Council's decision. The policy will also be posted on the Vaughan website.

Purpose

The purpose of this report is to provide information and seek Council approval of the amendments to the "Policy and Operating Procedures for Older Adult Clubs in the City of Vaughan".

Background - Analysis and Options

"Active Together" Master Plan for Parks, Recreation, Culture and Libraries November 28, 2008

The Active Together Master Plan identifies older adults as a growing demographic. Presently adults over the age of 55 years constitute 20% of the City's population; by the years 2021 and 2031 this proportion will increase to 26% and 31% respectively, reflecting the aging trend that is occurring Vaughan. As such services to this age group can be expected to increase in demand.

It is important to understand the difference in needs and expectations of the current (and future) senior in relation to previous generations. Whereas the traditional senior was generally more interested in passive-types of activities (i.e., card playing, bingo etc) the new generation of senior has been observed to demand active types of pursuits, similar to the ones that participated in as younger adults, albeit at a gentler pace. For this reason it can be expected that the new senior will maintain demand pressures on municipal services such as ice, aquatics and fitness. While the new senior may be more active the City will also have to continue to plan for the traditional seniors' activities but rather than consider stand alone facilities seniors should become an integral part of the community centre.

The "Active Together" Master Plan states that "given the considerable growth in the older adult population, additional seniors space would undoubtedly be required if the City is to adequately service the needs of this market. A best practice is to provide older adult lounge facilities which provide for multiple uses rather than single purpose and/ or stand alone dedicated seniors facilities".

Policy and Operating Procedures – Older Adult Clubs in the City of Vaughan

City of Vaughan Council, at its meeting on May 30, 2001, approved a report that provided senior's clubs with a policy entitled "Policy and Operating Procedures – Older Adult Clubs in the City of Vaughan". The policy outlines rules, roles and procedures governing City of Vaughan Older Adult Clubs. (Note: Copies of the current policy (45 page document) are available from the Clerk's department or on the City website). Older Adult Clubs are an important component of healthy communities. They provide an opportunity for older adults to integrate socially with others and studies have shown that social engagement contributes to reduced mortality risks, and to a better state of mental and physical health.

In 2006, the policy was rewritten with more comprehensive operating procedures that would assist in the communication, volunteer training, and consistent delivery of club services.

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The policy addressed the following:

- General role of older adult clubs affiliated with the City of Vaughan;
- Role and responsibility of the City liaison;
- Club requirements from the City of Vaughan;
- Requests & establishment of new older adult clubs & grants;
- Club space, equipment and inventory.

Since 2006, the complexity, diversity and requirements of older adult clubs has changed. There are currently eighteen (18) recognized older adult clubs representing over 3,800 members in the City of Vaughan. Currently there are seven (7) clubs in Woodbridge, one (1) in Kleinburg, five (5) in Concord, four (4) in Thornhill and one (1) in Maple. Older adult clubs are volunteer based organizations operating in partnership with the Recreation and Culture Department to promote active living and deliver a variety of community recreation programs and services benefiting the health and wellness of older adults. Depending on the size of the club, most have an elected Board of Directors representing the general membership. Club activities include, but are not limited to: cards, bingo, socials, arts and crafts, fitness classes, Tai Chi, guest speakers, and out trip activities.

The role of the Recreation and Culture Department is to support the Board of Directors and club members to prepare, plan and deliver activities that promote a healthy lifestyle amongst the older adult population. In doing so, the Department works with the clubs on an ongoing basis and advises them on many aspects of program delivery such as board governance, budgeting, program development, administration, operating procedures, conflict resolution, communication and training. Building and Facilities staff also provide ongoing assistance to clubs related to their allocated building and facility space needs.

Most clubs and groups currently operate utilizing city-operated facilities or leased space at no cost to them and receive additional ongoing support from Recreation and Culture and Building and Facilities staff. There are three leased storefront locations at a combined annual total cost of \$124,000. As outlined in the current policy, older adult clubs are entitled to staff support and an annual grant ranging from \$500 to \$700 depending on club size. In the 2011 operating budget there is total of \$10,400 for the grant program. The report includes an amendment to phase out grants.

Staff met with various clubs over the last year to gather information in order to formulate the updated operating procedures. An extensive input process was undertaken with various clubs through the City of Vaughan. To prepare the operating procedures staff met with club executive members over a 12 month period to obtain input on the changes to the guidelines. On March 30, 2011 a meeting was held with club representatives. Members from S.A.V.I. (Seniors Association of Vaughan Inc.) were also in attendance. Additionally, comments have been received from the general public regarding the formation of new clubs.

During these meetings, participants recommended many positive changes to ensure that the information meets their present needs and future club sustainability. Club representatives are in support of the operating procedures and at the conclusion of the consultative process, club representatives gave staff unanimous support to forward the "Policy & Operating Procedures of Older Adult Clubs in the City of Vaughan" to Council for its review and approval.

The proposed amendments to the "Policy and Operating Procedures for Older Adult Clubs in the City of Vaughan" will be the third version of the policy, with the purpose of streamlining the older adult club constitutions and some day-to-day operational activities.

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Item 14 CW Report No. 30 – Page 4

Proposed Amendments to “Policy and Operating Procedures for Older Adult Clubs in the City of Vaughan”

The amended “Policy and Operating Procedures for Older Adult Clubs in the City of Vaughan” (see Attachment #1) makes changes to the previous policy based on input from the clubs and staff in the following areas:

1. Requests & Establishment Of New Older Adult Clubs (Section 4.0)

Proposed Amendment #1:

Current Policy Statement:

- 4.3 The following guiding principles will be used to assess the establishment of a new club in the City of Vaughan:
- 4.3.1 The number of other older adult clubs that exist within the boundaries as outlined in Section III Appendix A: Older Adult Clubs & Groups - Boundaries.
 - 4.3.2 The mandate of the club must provide social, recreation, health and wellness, arts and culture activities for older adults who live in the area of the proposed club.
 - 4.3.3 The individuals requesting the establishment of the new club must reside in the community where the club is being requested.
 - 4.3.4 In considering the request, a minimum list of 50 Vaughan residents (names and addresses) must be provided to the City of Vaughan. Individuals must identify if they belong to an existing older adult club in the City. Men must be 60 years of age and older and women 55 years of age and older.
 - 4.3.5 The individuals forming the club must be in good standing with the City of Vaughan. Good standing is defined as no outstanding or previous legal or disciplinary issues with the City of Vaughan or other older adult clubs recognized by the City of Vaughan.

Proposed Amendment:

The following guiding principles will be used to assess the need to establish a new older adult club in the City of Vaughan, provided there is an availability of existing space:

- Growth from new older adult groups within an existing geographical area has resulted in demands for services from residents that are not currently represented;
- A schedule of activities that does not conflict or compete to the detriment of the existing club’s schedule of activities within the geographical area;
- Space **will not** be dedicated and will be shared between other Older Adult Clubs, general community use (i.e., permits) and the City programs.

Comments:

The “Active Together” Master Plan states that “given the considerable growth in the older adult population, additional seniors space will undoubtedly be required if the City is to adequately service the needs of this market.” The continued growth of Vaughan has resulted in demands for services from residents in newly developed areas, new older adults in existing areas and from cultural groups that are not currently represented.

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The current model of space allocation and support for older adult clubs is not considered to be sustainable. In order to allow for increased demand for multiple uses and emerging groups, it is neither cost effective, nor good management to continue with this model. This has resulted in the demand for new clubs. S.A.V.I agreed that new clubs should be allowed to form both to respond to growth and/or cultural interests.

Members of S.A.V.I. did express some concerns that the formation of a new club in too close proximity to an existing club could damage the programs they currently run, i.e. bingo being run on the same night could split attendance. S.A.V.I. was satisfied that this could be managed through the application process by staff and if additional language was added to the policy to address this concern.

The development of a club is not always either desired or necessary, however. Staff will continue to work with residents to provide opportunities for older adults of all cultures to socialize and recreate. Staff will continue to approve or disapprove of new club applications based on the proposed guiding principles outlined above.

Existing clubs will be grandfathered in terms of their space allocation and additional services provided (i.e., cable TV) although this will not be expanded on. There are currently eighteen (18) recognized older adult clubs representing over 3,800 members in the City of Vaughan. Currently there are seven (7) clubs in Woodbridge, one (1) in Kleinburg, five (5) in Concord, four (4) in Thornhill and one (1) in Maple.

Recreation and Culture has received requests to form four new clubs: Maple Italo Bocce, Human Endeavour, a Portuguese group and TACA (Thornhill African-Canadian Association). The status of these groups is pending approval of the proposed amendments.

Cost to Establish a New Club

The current costs to the City to maintain an older adult club include provision of free space and therefore lost revenue, staff time, maintenance, equipment, materials, provision of cable or satellite TV, and grant funding. Assuming that space will be shared and time limited as compared to existing clubs, the estimated cost of establishing one new club is primarily the potential lost revenue and staff support. Active Living Coordinators working at the community centres currently provide support to the clubs. The amount of support varies based on the size, type and needs of the club.

Proposed Amendment #2:

Current Policy Statement:

4.3.4 Men must be 60 years of age and older and women 55 years of age and older.

Proposed Amendment:

Members must be a minimum of 60 years of age. Memberships may be extended to spouses 55 years of age and older.

Comments:

The proposed clarification is to address an inconsistency between what is stated in the Membership section (section 6.1) and the New Clubs section (4.3.4). The age cut-off was always intended to recognize the 60 year old senior age, while allowing a younger spouse to be a member of a club with their partner.

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Proposed Amendment #3:

Current Policy Statement:

4.4.1 In new areas of the city, the availability of existing community resources (i.e. schools, churches, community centre etc.) will be investigated first for availability. The availability of leased or rented retail space will be considered only as a last resort and will require City of Vaughan Council approval.

Proposed Amendment:

In new areas of the city, the availability of existing community resources (i.e. schools, churches, community centre etc.) will be investigated for availability of space and time. Leased or rented retail space will not be considered as an option. Allocation of space will be reviewed on an annual basis, taking into account program needs and permit requests. The "Active Together" Master Plan, in Priority 2F, states that "no additional stand-alone seniors' facilities are recommended".

2. Grants (section 4.5)

Proposed Amendment #4:

Current Policy Statement:

Each club receives an annual operating grant to be used to assist the club in the delivery of club recreation programs and services to its members.

Grant funds are allocated based on the number of registered members per club.

Number of Registered Members	Annual Grant
50 - 299 members	\$500
300 - 499 members	\$600
500+ members	\$700

Proposed Amendment:

Grants for existing clubs will be phased out over a three year period commencing 2011:

2011:	grant amount as per current allocation
2012:	half of current allocation
2013:	no grant

New clubs will receive the following grant amounts for the first two years:

Year 1:	\$500
Year 2:	\$250

Comments:

Most established clubs have developed fundraising that allows them to be self-sufficient. The phasing out of grants for established clubs will also allow for the funding of new clubs with no net increase to the operating budget. The grant structure for new clubs will allow two years for the development of fund-raising activities that will create financial self-sufficiency. S.A.V.I. and club representatives agreed with the phasing out of grants when discussed at the March 30, 2011 meeting.

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3. Club Space, Equipment and Inventory (section 5.0)

Proposed Amendment #5:

Current Policy Statement:

- 5.1.1 Space is not designated for the sole use of any one group or individual. Older adult groups that operate in a community centre will have preferred use of an activity room (older adult room).

Proposed Amendment:

Space is not designated for the sole use of any one group or individual and is considered to be shared space. Older adult groups that operate in a community centre will be provided with time and space subject to availability. "Active Together" Master Plan notes that "it is now considered a "best practice" to provide older adult lounge facilities (which provide for multiple uses and diversified programming opportunities), rather than single purpose, dedicated seniors facilities".

Proposed Amendment #6:

Current Policy Statement:

- 5.3 The City of Vaughan provides older adult clubs with program space to operate their events and activities. Standard room equipment includes:
- locked storage space
 - basic cable TV service (where feasible to install)
 - access to kitchenette facilities (where available)
 - telephone
 - access to washrooms
 - basic furnishings, such as tables and chairs
 - shared office space, where available
 - information / bulletin board
 - coat racks
 - basic office supplies
 - cleaning and repairs

All additional club enhancements (i.e. furniture, appliances, equipment) are at the expense of the club.

Proposed Amendment:

The City of Vaughan provides older adult clubs with program non-dedicated space to operate their events and activities. All additional club enhancements (i.e. Cable TV, office supplies, furniture, appliances, equipment) are at the expense of the club.

Comments:

Existing clubs will be grandfathered with what they are currently entitled to. Going forward it is recommended that new clubs be provided with non-dedicated space and time depending on availability.

4. Membership Eligibility (section 6.0)

Proposed Amendment #7:

Current Policy Statement:

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- 6.1 Any individual, without discrimination, resident or City of Vaughan business or property taxpayer, supporting the mandate, goals and objectives of the older adult club will be admitted to membership in the club upon application and payment of the appropriate membership fee to the Board of Directors. To be eligible, members must be a minimum of 60 years of age. Memberships may be extended to spouses 55 years of age and older with some restrictions. Spousal memberships do not include holding office and voting privileges.

Proposed Amendment:

Any individual resident, or City of Vaughan business, or property taxpayer, supporting the mandate, goals and objectives of the older adult club will be admitted to membership in the club upon application and payment of the appropriate membership fee to the Board of Directors. New members will be admitted without discrimination in keeping with the Canadian Human Rights Act.

Comments:

S.A.V.I. and club representatives supported this amendment. A number of seniors are members at more than one club and have long protested that they should be able to attend and vote at elections if they are a member. S.A.V.I. felt that maintaining the restriction of holding office at one club only should remain.

Proposed Amendment #8:

Current Policy Statement:

- 6.5 A club member can be a member of more than one club in order to participate in various club activities, however members are eligible to vote and hold office at one club only.

Proposed Amendment:

Members may vote at all clubs where they hold a membership, provided they are able to prove such membership at the election.

Comments:

This amendment is to agree with amendment #7.

5. Guidelines For Board Of Directors & General Meetings (section 7.0)

Proposed Amendment #9:

Current Policy Statement:

- 7.1.7 Following each Board meeting, the Secretary is responsible for preparing and posting the minutes of the past meeting together with the most recent club financial report, prepared by the Treasurer, at the club location. Additional copies of the minutes must be made available to members at their request. Under no circumstances may minutes or financial reports be withheld from members.

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Proposed Amendment:

Following each Board meeting, the Secretary is responsible for preparing the minutes of the past meeting. The Treasurer is responsible for preparing the most recent club financial report. Copies of minutes and financial reports will be made available to members at their request. Under no circumstances may minutes or financial reports be withheld from members.

Comments:

Members of the executive expressed that monthly posting of financial statements was unnecessary. The practice most common within clubs or organizations is to publish financial statements annually. Staff review club finances monthly to ensure accuracy and accountability and clubs are required to provide a bank statement and financial statement to the City annually, so this practice is considered to be unnecessary.

6. Election Procedures (section 8.0)

Proposed Amendment #10:

Current Policy Statement:

For each Executive Committee position a club member will nominate a potential candidate. This must be seconded by another club member.

- 8.13.03.02 Nominations will continue until there are no more nominations from the floor for that position at which time nominations will close for that position.
- 8.13.03.03 Each nominated candidate will be asked by the City Liaison if they will stand for election to that position.
- 8.13.03.04 If only one candidate accepts the nomination, that candidate will be acclaimed to said position.
- 8.13.03.05 If two or more candidates accept the nomination:
 - Ballots will be distributed to all eligible voters.
 - Ballots will be counted with the aid of the randomly selected scrutineers.
 - The successful candidate will be announced prior to proceeding to the next available position.

Proposed Amendment - Addition:

The Board may, at its discretion, accept nominations one month prior to the election by posting a "call for nominations". All nominations submitted prior to the election are to be on the appropriate form and must be confirmed with a recommendation by two club members. Approved nominations will be posted by the City liaison at the club location. Nominations will end one week prior to the election.

Comments:

Elections for large clubs take a significant amount of time (2-3 hours) due to the nomination and voting process. It was proposed that pre-nominations be allowed if a club desires to do so to shorten the election. Staff will continue to assist with both the nominations and election to ensure a fair and transparent process takes place. If a club prefers they may continue with the current practice of doing nominations only at the election.

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Proposed Amendment #11:

Current Policy Statement:

- 8.16 Should an elected member be unable to complete their duties and thus create a vacancy on the Board, a notice will be posted by the City Liaison informing of a two week period where any member in good standing may apply to be considered for the position. Upon the closure of the notification and application period, the Board of Directors will review the applications and vote to appoint one candidate to fill the vacancy for the duration of the term.

Proposed Amendment - Addition:

The Board of Directors may, at their discretion, leave a position vacant until the next election. In the case of a vacancy of one of the executive positions (President, Vice President, Secretary and Treasurer), the position next in line will assume the vacant position (i.e. Vice-President becomes President, etc.).

Comments:

Succession was not explicitly addressed in the current policy, leaving it open to interpretation as to what happens if a club President, for example, is unable to complete their duties. This situation also arises when a councilor (board member, non-executive) quits or is unable to dedicate the required time. In some situations, depending on proximity to an election and the need for replacement, the executive may choose to forgo a replacement and function without. The current policy identifies the hierarchy of positions in the following order: president, vice-president, secretary, treasurer.

7. Board Of Directors (section 10)

Proposed Amendment #12:

Current Policy Statement:

- 10.6 Spouses may not hold positions nor stand for election on the same Board of Directors/Executive Committee at the same time during any term of office. Spouses may hold positions as part of sub committees established by the Board of Directors.

Proposed Amendment:

Spouses may run for election and be elected to serve on the Board of Directors.

Comments:

City of Vaughan Council, at it's meeting on May 30, 2001, approved an exception allowing Sonoma Heights Seniors Club to grandfather the election of spouses to the club's executive. This exception has worked out very well and S.A.V.I. agreed that other clubs desire to allow the same and saw no good reason to prevent it. The rationale was that the democratic process of elections allows the members to choose to either vote for spouses or not.

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8. Financial Management (section 11)

Proposed Amendment #13:

Current Policy Statement:

11.2 The Financial Record for each month shall be prepared by the Treasurer and posted by the Secretary in a public area at the club location for its membership.

Proposed Amendment:

The Financial Record for each month shall be prepared by the Treasurer and presented to the club membership at the AGM.

Comments:

This amendment is to agree with amendment #9.

9. Code of Conduct (section 13)

Proposed Amendment #14:

Current Policy Statement:

13.1 It is the responsibility of all club members to show respect to all other members, City of Vaughan staff, club property and City of Vaughan facilities and equipment as indicated in the attached document of Citizens' Rights and Responsibilities and as outlined in the City of Vaughan Safe Community Centre Policy.

Proposed Amendment:

It is the responsibility of all club members to show respect to all other members, City of Vaughan staff, club property and City of Vaughan facilities and equipment as indicated in the attached document following City of Vaughan policies: Citizens' Rights and Responsibilities, Safe Community Centre Policy and Respectful Workplace Policy.

Comments:

This amendment includes the addition of new City policy.

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:
Enhance and Ensure Community Safety, Health and Wellness.

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

Regional Implications

There are no regional implications associated with this report.

.../12

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Conclusion

The “Active Together” Master Plan reports that aging population trends suggest that programming for older adults and senior citizens will form an increasingly important segment of municipal service delivery. The population of local residents over 55 is expected to nearly triple by the year 2031. From a programming standpoint, the City of Vaughan will have to continue to evolve its delivery of services.

Older adult clubs provide an opportunity for social integration and are recognized by the City of Vaughan in the delivery of recreation programs and services. The older adult clubs affiliated with the City of Vaughan have been operating under the “Policy and Operating Procedures for Older Adult Clubs in the City of Vaughan”, since May, 2006. Due to growth and change within the clubs and demand for new clubs, City of Vaughan staff in collaboration with club executives in Vaughan have proposed amendments to the “Policy and Operating Procedures for Older Adult Clubs in the City of Vaughan”.

The intent of the amendments to the policy and Operating Procedures is to further assist existing clubs and groups in the operation and delivery of club services. The amendments are also designed to create a sustainable model for delivery of services to older adult clubs and groups for the future with little or no impact to operating or capital budgets.

The current policy allows for older adult clubs to receive an annual grant and in the 2011 operating budget there is a total of \$10,400 for the grant program. This report recommends a phase out to the grants program over the next three years. This would allow new clubs to be provided with support for start-up costs resulting in no economic impact to the operating budget with respect to grants. The grant budget will be capped at the current level.

Existing older adult clubs utilize space in existing community centres or leased space such as store front facilities. There are currently eighteen (18) recognized older adult clubs. Thirteen (13) are in community centres, one (1) is at Merino Road Seniors Facility, one (1) is in a City-owned trailer and three (3) are in leased storefronts. The storefronts are at Highway 7 and Pine Valley, Islington and Sonoma and Concord West Seniors Centre.

The annual costs for leased space is \$124,000. This report recommends that on a go forward basis the leasing of space not be considered as options for new clubs wishing to form. New clubs could be sanctioned only if under-utilized space, on a non exclusive basis, is available within the City inventory and if the impact to program and rental revenue streams is minimal. New clubs will also be required to supply their own equipment if they have requirements outside of existing City equipment.

Report Prepared By

Mary Reali, Director of Recreation and Culture, ext. 8234
Paul Compton, Recreation Manager, ext. 8358

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2011

Item 15 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

15 2011 CITY OF VAUGHAN AWARD FOR HIGHER ARTS EDUCATION

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Community Services, dated May 31, 2011, be approved; and
- 2) That Communication C1, Confidential Memorandum of the Commissioner of Community Services, dated May 31, 2011, be received.

Recommendation

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

1. That the nominated Vaughan students identified in the Confidential Memorandum in Attachment 1 to receive a 2011 *City of Vaughan Award for Higher Arts Education* be approved; and
2. That the *City of Vaughan Award for Higher Arts Education* program eligibility and selection criteria with the proposed amendments for the 2012 as outlined in this report, be approved.

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 annual cost of implementing the proposed *City of Vaughan Award for Higher Arts Education* as outlined in this report is \$6,000: two awards of \$3,000 per year. The annual cost of the program will be covered through funds raised through sponsorship. Approximately \$20,000 remains in reserve from funds raised in 2009 and 2010 to support both the *R.A.V.E. Awards* and the *City of Vaughan Award for Higher Arts Education*. An additional \$6000 has been sponsored for the program in 2011

Communications Plan

The *City of Vaughan Award for Higher Arts Education* program is promoted throughout all public, separate and private secondary schools in Vaughan; Greater Toronto Area universities, colleges, professional and commercial art schools; and is posted on the City of Vaughan and Vaughan Public Libraries websites. The award recipients will be recognized publically at a formal reception to be hosted at City Hall on the evening of June 23, 2011.

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Purpose

The purpose of this report is to seek Council's approval of the two nominees recommended by the adjudication panel to receive a 2011 *City of Vaughan Award for Higher Arts Education* and approval of the proposed amendments to the 2012 and onward award program's eligibility and selection criteria.

Background - Analysis and Options

In 2009, Vaughan Council established the annual R.A.V.E. Awards (Recognizing Arts Vaughan Excellence). This community celebration of excellence and achievement was developed as a formal vehicle to recognize the significant contributions of individuals, businesses and organizations enhancing the vitality of the arts in Vaughan. Funds raised through the R.A.V.E. program contribute to a dedicated annual student scholarship fund distributed through the *City of Vaughan Award for Higher Arts Education* designed to financially assist the emerging talent of eligible Vaughan students pursuing post-secondary education in the arts. Both programs support the goals of the *Creative Together Cultural Plan*.

The *City of Vaughan Award for Higher Arts Education* program was developed to encourage the pursuit of secondary and post-secondary education in the arts and provide cash assistance by recognizing outstanding student achievement and an intention to follow an arts career.

Proposed Amendments to Eligibility & Selection Criteria

This year's adjudication panel was made up of City staff and Council members. The adjudication team was composed of members with experience and expertise in the visual, performing and literary arts. As a result of this year's review of applications, the adjudication team recommends that the following amendments to the award program criteria as first adopted in 2010, be amended to include the following:

1. Wording to allow for two awards: secondary or post-secondary students. Original wording had one award each for both secondary and post-secondary students
2. Eligibility criteria to include not only financial need and academic merit but "demonstrated community leadership".
3. Amendment from Vaughan Arts Advisory Committee as the adjudication and award approval authority to award recipients will be made by "a panel of professional adjudicators and be endorsed by Council".

Proposed New Eligibility and Selection Criteria

Eligibility

- Secondary or post-secondary students must be residents of Vaughan, be enrolled in post-secondary education in any arts discipline in the next year, and demonstrate a committed interest in pursuing a career in the arts.
- A maximum of two cash awards valued at \$3,000 each will be distributed annually to Vaughan students enrolled in post-secondary arts education programs.
- Awards will be based on financial need, academic merit and demonstrated community leadership.

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Selection

- Selection of the award recipients will be made by a panel of professional adjudicators and be endorsed by Council.
- Submissions must be accompanied by an application form, one academic reference letter one character reference letter, most recent school transcript, a record of arts accomplishments and relevant experience and digital illustrations of significant arts accomplishments.
- Award recipients will be expected to sign a formal letter of agreement outlining specific terms and conditions of acceptance to include: a forfeit of the cash award if studies are abandoned, an academic progress report, documentation of academic work to be featured in an annual review and at an upcoming R.A.V.E. Awards Reception, and a testimonial of how the award impacted on their arts career path.
- Award Recipients will be announced during the upcoming R.A.V.E. Awards Reception.

All student applicants will be expected to provide the following information:

- The art institution in which they are currently enrolled and/or plan to be enrolled with the next academic year along with the level of secondary/post-secondary education achieved to date.
- An explanation of why they should be considered for an Award and how they would use the cash to pursue higher arts education.
- An indication of the career path they envision themselves following over the next five years.
- A brief statement of financial need identifying expenses or circumstances that makes their situation particularly challenging.

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 to implement this program have been allocated and approved.

Regional Implications

N/A

Conclusion

The *City of Vaughan Award for Higher Arts Education* assists the emerging talent of Vaughan students pursuing post-secondary education in the arts and supports the goals of the *Creative Together Cultural Plan*. This initiative profiles the artistic achievements of Vaughan's student sector and reinforces the integral role art education plays in the City's cultural landscape. In association with the R.A.V.E. Awards, this scholarship program plays a vital role in fostering the growth of artistic excellence and creative expression in the City of Vaughan, encouraging community engagement and sustainable partnerships.

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Item 15 CW Report No. 30 – Page 4

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2011

Item 16 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

16 PROCLAMATION OF JUNE AS RECREATION AND PARKS MONTH

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated May 31, 2011:

Recommendation

The Commissioner of Community Services and the Director of Recreation and Culture, recommend:

- 1) That Council proclaim the month of June as “Recreation and Parks Month” in the City of Vaughan; and
- 2) That the Schedule of Activities for Recreation and Parks Month (Attachment 1), outlining the activities and events scheduled to be held throughout the City of Vaughan in June, 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

Funding for the activities and events indicated in this report has been incorporated into the 2011 Recreation and Culture base operating budget.

Communications Plan

The proclamation of June as Recreation and Parks Month, including the “Recreation and Parks Month” activity calendar will be posted on the City website, in community centres, and at Vaughan Public Libraries. It will also be distributed to elementary and secondary schools in Vaughan. Outreach to community groups, cultural organizations and businesses will take place via poster distribution, a news release and social media.

Purpose

The purpose of this report is to request that Council proclaim the month of June as “Recreation and Parks Month” and to present an overview of the activities and events (Attachment 1) to be held in June across the City of Vaughan that will provide citizens with opportunities to be physically active.

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Background - Analysis and Options

The City of Vaughan in its strategic plan, Vaughan Vision 2020, is committed to Service Excellence through enhancing and ensuring community safety, health and wellness. The Active Together initiatives, such as proclaiming June as Recreation and Parks Month, will help achieve the objective of community health and wellness.

The City of Vaughan believes the development of a more physically active community enhances the quality of life of its residents, that physical activity levels are a critical economic, environmental, health and social issue for the community and that participation in physical activity is a key requirement for individual physical and mental health and well-being. Research shows that strategies involving physical activity and recreation appear particularly promising in minimizing or removing risk factors faced by many children and youth. Participation in recreation activities can provide positive benefits related to psychological health, physical health, familial interaction, peer influence, academic performance, community development and other lifestyle behaviours.

June as Recreation and Parks Month (JRPM) was first proclaimed in 2005 by Parks and Recreation Ontario, the Ontario Parks Association, and the Ontario Recreation Facilities Association. JRPM was created to draw attention to the value of recreation and to encourage people to get out there and *live it everyday!* Minister Jim Watson, of the Ministry of Health Promotion, first declared “June as Recreation and Parks Month” for Ontario on June 6, 2006 in the Ontario Legislature. Vaughan first proclaimed the month of June as “Recreation and Parks Month” in 2009.

Recreation and parks opportunities are essential for strengthening and maintaining a healthy community. Positive impacts are evident throughout the community. Recreation brings neighbors together, encourages safer, cleaner neighborhoods and creates a livelier community atmosphere.

In 2011, the Recreation and Culture Department will celebrate June as Recreation and Parks Month from June 1 – June 30, 2011. Many activities are scheduled throughout the community, including:

- Tai Chi in the Park
- 2-ball and 3-point basketball competitions
- Soccer Tournament & Competitions
- Family Badminton
- Walk and Talk
- Power Walk
- Family Zumba
- Family Boot Camp
- Fitness Swimmer Clinic
- Youth Ball Hockey
- Serve for Kids Beach Volleyball Tournament
- Monkeynastix
- Salsa Aquafit
- Waterpolo
- Hustle & Swing
- Drumfit

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Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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 is taking a proactive approach to improve the health and active lifestyles of its citizens by proclaiming June as Recreation and Parks Month and by providing a month of physical activity opportunities throughout Vaughan. As an initiative of the Physical Activity Strategy of the “Active Together” Master Plan for Parks, Recreation, Culture and Libraries, Recreation and Parks Month will help achieve the objective of improving community health and wellness.

Attachments

1. Schedule of Activities for Recreation and Parks Month – June 2011

Report Prepared By

Mary Reali, Director of Recreation and Culture, ext. 8234
Paul Compton, Area Recreation Manager, ext. 8358
Heather Kaufmann, Active Living Coordinator, ext. 7438

(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 JUNE 7, 2011

Item 17 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

17 HOSTING THE 2011 YOUTH ENVIRONMENTAL NETWORK OF YORK REGION'S SIXTH ANNUAL ECOLOGICAL CONFERENCE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager and the Manager of Environmental Sustainability, dated May 31, 2011:

Recommendation

The City Manager and the Manager of Environmental Sustainability, in consultation with the Director of Economic Development recommend:

1. That the City of Vaughan partner with the Youth Environmental Network of York Region to host the Youth Environmental Network of York Region's Sixth Annual Ecological Conference in October/November 2011; and,
2. That Council authorize the execution of a letter agreement with Youth Environmental Network of York Region.

Contribution to Sustainability

Leadership, advocacy and education are a few of the core principles that guide our actions on sustainability. An example of how the City can demonstrate all three principles is to share sustainable best practices in a conference setting. Therefore, by engaging and educating the youth of our community through a conference the City is contributing to the sustainability of Vaughan.

In addition, a new theme that will be integrated into the Sixth Annual Ecological Conference will be focused on youth entrepreneurship and the impact that our future businesses will have on our overall quality of life. To create a vibrant community, business leaders of tomorrow must understand, learn and create sustainable business practices.

Economic Impact

The estimated cost to the City to host the Sixth Annual Ecological Conference, including workshop speakers honorariums, participant expenses and administrative expense is \$7,500. These costs have been allocated in the 2011 Operating budget of the Office of Environmental Sustainability (\$2,500) and Vaughan Business Enterprise Centre (\$5,000). In addition, the City of Vaughan would make available the Multi-Purpose room and several Committee rooms on the day of the conference.

Communications Plan

A more detailed communications strategy will be developed in partnership with Corporate Communications. However, the Youth Environmental Network of York Region are committed to securing strong participation from Vaughan area high schools. The Network will be using a variety of measures including traditional print and social media to encourage York Region youth to attend the event. Wherever possible, the environmental club at each high school will be contacted prior to the summer break to begin to generate interest and awareness of the Conference. When the 2011|2012 school year begins in September, the Youth Environmental Network of York Region will be sending additional communication about the Conference to each high school.

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Purpose

The purpose of this report is to inform Council of the benefits to the City of hosting the Youth Environmental Network of York Region's Sixth Annual Ecological Conference at Vaughan City Hall in October/November 2011 and confirm the City as a hosting partner.

Background - Analysis and Options

Youth Environmental Network of York Region

The Youth Environmental Network of York Region (YENYR) is a group of students working to raise awareness of the environment among young people in York Region. The Youth Environmental Network has grown from a group of five Markham students in 2008 to a network of more than 300 youth volunteers across York Region. YENYR has developed a strong relationship with the York Region Environmental Alliance who have been at the forefront of supporting a youth network within York Region that is dedicated toward awareness of environmental issues and actions.

The YENYR members encourage their peers in the communities in which they live to contribute to the well being of the community through local environmental and sustainable initiatives and action plans. YENYR also works to facilitate and enhance cooperation between youth environmental groups.

Annual Ecological Conference

Coordination and delivery of an Annual Ecological Conference for Youth is one of YENYR's core activities and has been previously hosted in Markham, Aurora, and Richmond Hill. Most recently, at the Fifth Annual Ecological conference held at the Markham Civic Centre on November 26, 2010 the conference attracted approximately 300 attendees. High school students from across York Region are invited to attend this full-day event and are accompanied by a teacher. A maximum of 10 students per school are permitted to attend to ensure a fair balance of students from across the Region. Participants from the same school are also encouraged to carpool and in some cases the school will bus students. Every effort will be made to minimize the impact on parking at the host site.

Generally, the conference agenda has a keynote address, opportunity for the high school environmental clubs to network and share best practices and then participate in assigned breakout sessions that cover topics such as; climate change, toxics reduction, climate change, water conservation, sustainable consumption, local food, sustainable production and consumption, social activism. The YENYR coordinating committee, which oversees the conference has in the past, secured high-level keynote speakers such as; Justin Trudeau, Severn Cullis-Suzuki and David Williams.

As previously noted, Staff in the Environmental Sustainability Office and the Vaughan Business Enterprise Centre will be introducing a new learning opportunity at the conference – Youth Entrepreneurship.

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Youth Entrepreneurship – Environmental and Sustainable Practices

The development of the green sector can be very rewarding both from a social and financial perspective. Youth participation in developing this emerging business market forms a stronger understanding of the balance between the environment, society and the economy. The proposed youth entrepreneurship session will focus on encouraging the participants to consider the Summer Company program opportunities to become entrepreneurs by operating their own green business during the summer. The Summer Company is a great opportunity for enterprising young people to obtain a provincial grant of up to \$3,000 who want to start and run their own summer businesses while receiving hands-on business coaching and mentoring from local Vaughan community business leaders through the Vaughan Business Enterprise Centre.

A tradeshow type display will be set up to showcase the Summer Company Program. By engaging youth of our community in this setting the City is recognizing youth as assets and leaders in supporting and continuing to build healthy environmentally sustainable communities and creating a springboard for promoting the Summer Company Initiative.

Relationship to Vaughan Vision 20|20 Strategic Plan

This report is consistent with the Vaughan Vision 20|20 priority to lead and promote environmental sustainability.

Furthermore, hosting the Youth Environmental Network of York Region's Sixth Annual Ecological Conference addresses the following objectives outlined in *Green Directions Vaughan*:

5.1 To share sustainable best practices and ideas between and among municipal staff and the community

5.2 To continue the City's role in advocacy and information sharing on environmental issues

Regional Implications

Educating the youth in York Region in environmental and sustainable best practices affects the quality of life across the Region. Any lessons learned from hosting the conference will be shared with other municipalities within York Region who may be interested in hosting future events. York Region staff that have responsibility for promoting sustainability will also be invited to attend the event to learn how best to engage this demographic of the population.

Conclusion

Hosting the Youth Environmental Network of York Region's Sixth Annual Ecological Conference at Vaughan City Hall in 2011 is an excellent opportunity to engage youth in sustainability issues by showcasing how the City of Vaughan is leading by example and highlighting how Vaughan based businesses are contributing to a sustainable future.

Through *Green Directions Vaughan*, staff have identified Youth as one of the targeted demographics in the environmental education strategy for citizens that is currently under development. Engaging youth at the Environmental Network of York Region's Ecological Conference will provide a strong foundation for implementing the citizen environmental education strategy.

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Attachments

N/A

Report prepared by:

Chris Wolnik, Manager of Environmental Sustainability, ext. 8633
Lorena Marcucci, Senior Business Consultant/Manager-Vaughan Small Business Enterprise
Centre, ext. 8891

(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 JUNE 7, 2011

Item 18 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

18

**ZONING BY-LAW AMENDMENT FILE Z.10.030
SITE DEVELOPMENT FILE DA.10.103
PIERO AND ROSANNA MINIACE
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Acting Commissioner of Planning and Director of Development Planning, dated May 31, 2011:

Recommendation

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

1. THAT Zoning By-law Amendment File Z.10.030 (Piero and Rosanna Miniace) BE APPROVED, to amend Zoning By-law 1-88, specifically the R3 Residential Zone, to permit the following additional uses within the existing two-storey dwelling on the subject lands shown on Attachment #3:
 - a) a personal service shop (including hair salon) on the ground floor;
 - b) business or professional offices on the ground floor; and,
 - c) one residential unit on the second floor.
2. THAT the implementing Zoning By-law:
 - a) include the following site-specific definition for a "Personal Service Shop":

"Means a building or part of a building in which persons are employed in furnishing services and otherwise administering to the individual and personal needs of persons, and includes a barber's shop, hair dressing establishment, a shoe repair shop, a tanning salon, a tailor or seamstress establishment, a beauty salon, a formal wear shop and other similar services, but does not include a body rub parlour."
 - b) include the following site-specific exceptions to the R3 Residential Zone to permit;
 - i) a minimum front yard and exterior side yard (south) of 3.0 m and 3.17 m, respectively, which recognizes existing situations;
 - ii) the required parking shall be 7 parking spaces on the subject lands to serve all of the permitted uses, which recognizes an existing situation and,
 - iii) a maximum porch and step encroachment into the front yard of 3.0 m, which recognizes an existing situation;
 - c) restrict the total combined gross floor area on the ground floor devoted to personal service shop and business or professional office uses to a maximum of 105 m²; and,

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- d) restrict the basement for storage purposes only.
3. THAT Site Development File DA.10.103 (Piero and Rosanna Miniace) BE APPROVED, and that the site plan shown on Attachment #3 be finalized to the satisfaction of the Vaughan Development Planning Department.
4. THAT the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands for the residential component and 2% of the value of the subject lands for the commercial component of the development, prior to the issuance of a Building Permit, or fixed unit rate per unit, whichever is higher, in accordance with the Planning Act and the City's Cash-in Lieu of Parkland Policy.

Contribution to Sustainability

The Zoning By-law Amendment File Z.10.030 seeks permission to legalize an existing use (personal service shop, ie. hair salon) and to permit additional uses (business or professional office and an eating establishment) within the existing residential dwelling on the subject lands. There is no site development proposal at this time to redevelop the existing two-storey dwelling, and therefore, there is no contribution to sustainability through this report.

Economic Impact

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

Communications Plan

On February 25, 2011, a Notice of Public Hearing for the Zoning By-law Amendment Application (File Z.10.030) was circulated to all property owners within 150m of the subject lands, to the West Woodbridge Homeowner's Association, and to those individuals requesting notification. No written comments were received through the notice circulation. The recommendation of the Committee of the Whole on March 22, 2011, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on April 15, 2011.

Purpose

1. The Owner has submitted Zoning By-law Amendment File Z.10.030 to amend Zoning By-law 1-88, specifically the R3 Residential Zone to permit the following additional uses within the existing two-storey dwelling on the subject lands shown on Attachments #1 and #2:
 - a personal service shop, business or professional offices, and an eating establishment, on the ground floor; and,
 - one residential unit on the second floor.

The following site-specific exceptions to Zoning By-law 1-88 are requested to implement the site layout shown on Attachment #3:

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	By-law Standard	By-law 1-88, R3 Residential Zone Requirements	Proposed Exceptions to R3 Residential Zone
a.	Permitted Uses	Single Family Detached Dwelling	<ul style="list-style-type: none"> - one residential apartment on second floor only - Permit the following additional uses in the R3 Zone (Ground Floor): - Personal Service Shop (hair salon) - Business or Professional Offices - Eating Establishment
b.	Minimum Yard Requirements	Front Yard – 4.5 m Exterior Side Yard (South) – 4.5.	Front Yard – 3.0 m Exterior Side Yard - 3.17 m (Recognizes existing condition in both situations)
c.	Minimum Parking Requirements	<p>1.75 parking spaces per residential apartment unit</p> <p>Plus,</p> <p>i) 3.5 parking spaces per 100m² GFA devoted to Business or Professional Office Use (4 parking spaces)</p> <p>Or,</p> <p>i) 6.0 parking spaces per 100m² GFA devoted to Commercial uses (Personal Service Shop Use (6 parking spaces)</p> <p>Or,</p> <p>iii) 16.0 parking spaces per 100m² GFA devoted to Eating Establishment use (16 spaces)</p> <p>Total required parking 6 to 18 spaces depending on the ground floor use</p>	7 parking spaces for any of the proposed uses (Recognizes existing condition)
d.	Maximum Permitted Yard Encroachments and Restrictions	Porch and steps permitted to encroach into the required front yard 1.8 m	Porch and steps permitted to encroach into the required front yard 3.0 m (Recognizes existing condition)

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2. The Owner has submitted Site Development File DA.10.103 (Piero and Rosanna Miniace) as shown on Attachment #3, to review the existing site layout and parking spaces and aisles for the appropriateness of facilitating the additional commercial uses on the ground floor and a residential unit on the second floor of the existing 2-storey building located on the property.

Background - Analysis and Options

The subject lands shown on Attachments #1 and #2 are located at the northwest corner of Kipling Avenue and Burton's Lane, municipally known as 7974 Kipling Avenue, in the City of Vaughan (Ward 2). The surrounding land uses are shown on Attachment #2.

The site plan shown on Attachment #3 reflects the existing conditions. The property has a lot area of 544.55 m² with 18 m of frontage on Kipling Avenue and 28.7 m flankage on Burton's Lane, and is developed with a 2-storey dwelling currently used as a hair salon (Motion Cut and Innovative Beauty). A total of 7 parking spaces are located on the property to serve the existing and proposed uses as shown on Attachment #3.

Official Plan

The subject lands are designated "Mid Density Mixed-Use" by OPA #695 (Kipling Avenue Corridor Study). The intent of this land use designation is to allow uses along Kipling Avenue to evolve and adapt as the demand for commercial and retail space change. The Official Plan also identifies that this area is ideal for grade-related live work units. The permitted land uses in this designation include:

- detached, semi-detached, street townhouses, and live-work units;
- small scale, grade related service commercial, business and professional office, daycares, and eating establishments, as part of a mixed use building with a maximum gross floor area of 100 m² (a 5% variation (ie. 105 m²) to numerical requirements is permitted provided the general intent of the Official Plan is maintained); and,
- parks and public squares.

The Zoning By-law Amendment Application proposes a mixed-use building with a range of permitted uses on the ground floor including a personal service shop, business or professional office and an eating establishment, with a maximum gross floor area of 105 m². One residential apartment unit is also proposed on the second floor level. The proposed mixed-use development conforms to and implements the policies of the Official Plan.

New City of Vaughan Official Plan (COVOP 2010)

On September 7, 2010, Vaughan Council adopted the new City of Vaughan Official Plan 2010 (COVOP 2010), which incorporates OPA #695 as Section II.5 of Volume 2. The new COVOP 2010 is pending final approval from the Region of York.

The COVOP 2010 maintains the similar development policies as OPA #695, however, redesignates the subject lands from "Mid Density Mixed-Use Residential" (OPA #695) to "Low Rise Mixed-Use". Under this designation, a mixed-use/live-work unit with 100 m² of grade related service commercial, business office and eating establishment uses are permitted as part of a mixed-use building. The proposal conforms to the Official Plan.

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Woodbridge Heritage Conservation District Plan

The subject lands are designated under Part V of the Ontario Heritage Act, as part of the Woodbridge Heritage Conservation District Plan. The Vaughan Cultural Services Division has no objection to the Zoning By-law Amendment Application, as no new additional signage or cosmetic revisions to the building are being proposed.

Zoning

The subject lands are zoned R3 Residential Zone by Zoning By-law 1-88, which permits a single family detached dwelling unit on the property. The Owner is proposing to amend Zoning By-law 1-88 to permit a mixed-use development within the existing 2 storey dwelling as follows:

Ground Floor: a range of uses including personal service shop, business or professional offices, and an eating establishment, having a combined maximum of 105 m²;

Second Floor: one residential apartment; and,

Basement: storage only.

Zoning By-law 1-88 does not have a specific Zone category to implement mixed-use development. Consequently, site-specific use permissions and development standard exceptions are required to the R3 Residential Zone category to implement the proposed development, if approved.

The proposed ground floor uses are defined in Zoning By-law 1-88 as follows:

“Business or Professional Office” - Means the use of a building or part of a building in which one or more persons are employed in the administration, direction or management of a business, agency, brokerage or organization, or by professionally qualified persons and their support staff, and shall include but not limited to an office of a regulated health professional, lawyer, dentist, architect, engineer, stock broker, accountant, real estate or insurance agency, veterinarian or a similar professional person’s office but shall not include a veterinary clinic.”

“Personal Service Shop” - Means a building or part of a building in which persons are employed in furnishing services and otherwise administering to the individual and personal needs of persons, and includes a barber’s shop, hair dressing establishment, a shoe repair shop, a tanning salon, a tailor or seamstress establishment, a beauty salon, laundromat, a dry cleaning depot, a formal wear shop and other similar services, but does not include a body rub parlour.”

It is recommended that given the proposed residential unit in the second floor that a laundromat and dry cleaning depot are inappropriate Personal Service Shop uses for the subject lands. Accordingly, these uses should be removed from the Personal Service Shop definition for this report. A revised definition is included in the recommendation of this report.

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A personal service shop and business or professional offices totaling a maximum of 105 m² on the ground floor and the proposed residential dwelling unit on the second floor are considered to be an appropriate mix of uses on the site. These uses are permitted by the current and new City of Vaughan Official Plan policies and therefore are consistent with the vision for this area. However, the proposed eating establishment use is not considered appropriate, since the site does not accommodate the 18 parking spaces that would be required if an eating establishment was identified as a permitted use on the ground floor of the existing dwelling. A deficiency of 11 parking spaces would result on this relatively small site that may result in spill-over parking that will impact on the surrounding area and uses. Accordingly, the Development Planning Department recommends that only the personal service shop and business or professional office uses be permitted on the ground floor restricted to a maximum gross floor area of 105 m² and one residential apartment use on the second floor. In addition, in order to minimize the parking deficiency on the property, it is recommended that the basement area of the existing dwelling be used for storage purposes only. The conditions of approval are included in the recommendation of this report to this effect.

The Development Planning Department has reviewed the requested exceptions to Zoning By-law 1-88 (minimum front and exterior side yards of 3 m and 3.17 m, respectively; maximum porch and step encroachment into the front yard of 3 m; and, 7 parking spaces) are satisfied that they are appropriate since they reflect existing conditions on the site as shown on Attachment #3.

Site Development Application

A related Site Development File DA.10.103 (Piero and Rosanna Miniace) has been submitted (Attachment #3), and has been reviewed in consideration of the proposed addition of the personal service shop and business or professional office uses on the ground floor of the existing 2-storey building, and the residential unit on the second floor. The site plan will facilitate a total of 7 parking spaces on the property. The final site plan must be to the satisfaction of the Vaughan Development Planning Department. No other changes are contemplated on the property or to the existing building.

Cash-in-Lieu of Parkland Dedication

The Vaughan Real Estate Division has indicated that the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands for the residential component and 2% of the value of the subject lands for the commercial component of the development, prior to the issuance of a Building Permit, or fixed unit rate per unit, whichever is higher, in accordance with the Planning Act and the City's Cash-in Lieu of Parkland Policy.

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

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Conclusion

The Vaughan Development Planning Department has reviewed Zoning By-law Amendment File Z.10.030 and Site Development File DA.10.103 (Piero and Rosanna Minace) in accordance with the policies of the Official Plan, Zoning By-law 1-88, comments from City departments and the area context. The Development Planning Department is satisfied that the proposed mixed-use residential/commercial development conforms to the policies of the Official Plan and is appropriate and compatible with the existing and future planned uses in the surrounding area, subject to the comments and recommendations contained in this report. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development Applications, subject to the recommendations in this report.

Attachments

1. Context Map
2. Location Map
3. Site Plan (Existing)

Report prepared by:

Eugene Fera, Planner, ext. 8064
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2011

Item 19 Report No. 30, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on June 7, 2011, was dealt with by approving:

That consideration of this matter be deferred to provide an opportunity for further consultation and that a report be brought back at the conclusion of that process; and

That the following communications be received:

- C4 Commissioner of Legal and Administrative Services and City Solicitor, dated June 6, 2011;***
- C5 Mr. Frank Zoghi, York Regional Collision Center, 71 Villarboit Crescent, Unit 2, Concord, L4K 4C7, dated June 2, 2011;***
- C7 Mr. Harvey Dennis, Ontario Auto Body Association, 26 Hallow Crescent, Toronto, M9W 2V9, dated June 6, 2011;***
- C9 Ms. Maria Imperiale, Imperial Legal Services Inc., 7835 Highway 50, Suite 2A, Woodbridge, L4L 1A5, dated June 2, 2011;***
- C10 Mr. Frank Zoghi, York Regional Collision Center, dated June 6, 2011;***
- C11 Mr. Joe Buntic, Desjardins General Insurance Group, dated June 6, 2011;***
- C12 Mr. Rick Pfeiffer, The Economical Insurance Group, 77 City Centre Drive, Suite 400, Mississauga, L5B 1M5, dated June 6, 2011; and***
- C13 Information package entitled, "Towing Rate Study 2011", dated June 7, 2011.***

19

GENERAL LICENSING BY-LAW REVIEW

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services & City Solicitor, dated May 31, 2011, be approved;
- 2) That further information with respect to comments made by Members of Council and deputants be forwarded to the Council meeting of June 7, 2011; and
- 3) That the following deputations be received:
 1. Mr. E. Mark Lockwood, RBC Insurance, 6880 Financial Drive, Tower #1, 3rd Floor, Mississauga, L5N 8E8;
 2. Mr. Harvey Dennis, 26 Hallow Crescent, Toronto, M9W 2V9; and
 3. Mr. Kevin Hanit, 72 Queensbridge Drive, Concord, L4K 5T1.

Recommendation

The Commissioner of Legal and Administrative Services & City Solicitor, in consultation with the Director of Budgeting & Financial Planning and Manager of Special Projects, Licensing & Permits recommend:

1. That Licensing By-law 315-2005, as amended, be further amended in accordance with the amendments in this Report.

Contribution to Sustainability

N/A

Economic Impact

Licensing fees are determined based on the costs, both direct and indirect, of administering and enforcing the Licensing By-law, and will result in additional revenue.

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Item 19 CW Report No. 30 – Page 2

Communications Plan

Public notice for the proposed amendments to the Licensing By-law 315-2005, as amended, has been provided in accordance with Notice By-law 394-2002, as amended.

Purpose

The purpose of this Report is to recommend amendments to the Licensing By-law 315-2005, as amended.

Background - Analysis and Options

Licensing By-law 315-2005, as amended, (hereinafter referred to as the “Licensing By-law”) regulates many businesses in the City. Such regulation enables the City to protect the health and safety of its citizens, to promote consumer protection, and to abate the nuisances that some businesses create. Given this vital role, Staff periodically review the Licensing By-law to address emerging issues, as well as to update and streamline current provisions. The last such review was conducted in October 2008. Since that time, Staff have identified further areas in which the Licensing By-law can be improved.

- **Tow Truck Provisions**

- a) *Capping of Tow Truck Fees*

Tow truck services are provided to consumers in vulnerable and stressful circumstances, usually as a result of a road accident or being stranded after a vehicle breakdown. These circumstances put consumers at the mercy of the tow truck operator with respect to fees that are charged. Accordingly, consumer protection is especially important in this context. In the past, the Licensing By-law addressed this issue by capping certain rates that a tow truck operator could charge. For example, a tow truck operator can only charge a maximum of \$250 for towing services from a collision, a maximum of \$100 for an off-road recovery, and a maximum of \$2 per kilometer of travel time outside City limits. However, Staff have begun to receive complaints from the public and the insurance industry regarding the fees charged for non-regulated areas, such as non-collision tows, overnight storage fees, wait times at collision centres, and the use of tow truck related equipment. In some cases, Staff have seen towing inflated invoices totaling over \$3000, notwithstanding the \$250 collision rate.

Staff met with approximately 30 members of the tow truck industry on May 3, 2011 to discuss the regulation of these areas. While the tow truck industry was not against capping the fees for these non-regulated areas, they voiced concerns regarding the high cost of living and the high costs associated with running a business. In an effort to balance these concerns with the City’s duty to protect the consumer, Staff are recommending the regulation of fees in the following areas:

- i. *Non-Collision Tow Truck Fees*

A non-collision tow would be defined as a tow that is provided in any circumstances other than where the towed vehicle is involved in a collision. This would include situations where a vehicle breaks down on the side of the road or where a vehicle is towed from a storage facility. Staff are recommending a maximum \$125 non-collision rate, a maximum of \$60 for the use of dollies (towing apparatus that may be attached to the wheels of towed vehicle to assist with towing), and \$3 per kilometer of travel time outside City limits. This rate is lower than the collision rate because it is assumed that a tow truck will use dollies with a vehicle involved in a collision whereas this may not be the case with towing a non-collision vehicle. Also, preparing a non-collision vehicle for towing usually takes less time. This rate, however, would not apply to a flatbed tow truck, as flatbed tow trucks can take up to half an hour for hook-up.

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ii. Storage Fees

Towing services are often provided late at night or on weekends when the hirer's autobody or motor vehicle repair shop is closed. In this case, it will be necessary to store the vehicle elsewhere. Some tow truck companies store the vehicle on their premises, or they bring the vehicle to storage facilities. Staff are recommending that tow truck operators be prohibited from charging, or permitting to be charged by any other person, a storage fee of more than \$60 per day for outside storage of a vehicle and a storage fee of more than \$100 per day for indoor storage of a vehicle. The higher amount for indoor storage reflects the higher costs, such as heating. The City of Toronto allows for a maximum storage fee of \$20, the City of Mississauga allows for a maximum storage fee of \$25, and the City of Brampton allows for a maximum storage fee of \$60. The storage fees charged by the tow truck industry have generated the greatest number of complaints from the public.

iii. Collision Reporting Centre Fees

Police may require that vehicles involved in a collision be brought to a Collision Reporting Centre so that the police may prepare an accident report. Once a tow truck brings this vehicle to the Collision Reporting Centre, they are not permitted to release the vehicle from the tow truck, and the operator must wait for the police to finish their report. The Licensing By-law allows a tow truck operator to charge for up to one hour of wait time, however, the Licensing By-law allows the tow truck operator to set the rate for this hour. Staff are recommending that this one hour wait time be capped at \$100. On most occasions, this accident process will take less than an hour.

b) Further Safety Items

The Licensing By-law mandates that all tow trucks have certain safety-related equipment. These include fire extinguishers, flares, and first aid kits. Staff are recommending that the Licensing By-law be amended to require safety vests, a pry bar of at least 1.5 meters in length, and wheel straps. Tow truck operators continually provide services on or beside a highway. A safety vest will ensure the safety of the tow truck operator as well as passing motorists. Pry bars and wheel straps will further assist tow truck operators in providing towing services safely.

c) Towing Authorization Form

Staff are recommending the creation of a Towing Authorization Form to be used by tow operators each time towing services are provided. This form would outline the rights and responsibilities of the hirer, the rates for towing services, the quote for the tow service, a comment section that the hirer could fill out and send back to the Licensing Department, and a section where the hirer would sign to confirm the rate. This form will assist in making towing services in Vaughan more transparent. Such a form has been successfully implemented in the Town of Caledon.

• Delegation of the License Committee function

The common law requires that a licensee be given an opportunity to be heard whenever their license is revoked or suspended by the Chief Licensing Officer. This right to be heard manifests itself as an appeal in front of the License Committee, which is comprised of the five local ward councilors. The hearing is akin to a court process: evidence is entered, witnesses are examined and cross-examined, and legal submissions are made. The License Committee is required to uphold, vary, or rescind the decision of the Chief Licensing Officer at the conclusion of this process. In this respect, the members of the Licensing Committee are acting as quasi-judicial officers, rather than as members of Council.

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The Licensing By-law requires that a hearing be held within 30 days of the Chief Licensing Officer's decision. Given the Committee and Council meeting schedules of the members of License Committee, it is sometimes difficult to obtain quorum within the 30 day requirement. Furthermore, it may be difficult to reconcile role of councilor with that of judicial officer, as the decisions of the License Committee in their judicial capacity affect the rights of their constituents. Accordingly, Staff are recommending that the License Committee function be delegated to a Hearings Officer. Should Council adopt this recommendation, the City will retain an independent qualified Hearings Officer on a per diem basis to hear these appeals. A similar Hearings Officer position was established to hear appeals under the City's Administration Penalty system.

- ***Mobile Sign Licensing***

Currently, the Licensing By-law provides that every person who leases or rents mobile signs shall ensure that all permits under City By-laws are obtained prior to the placement of the mobile sign. The reality of the mobile sign industry is such that the mobile sign companies obtain permits for the mobile signs, rather than the person renting or leasing the mobile sign. Therefore, Staff are recommending that the Licensing By-law be amended to require that mobile sign companies ensure that the appropriate permits are taken out, thus shifting the responsibility to the appropriate party. Mobile Sign companies that do not have permits for their mobile signs will be issued administrative penalty notices rather than being charged under the *Provincial Offences Act*.

- ***Licensing Fees***

The licensing fees for the various classes of businesses are found in Schedule "B" of the Licensing By-law. These fees were updated during the last general licensing review in October 2008, and are set to expire. Staff are recommending that Council adopt the licensing fees for the years 2011-2012 as shown in Attachment #1. These fees were computed in relation to the Consumer Price Index and with the assistance of the Finance Department.

- ***Adoption of a Threshold Policy***

The grounds that the Chief Licensing Officer must consider in deciding to refuse, revoke, or suspend a license are found at section 6.1 of the Licensing By-law. These include whether the conduct of the applicant affords reasonable grounds to believe that issuing a license would be contrary to the public interest, that the applicant will carry on their business within the law, or that issuing the license would endanger the health and safety of the public. To assist with these determinations, the Licensing By-law requires that certain business license applicants, such as applicants for Taxicabs, Tow Trucks, or Driving School licenses, submit a police clearance letter as part of their application. The police clearance letter discloses any criminal convictions of the applicant.

To facilitate this process, Staff developed an internal threshold policy (Attachment "2"). This threshold policy classifies the various criminal offences based on their severity. The more serious the criminal conviction, the greater period of time in which an applicant is precluded from receiving a business license from the City. Staff are recommending that Council adopt this threshold policy substantially in the form attached as part of the Licensing By-law. This will help to promote consistency, predictability, and coherence in the administration of business licenses, in addition to providing direction to the Licensing Committee in their decision process. The City of Toronto, City of Mississauga, and the City of Brampton have also adopted similar policies as part of their respective licensing by-laws.

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- ***Snow Removal Services***

On March 8, 2011, Council directed Staff to review the issue of residential snow removal services to assess the utility and viability of requiring a municipal license to operate such a service in the City. Pursuant to section 151 of the *Municipal Act, 2001*, the City can provide for a system of licenses for a “business”. Snow Removal would be considered a “business”. The main purpose of regulating this business would be to protect the consumer from unscrupulous snow plow operators who collect money without providing a service. In theory, regulation would enable to track snow removal businesses and to screen operators. These regulations, however, would only capture those law bidding operators who submit to the licensing process. Unscrupulous operators do not obtain appropriate municipal licenses. The seasonal nature of the snow removal business would also make it difficult for Enforcement Services to enforce any licensing regime against these individuals. Accordingly, regulation of snow removal services would likely have minimal impact on consumer protection. Furthermore, regulation of the snow removal business may invite demand for the regulation of other analogous businesses such as landscaping, driveway pavers, and roofers, in which case there may be staffing implications. Therefore, Staff do not recommend the regulation of snow removal businesses. Consumers themselves are best advised to protect against unscrupulous snow removal businesses by requesting reference checks or by paying after completion of the snow removal.

- ***Administrative Penalties***

The Administrative Penalty process was adopted by Council in June 2009. In this process, Licensing By-law offenders are issued a Penalty Notice rather than a Provincial Offences Notice. If the person wishes to dispute the penalty notice, a hearing is held in front of a Hearings Officer appointed by the City rather than a trial in front of a Justice of the Peace in Provincial Offences Court. A By-law Enforcement Officer who witnesses a licensing infraction serves the offender with the penalty notice. Service of the penalty notice is effectuated by personal service, registered mail, e-mail, or facsimile transmission. If the person does not request a hearing of the penalty notice within 15 days, the penalty notice becomes final and binding. Although the offender will almost always receive the penalty notice, there remains a small possibility that an offender will not. In such a case, the penalty notice would become final and binding notwithstanding that they did not receive it. The Licensing By-law does not explicitly provide any mechanism for redress in this case. Staff are recommending that the Licensing By-law be amended to give the Director of Enforcement Services discretion to cancel or vary a penalty notice, or to reopen the case, in circumstances where it is established that the offender did not receive the penalty notice.

- ***Other Administrative Housecleaning Amendments***

Some provisions in the Licensing By-law have become obsolete with the passage of time. For example, some provisions reference legislation that has been repealed, or time periods that have elapsed. Other provisions require minor amendments to further clarify their meaning. These include minor amendments to the Definitions sections, the General Provisions section, the Adult Entertainment section, the Driving School section, the Consumer Fireworks section, the Mobile Sign section, the Clothing Donation Drop Boxes section, the Refreshment Vehicle section, and the Taxi Cab section. These minor housekeeping administrative amendments will be reflected in any amending by-law adopted by Council.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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Regional Implications

N/A

Conclusion

The Licensing By-law regulates many businesses in the City with a view to protect the consumer, protect the health and safety of its citizens, and abate nuisances. Given these important objectives, Staff regularly review the Licensing to address emerging issues and to streamline current provisions. The proposed amendments will bring further clarity to the Licensing By-law which will assist in its administration and enforcement. The proposed amendments will also afford greater protection to the public.

Attachments

Attachment “1”—Licensing Fees for 2011-2012

Attachment “2”—Threshold Policy

Report prepared by:

Christopher G. Bendick
Solicitor

(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 20 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

20

STAFF ATTENDANCE FOR PUBLIC MEETING (WARD 2)

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Tony Carella, dated May 31, 2011:

Member's Resolution

Submitted by Councillor Tony Carella.

Whereas, the members of approximately seventeen households on Napa Valley Avenue and Julia Valentina Avenue have expressed an interest in purchasing open space at the rear of their properties; and

Whereas, this open space is owned by the City; and

Now therefore be it resolved, that appropriate staff be directed to work with the ward councillor, to convene and attend a meeting of interested parties, where the issues regarding the lands can be identified, the process can be explained and any questions answered, and that TRCA be invited to attend the meeting.

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Item 21 Report No. 30, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 7, 2011, as follows:

By approving that Communication C1 from Mr. Antony Niro, dated May 31, 2011, be received.

21 GO STATION AT KEELE STREET AND KIRBY ROAD

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Iafrate, dated May 31, 2011:

Member's Resolution

Submitted by Councillor Marilyn Iafrate.

Whereas, the City of Vaughan recognizes that gridlock is a serious matter that concerns and affects all Vaughan residents, and

Whereas, the City of Vaughan is committed to support and promote transportation improvements particularly rapid transit to address gridlock, and

Whereas, GO Transit has recognized a need to facilitate parking of an additional 350 vehicles at the Maple GO Station for a total to date of 1246 spaces, and

Whereas, GO Transit is planning to implement in the next few years all day service for the Barrie line which services the Maple community,

Whereas, a GO rail transit station is already planned for in Block 27 by both the City of Vaughan and the Region of York's official plans, and

Whereas, the rail lines are already owned by GO Transit at the proposed new GO Station location at Keele Street and Kirby Road, and

Whereas, one 10-car GO train carries the same number of people as 1400 passenger cars while one GO bus can replace about 50 passenger cars, and

Whereas, opening of a GO Station at this location could eliminate hundreds of one-way southbound commuter passenger car trips in the morning and similarly, hundreds of northbound passenger car trips in the evening every day bringing much needed relief to the already congested local road network in Maple and surrounding areas, and

Whereas, this reduction in passenger car trips could eliminate 20 tons of CO2 greenhouse gas emissions every day, or 5000 tonnes of CO2 emissions every year, and

Whereas, this new GO Station could serve as a transit hub, interfacing GO Transit with local York Region Transit bus service, and

Whereas, locating a GO Station in Block 27 prior to the realization of new residential development will ensure complimentary and sustainable development and reduced dependency on vehicles

It is therefore recommended that Council endorses the recommendation to prioritize a third GO Station in Maple to serve the growing need to access rapid transit and direct the City Clerk to forward this recommendation to Metrolinx, the Region of York and the local MPP, the Honourable Gregory Sorbara.

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Attachments

Map 11, Transit Network, York Region Official Plan, December 16, 2009

Schedule 10, Transit Network, City of Vaughan Official Plan Volume 1, September 7, 2010

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

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Item 22 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

22

DEVELOPMENT CHARGES ACT

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Regional Councillor Rosati, dated May 31, 2011:

Member's Resolution

Submitted by Regional Councillor Gino Rosati.

Whereas, the City of Vaughan Council on June 30, 2009 passed a resolution which reads "That the Provincial Government amend the Development Charges Act to permit the collection of development charges to fund the "local share" component of hospital funding"; and

Whereas, no formal response (other than an acknowledgement) has been received;

It is therefore recommended that Council reaffirms its position and requests a response to Council's Resolution, and that the Leaders of the two other Provincial Parties Mr. Tim Hudak, leader of the opposition and Ms. Andrea Horwath, leader of the N.D.P. also be asked to state their position on the request.

Background

In 1998 amendments to the Development Charges Legislation specifically excluded growth related Hospital Projects from Development Charges. Given that Health Care is a provincial responsibility, at the very least the Provincial Government should allow collection of Development Charges to cover the local share of hospital funding. We recognize that the need for a new hospital is a direct result of new growth in the area. Local property taxes pay in part towards other provincial responsibilities such as Education and Social services. This would clearly sustain the affordability of a Hospital in Vaughan in favor of all residents.

Attachments

Extract From Council Meeting Minutes of June 30, 2009 Item 67, Committee of the Whole Report No. 35 and correspondence from Premier Dalton McGuinty, letter of acknowledgment dated July 16,

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

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Item 23 Report No. 30, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 7, 2011, as follows:

By approving the recommendation contained in the following report of the Acting Commissioner of Planning and Director of Development Planning, dated May 31, 2011;

By approving the following in accordance with Communication C8 from the Director of Development Planning, the Director of Development/Transportation Engineering and the Director of Parks Development, dated June 6, 2011:

1. ***THAT the following provisions be added to Recommendation 2 of the Committee of the Whole report (Item 23) from the Acting Commissioner of Planning and the Director of Development Planning dated May 31, 2011:***

“d) the provision of a low maintenance acoustical earth berm of 20-24 m in width be located within the minimum 24 m wide community edge buffer along Highway 27, and be well landscaped with large caliper coniferous and deciduous tree planting and other naturalized landscaping at a 3:1 slope and height of 3.9 m in accordance with City standards;

e) the implementing Official Plan Amendment include policies and mapping to permit either single detached residential or open space park uses on the lots identified by the Parks Development Department on Attachment #6 (hatched area approximately 1.8 ac). If the linear park identified in the southern subdivision (1422174 Ontario Ltd. (Lea Vivot), 19T-08V06) is not conveyed to the City within two (2) years of the first Draft Plan of Subdivision Approval on the lands subject to this Official Plan Amendment (the 3 subdivisions to the north), this area (hatched) will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from the southern subdivision (19T- 08V06) within 2 years of the first Draft Plan Approval of the 3 subdivisions to the north, these lands (hatched) shall be developed for low-density residential uses.”

2. ***THAT when the respective Zoning By-law Amendment (Files Z.03.008, Z.08.035, Z.08.036) and Draft Plan of Subdivision (19T-03V02, 19T-08V04, 19T-08V05) applications are brought forward for Council’s consideration in Fall 2011, that appropriate zoning requirements including the provision of a Holding “H” provision and draft plan of subdivision conditions including a no pre-sales agreement be proposed for incorporation into the respective implementing zoning by-law amendments and subdivision agreements for the 3 subject properties; and***

By receiving Communication C6 from Mr. Sid Preece, Hedgerow Estates Homeowners’ Association, 25 Hedgerow Court, Kleinburg, L0J 1C0, dated June 6, 2011.

23

OFFICIAL PLAN AMENDMENT FILE OP.03.007
1321362 ONTARIO INC., 11336 HIGHWAY 27 LIMITED PARTNERSHIP,
AND KLEINVIT ESTATES INC.
WARD 1

The Committee of the Whole recommends:

- 1) That consideration of this matter be deferred to the June 7, 2011 Council Meeting, to allow staff to address the following:

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- a) **the berm along Highway 27;**
 - b) **the parkland request;**
 - c) **status from TRCA with respect to the Future Residential parcel of land; and**
 - d) **to confirm that the landowner at the southern portion will be participating; and**
- 2) **That the following deputations and communications be received:**
1. **Ms. Rosemarie, Humphries, Humphries Planning Group Inc., 216 Chrislea Road, Suite 103, Vaughan, L4I 8S5;**
 2. **Mr. Ken Nieuwhof, Kleinburg Area Ratepayers' Association, P.O. Box 202, Kleinburg, L0J 1C0 and Communication C7, dated May 30, 2011;**
 3. **Mr. Sid Preece, Hedgerow Estates Homeowners' Association, 25 Hedgerow Court, Kleinburg, L0J 1C0 and Communication C8, dated May 30, 2011; and**
 4. **Mr. Bob Klein, 8 Davisview Court, Kleinburg, L0J 1C0.**

Recommendation

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

1. THAT Official Plan Amendment File OP.03.007 (1321362 Ontario Inc., 11336 Highway 27 Limited Partnership and Kleinvit Estates Inc.) BE APPROVED, specifically to amend OPA #601 (Kleinburg-Nashville Community Plan) for the subject lands shown on Attachments #1 and #2, in accordance with the designations indicated on Attachments #4A, #4B and #4C as follows:
 - a) redesignate from "Future Residential - Humber North Extension" to "Residential Area - Humber North Extension" and redesignate from "Valley and Stream Corridor" to "Residential Area - Humber North Extension" to permit detached dwelling units, parks and open space including buffer areas, acoustical barrier/berming, and private home daycare; and, to maintain the "Valley and Stream Corridor" designation for the areas confirmed as valleylands; and,
 - b) amend Table "A" Kleinburg-Nashville Community Plan Population Estimates to indicate a population of 389 instead of 220 for the Humber North Residential Area (shown on Table "A" as "Future Residential 2B - West of Regional Road 27 - Fully Serviced).
2. THAT the implementing Official Plan Amendment include, but not be limited to, the following provisions:
 - a) permit a density of between 5 to 7.55 units per ha for the "Residential Area - Humber North Extension" lands, whereas the Official Plan specifies the density at between 5 to 7.5 units per ha for the "Future Residential - Humber North Extension Area" for the subject lands;
 - b) require that the community edge buffer along Regional Road 27 shall be a minimum width of 24 m, which shall include naturalized landscaping and an acoustical barrier/berming to the satisfaction of the City of Vaughan, and the community edge buffer shall not form part of the parkland dedication and shall be dedicated to the City free of all costs and encumbrances, to the satisfaction of the City; and,
 - c) require that sustainable community objectives be implemented through neighbourhood designs that support cycling and walking, ensures neighbourhood connectivity to the broader community, and provides transit opportunities, water and energy efficiencies, energy alternatives, and green building design and site development.

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3. THAT should the implementing Official Plan Amendment for File OP.03.007 (1321362 Ontario Inc., 11336 Highway 27 Limited Partnership and Kleinvit Estates Inc.) be approved by York Region, (approval authority), that the Region be requested to modify the designations from “Residential Area - Humber North Extension” to “Low-Rise Residential”, and from “Valley and Stream Corridor” to “Natural Areas”, in accordance with the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and which is subject to York Region approval.

Contribution to Sustainability

The sustainable features for the development of the subject lands shown on Attachment #2 will be finalized through the Plan of Subdivision review. The development of the subject lands will involve using innovative Low Impact Development Design (LID) measures which have been reviewed by the City and the Toronto and Region Conservation Authority (TRCA). The LID measures and sustainable features proposed are as follows:

- i) stormwater management strategies which include a rural inspired approach to stormwater management with bioretention swales within the road allowance that provide for stormwater to collect and infiltrate into the groundwater system instead of the typical urban curb and gutter approach where stormwater is piped into a storm sewer system leading to a stormwater management pond;
- ii) balanced ground water infiltration on a pre-development and post-development basis due to treating stormwater at the source rather than at the end, i.e., in the pipe, the impact of large rain events on receiving streams and outfalls is reduced as the volume and speed of stormwater is mitigated through the outfall process;
- iii) roof drains from the dwelling units will be connected to rain barrels to collect stormwater instead of the underground storm sewer, and the topsoil depths on the lot will be increased to provide for a greater pervious area to increase the amount of storage for stormwater infiltration and evapotranspiration thereby accommodating the stormwater collected in the rain barrels;
- iv) reduced road rights-of-way with surface drainage swales and sub-surface infiltration trenches instead of a wider right-of-way with curbs and gutters; and,
- v) permeable pavement for the driveways with material to be permeable interlocking pavers or porous asphalt.

Economic Impact

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

Communications Plan

On August 22, 2008, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands, and to the Kleinburg and Area Ratepayers' Association. The Public Hearing was held on September 15, 2008, and the recommendation to receive the Public Hearing report was ratified by Vaughan Council on September 22, 2008. Written comments, the concerns of which will be addressed, were received from:

- i) Charles Sjaarda, 6151 Kirby Road, correspondence dated September 15, 2008, respecting the impact of the proposed development on his property value, road safety, and safety of the water from his well during the construction of the development;

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- ii) Stephen Cappe, on behalf of Michael and Dawn O'Leary, 6175 Kirby Road, correspondence dated September 15, 2008, respecting the impact of the proposed development, traffic, and valleylands/open space affecting 6175 Kirby Road and the surrounding community; and,
- iii) the Kleinburg and Area Ratepayers' Association, correspondence dated October 27, 2008, respecting the provision of a buffer between the proposed development and the existing residential community on Hedgerow Lane to the south, the provision of a 30 m naturally landscaped buffer without noise attenuation walls adjacent to Regional Road 27, and the development of trails for biking and walking and linkage to the Regional Road 27 and Humber Valley Trail System, along with other development matters.

Purpose

The Owner has submitted Official Plan Amendment File OP.03.007 to amend OPA #601 (Kleinburg-Nashville Community Plan), specifically to:

- i) redesignate the subject lands from "Future Residential - Humber North Extension" and "Valley and Stream Corridor" (except lands determined by the City and TRCA to be within the valley) to "Residential Area - Humber North Extension";
- ii) amend Table "A" Kleinburg-Nashville Community Plan Population Estimates to provide for a population of 389 instead of 220 for the Humber North Extension Area;
- iii) permit a minimum 24 m wide Community Edge Buffer along Regional Road 27 instead of a 30 m to 50 m wide Community Edge Buffer as required by OPA #601;
- iv) permit a 17.5 m double-loaded local road right-of-way and 15 m single-loaded local road right-of-way instead of 18.5 m to 20 m local road right-of-ways as required by OPA #601; and,
- v) address the housing and population growth, sanitary and water servicing, and road improvement requirements, prior to permitting development on the subject lands designated "Future Residential - Humber North Extension Area".

The Official Plan Amendment would facilitate the development of 113 detached dwelling units on 26.75 ha, and maintain valleylands and open space on the subject lands shown on Attachments #1 and #2.

The Humber North Extension Area, shown on Attachments #2 and #3, includes four Plans of Subdivision: Plan 19T-03V02 (1321362 Ontario Inc.), Plan 19T-08V04 (11336 Highway 27 Limited Partnership), Plan 19T-08V05 (Kleinvit Estates Inc. - formerly Kleinburg North Inc.), and Plan 19T-08V06 (1422174 Ontario Ltd. - Lea Vivot In Trust). All four of the Plans were considered at the Public Hearing, however, Plan 19T-08V06 has outstanding issues to address, and therefore, was not addressed as part of this report. The land use details for the subject lands (Attachment #3) are as follows:

The Humber North Extension Area
(Plans of Subdivision 19T-03V02, 19T-08V04 & 19T-08V05)

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<u>Land Use</u>	<u>Units</u>	<u>Area (ha)</u>
Detached Dwellings	110	9.93
6 Future Residential Blocks *	3	0.24
Open Space/Valleylands**		9.92
Tableland Woodlot**		0.63
Valley Buffers		1.68
24 m Community Edge Buffer**		0.96
6 m Emergency Road Access		0.04
6 m Overland Flow Block		0.04
Pumping Station**		0.05
Regional Road 27 Widening**		0.19
0.3 m Reserves		0.03
Roads		3.04
Total	113	26.75

* Blocks in Plans of Subdivision 19T-03V02 and 19T-08V04 - create lots for 3 detached dwelling units

** Land uses excluded from the calculation of residential density - 11.79 ha

Net residential area - 14.96 ha

Density for the Humber North Extension Area - 7.55 units per net residential hectare

Population estimate - 389 people (based on 3.44 people per unit)

Background - Analysis and Options

The subject lands shown on Attachments #1 and #2 are located on the west side of Regional Road 27, south of Kirby Road, in Part of Lots 29 and 30, Concession 9, City of Vaughan. The subject lands have an area of 26.75 ha, with 611 m of frontage along Regional Road 27.

The subject lands are designated "Future Residential - Humber North Extension" and "Valley and Stream Corridor" by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #5 and designated "Agricultural" and "Natural Areas" by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and is subject to York Region approval. The lands are also within the "Natural Heritage System of the Protected Countryside" of the *Greenbelt Plan*. The lands are zoned A Agricultural Zone and OS1 Open Space Conservation Zone by By-law 1-88, subject to Exception 9(167), which permits agricultural uses. The subject lands are currently used for agricultural and residential purposes.

Files OP.03.007, Z.03.008 and 19T-03V02 were previously considered by the Committee of the Whole at the March 24, 2003, Public Hearing. The recommendation of the Committee of the Whole to receive the Public Hearing report on March 24, 2003 (which proposed 53 detached lots on a 40.52 ha plan of subdivision for File 19T-03V02 and included the southerly lands that are now within File 19T-08V06), and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on March 31, 2003.

On December 12, 2005, Council adopted the Committee of the Whole recommendation of December 5, 2005, which responded to the Council resolution of September 26, 2005 for the Development Planning Department to review two concept development proposals brought forward by the applicants, Kleinburg and Area Ratepayers' Association and the Hedgerow Lane Residents to establish a buffer area along the southern limits of the subject lands adjacent to the Hedgerow Lane Subdivision as shown on Attachment #6. The recommendation also stated that the community edge buffer of 30 m to 50 m was appropriate, and that Council receive the "Principles of Development Concepts" submitted by the applicants respecting the terms of development for the subject lands, as shown on Attachment #7.

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Supporting Documentation

The following reports were submitted in support of the applications within the Humber North Extension Area:

- *Planning Analysis - Humber North Extension*, dated June 2008 by Humphries Planning Group Inc., and revised March 15, 2010 and October 22, 2010;
- *North Humber Extension Development Functional Servicing Report*, dated June 2008 by The Municipal Infrastructure Group Ltd., and revised March 2010;
- *Geotechnical Investigation - Proposed Residential Subdivision, Part of East Half of Lot 29, Concession 9*, dated January 9, 2008 by Terraprobe Limited;
- *Geotechnical Investigation - Proposed Residential Subdivision - 11336 Highway 27, Village of Kleinburg*, dated February 20, 2008 by Terraprobe Limited;
- *Hydrogeological Investigation - Proposed Residential Development, 11336 & 11270 Highway 27*, dated June 23, 2008 by Terraprobe Limited;
- *Phase I Environmental Assessment - 11336 Highway 27 & 11270 Highway 27*, dated December 10, 2007 by Try Environmental Services Inc.;
- *Environmental Report - Humber North Extension Area*, dated May 20, 2008 by Ages Limited, and revised as *Environmental Impact Report*, dated October 2010;
- *Traffic Impact Assessment - Proposed Street "A" Intersection At Highway 27*, dated May 30, 2007 by Sernas Transtech;
- *Noise Feasibility Study - Residential Development, West side of Highway 27, South of Kirby Road*, dated June 2008 by Howe Gastmeier Chapnik Engineering Ltd.; and,
- *North Humber Extension Area - Community Design Guidelines*, dated August 17, 2010 by the Sorbara Development Group, and revised November 26, 2010.

Land Use Policies/Planning Considerations

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

i) Provincial Policy Statement and Places To Grow

The subject lands are located within a Settlement Area, and are defined in accordance with the Provincial Policy Statement (PPS) as follows (excerpt), which is consistent with the definition in the Province's Places to Grow Plan - Growth Plan:

"Settlement areas: means urban and rural settlement areas within a municipality (such as cities, towns, villages and hamlets) that are:

- a) built up areas where development is concentrated and which have a mix of land uses; and,
- b) lands which have been designated in an official plan for development over the long term planning horizon provided for in Policy 1.1.2."

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

"1.1.3.2 Land use patterns within settlement areas shall be based on:

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- a) Densities and a mix of land uses which:
 - 1) efficiently use land and resources;
 - 2) are appropriate for, and efficiently use, the infrastructure and public service facilities, which are planned or available, and avoid the need for their unjustified and/or uneconomical extension; and,”

“1.1.3.7 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

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

“2.2.7.1 New development taking place in designated Greenfield area will be planned, designated and zoned in a manner that:

- a) contributes to creating complete communities;
- b) creates street configurations, densities and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;
- c) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.”

OPA #601 (Kleinburg-Nashville Community Plan) designates part of the subject lands, “Future Residential - Humber North Extension”, as shown on Attachment #5, which recognizes that residential uses would be permitted on the lands and that an Official Plan Amendment is necessary to address the housing and population growth, sanitary and water servicing, and road improvement requirements, prior to permitting development on the subject lands. There are existing communities located to the south and east of the subject lands. The proposed development is in accordance with the settlement area policies in the PPS and Places to Grow.

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

“1.6.1 Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs.

Planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs.”

Places to Grow, requires efficient infrastructure with the establishment of compact developments as indicated in the following “Infrastructure Planning” Policy 3.2.1:

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

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

ii) Region of York Official Plan

The subject lands shown on Attachment #2 are designated “Towns and Villages” by the Region of York Official Plan, and are located within the boundary of a community plan, being OPA #601, which permits urban uses. The Region will be required to approve the Official Plan Amendment, if adopted by Vaughan Council, as the Region did not exempt the subject lands from Regional Official Plan approval.

In accordance with Section 7.3 “Water and Waste Water Servicing” of the Regional Official Plan, it requires that development within the Regionally designated “Towns and Villages” be on full municipal water and sewer services. The completion of the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area for the purposes of addressing the planned and proposed developments for the Kleinburg-Nashville Community will identify the servicing infrastructure required for the subject lands to develop.

The Regional Official Plan includes policies which encourage the managed growth of land uses within the urban area, which is supported by the appropriate servicing infrastructure, and therefore, the proposal conforms to the Regional Official Plan. The Region’s technical comments for the individual plans of subdivision will be provided when they are considered by Council.

iii) City of Vaughan Official Plan 2010

The subject lands are designated “Agricultural” and “Natural Areas” by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and is subject to York Region approval. The “Low-Rise Residential” designation in Official Plan 2010 will implement the detached dwelling units proposed for the subject lands. The “Valley and Stream Corridor” designation in OPA #601 will be designated “Natural Areas” in Official Plan 2010.

Should the implementing Official Plan Amendment for File OP.03.007 be approved by the Region of York (the approval authority), that the Region be requested to modify the designations from “Residential Area – Humber North Extension” to “Low Rise Residential”, and from “Valley and Stream Corridor” to “Natural Areas”, in accordance with the new City of Vaughan Official Plan 2010.

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

The subject lands are designated “Future Residential - Humber North Extension” and “Valley and Stream Corridor” by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #5. The valleylands are also identified as being in a “Potential Groundwater Discharge Area”, Schedule “B1” - Hydrogeologically Sensitive (Groundwater Recharge and Discharge Areas); the

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“Kirby Road Plantation Forest South”, Schedule “B2” - Habitat Enhancement Opportunities, Forest Regeneration and Linkages; a “Man-made or Altered Pond”, Schedule “B3” - Wetland Pockets and Ponds”; and “Kirby Road Humber Valley Forest East” and “Kirby Road Plantation Forest South”, Schedule “B4” - Significant Woodlands, in OPA #601. The Toronto and Region Conservation Authority (TRCA) has reviewed the supporting documentation, as discussed earlier in this report, to address the Official Plan policies respecting the natural environmental features. The TRCA has required the establishment of ecological buffers, and restoration and enhancement of the valleylands, as well as, supported the implementation of a Low Impact Development (LID) design concept for a more sustainable community, and is satisfied that the ecological matters have been addressed.

A portion of the subject lands fall within the “Natural Heritage System of the Protected Countryside” of the *Greenbelt Plan*. In a letter dated November 9, 2006, the Ministry of Municipal Affairs and Housing accepted the City’s position that Section 5.2.1 (Decisions on Applications Related to Previous Site Specific Approvals) of the *Greenbelt Plan* applied to OPA #601, as the Official Plan was amended prior to December 16, 2004, and stated in the letter, “that approval may continue to be recognized and that any further applications to implement the Official Plan approval are not required to conform with the Greenbelt Plan.”

The policies of the “Future Residential - Humber North Extension” require that growth management issues be addressed prior to the approval of any amendment to the Official Plan Amendment to allow future development as follows:

- a) a review assessing the extent of housing and population growth in Phases;
 - b) remaining servicing capacity for residential growth in Phase 1;
 - c) completion of the Kleinburg-Nashville Servicing Strategy as defined in Section 4.12 (Servicing);
 - d) the identification of the preferred sanitary and water servicing option;
 - e) necessary road improvements being established with respect to Regional Road 27 and Kirby Road; and,
 - f) the development of a comprehensive plan for the Humber North Neighbourhood Extension establishing neighbourhood focus, environmental features, terrestrial linkages, parkland, pedestrian linkages, integrated road pattern, servicing and appropriate density in accordance with the density policies of this Plan.
- v) Housing and Population

A population of 389 people is proposed on the subject lands, which is 169 people greater than the estimated 220 people for the fully serviced Humber North Extension Area on the west side of Regional Road 27 as indicated in Table “A” - Kleinburg-Nashville Community Plan Population Estimates of the Official Plan. This is due to the establishment of the valleyland and tableland development limits through the Toronto and Region Conservation Authority’s review of the proposal resulting in an increase in the amount of developable land. There will be a further increase to the proposed population should the development policies for the southerly Draft Plan of Subdivision File 19T-08V06 (1422174 Ontario Ltd. - Lea Vivot In-Trust) shown on Attachment #2 within the Humber North Extension area, be approved in the future.

A total of 113 detached residential dwelling units are proposed on the subject lands (Attachments

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#4A, #4B and #4C) yielding a density of 7.55 units per hectare on 14.96 ha. The density at 7.55 units per hectare is slightly higher than the maximum density of 7.5 units per ha due to the provision of a greater amount of environmental tableland buffers being provided in the development. The density is averaged across Plans of Subdivision 19T-03V03, 19T-08V04 and 19T-08V05 within the Humber North Extension Area. The housing form proposed is in keeping with the existing housing to the south of the subject lands. The subject lands are to be redesignated as follows:

- a) redesignate from “Future Residential - Humber North Extension” to “Residential Area - Humber North Extension” and redesignate from “Valley and Stream Corridor” (the development limits being confirmed by TRCA and City as tableland) to “Residential - Humber North Extension” to permit detached dwelling units, parks and open space including buffer areas, acoustical barrier/berming, and private home daycare; and, to maintain the “Valley and Stream Corridor” designation for the areas confirmed as valleylands.

The area included in the calculation of residential density in OPA #601 is based on a net residential hectare which includes the local and primary roads, the land for the dwelling units, environmental linkages located on tablelands, and tableland valley buffer areas. The density is also calculated on a draft plan or block plan basis. The Official Plan allows for the density to be calculated on a block plan basis, which is essentially how Plans of Subdivision 19T-03V02, 19T-08V04 and 19T-08V05 within the Humber North Extension Area would function.

The population totals in Table “A” Kleinburg-Nashville Community Plan Population Estimates are to be amended to indicate a population of 389 instead of 220 to reflect a population increase of 169 people for the Humber North Residential Area (shown on Table “A” as “Future Residential 2B - West of Regional Road 27 - Fully Serviced). The Official Plan includes a provision to examine housing and population growth in phases for the Future Residential Area. At this time, should any phasing of housing and population be required, it will be determined at the Plan of Subdivision stage, as phasing, for the Kleinburg-Nashville community, is subject to the availability of servicing infrastructure which is discussed later in this report.

vi) Servicing Infrastructure

The servicing policies of the Official Plan require all development to be on full municipal water supply and sanitary sewer services, and that the appropriate reviews of the servicing strategies are undertaken to accommodate growth. The City, through its Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study, which is nearing completion, will address the servicing infrastructure improvements and requirements for the Kleinburg-Nashville Area. Through the EA Study, the preferred option has determined that a new sanitary pump station on the west side of Regional Road 27, in Plan of Subdivision 19T-08V05 (Kleinvit Estates Inc.), within the Humber North Extension Area, is required to accommodate the proposed population for the subject lands and planned population for the Kleinburg-Nashville Area (Attachments #3 and #4c).

vii) Transportation

The findings from York Region’s Western Vaughan Transportation Individual Environmental Assessment (IEA), which is examining the road network for the western portion of the City, including Regional Road 27, and the City’s Transportation Master Plan, which is examining the overall layout and alignment of the collector and local road network including Kirby Road, will provide the recommendations and preferred options for the required road improvements to accommodate future growth. The traffic report, *Traffic Impact Assessment - Proposed Street “A”*

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Intersection At Highway 27, dated May 30, 2007, as amended by Sernas Transtech, prepared and submitted for the subject lands, includes the road improvements and design details required for the proposal. As a condition of draft plan approval of any Plan of Subdivision for finalization prior to registration, the required modifications to the traffic report prepared for the subject lands must be approved and reflected in the final design, if applicable, to the satisfaction of the Vaughan Development/Transportation Engineering Department.

viii) Comprehensive Plan

The development details for a comprehensive plan for the Humber North Extension Area establishing neighbourhood focus, environmental features, terrestrial linkages, parkland, pedestrian linkages, integrated road pattern, servicing and appropriate density in accordance with the density policies of this Plan will be addressed through related Draft Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05. The reports, The Municipal Infrastructure Group Ltd., as revised March 2010; *Geotechnical Investigation - Proposed Residential Subdivision, Part of East Half of Lot 29, Concession 9*, dated January 9, 2008 by Terraprobe Limited; *Environmental Report - Humber North Extension Area*, dated May 20, 2008, by Ages Limited, and revised as *Environmental Impact Report*, dated October 2010; and *North Humber Extension Area - Community Design Guidelines*, dated August 17, 2010, by the Sorbara Development Group, and revised November 26, 2010, were submitted to address the Official Plan policies. The servicing, road and density requirements have been addressed earlier in this report.

The City, through the review of the Official Plan and related Plans of Subdivision (to be considered in future reports) applications will require the provision of pedestrian urban connections between streets, built forms, parks, open spaces and woodlots, which will be detailed through the submission of a Landscape Master Plan for approval by the City as a condition of approval at the Draft Plan of Subdivision stage. Further, the City will also require that the provision of a pedestrian trail system with access points into the valleylands be explored as part of the Landscape Master Plan. The City and the Toronto and Region Conservation Authority (TRCA) will require buffer blocks to protect the valleylands and natural features which will be secured through the Plan of Subdivision process. In addition to the environmental reports already submitted, the City and TRCA will require the submission of Tree Preservation and Restoration and Enhancement Plans for the natural features, such as valleylands and woodlots, prior to registration of the draft plans of subdivision.

ix) Community Edge Buffer

Subsection 4.7 Community Edge Buffer of OPA #601 requires that a naturalized community edge buffer in the range of a minimum of 30 m to 50 m in width be provided on lands abutting Regional Road 27 to address urban design issues. In a recent Ontario Municipal Board (OMB) decision, specifically, the April 2008 OMB decision for Kerrowood Developments Limited, Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications for 45 detached dwelling units on the west side of Regional Road 27, north of Nashville Road, a minimum 20 m wide landscaped buffer with a raised berm as the community edge buffer was approved by the OMB. The buffer proposed for the subject lands will be 24 m wide, as shown on Attachments #4A, #4B and #4C, and will incorporate a naturalized landscaped earth berm to a height (approximately 3.9 m) sufficient to address the Noise Study requirements along Regional Road 27. The buffer for the subject lands will be wider than the Kerrowood buffer.

The "Principles of Development Concepts" submitted by the Owners in 2005 respecting the terms of development for the subject lands, as shown on Attachment #7, which includes a community edge buffer in the range of 30 m to 50 m, as shown on the original concept plans for the area

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(Attachment #6), and was adopted by Council on December 12, 2005, predates the OMB decision respecting the Kerrowood Developments Limited proposal of 20 m. The buffer proposed on the subject lands will be 24 m wide along Regional Road 27, as shown on Attachment #8, which will include a naturalized landscaped earth berm, with a width ranging between 20 m to 24 m and an approximate height of 3.9 m. The proposed 24 m wide buffer is appropriate for the area as the naturalized landscaped earth berm will screen the development from Regional Road 27 and provide for a rural landscape setting in keeping with the intent of the Official Plan. The *Noise Feasibility Study - Residential Development, West side of Highway 27, South of Kirby Road*, dated June 2008 by Howe Gastmeier Chapnik Engineering Ltd., recommended that a fence is not required. However, to delineate the residential lands from the buffer lands and for safety purposes, where the buffer abuts the residential lot, a fence will be provided. The fence will not be visible from Regional Road 27 as the 3.9 m high berm will be between it and the road. The 24 m wide buffer will be in public ownership and dedicated to the City free of all costs and encumbrances. Conditions will be included in the plans of subdivision respecting the details for fencing (type and design), landscaping (naturalized plantings), and dedication of the buffer into public ownership.

The 24 m buffer width facilitates a community design that includes the provision of Low Impact Development (LID) features as discussed earlier in the Contribution to Sustainability section of this report, which include measures such as stormwater management strategies with a rural inspired approach to stormwater management with bioretention swales within the road allowance that provides for stormwater to collect and infiltrate into the groundwater system instead of the typical urban curb and gutter approach, to facilitate a development with a high degree of sustainable features and that incorporates rural elements.

In keeping with the OMB Decision, as well as, the Provincial Policy Statement and Places to Grow Plan - Growth Plan policies respecting the efficient use of land, the reduction in the width of the landscape buffer can be supported subject to the provision of naturalized landscaping and berming being to the satisfaction of the City, which will be a requirement at the Draft Plan of Subdivision stage. A recommendation to this effect is included in this report. The "Principles of Development Concepts" also provided for a buffer between residential lands in the Hedgerow Subdivision, shown on Attachment #2, and the Plans of Subdivision within the Humber North Extension Area. However, the buffer cannot be dealt with at this time until Plan 19T-08V06 (1422174 Ontario Ltd. - Lea Vivot In-Trust) is considered in the future as the lands for the buffer are to be located within this Plan.

Vaughan Development/Transportation Engineering

The City's Development/Transportation Engineering Department has no objections to the proposal. The technical requirements for facilitating the development can be dealt with as conditions of draft plan approval at the Plan of Subdivision stage. The Development/Transportation Engineering Department has provided the following comments:

i) Water Servicing/Sanitary Servicing

The North Humber Extension is located within the Kleinburg-Nashville service area. In 2007, the Region of York conducted a Class Environmental Assessment (Class EA) to identify the preferred method of providing sewage and water servicing capacity for growth in the Kleinburg-Nashville area identified by OPA #601. The approved Class EA Study concluded that growth would be serviced by expanding the existing Kleinburg Water Pollution Control Plant and the conversion of the communal water system from a well to a lake based supply through a connection to Pressure District No. 6 of the York Water System. This new system will require the construction of a new large diameter regional supply watermain along Huntington Road from Rutherford Road to a new

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elevated storage tank in Nashville together with system improvements. The Region has confirmed that the completion of the watermain along Huntington Road, and associated works, will be in early 2012. Sewage and water servicing capacity for the North Humber Extension Development will not be available until the proposed water and wastewater system improvements have been constructed to the satisfaction of the Region of York.

The City is currently undertaking a supplementary Class EA entitled "Kleinburg-Nashville Servicing Strategy Master Plan" to identify the necessary local water and sanitary sewer system improvements required to service the planned development under OPA #601 and the conclusions of the City-wide OP review and associated Focus Area Studies. This Class EA is scheduled to be completed in Q2 2011.

The water distribution system preferred servicing alternative as detailed in AECOM's Master Plan conclusions/recommendations requires a 600 mm diameter watermain (ultimate) be constructed along Nashville Road, from Huntington Road, to the existing elevated water storage tank site on Regional Road 27, in order to supply water to the future higher pressure district (PD-KN). In addition, a 400 mm diameter watermain (PD-KN) will be constructed along Regional Road 27 north to Kirby Road, east on Kirby Road, south on Kipling Avenue and west along Stegman's Mill Road to the existing watermain on Islington Avenue to complete a proper watermain loop. This development is tributary to the proposed 400 mm diameter watermain on Regional Road 27 and contains an internal looped system.

The wastewater collection system preferred servicing alternative as detailed in AECOM's Master Plan conclusions/recommendations requires improvements/upgrade to the existing Nashville pumping station, a 300 mm diameter sanitary sewer be constructed along Regional Road 27 initiating at the existing Nashville pumping station site at the south-east corner of Nashville Road and Regional Road 27 and extending north to service the North Humber Extension lands, and a new pumping station, and associated sanitary forcemain works.

Accordingly, the servicing of the North Humber Extension lands is dependant on the expansion of the Kleinburg Water Pollution Control Plant, the extension of the Pressure District No. 6 lake based water system to the Kleinburg-Nashville area and local water/wastewater system improvements, as well as, the recommendations/conclusions for the on-going Kleinburg-Nashville Servicing Strategy Master Plan.

The Owner shall contribute its proportionate share of financial contribution and/or front-end for the construction of the municipal services that require for the development of the North Humber Extension lands in accordance with the approved Master Plan.

ii) Storm Drainage

The site is currently used as estate residential properties and naturally drains westerly towards the Humber River.

According to the Functional Servicing Report (FSR), the existing drainage patterns within the developments will generally be maintained under a post-development condition. Rather than the use of stormwater management ponds, the FSR proposes the implementation of innovative solution and stormwater management techniques, Low Impact Development Guidelines (LID) to provide the water quantity and quality controls, and erosion controls, that includes roof leaders to be drained in rear yards and into rainwater barrels, and increased topsoil depth within the lot limits. Also, the FSR proposes LID techniques, such as infiltration trenches and swales, permeable pavement and stormwater tree clusters to be constructed within a proposed 19.0 m wide right-of-way.

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The LID design concept is part of the study entitled Low Impact Development Evaluation, commissioned by Environmental Canada and supported by the Toronto and Region Conservation Authority (TRCA). The general approach of the study was to assemble an evaluation matrix to select the most appropriate LID practice that could be employed on the lands such that more sustainable community is established, and to demonstrate to the development community, as a whole that LID is an attainable method of urban growth with benefits to the entire community and the authorities having jurisdiction.

iii) Servicing Capacity Allocation

On May 20, 2008, the Region confirmed that water and sanitary servicing from the planned development under OPA #601 would be made available through the improvement/expansion of the existing Kleinburg Water Pollution Control Plant and planned watermain design works. The North Humber Extension (Future Residential 2B) lands were assigned a population of about 790 persons (214 units) under OPA #601. In accordance with the previously approved Official Plan Amendment #601 document (Table "A" - Kleinburg-Nashville Community Plan Population Estimates) Humber North Extension, west of Highway No. 27, is entitled to 60 units (220 persons equivalent). Accordingly, this limit of 60 residential units can proceed at this time. The remainder of the required residential units will be dealt with in the City's next yearly report update scheduled for May 2011. Therefore, prior to any draft plan approval within the North Humber Extension lands, the Owner shall provide a phasing plan for the City's review and approval, if required.

iv) Environmental Site Assessment

The correspondence dated December 2, 2010, from the Vaughan Development/Transportation Engineering Department confirms the ESA prepared by Try Environmental Services Inc. is acceptable.

v) Environmental Noise Impact

The preliminary *Noise Feasibility Study*, dated June 3, 2008 prepared by Howe Gastmeier Chapnik Engineering Ltd. for the North Humber Extension Residential Development recommends the construction of an approximate 3.9 m high acoustic barrier to reduce the noise level to 55 dBA in the outdoor living area for the lots abutting Regional Road 27. In keeping with past practice in the Kleinburg-Nashville Community, Staff recommends that an earth berm be used as the acoustic barrier in this development area rather than the more traditional berm/fence combination. The design of the earth berm should have side slopes no steeper than 3:1 to permit ease of maintenance, and the berm width varies from 20 m to 24 m in-width to accommodate the berm height for noise attenuation measures on the subject development. The noise barrier could be located entirely or in part within the buffer block next to Regional Road 27 and be appropriately landscaped. The Owner will be required to submit a detailed noise report for review and approval by the City as part of the detailed design stage of the development.

vi) Road Network

The FSR proposes only one road access to Regional Road 27 and a 6 m wide clear emergency access for the entire North Humber Extension Development which satisfies the fire route requirement as consulted with the Vaughan Fire Department. Further, the *Transportation Management Plan*, dated October 25, 2010, prepared by consultant Sernas Transtech for the North Humber Extension Residential Development recommends no centre median requirement for the proposed intersection of Street "A" at Regional Road 27.

The roads within the North Humber Extension Development are proposed as a 19 m wide right-of-way cross section including ditch and infiltration swale to accommodate the proposed Low Impact Development (LID) stormwater management techniques.

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vii) Street-lighting

The street-lighting design shall meet the City criteria within the North Humber Extension lands, including the street-lighting design at the intersection of proposed Street “A” and Regional Road 27, which shall meet the City and/or Region of York criteria.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including establishing the development limits and the ecological buffer widths, as well as, allowing portions of the natural feature (tableland woodlot) to be within the property lines of the proposed development lots for the Plans of Subdivision as shown on Attachments #4A, #4B and #4C. The TRCA is satisfied that the ecological concerns respecting the buffers to protect the natural features, modifications to the top-of-bank, and geotechnical concerns respecting the long-term slope stability have been addressed to proceed with the amendment to the Official Plan.

A restrictive covenant for the long-term protection of the natural feature (tableland woodlot) and restrictions on the use of the residential lands that are to be placed on Lots 9 and 10 in Plan of Subdivision 19T-03V02 (1321362 Ontario Inc.), shown on Attachment #4A, through the zoning by-law, as well as restoration and enhancement of the natural feature, shall be to the satisfaction of the City and TRCA. In several locations, the ecological buffer is less than 10 m in exchange for a greater buffer width and/or increased buffer area in another location to the satisfaction of the City and TRCA.

In addition, the TRCA has reviewed the proposed Low Impact Development measures for the subject lands, and the water management concerns such as stormwater quality, erosion control and water balance have been addressed to proceed with the proposal. The TRCA is satisfied that the conditions of draft approval for the related Plans of Subdivision, which include the submission of the detailed plans and reports, and the requirement for the buffer lands and natural features being zoned with the appropriate open space zone and restrictive covenants can address TRCA concerns.

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 has reviewed the application and has no objection to the proposal subject to the Region’s pre-conditions and conditions of approval being addressed in the related Plans of Subdivision for the subject lands, and provides the following comments:

i) Water and Sanitary Servicing

This development will be serviced by municipal water supply and sanitary sewage treatment. However, there is currently no additional municipal water supply or wastewater treatment capacity available for this development. The Region is currently undertaking projects to increase the water supply and wastewater treatment capacity in the Kleinburg area. In order for developments in Kleinburg to use any of this future capacity, it is anticipated that all of the following Regional infrastructure will be required:

- a) Additional Water Supply Works in Kleinburg - Q1 2012 expected completion; and,
- b) Kleinburg Water Pollution Control Plant (WPCP) Expansion - Q3 2011 expected completion.

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The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only. Prior to the registration of the subdivisions or any phase thereof, the Region will confirm that the required infrastructure has been completed to a satisfactory point that ensures servicing will be online upon occupancy and that sufficient water and wastewater servicing capacity has been allocated by the City of Vaughan.

ii) Water Supply

The Environmental Assessment (EA) for increasing the Regional water servicing capacity in the Kleinburg-Nashville community was recently completed to service a planned community up to approximately 7,700 people including those hooked up to the current system. The preferred solution in the EA for water involves connecting to the York Water System. A Regional Official Plan Amendment was approved on November 9, 2007, to permit this connection. The City is currently undertaking its Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the community to determine how the development on the subject lands and other developments can access the expanded Regional water supply system.

iii) Wastewater Servicing

The Environmental Assessment (EA) for increasing the Regional wastewater servicing capacity in the Kleinburg-Nashville community was recently completed to service a planned community up to approximately 7,500 people, including those hooked up to the current system. The preferred solution in the EA for wastewater is an expanded treatment plant. The City is currently undertaking the Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the community to determine how the proposed development and other developments can access the expanded sewage treatment plant. Approximately 220 persons were estimated in the Official Plan for the Humber North Extension Area. The subject lands are within the Humber North Extension Area. These 220 persons were accounted for within the recently approved EA for wastewater servicing. However, with the increased 169 persons proposed for the Humber North Extension Area, additional servicing capacity may be required. Although the subject lands may be serviced by the infrastructure identified in the current EA, the City must allocate to it. If the City does not fully allocate to it, the development will have to be phased, based on a further expansion to the sewage treatment plant, a connection to the YDSS or another feasible alternative. This has been identified in the Region's 2009 Water and Wastewater Master Plan.

Conclusion

The Vaughan Development Planning Department has reviewed the Official Plan Amendment Application File OP.03.007 to facilitate the Draft Plans of Subdivision shown on Attachments #4A, #4B and #4C, proposing 113 residential units within the Humber North Expansion Area to accommodate detached dwelling units at a density of 7.55 units per hectare on 14.96 ha. The proposal will result in a future community with a population of 389 people which is 169 people higher than the estimated 220 people for the Humber North Extension Area on the west side of Regional Road 27. The increase in units is due to an increase in the developable lands when the valleyland and tableland development limits were established through the City and Toronto and Region Conservation Authority's review of the proposal.

The housing form proposed is in keeping with the existing housing to the south of the subject lands and in accordance with policy initiatives of the Province (PPS and Places to Grow), Region (Official Plan) and the City Official Plan for the efficient use of developable land, which provides sustainable community objectives that can be implemented through neighbourhood designs that provide bicycling and walking opportunities, and ensures neighbourhood connectivity to the broader community.

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The policy in OPA #601 (Kleinburg-Nashville Community Plan), which requires that the housing and population growth, sanitary and water servicing, and road improvement requirements be addressed prior to permitting development on the subject lands designated “Future Residential - Humber North Extension”, have been addressed as discussed in this report. The subject lands are to be developed through Plans of Subdivision, which will proceed through separate reports to a future Committee of the Whole meeting. The proposal will result in development that is appropriate and compatible with the context of the existing community. The Development Planning Department can support the approval of the Official Plan Amendment Application, subject to the recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Consolidated Plan
- 4A. Proposed Plan of Subdivision 19T-03V02 Proposed Land Use Designation
- 4B. Proposed Plan of Subdivision 19T-08V04 Proposed Land Use Designation
- 4C. Proposed Plan of Subdivision 19T-08V05 Proposed Land Use Designation
5. Kleinburg/Nashville Community Plan (OPA 601) - Land Use Schedule
6. Concept Plans
7. Principles of Development (2005)
8. Cross Section of Earth Berm/Buffer

Report prepared by:

Judy Jeffers, Planner, ext. 8645
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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- b) Option 2: THAT a Study Team led by the Development Planning Department and supported by other City staff will consult with key stakeholders, conduct a background review, identify, review and analyze issues, evaluate alternative strategies, and develop a City of Vaughan Telecommunication Facility Siting Protocol; and
 - c) THAT the Terms of Reference (Attachment #1 - associated with Option 1) or Work Plan (Attachment #2 - associated with Option 2), BE APPROVED, in a manner that is consistent with Council's approved option.
2. THAT Site Development Applications for new telecommunication facilities submitted prior to approval of a new City protocol be reviewed under the current City of Vaughan Protocol for Establishing Telecommunication Towers/Antenna Facilities.

Contribution to Sustainability

Consideration should be given to the following sustainable practices in developing a new Telecommunication Facility Siting Protocol:

- i) use of existing telecommunication and antenna infrastructure wherever possible, including modifying or replacing existing towers;
- ii) encouraging co-location of telecommunication facilities in industrial or commercial zones; and,
- iii) discouraging new telecommunication tower and antenna facilities from locating near sensitive land uses to be determined through the study.

Additional sustainable practices may be identified during the protocol review and stakeholder consultation.

Economic Impact

The Vaughan Development Planning Department or the Telecommunication Facility Task Force (if approved) should give consideration to the following economic issues in developing a new Telecommunication Facility Siting Protocol:

- i) promoting economic development and competitiveness through supporting effective telecommunication services that meet the needs of Vaughan residents and businesses; and
- ii) procedures for establishing telecommunication facilities on City-owned lands, which would provide a source of revenue for the City.

Should Council prefer that a Telecommunication Facility Task Force be established (Option 1), staff resources will be required to provide support to the Task Force and attend monthly meetings, as outlined in the Terms of Reference (Attachment #1). In addition, a budget will be required for advertising, copying, notice requirements, and consultation, as necessary.

Extensive staff resources (Option 2) will be required to carry out the Work Plan (Attachment #2) and develop a new Telecommunication Facility Siting Protocol, including one full-time staff member from the Development Planning Department.

Communications Plan

A Communications Plan should be developed by participants in either Option 1 or 2, depending on Council's approved option.

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Purpose

This report outlines two options for obtaining stakeholder input in developing a new Telecommunication Facility Siting Protocol, in accordance with direction at the March 29, 2011 Committee of the Whole (Working Session), which was ratified by Vaughan Council on April 5, 2011. Stakeholders include, but are not limited to: members of the general public, ratepayer association representatives, telecommunication industry representatives, local experts in the field, the Region of York Medical Officer of Health, Members of Council, Industry Canada, and City staff.

The first option would establish a Telecommunication Facility Task Force (Attachment #1) to obtain input and provide a Findings Report to support development of the protocol. This option offers sustained dialogue amongst all parties, has experts involved throughout the process, and has the potential to reach a consensus.

The second option entails that a Study Team led by the Development Planning Department consults with key stakeholders in developing the new protocol (Attachment #2). As City staff are land use, not health experts, the Study Team must consult with experts in the field to address health issues.

Accordingly, the purpose of this report is to:

1. Obtain Council direction with respect to choosing one of the following options for undertaking a protocol review:
 - a) Option 1: establishment of a City of Vaughan Telecommunication Facility Task Force to provide a Findings Report which supports staff in development of a Telecommunication Facility Siting Protocol; or
 - b) Option 2: City staff develop a City of Vaughan Telecommunication Facility Siting Protocol in consultation with various stakeholders.
2. Approval of the Terms of Reference (Attachment #1) or the Work Plan (Attachment #2) to guide the process in either option as appropriate.

Background - Analysis and Options

Decision History

- i) February 1, 2011 Committee of the Whole Meeting/February 15, 2011 Council Meeting

On February 1, 2011, four Site Development Applications for proposed telecommunication towers and accessory radio equipment were considered by the Committee of the Whole (Files DA.10.061, DA.10.070, DA.10.088 and DA.10.089). On February 15, 2011, Vaughan Council resolved the following for each application:

“That this matter be deferred to the Council meeting of May 3, 2011, to permit discussion with members of the telecommunications industry with cell towers in the City of Vaughan.”

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ii) March 29, 2011 Committee of the Whole (Working Session)/April 5, 2011 Council Meeting

On March 29, 2011, the Committee of the Whole (Working Session) considered a presentation from Mr. Stephen D'Agostino of Thomson Rogers on behalf of his clients in the telecommunications industry (Rogers Wireless, Bell Mobility, and Telus Mobility) and presentations from the public. At that meeting, the following motion was tabled, which was ratified by Vaughan Council on April 5, 2011:

“That staff review the City of Vaughan’s Telecommunication Towers protocol taking into consideration the information received and provide options for obtaining further input from residents and experts in the fields when developing a new protocol.”

iii) May 3, 2011 Council Meeting

On May 3, 2011, Vaughan Council considered the four Site Development Applications (DA.10.061, DA.10.070, DA.10.088, and DA.10.089) noted earlier for new telecommunication towers, which were deferred from the February 15, 2011 Council Meeting. At the meeting, Council approved File DA.10.070 (City of Vaughan - Al Palladini Community Centre), and resolved the following for the other three applications, respectively:

“That consideration of this matter be deferred pending the review of the telecommunication tower protocol.”

Deputations and Communications

i) Vaughan Residents

Several Vaughan residents provided deputations and written communications at the Committee of the Whole and Council meetings outlined above. Issues centred on health concerns and siting policies, specifically:

- imposing stricter limits on radio frequency exposures than those provided by Health Canada’s Safety Code 6 (Attachment #4); for example, European guidelines and the City of Toronto’s Prudent Avoidance Policy;
- adopting the Precautionary Principle, which affirms that policy makers should exercise precaution in protecting members of the public from suspected health impacts;
- increasing awareness and education of health risks associated with electromagnetic radiation and radiofrequency exposure;
- limiting telecommunication facilities within 500 m of sensitive land uses such as residential areas, schools, daycares, community centres, institutional uses and seniors’ residences;
- requiring public consultation within 500 m of any proposed telecommunication facility;
- installing shields and protective materials on telecommunication facilities;
- requiring proponents to be responsible for dismantling and maintaining telecommunication facilities;
- independent party monitoring of existing telecommunication facilities;
- making information available and accessible to the public;
- issues of federal jurisdiction; and
- cooperation among industry carriers, representatives from ratepayers/homeowners associations, community members and staff in developing a new telecommunications protocol.

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ii) Industry Response

Stephen D'Agostino from Thomson Rogers, the solicitor for Rogers Wireless, TELUS Mobility and Bell Mobility, provided several communications in response to concerns raised by the public and Members of Council. In a presentation at the March 29 Committee of the Whole (Working Session), Stephen D'Agostino discussed the following issues:

- additional telecommunication facilities are required to meet the growing demand for data capacity and wireless service, which is compounded by new entrants in the industry;
- economic benefits of wireless communications;
- siting limitations;
- types of antenna installations, including stealth designs and camouflaged sites;
- emerging LTE (4G) technology, which typically requires less height than regular sites and needs to be located closer to users;
- the potential for using road allowances (e.g. street light poles) and municipally-owned lands to provide wireless coverage in residential areas while reducing visual impact;
- co-location in industrial and commercial areas;
- Industry Canada's exclusive federal jurisdiction of telecommunication facilities, which includes consultation with the local land-use authority;
- telecommunication facilities typically operate significantly below Safety Code 6 levels; and
- Health Canada, the World Health Organization, the American Cancer Society, and several Medical Officers of Health in Canada, do not believe that cell towers have significant health risks.

Jurisdiction

i) Industry Canada

Under the *Radiocommunication Act*, Industry Canada is the designated approval authority for all matters respecting telecommunication towers and antenna systems. As federal regulations supercede the Ontario *Building Code Act* and the *Planning Act*, telecommunication towers and antenna facilities are exempt from municipal zoning by-law requirements and site plan control. Industry Canada's protocol, *Radiocommunications and Broadcasting Antenna Systems* (CPC-2-0-03, effective January 1, 2008, Attachment #3) requires that proponents seeking to install or modify an antenna system adhere to the following broadly outlined process:

- i) Investigating sharing or using existing infrastructure before proposing new antenna-supporting structures.
- ii) Contacting the local land-use authority (LUA) to determine local requirements regarding antenna systems.
- iii) Undertaking public notification and addressing relevant concerns, whether by following LUA requirements or Industry Canada's default process, as is required and appropriate.
- iv) Satisfying Industry Canada's general and technical requirements, including: Health Canada guidelines as per Safety Code 6, radiofrequency immunity criteria, notification of nearby broadcasting stations, environmental considerations under the *Canadian Environmental Assessment Act*, and Transport Canada and NAV CANADA requirements regarding aeronautical safety.

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ii) Region of York

On April 23, 2009, York Region adopted Industry Canada's protocol (CPC-2-0-03) outright to reduce redundancies and permit a more efficient and consistent approach for regulating telecommunication facilities, while providing an opportunity for local municipalities to determine individual procedures.

iii) City of Vaughan

For proposals subject to municipal review, the City of Vaughan has the authority to establish local requirements and procedures for establishing telecommunication facilities. Upon completion of consultation, the City is responsible for recommending final concurrence to Industry Canada within 120 days. Should the City not provide concurrence within this time period, proponents may file a dispute resolution with Industry Canada, who has legislative power to render a final decision.

Policy Context

While telecommunications facilities are federally regulated, several Provincial, Regional and Municipal policies speak to facility siting and planning.

i) Provincial Policy Statement

The Provincial Policy Statement states that telecommunication infrastructure must be integrated with growth planning, and accommodate projected needs through a coordinated, efficient and cost-effective approach (Section 6.1). Existing telecommunication infrastructure should be utilized prior to considering the development of new infrastructure, and facilities should be located in strategic areas to support effective emergency management services.

ii) Greenbelt Plan

The Greenbelt Plan permits existing, expanded or new telecommunication infrastructure approved under the *Environmental Assessment Act*, subject to specific policies (in Section 4.2). In general, planning, design and construction practices shall avoid and/or minimize any impacts to the landscape, particularly the Natural Heritage System. The Greenbelt Plan also encourages the use of existing infrastructure and coordination with different infrastructure services to maintain the rural character of the Greenbelt and support provincial growth initiatives.

iii) Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine Conservation Plan (ORMCP) does not permit applications for telecommunication facilities in the Natural Linkage Area and Natural Core Area, unless Sections 41(2) and 41(3), respectively, are satisfied. As per Section 41(2), new telecommunication infrastructure and upgrades to existing facilities are prohibited from locating on lands with key natural heritage or hydrologically sensitive features, unless Section 41(5) requirements are met. Finally, Section 41(6) states that service and utility trenches for telecommunication infrastructure must minimize disruption to natural groundwater flow.

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iv) Region of York Official Plan

The York Region Official Plan identifies the importance of telecommunication services in sustaining a high standard of living. Such facilities must have regard for potential impacts on surrounding communities and the natural environment. Additional policies in Section 7.5 include:

- encouraging utility networks that can adapt to emerging technologies;
- working with corporations, commissions and government agencies to coordinate and integrate services, and minimize exposure to electromagnetic fields;
- requiring municipalities to engage with cellular service providers early in the process and integrate telecommunication facilities within new buildings;
- encouraging steel poles instead of lattice towers, when it is not feasible to integrate telecommunication facilities within buildings; and,
- permitting telecommunication infrastructure within the Greenbelt and Oak Ridges Moraine Plan areas, subject to the requirements of the *Environmental Assessment Act* and the respective provincial plans.

v) City of Vaughan Official Plan

OPA #604 (Oak Ridges Moraine Conformity Plan) outlines policies for siting telecommunication infrastructure in the Oak Ridges Moraine (Section 10.15). These policies are consistent with the ORMCP. Other City of Vaughan community plans, including OPA #600, do not have policies that address telecommunication towers and antenna facilities.

The City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010 and is subject to York Region approval, outlines several policies for telecommunications and data networks. Section 8.4.4.1 states that Council will encourage development of high-speed telecommunications and data networks throughout the City to contribute to economic competitiveness and support widespread access to such services. Additional policies in Sections 5.1.1.2 and 8.4 identify that:

- the City will support wired infrastructure within public rights-of-way, where appropriate;
- providers are encouraged to share infrastructure wherever possible, to minimize adverse impacts;
- site planning and design guidelines will be developed to address aspects such as: locating telecommunication infrastructure at the rear of lots, prohibiting towers from locating in parks, minimizing adverse impacts, supporting integration into buildings, engaging service providers early in the process, ensuring that infrastructure blends in with its surroundings, and camouflaging towers located in sensitive areas; and
- the City will support high quality, efficient and coordinated utilities, services and telecommunication infrastructure.

In accordance with the ORMCP, the City of Vaughan Official Plan 2010 has further policies for telecommunication infrastructure located within the Oak Ridges Moraine, as outlined in Sections 3.4.1.39 to 3.4.1.42 inclusive.

City of Toronto Prudent Avoidance Policy

The City of Toronto adopted a new Telecommunication Tower and Antenna Protocol on March 3, 4 and 5, 2008 (as amended on January 27 and 28, 2009), which requests that proponents

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provide estimates of radiofrequency levels for proposed telecommunication facilities. City Planning, in consultation with the Medical Officer of Health, screen this data against the City's Prudent Avoidance Policy on Siting Telecommunication Towers and Antennas (adopted on November 20, 2007). The City's Prudent Avoidance Policy adopts a precautionary approach and requests that radiofrequency waves from telecommunication towers and antennas be 100 times below Safety Code 6.

In response to Toronto's Prudent Avoidance Policy, Industry Canada has advised that Safety Code 6 is a federal standard which should not vary among local land-use authorities, and that Industry Canada will continue to approve proposals which comply with Safety Code 6. As radiofrequency waves are exclusively regulated by Health Canada, Toronto's Prudent Avoidance Policy is voluntary and cannot be legally enforced.

Current City of Vaughan Protocol

The City of Vaughan's current Protocol for Establishing Telecommunication Tower/Antenna Facilities, which was originally adopted by Vaughan Council on December 16, 2002 and subsequently amended on June 24, 2002 and June 23, 2003, has been utilized by the City to review applications for telecommunications facilities.

Development Planning Staff has prepared a telecommunication protocol comparison chart (Attachment #5) outlining the current City of Vaughan protocol in light of Industry Canada's procedures, which were updated on January 1, 2008. The chart also identifies opportunity areas for the new City of Vaughan protocol with respect to the following issues: use of existing infrastructure, exemptions, preliminary consultation, application process/requirements, site selection criteria, design guidelines, public consultation exemptions, public consultation/notification, community meetings, responding to public concerns, dispute resolution, concluding consultation, timeframes, fees, and additional requirements.

Surrounding Municipalities

Development Planning Staff has conducted a preliminary review of telecommunication protocols in other municipalities to gain input into their policies and procedures. The review focused on municipalities in the GTA. Most municipalities have elected to create local protocols based on the latest Industry Canada directive approved in January 2008.

A comparison chart of telecommunication protocols established by four of the neighbouring municipalities (Town of Richmond Hill, Town of Markham, City of Toronto and the City of Brampton) is provided in Attachment #6.

Protocol Development

Depending on Council's preferred option, either City staff will conduct consultation and proceed to develop the protocol; or a Task Force will be established to provide a Findings Report which will provide the primary input into staff's development of a new telecommunication protocol.

i) Background Review

Undertake a background review of Industry Canada requirements, applicable Provincial and Regional policies, the current City of Vaughan Protocol for Establishing Telecommunication Tower/Antenna Facilities, telecommunication protocols in other municipalities, and legal precedents. The background review will form the basis for developing the new Telecommunication Facility Siting Protocol.

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ii) Issue Identification, Review and Analysis

Key issues to be addressed in the new protocol include: jurisdiction, co-location and use of existing infrastructure, supporting economic development and competitiveness, radiofrequency exposure and health concerns, exemptions from municipal review, preliminary consultation with the City, site selection criteria, urban design guidelines, procedures for locating telecommunication facilities on City-owned lands, application and review process, public consultation process, dispute resolution, and concluding consultation.

iii) Protocol Objectives

Development Planning Staff or the Task Force will develop appropriate objectives to guide development of the Telecommunication Facility Siting Protocol, based on analysis of constraints and opportunities, as well as, implementation tools.

iv) Alternatives Evaluation and Protocol Preparation

Upon completion of a background review, identification and analysis of issues, and development of protocol objectives, Development Planning Staff or the Task Force will evaluate a range of alternatives based on: economic ramifications, jurisdictional authority, health concerns, and possible staffing requirements. Stakeholders will work together to evaluate alternatives and develop the final telecommunications protocol through a consensus-based approach.

v) Deliverables

Develop a Telecommunication Facility Siting Protocol for consideration by Vaughan Council. The final protocol will be accompanied by a Findings Report discussing the background review, identification and analysis of key issues, development of protocol objectives, and assessment of alternatives.

vi) Timing

This report outlines two options for public consultation in developing the protocol, which could take approximately seven months (without a Task Force) or nine to twelve months (if a Task Force is appointed).

Current Applications for Telecommunication Facilities

The Development Planning Department has received several inquiries from telecommunication industry representatives concerned with how the City of Vaughan will process applications prior to development of the new telecommunication facility protocol.

Industry Canada's protocol states that the land-use authority consultation process will normally be completed within 120 days. If the City does not provide concurrence within 120 days, the proponent may file for dispute resolution with Industry Canada, who will make the final decision. The Development Planning Department recommends that telecommunication facility proposals submitted prior to adopting the new protocol continue to be reviewed under the current City of Vaughan Protocol for Establishing Telecommunication Towers/Antenna Facilities. This is consistent with City procedures for development applications, and ensures that the City is involved in the consultation process for new telecommunication facilities, rather than delegating approval to Industry Canada.

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Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Telecommunication Facilities Siting Protocol is to be consistent with the York Region Official Plan. The Region’s Updated Telecommunication Tower Protocol adopted Industry Canada’s protocol (CPC-2-0-03) outright, and was approved by Regional Council on April 23, 2009.

Conclusion

The Vaughan Development Planning Department has reviewed the current City of Vaughan Protocol for Establishing Telecommunication Towers/Antenna Facilities in the context of Industry Canada’s requirements, and protocols in surrounding municipalities. In accordance with Council direction, this report outlines two options for obtaining stakeholder input in developing the new telecommunications protocol, as follows:

- a) Option 1: that Council appoint a Telecommunication Facility Task Force comprised of key stakeholders, who will conduct a background review, identify, review and analyze issues, evaluate alternative strategies, and provide a Findings Report to support development of a City of Vaughan Telecommunication Facility Siting Protocol; or,
- b) Option 2: that a Study Team led by the Development Planning Department and supported by other City staff will consult with key stakeholders, conduct a background review, identify, review and analyze issues, evaluate alternative strategies, and develop a City of Vaughan Telecommunication Facility Siting Protocol; and
- c) the Terms of Reference (Attachment #1 - associated with Option 1) or the Work Plan (Attachment #2 - associated with Option 2) be approved in a manner that is consistent with the approved option.

Given the 120 day timeframe for land-use authority consultation as well as current City practices, the Development Planning Department recommends that telecommunication facilities proposals submitted prior to approval of the new telecommunications protocol be reviewed under the current City of Vaughan Protocol for Establishing Telecommunication Towers/Antenna Facilities.

Attachments

1. Terms of Reference - Telecommunication Facility Siting Protocol Task Force
2. Work Plan (City Staff) - Telecommunication Facility Siting and Protocol Study
3. *Radiocommunication and Broadcasting Antenna Systems*, Industry Canada, Spectrum Management and Telecommunications, CPC-2-0-03, Issue 4, January 1, 2008
4. *Limits of Human Exposure to Radiofrequency Electromagnetic Energy in the Frequency Range from 3 kHz to 300 GHz: Safety Code 6*, Health Canada, 2009
5. Telecommunication Protocol Comparison Chart - Industry Canada & City of Vaughan Comparison Chart
6. Telecommunication Protocol Comparison Chart - Surrounding Municipalities

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Report prepared by:

Erika Ivanic, Planner, ext. 8485

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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Originally, the sewer was to be completed by the end of May 2011. Unfortunately, the sewer construction began late and progress has been slower than expected due to inclement weather. In addition, the sewer had to be realigned and extended further north on Huntington Road to Major Mackenzie Drive, as shown on Attachment No. 1, based on input from CP Rail. This change in the sewer alignment has increased the scope of the work, and as a result, the time needed to complete it. Accordingly, the Huntington Landowners Group has requested an extension to the Huntington Road closure to July 31, 2011 in order to complete the sewer construction.

The traffic volumes on this section of Huntington Road are relatively low so the extension of the road closure is not expected to negatively impact the area transportation network. The contractor will be required to ensure that local access along Huntington Road and McGillivray Road is maintained at all times during the road closure period.

The provisions of the servicing agreement between the City and Huntington Landowners Trustee Inc. specify that the sewer construction must be completed by May 31, 2011 so as to not affect the Region's watermain project. Before the sewer works can continue beyond this date, the contractor shall provide a detailed construction schedule that demonstrates to the satisfaction of the City and Region that the sewer works can continue without impacting the construction and timing of the Regional trunk watermain or result in a "constructor" issue between contractors. In addition, all necessary permits and approvals must be in place before the contractor can proceed beyond the original scope of work and completion date. If the contractor can satisfy these requirements, then the servicing agreement will be amended to permit the sewer construction to continue. The remainder of the sewer works will need to be closely coordinated with the Regional trunk watermain project.

Relationship to Vaughan Vision 2020

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

- The pursue of excellence in service delivery;
- Enhancing and ensuring Community Safety;
- 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

The Region of York is intending to commence the construction of a new trunk watermain on Huntington Road from Rutherford Road to Nashville Road at the beginning of June 2011. The proposed sewer construction and the associated temporary road closure are being coordinated with the Region of York.

Conclusion

To facilitate the completion of the Huntington Road trunk sanitary sewer, it is recommended that the necessary by-law be enacted to extend the limit of the temporary closure of Huntington Road northerly to Major Mackenzie Drive and to lengthen the period of the road closure to July 31, 2011.

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Before the sewer works continue beyond the original completion date of May 31, 2011, the contractor shall provide a detailed construction schedule that demonstrates to the satisfaction of the City and Region that the sanitary sewer construction can continue without impacting the construction and timing of the Regional trunk watermain or result in a “constructor” issue between contractors.

A comprehensive communication plan will be implemented to inform all stakeholders of the extension of the temporary closure of Huntington Road.

Attachments

1. Attachment No. 1 – Location Plan

Report prepared by:

Andrew Pearce, Director of Development & Transportation Engineering, ext. 8255.

(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 26 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

26

**YORK REGION OFFICIAL PLAN
FILE #9.6.34**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Acting Commissioner of Planning and the Commissioner of Legal and Administrative Services and City Solicitor, dated May 31, 2011:

Recommendation

The Acting Commissioner of Planning and the Commissioner of Legal and Administrative Services and City Solicitor, in consultation with the Commissioner of Engineering and Public Works, recommend:

1. That Council direct staff to monitor the Ontario Municipal Board appeals of the Region of York Official Plan (ROP) and the Region of York Official Plan Amendment (ROPA) 2; and
2. That staff report further should any issues arise during the OMB proceedings that could have an impact on the City.

Contribution to Sustainability

Not applicable.

Economic Impact

Not applicable.

Communications Plan

The OMB, the Region of York and the parties to the OMB appeal will be advised of Council's direction.

Purpose

The purpose of this report is to provide Council with an update on the York Region Official Plan and ROPA 2 and to obtain Council direction regarding the City's position at the Ontario Municipal Board appeals of the ROP and ROPA 2.

Background - Analysis and Options

The Region of York's Draft Official Plan was released on June 22, 2009 and presented to Committee of the Whole (Working Session) on September 15, 2009. On October 19, 2009, a staff report commenting on the ROP was considered at the Committee of the Whole. At the Council meeting of November 3, 2009, Council adopted the staff recommendations which included a recommendation that the comments be forwarded to Regional staff for discussion and clarification.

York Region Council adopted a revised ROP on December 16, 2009 and forwarded it to the Ministry of Municipal Affairs and Housing (MMAH) for approval. The Region received MMAH's approval of the ROP (subject to a number of modifications) on September 7, 2010.

On September 23, 2010, Regional Council adopted Regional Official Plan Amendments 1, 2 and 3 which provide for expansions to the urban area in the white belt in the Town of East Gwillimbury, City of Vaughan and the Town of Markham, respectively.

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The ROP and Regional Official Plan Amendments 1, 2 and 3 have been appealed to the Ontario Municipal Board and the first Pre-hearing conference took place on May 2, 2011. There are currently 51 appellants in addition to a large number of requests for party status which will be considered by the Board in the near future.

The City of Vaughan has requested party status and the Region has consented to this request.

APPEALS RELATED TO LANDS IN VAUGHAN

Twelve of the appeals filed against the Region's Official Plan and ROPA 2 are related to lands located within the City of Vaughan. Attached as Attachment 1 is a table listing the appellants and the basis of their appeals. The majority of these appeals are site specific.

Pursuant to the *Planning Act*, persons or public bodies who, prior to an Official Plan being adopted, did not make oral submissions at a public meeting or written submissions to the council, may not commence an appeal. The Region has identified the landowners who have not properly filed appeals and will be addressing their status as appellants at motions scheduled before the OMB on May 30, 2011 and July 19, 2011. The appellant status of the Block 27 Landowners Group Inc., Kau & Associates L.P., Sustainable Vaughan, Fieldgate Developments and TACC Developments have been included in the Region's motion materials.

REQUESTS FOR PARTY STATUS

A number of requests for party status have been submitted to the OMB. Those that relate to lands within the City of Vaughan include requests from the Huron-Wendat Nation, whose concerns include the Cultural Heritage policies of the ROP, the appeals filed by the Block 27 Landowners Group Inc. and Helmhorst Investments Inc., among others, and the consultation process undertaken by the Region. The Region has since advised that, although it is committed to a continuing dialogue with the Huron-Wendat Nation, it does not consent to this request for party status for the OMB proceedings.

MI Developments Inc. and Delisle Properties Ltd., who have been involved in the OMB proceedings related to the Tesmar Holdings Inc. site on Jane Street at Riverrock Gate, have also requested party status related to Tesmar's appeal of the ROP. The Region has no objection to these requests.

The Vaughan 400 Landowners Group Inc. and Block 34 East Landowners Group Inc. have requested party status related to their interests in the ROPA 52 and OPA 637 lands. The Region has no objection to these requests.

165 Pine Grove Investments Inc. has requested party status related to the Regional Official Plan and ROPA 2. Their interests relate to a site specific development located on Pine Grove Road, just east of Islington Avenue in Woodbridge. Their concerns relate to any policy in the ROP or ROPA 2 that may be amended in the future that could adversely affect their site and the approvals they are seeking. Without clarification as to the specific policies the status request relates to, the Region has stated that it is unable to consent to this request for party status.

In addition, the Block 27 Landowners Group Inc., Kau & Associates L.P. and Sustainable Vaughan have also requested party status, in the event their appellant status is not accepted. The Region has advised that it reserves its position on Block 27's request for party status until the Region's motion on its appellant status is determined. The Region has no objection to Kau & Associates' request for party status on the condition that its appeal is withdrawn. The Region does not consent to Sustainable Vaughan's request for party status on the basis that they have not complied with the requirements of the *Planning Act*.

The requests for party status will also be addressed by the OMB at motions scheduled for May 30 and July 19, 2011.

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FUTURE OMB PROCEDURAL EVENTS

Following the initial Pre-hearing of May 2, 2011, the OMB has scheduled the following events:

- | | |
|-----------------|--|
| May 30, 2011 | -Motion re: appellant and party status requests |
| June 30, 2011 | -Pre-hearing conference at which time it is expected that the deferral areas in ROPA 52 and OPA 637 will be brought into the Urban Area |
| July 19, 2011 | -Motion re: appellant and party status requests |
| Date TBD | -date by which any party who intends to challenge the Region's allocation of population and employment must identify their intention to raise this issue |
| September, 2011 | -date(s) to be set for Mediation Assessment |
| Dates TBD | -Mediation (once the number of interested parties and their areas of interest are identified)
-likely to be scheduled for two weeks or more in the Fall, 2011 and Winter, 2012 |
| October 7, 2011 | -Pre-hearing conference to finalize the Issues List, Procedural Order and any settlements reached on consent |
| Dates TBD | -Hearing dates are anticipated to be scheduled commencing in June 2012 for the first phase of the Hearing
-due to the number of appellants and various issues raised, the Hearing is likely to be phased with a number of appeals consolidated
-the Hearing is expected to take place over a number of weeks |

The procedural events and dates noted above will be refined as the proceedings progress, the issues become better defined, the parties are ready and the organization of the Hearing is well in place.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Region of York is the primary party responding to the appeals of its new Official Plan and ROPAs 1, 2 and 3. The Ministry of Municipal Affairs and Housing, as the approval authority, is also a party to the proceedings.

The local municipalities are generally supportive of the Region and are monitoring the proceedings, mainly as parties to the OMB appeals, with the exception of the Towns of Newmarket and Georgina who have requested participant status. The TRCA has also requested participant status.

Conclusion

As the Region of York's Official Plan and ROPA 2 directly influences planning and development in the City of Vaughan, it is beneficial to monitor the OMB proceedings relating to the appeals. Through the

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appeal process, it is possible that the ROP and ROPA 2 may be modified. Any modifications to these documents may have an impact on the City and may also result in modifications to the City of Vaughan Official Plan 2010. Staff will provide a further report should any issues arise during the OMB proceedings that could impact the City.

Attachments

Attachment 1: Table: Appellants to the Region of York Official Plan and ROPA 2 with Interests in the City of Vaughan

Report prepared by:

Claudia Storto, Solicitor
Diana Birchall, Director of Policy Planning

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

Regional Councillor Di Biase declared an interest with respect to the foregoing matter as his children have had a long standing interest in a parcel of land in the area within Block 27.

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Insurance

By-law Number 370-2004, being a by-law to provide for the issuing, revoking, and/or suspending of permits and for regulating and inspecting special events within the City of Vaughan, provides that a number of conditions must be satisfied for the issuance of a permit, including:

“3.0 (2)(e):

A certificate of policy of insurance for general comprehensive liability in the amount of two million dollars (\$2,000,000.00) with the City of Vaughan named as additional insured.”

The City maintains insurance coverage pursuant to a policy of insurance issued by Frank Cowan Company Limited (Frank Cowan).

The City has also adopted Policy No. 06.1.09 which provides that the City will include in its insurance policy third party liability coverage for groups granted affiliate status in accordance with the specified guidelines. The policy does not extend to full time employees or participants in the group's activities. Affiliate groups are to meet the following criteria:

- a) The group is non profit oriented;
- b) The purpose of the group is for the benefit of the community as a whole and not gain to the members;
- c) The group is administered by volunteers;
- d) The group has a democratically elected executive;
- e) The group is governed by a constitution which includes a statement of goals and objectives;
- f) That at least 75% of the members (or 50% in Thornhill) of the group are residents of Vaughan;
- g) The group is open to community members and does not limit membership on the basis of place of employment, religion, race or political beliefs;
- h) The group is not an organization whose purpose is the promotion of political, moral or religious issues or beliefs; and
- i) A copy of any other insurance policy covering the activities of the group which may have been purchased or provided by a parent group [is provided].

The underlying report to the policy indicates that the policy will require amendments and will evolve as circumstances dictate; indeed the list of Affiliate groups has been reduced over time.

Under the City's insurance policy, groups with Affiliate status receive \$1,000,000.00 of third party liability insurance coverage. The Thornhill Village Festival, in conjunction with the Society For The Preservation of Historic Thornhill is specifically mentioned and a premium of \$1,450 is paid on that account.

The \$2,000,000.00 comprehensive liability coverage requirement for special events is waived for Affiliates covered under the City's policy.

It is important to note that the City's policy offers liability protection for Affiliates only with respect to the event in question. It does not extend to other liabilities of the Affiliate, including Directors and Officers Liability, property coverage for owned assets, etc. There has been some confusion over whether corporate Affiliates are able to be included in the City's Affiliate policy – that has now been clarified and the City will be obtaining a waiver from all Affiliates who operate festivals and events so that it is clear that the coverage provided is restricted to the event, and that the responsibility remains with those parties to obtain other prudent insurance coverage. Corporate Affiliates will receive protection under the City's policy on the same basis as non-incorporated entities.

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Electrical Safety Association Requirements

Attached to this report as Appendix 1 is the Electrical Safety Authority's Electrical Inspection Requirements for Festivals and Events, and an excerpt from the applicable fee schedule. The special events inspection fee is \$130 per hour.

It has not yet been determined whether the City can assist in arranging relief from payment of the ESA fees but staff will continue to explore that avenue.

Relationship to Vaughan Vision 2020

This report is in keeping with Vaughan' vision of management excellence through the maintenance of the City's assets and infrastructure, its financial sustainability and its commitment to service excellence through the enhancement of community safety, health and wellness by the promotion of risk management initiatives.

Regional Impact

N/A

Conclusion

The insurance requirements of the City's special event permit application process are waived for Affiliate groups in that coverage is provided through the City's own contract of insurance.

It has now been clarified that incorporated entities may remain as Affiliates and therefore are qualified to receive \$1,000,000.00 liability coverage through the City's policy of insurance with Frank Cowan. The special events application process will be modified to obtain waivers from applicants, clarifying that the coverage is restricted to the event in question, and that other insurance protection is their responsibility to obtain.

Attachments

Appendix 1: Electrical Safety Authority's Electrical Inspection Requirements for Festivals and Events

Report prepared by:

Tricia Campbell, Risk Management Analyst

(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 28 Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 7, 2011.

**28 DEPUTATION – MR. BRIAN MCCRAN WITH RESPECT TO THE WOODBRIDGE VILLAGE
FARMERS MARKET**

The Committee of the Whole recommends that the deputation of Mr. Brian McCran, Woodbridge Farmer's Market, 18 Colton Crescent South, Woodbridge, L4L 3L7 and Communication C6, be received and referred to staff for a report to the Committee of the Whole meeting of June 14, 2011.