

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 1, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 27, 2011, as follows:

By approving that representatives of the taxicab industry be invited to attend a Committee of the Whole (Working Session) meeting no sooner than February 1, 2012, to discuss their concerns with respect to By-law Enforcement as it applies to the taxicab industry; and

By receiving Communication C20 from Mr. Nathan Asare, dated September 13, 2011, submitted by Councillor Carella.

1 **GENERAL LICENSING BY-LAW REVIEW**
(Deferred)

The Committee of the Whole recommends:

- 1) That the General Licensing By-Law be approved with the exception of those matters pertaining to the tow truck industry, and that matters respecting the tow truck industry be referred to a Committee of the Whole (Working Session) to which representatives of the industry, including the insurance industry, shall be invited;
- 2) That the following deputations and communication be received:
 1. Ms. Suzy Goncalves, Co-up Towing Services Ltd., 620 Garyray Drive, Toronto, M9L 1R1 and Communication C7; and
 2. Mr. Frank Zoghi, YRTA/Aurora Roadside, 71 Villarboit Cres, Vaughan, L4K 4C7; and
- 3) That Communication C4 Memorandum from the Commissioner of Legal and Administrative Services & City Solicitor, dated September 1, 2011, be received.

Council, at its meeting of June 7, 2011, adopted the following (Item 19, Report No. 30):

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.

Committee of the Whole recommendation of May 31, 2011:

- 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;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 1, CW Report No. 40 – Page 2

- 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.

Report of the Commissioner of Legal and Administrative Services & City Solicitor, dated May 31, 2011.

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.

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 1, CW Report No. 40 – Page 3

- **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.

- 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 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 1, CW Report No. 40 – Page 4

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.

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 1, CW Report No. 40 – Page 5

- ***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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 1, CW Report No. 40 – Page 6

- ***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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 1, CW Report No. 40 – Page 7

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

Attachment 3 - C4 Commissioner of Legal and Administrative Services and City Solicitor, dated June 6, 2011.

Attachment 4 - C5 Mr. Frank Zoghi, York Regional Collision Center, 71 Villarboit Crescent, Unit 2, Concord, L4K 4C7, dated June 2, 2011.

Attachment 5 - C7 Mr. Harvey Dennis, Ontario Auto Body Association, 26 Hallow Crescent, Toronto, M9W 2V9, dated June 6, 2011.

Attachment 6 - C9 Ms. Maria Imperiale, Imperial Legal Services Inc., 7835 Highway 50, Suite 2A, Woodbridge, L4L 1A5, dated June 2, 2011.

Attachment 7 - C10 Mr. Frank Zoghi, York Regional Collision Center, dated June 6, 2011.

Attachment 8 - C11 Mr. Joe Buntic, Desjardins General Insurance Group, dated June 6, 2011.

Attachment 9 - C12 Mr. Rick Pfeiffer, The Economical Insurance Group, 77 City Centre Drive, Suite 400, Mississauga, L5B 1M5, dated June 6, 2011.

Attachment 10 - C13 Information package entitled, “Towing Rate Study 2011”, dated June 7, 2011.

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 2, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

2 PAVEMENT MANAGEMENT PROGRAM UPDATE (2012 AND 2013)
(Deferred)

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 21, 2011, be approved; and
- 2) That the 2012 budget include an allocation of \$10,000 for the development of a video presentation that will provide in simple language, but suitable detail how the City's Pavement Management Program works, and that said video be permanently posted on the City's website.

Council, at its meeting of June 28, 2011, adopted the following (Item 3, Report No. 35):

That consideration of this matter be deferred to the Committee of the Whole meeting of September 13, 2011.

Committee of the Whole (Working Session) recommendation of June 21, 2011:

That consideration of this matter be deferred to the Committee of the Whole meeting of September 13, 2011.

Report of the Commissioner of Engineering and Public Works, dated June 21, 2011

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Update to the Pavement Management Program for 2012 and 2013 be approved, in principle; and;
2. That the proposed projects be brought forward for submission as part of the 2012 and 2013 Budgets.

Contribution to Sustainability

Council at its meeting of April 2, 2007 (Item 1, Report No. 14, of the Committee of the Whole (Working Session), which can be found in Attachment 3) adopted without amendment a report outlining the City's proposed 5 Year Pavement Management Program for the years 2007 to 2011, which identified a number of activities to maintain, preserve, rehabilitate and replace the City's road infrastructure. The works identified will ensure that an acceptable level of service by the City's infrastructure is maintained for the health and well being of its citizens.

Analysis of current funding levels for the Pavement Management Program illustrate that the existing road network is projected to approach the minimum level of service threshold, Pavement Composite Index (PCI) of 70 out of 100 (possible points), by 2030. This does not account for any new roads that are assumed by the City that may impact service level projections.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 2, CW Report No. 40 – Page 2

Economic Impact

The 2 Year Update to the Pavement Management Program (PMP) will require an investment of \$18,320,615 (excluding interest). This funding level is consistent with previous funding levels for the PMP of approximately \$9M per year. Capital Funding is provided through the issuance of debentures while maintenance related costs are funded through the Operating Budget. The issuance of the long term debt will have an estimated interest cost of \$5,496,185 when the projects are complete.

The requirement per annum is broken down as follows:

Year	Long Term Debenture (LTD) Amount	LTD Annual Principal & Interest On Issue	Annual Impact of Tax Rate (1%=1,410,074)	Cumulative Operating Budget Impact
2012	\$9,075,390	\$1,164,320	0.83 %	0.83%
2013	\$9,245,225	\$1,186,110	0.84 %	1.67%
Total	\$18,320,615	\$2,350,430		

The cumulative annual impact after year 2 of the update to the PMP, to the operating budget, as a result of issuing debentures in the amount of \$18,320,615, is \$2,350,430 or 1.67% on the tax rate. The payments will continue over the term of the debentures which typically has been 10 years.

The Long Term optimization of resources can be achieved through City initiatives such as the asset management strategies incorporated into the Pavement Management System. Modeling these figures within the Long Range Financial Planning Model so that future funding implications are known and can be planned for at the earliest possible time will allow for budgetary and/or program changes to be considered accordingly.

Communications Plan

Implementation of individual projects would be subject to the Engineering Services Department standard communication protocol. All affected residents will be notified during the pre-engineering, detailed design and construction phases of all projects.

Purpose

The purpose of this report is to obtain Council approval, in principle, for the update to the Pavement Management Program for the years 2012 and 2013.

Background - Analysis and Options

On April 2, 2007, Council approved the Pavement Management Program for the years 2007 to 2011. The philosophy behind this new pavement management strategy was a departure from the traditional roads program methodology implemented previously. Prior to 2007, these programs (Road Resurfacing, Road Reconstruction and Rural Road Upgrading) were prepared on a 'worst first' basis and road sections were evaluated utilizing factors such as traffic volumes and condition rating of the road facility. Consideration was also given to other factors such as roads in the same vicinity that are also deficient and that were constructed in the same era.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 2, CW Report No. 40 – Page 3

The PMP established a level of service for the entire road network, that would be measured using a Pavement Composite Index. An overall average PCI of 70 out of 100 possible points would be maintained. A prioritized listing of roads was developed for preventative maintenance, pavement preservation, road rehabilitation and reconstruction to meet this objective. The first 4 years of this program has been successfully delivered and the final year will be completed before the end of the 2011 construction season.

The Pavement Management Program is a planned system of treating pavements at the optimum time to maximize their useful life, resulting in enhanced pavement longevity at a minimized cost. Typically, a pavement will perform well until a certain point in their life span, at which time it deteriorates rapidly to failure. Treating a pavement prior to this point (early in its life cycle) eliminates or delays spending 10 to 20 times the cost on future, more extensive rehabilitation or reconstruction. The PMP is subdivided into four main categories; Preventative Maintenance, Preservation, Rehabilitation and Replacement.

Preventative Maintenance

Preventive maintenance is a culmination of activities undertaken to provide and maintain serviceable roads which may include some minor rehabilitation projects. It excludes pavements requiring major rehabilitation or reconstruction. The American Association of State Highway and Transportation Officials (AASHTO) has defined preventive maintenance as, "a planned strategy of cost effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without substantially increasing structural capacity)." The treatment methods currently utilized for pavement preservation are crack sealing and drainage treatments. The Preventative Maintenance activities are delivered by the Public Works Department.

Preservation

Pavement Preservation utilizes timely and appropriate treatments that will have the cumulative effect of postponing costly rehabilitation, preventing the need for reconstruction, and improving overall pavement conditions. Timely preservation results in improved safety and mobility, and smoother, longer lasting pavements.

Experience shows that spending \$1 on pavement preservation eliminates or delays spending \$6 to \$10 dollars on future rehabilitation or reconstruction costs. Pavement preservation can result in a pavement receiving a treatment even when there is nothing apparently wrong with it. Micro surfacing is the preferred method utilized for pavement preservation.

Micro surfacing projects were carried out in 2009, and the product met the required performance expectations. However, as a result of aesthetic concerns identified, staff was directed to carry out a full review of the micro surfacing process. In 2010, the mix design was modified to improve the aesthetic characteristics of the treatment. The modifications resulted in improved aesthetic characteristics, however, the product did not meet other performance expectations.

Rehabilitation

Road rehabilitation is the partial or full removal of existing asphalt and the installation of new hot mix asphalt. It is important to note that the existing granular base remains untouched in rehabilitation projects. Experience shows that spending \$1 on rehabilitation at the ideal time in a pavement's life cycle will delay spending \$4 to \$5 dollars on future reconstruction costs. As a result, the majority of the proposed PMP (on a cost basis) utilizes this treatment method.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 2, CW Report No. 40 – Page 4

During the preliminary engineering stage of these projects, any surface and sub-base drainage deficiencies are identified, reviewed corrected. In addition, the structural integrity of the existing curb is assessed using the curb removal policy, and the quantity of curb removal is calculated. The treatments utilized for rehabilitation are mill and overlay, or removal and replacement of the existing asphalt.

Replacement

Road replacement is the removal of existing asphalt, granular base and concrete curb/curb and gutter and the construction of a new road (including new granular base, concrete curb and gutter and asphalt). This is the most expensive treatment method and is reserved for roads, at a point in their life cycle, that are structurally failing, and where the application of preventative maintenance, pavement preservation and/or rehabilitation would be ineffective. These roads have significant surface and sub-base drainage deficiencies and the structural integrity of concrete curbs and asphalt are considerably compromised. The treatment utilized for replacement is full road reconstruction.

Changes to the Pavement Management Program

Based on the experience gained from delivering the PMP from 2007 to 2011, the input criteria was reviewed by Engineering Services staff as part of the development of the update to the Pavement Management Program. New parameters were established and inputted to ensure a more efficient program. The following criterion was analyzed and evaluated:

1. Project Groupings

The road network analysis was completed on reviewing a grouping of roads within a subdivision as opposed to individual roads. Typically, roads within the same subdivision have similar characteristics such as pavement age, structural integrity and overall quality. In addition, there are a number of advantages that can be realized by developing a program that groups projects within the same geographic region. These advantages include economies of scale resulting in cost reductions, construction efficiencies and reduction in overall construction timelines, as well as improved customer service by reducing construction impact to residents.

2. Micro Surfacing

In 2009 and 2010 micro surfacing was piloted and introduced as part of pavement preservation activities. Based on the feedback received, micro surfacing will not be used on local and feeder roads within residential communities. However, this treatment will be considered on residential collector roads (4 lanes), industrial roads, and locations where skid resistance issues may exist.

3. Crack Sealing

All proposed mill and overlay and micro surfacing projects will undergo a crack sealing treatment within 4 years after completion. This will create an opportunity to seal any cracks that may migrate from the base asphalt to the surface. This would also assist in ensuring that the pavement will realize the greatest projected life cycle benefits.

4. Curb/Curb and Gutter Replacement

In order to meet residents' expectations, the following guidelines have been revised to reflect changes in the criteria regarding curb replacement for all rehabilitation and replacement projects.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 2, CW Report No. 40 – Page 5

- A) All driveway curb lines, showing any extent of structural deficiencies, will be replaced for the entire width of the existing driveway curb depression. Principle structural deficiencies considered in determining replacement of curb/curb and gutter include, but are not necessarily limited to, the following:
- major stress cracks - greater than 2 per driveway entrance or longer than 500mm each
 - any ponding area – standing water along the curb line/gutter
 - curb misalignment – offset curb lines
 - differential settlement - greater than 25mm high/low
 - type of curb – not to City Standard
 - any missing curb line sections
 - other major defects affecting structural integrity or public safety
- B) Driveways disturbed as a result of curb/curb and gutter replacements will be restored in kind to a maximum distance of 0.5m behind the curb in order to allow for any grade adjustments or “matching” to the existing driveway. Driveway aprons (the portion of driveways between the curb and sidewalk, within the City’s right-of-way) will be completed replaced as part of the curb/curb and gutter replacements on Rehabilitation projects. Any additional driveway replacement requested beyond these limits will be the responsibility of the property owner.
- C) Engineering Services will endeavour to replace all barrier curb with curb and gutter. During the preliminary engineering stages of rehabilitation and/or reconstruction projects, a feasibility study will be undertaken to determine the benefit of replacing existing barrier curb with curb and gutter.

5. Sidewalk Replacement

To date, the sidewalk replacement undertaken as part of the rehabilitation program was mainly identified on an “as needed” basis. Any sidewalk that has been identified as comprimized structurally or presents a hazard to pedestrians (such as trip, slip and fall, etc.) was removed and replaced to alleviate these issues. In future, to meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA) and as identified within the Engineering Services 2010 Accessibility Plan, all existing pedestrian ramps (sidewalks that lead to an intersection) will be retrofitted to include directional lines as part of any rehabilitation or replacement project.

Asset Management Methodology

On February 16, 2006, Council endorsed through resolution, InfraGuide and the best practices with respect to Asset Management. Through InfraGuide, a comprehensive business strategy involves three pillars: People, Information and Technology.

The Essential Elements of an Asset Management Plan are:

1. *What do you have and where is it?*
2. *What is it worth?*
3. *What is its condition and its expected service life?*
4. *What is the level of service expectation, what needs to be done?*
5. *When do you need to do it?*
6. *How much will it cost and what is the acceptable level of risk?*
7. *How do you ensure long term affordability?*

People, Information and Technology in practice with the Essential Elements is the key to a successful implementation of an Asset Management Plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 2, CW Report No. 40 – Page 6

It is within this framework that the Pavement Management Program Update is being reported.

1. What do you have and where is it?

The inventory of City owned active roads are summarized in the following table by Ward, Surface Material Type.

Table No.1

Summary of Road Network - By Ward and Surface Material			
Ward	Surface Material	Total Centreline kms	Total Lane kms
1	Gravel / Stone	23.57	47.14
	Asphalt	176.18	379.04
	Surface Treated	24.88	49.77
2	Gravel / Stone	7.14	14.29
	Asphalt	151.07	344.36
	Surface Treated	5.67	11.34
3	Asphalt	144.21	347.43
4	Asphalt	154.96	392.26
5	Asphalt	74.16	176.74
	Surface Treated	3.27	6.53
Total		765.11	1768.9

2. What is it worth?

The 2010 City of Vaughan road network asset is valued at \$780M. Based on the reconstruction unit rate used within the Pavement Management System, staff have estimated the replacement value of the City's entire road network, to be approximately \$2.1B. This figure does not include the value for underground servicing such as water and wastewater systems nor boulevard amenities such as sidewalk or street lighting.

3. What is its condition and its expected service life?

The condition of a road is determined through a combination of field inspection and review of various analytical factors. Individual ratings and indices are combined into an overall index called a Pavement Composite Index (PCI) with an ascending range of 0 (worst) to 100 (best). This index is comprised of 3 major subsections being:

- Health** The condition of a road which includes surface ride comfort, structural distresses and its ability to properly drain water away from the road's structural components;
- Capacity** The current, measured traffic volume (Annual Average Daily Traffic) as compared to the theoretical capacity of a road;
- Physical Environment** The remaining considerations surrounding the behavior of a road including skid resistance, safety and geometry.

A complete definition and description of the Pavement Composite Index is included in Attachment No. 1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 2, CW Report No. 40 – Page 7

According to the Pavement Management System, the projected average overall network condition (at the end of 2011) for all City roads is a PCI of 88 out of 100 possible points. The current average network condition distribution for all City roads is summarized in the following table:

Table No.2

Pavement Management System Grouping	Value Range	Network Distribution
Excellent	80 to 100	92.3%
Good	60 to 80	5.7%
Fair	35 to 60	1.4%
Poor	20 to 35	0%
Very poor	0 to 20	0%

4. What is the level of service expectation, what needs to be done?, and

5. When do you need to do it?

Setting a Level of Service (LOS) or a target, is an important and critical step in a proper Asset Management Plan. From Item 1, Report No. 28 of the Committee of the Whole (Working Session) on May 23, 2006, Council set a Level Of Service to maintain an overall average road network rating being a Pavement Composite Index (PCI) of 70 out of 100 (possible points).

Applicable treatments that fall within Capital and Operations and Maintenance Budget categories are as follows:

Budget Type	Treatment Name
Operating	Crack Seal
Operating	Drainage Treatment
Capital	Complete Reconstruction
Capital	LCB Surface Treatment
Capital	LCB Upgrade To HCB
Capital	Micro Surface
Capital	Mill And Overlay
Capital	Pulverize And Overlay
Capital	Remove And Replace

Attachment No. 2 includes a detailed Project Level Program This list is sorted by the following criteria:

- Year
- Treatment Name
- Street Name
- Street From
- Street To

Please note that the Pavement Management Program reflects a shift to more preventative and rehabilitative methods of intervening strategies in the lifecycle of a road such as Crack Sealing, Micro Surfacing and Mill and Overlay. This philosophy will provide the City with its greatest return on every dollar invested to maximize the life of our road asset.

6. How much will it cost and what is the acceptable level of risk?

Based on the target Level of Service, investment required over the next 2 years are as follows:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 2, CW Report No. 40 – Page 8

Year	Capital Budget
2012	\$9,075,390
2013	\$9,245,225

Ongoing discussions take place with staff of our Public Works Department regarding the conditions of existing underground services such as storm and sanitary sewers and watermains. If there is also a potential need to perform substantial repairs or replacement of underground services in the near future, then the road need in those locations will be aligned to remedy both deficiencies at the same time.

7. How do you ensure long term affordability?

As the City's road infrastructure, information, systems and technology matures, multi-faceted integration across all asset classes such as roads, structures, pipes and amenities will be realized. This is a natural path not only from an engineering technical analysis but should also be embraced from a financial perspective.

We must acknowledge that activities such as Crack Sealing and Drainage Treatment directly affect the lifecycle of a road. Future funding requirements will shift year to year between preventative and rehabilitative types of intervention such as Crack Sealing and Mill and Overlay.

Ensuring that the funding requirements are captured in the long range financial planning model, and that any increases to proposed funding requirements are supported, will ensure that the road network is maintained at our target Level of Service.

Meeting the target level of service is critical to maximize the benefit for every dollar invested in road rehabilitation which will directly reduce costly future road reconstruction. Should current and future funding levels not be supported, the risk of further deterioration of roads, a reduced level of serviceability and an increase in long term maintenance costs for our road system, without the opportunity to achieve sustainability.

Relationship to Vaughan Vision 2020/Strategic Plan

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

- Maintaining corporate assets and infrastructure;
- Enhance environmental sustainability and a healthier environment through the use of alternative construction methodologies; and,
- In compliance with Green Directions Vaughan – Community Sustainability and Environmental Master Plan – the need to support the continuing repair and renewal of our road network is facilitated.

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

Regional Implications

There are no Regional implications.

Conclusion

The purpose of this report is to obtain Council approval, in principle, for the update to the Pavement Management Program for the years 2012 and 2013.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 2, CW Report No. 40 – Page 9

Attachments

1. Summary of Terms
2. 2012 and 2013 Update to the Pavement Management Program
3. Extract from Council Meeting Minutes – April 2, 2007 – 5 Year Pavement Management Program

Report prepared by:

Vince Musacchio, P.Eng., PMP, Manager of Capital Planning and Infrastructure, ext. 8311

(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 SEPTEMBER 27, 2011

Item 3, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

3

**PROCLAMATION REQUEST
SPIRITUAL AND RELIGIOUS CARE AWARENESS WEEK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 13, 2011:

Recommendation

The City Clerk recommends:

- 1) That October 16, 2011 to October 22, 2011 be proclaimed as “Spiritual and Religious Care Awareness Week” in the City of Vaughan; and
- 2) That the proclamation be posted on the City’s website and published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations” and on the City Page Online.

Purpose

To respond to the request received from the President of The Ontario Multifaith Council on Spiritual and Religious Care (OMC).

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

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

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

The Ontario Multifaith Council on Spiritual and Religious Care is a non-profit registered charitable organization which represents a wide-range of faith groups in Ontario. Their mandate is to promote and facilitate equal access to adequate and appropriate spiritual care and religious rights for people in government-operated facilities, including hospitals, long-term care facilities, mental health centres and correctional settings. OMC wishes to recognize the value of the dedicated, qualified spiritual and religious providers throughout Canada.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 3, CW Report No. 40 – Page 2

Background - Analysis and Options

The correspondence received from the President of The Ontario Multifaith Council on Spiritual and Religious Care, dated July 25, 2011, is attached. (Attachment 1)

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020, in particular “Enhance and Ensure Community Safety, Health and Wellness”.

Regional Implications

N/A

Conclusion

Staff is recommending that October 16, 2011 to October 22, 2011 be proclaimed as “Spiritual and Religious Care Awareness Week” in the City of Vaughan and that the proclamation be posted on the City’s website and published on the City Page Online.

Attachments

Attachment Correspondence from the president of The Ontario Multifaith Council, dated July 25, 2011

Report prepared by

Connie Bonsignore, Administrative Assistant to the City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 4, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

4

**PROCLAMATION REQUEST
CHILDHOOD CANCER AWARENESS DAY**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 13, 2011:

Recommendation

The City Clerk recommends:

- 1) That September 16, 2011 be proclaimed as “Childhood Cancer Awareness Day” in the City of Vaughan, and that Council ratify the action taken; and
- 2) That the proclamation be posted on the City’s website and published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations” and on the City Page Online.

Purpose

To respond to the request received from the Development Assistant, Pediatric Oncology Group of Ontario (POGO).

Background - Analysis and Options

The correspondence received from the Development Assistant, Pediatric Oncology Group of Ontario (POGO), dated July 29, 2011 is attached. The correspondence arrived after the agenda for the last meeting of Council prior to the summer hiatus was published. (Attachment 1)

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 4, CW Report No. 40 – Page 2

The Pediatric Oncology Group of Ontario (POGO) a registered charity, is the official advisor on childhood cancer to the Ministry of Health and Long-Term Care. Childhood cancer is the biggest disease killer of children in Ontario, with over 400 children diagnosed with cancer every year. Their mandate is to raise awareness about the disease and its effects. POGO works to develop new policies and programs to improve the care of children with cancer, their families, and childhood cancer survivors.

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020, in particular “Enhance and Ensure Community Safety, Health and Wellness”.

Regional Implications

N/A

Conclusion

Staff is recommending that September 16, 2011 be proclaimed as “Childhood Cancer Awareness Day” in the City of Vaughan and that the proclamation be posted on the City’s website and published on the City Page Online. Given that the first meeting of Council after the summer hiatus is scheduled for September 27, 2011, this report recommends that Council ratify the decision of Committee of the Whole at its meeting of September 13, 2011.

Attachments

Attachment 1 Correspondence from the Development Assistant, Pediatric Oncology Group of Ontario (POGO), dated July 29, 2011

Report prepared by:

Connie Bonsignore, Administrative Assistant to the City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 5, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

5

**PROCLAMATION REQUEST
UNITED WAY WEEK SEPTEMBER 19 – SEPTEMBER 23, 2011**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 13, 2011:

Recommendation

The City Clerk recommends:

- 1) That September 19 – September 23, 2011 be proclaimed as “United Way Week” in the City of Vaughan, and that Council ratify the action taken; and
- 2) That the proclamation be posted on the City’s website published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

Following consideration by Committee of the Whole, the Corporate Communications Department will post the proclamation on the City’s website under “Events – Proclamations” and on the City Page Online.

Purpose

To respond to the request received from the Chair, 2011 Community Campaign, United Way of York Region.

Background - Analysis and Options

The correspondence received from the Chair, 2011 Community Campaign, United Way of York Region, dated June 30, 2011, is attached. The correspondence arrived after the agenda for the last meeting of Council prior to the summer hiatus was published. (Attachment 1)

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 5, CW Report No. 40 – Page 2

The United Way of York Region engages and informs individuals of the important work that they do in helping youth grow up strong, enabling individuals and families to achieve economic independence and improving the wellbeing of individuals and communities. Their 34 year history of efficient, responsible and accountable stewardship of donor support helps 39 local agencies that deliver 100 programs in nine municipalities in York Region. Council has granted United Way of York Region's proclamation request in the past.

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020, in particular "Enhance and Ensure Community Safety, Health and Wellness".

Regional Implications

This report supports the promotion of awareness throughout the Region about the United Way Community Campaign.

Conclusion

Staff is recommending that September 19 – September 23, 2011 be proclaimed as "United Way Week" in the City of Vaughan, and that the proclamation be posted on the City's website and on the City Page Online. Given that the first meeting of Council after the summer hiatus is scheduled for September 27, 2011, this report recommends that Council ratify the decision of Committee of the Whole at its meeting of September 13, 2011.

Attachments

Attachment 1 Correspondence from the Chair, 2011 Community Campaign, United Way of York Region, dated June 30, 2011

Report prepared by

Connie Bonsignore, Administrative Assistant to the City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 6, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

6

**PROCLAMATION REQUEST
BIG BROTHER BIG SISTER MONTH – SEPTEMBER 2011**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 13, 2011:

Recommendation

The City Clerk recommends:

- 1) That September 2011 be proclaimed as “Big Brother Big Sister Month, and that Council ratify the action taken; and
- 2) That the proclamation be posted on the City’s website and published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations” and on the City Page Online.

Purpose

To respond to the request received from the Development and Events Co-Ordinator of Big Brothers Big Sisters of York.

Background - Analysis and Options

The correspondence received from the Development and Events Co-Ordinator of Big Brothers Big Sisters of York is attached (Attachment 1)

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 6, CW Report No. 40 – Page 2

The Big Brothers Big Sisters of York is part of Canada's leading children's mentoring organization whose programs are characterized by supportive, caring, positive role model relationships between an adult and child/youth that enhances the self-esteem and self-confidence of children. The organization currently serves over 550 children in York Region with a variety of programs including Go Girls! Healthy Minds Healthy Bodies, In-School Mentoring, Mentoring for Teens, The Club, Activity Nights and Family and Couples Matches.

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020, in particular "Enhance and Ensure Community Safety, Health and Wellness".

Regional Implications

This report supports the promotion of awareness throughout the Region.

Conclusion

Staff is recommending that September 2011 be proclaimed as "Big Brother Big Sister Month", and that the proclamation be posted on the City's website and the City Page Online. Given that the first meeting of Council after the summer hiatus is scheduled for September 27, 2011, this report recommends that Council ratify the decision of Committee of the Whole at its meeting of September 13, 2011.

Attachments

Attachment 1 Correspondence from the Development and Events Coordination, Big Brothers Big Sisters of York, dated July 6, 2011

Report prepared by

Connie Bonsignore, Administrative Assistant to the City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 7, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

7 **PROCLAMATION AND FLAG RAISING REQUEST**
LUPUS AWARENESS MONTH – OCTOBER 2011

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 13, 2011:

Recommendation

The City Clerk recommends:

- 1) That October 2011 be proclaimed as “Lupus Awareness Month”;
- 2) That the Lupus Flag be raised in the City of Vaughan for a period no longer than one week in accordance with the Flag Raising/Half Masting Policy; and
- 3) That the proclamation be posted on the City’s website and published on the City Page Online.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations” and on the City Page Online.

Purpose

To respond to the request received from Lupus Foundation of Ontario.

Background - Analysis and Options

The correspondence received from Lupus Foundation of Ontario, dated June 22, 2011 is attached. (Attachment 1)

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

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

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

Lupus Foundation of Ontario for the past 35 years has been assisting citizens affected by this serious illness. Lupus Foundation of Ontario is requesting the proclamation and flag raising in an effort to raise public awareness, educate citizens and raise funds to support much-needed and valued research to find a cure for this disease.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 7, CW Report No. 40 – Page 2

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020, in particular “Enhance and Ensure Community Safety, Health and Wellness”.

Regional Implications

N/A

Conclusion

Staff is recommending that October 2011 be proclaimed as “Lupus Awareness Month”, that the Lupus Flag be raised in the City of Vaughan for a period no longer than one week in accordance with the Flag Raising/Half Masting Policy; and that the proclamation be posted on the City’s website and published on the City Page Online.

Attachments

Attachment Correspondence received from Lupus Foundation of Ontario, dated June 22, 2011

Report prepared by

Connie Bonsignore, Administrative Assistant to City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 8, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

8

**PROCLAMATION REQUEST
RESTORATIVE JUSTICE WEEK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 13, 2011:

Recommendation

The City Clerk recommends:

- 1) That November 13 – 20, 2011 be proclaimed as “Restorative Justice Week 2011”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page Online.

Economic Impact

N/A

Communications Plan

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

Purpose

To respond to the request from Correctional Service Canada, received August 25, 2011.

Background - Analysis and Options

The correspondence from Correctional Service Canada, received August 25, 2011, is attached. (Attachment 1)

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

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

Issue proclamations for events of a municipal purpose.”

Correctional Service Canada has been an active partner in the restorative justice community for more than a decade and has provided leadership to the annual celebration of Restorative Justice Week. Restorative Justice Week 2011 will be held in Canada, and throughout the world for the purpose of sharing the concrete learning and results that have come from the growing experience of practitioners and stakeholders in the application of a restorative justice approach and processes.

This year’s theme calls upon all of us to envision how a restorative justice approach can be applied and implemented within existing systems. It is a challenge to the health care systems, educational systems, justice systems, correctional systems, and all other systems and/or levels of government to be creative and innovative in looking at justice through a restorative justice lens.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 8, CW Report No. 40 – Page 2

Relationship to Vaughan Vision 2020/Strategic Plan

This report supports the strategic priorities established by Vaughan Vision 2020, in particular “Enhance and Ensure Community Safety, Health and Wellness”.

Regional Implications

This proclamation will provide an opportunity to learn about restorative justice, educate and celebrate along with other communities across the country during the week.

Conclusion

Staff is recommending that November 13 – 20, 2011 be proclaimed as “Restorative Justice Week”, and that the proclamation be posted on the City’s website and published on the City Page Online.

Attachments

Attachment 1 Correspondence from Correctional Service Canada, received August 25, 2011.

Report prepared by:

Connie Bonsignore, Administrative Assistant to the City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 9, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

9

**SIGN VARIANCE APPLICATION
FILE NO:SV.11-020
OWNER:K & K HOLDINGS LIMITED
LOCATION: 11610 KEELE STREET
PART OF LOT 31, CONCESSION 4
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 13, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-020, K & K Holdings Limited, be REFUSED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to install a development sign, not located on the lands within the plan of subdivision, having a sign face area of 13.3 sqm per face with a combined sign face area of 26.6 sqm as shown on the attached drawings.

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 203-92, as amended):

- 12.1 (1) (a) Subdivision development signs must be located on lands within the plan of subdivision. For all other developments, the signs must be located on the subject lands.
- 12.1 (1) (b) Such signs may advertise only the development on the lands in which the sign is located, and not the sale of lots elsewhere or the Realtor's, Developer's, or Landowners business in general.
- 12.1 (1) (c) Each builder is permitted a maximum of two (2) signs, with a combined sign face area not to exceed 20.0 sq m.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 9, CW Report No. 40 – Page 2

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

Region of York Engineering approval is required for the proposed sign.

Conclusion

The applicant is proposing to install a development sign on the west side of Keele Street just north of Kirby Road. The sign proposes to advertise a development located within the Township of King. The City's Sign By-Law requires all development signage to be located on the lands being developed.

Similar to other applications in the past the Sign Variance Committee continues not to support those sign variance applications proposing off site or 3rd party development signage. In Committee's opinion all development signs other than the permitted "A"-Frame signage should be restricted to the lands being developed and not spread out throughout the City.

Members of the Sign Variance Committee do not support the application and are recommending that it be refused.

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

Attachments

1. Site Plan (2)
2. Sketch of Sign

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

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 10, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

10

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-021
OWNER: JANESTON VALLEY DEVELOPMENTS LTD.
LOCATION: 11260 JANE STREET
PART OF LOT 29, CONCESSION 5
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 13, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-021, Janeston Valley Developments Ltd., be REFUSED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to install a development sign, not located on the lands within the plan of subdivision, having a sign face area of 13.3 sqm per face with a combined sign face area of 26.6 sqm as shown on the attached drawings.

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 203-92, as amended):

- 12.1 (1) (a) Subdivision development signs must be located on lands within the plan of subdivision. For all other developments, the signs must be located on the subject lands.
- 12.1 (1) (b) Such signs may advertise only the development on the lands in which the sign is located, and not the sale of lots elsewhere or the Realtor's, Developer's, or Landowners business in general.
- 12.1 (1) (c) Each builder is permitted a maximum of two (2) signs, with a combined sign face area not to exceed 20.0 sq m.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 10, CW Report No. 40 – Page 2

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

Region of York Engineering approval is required for the proposed sign.

Conclusion

The applicant is proposing to install a development sign on the west side of Jane Street just south of Kirby Road. The sign proposes to advertize a development located within the Township of King. The City's Sign By-Law requires all development signage to be located on the lands being developed.

Similar to other applications in the past the Sign Variance Committee continues not to support those sign variance applications proposing off site or 3rd party development signage. In Committee's opinion all development signs other than the permitted "A"-Frame signage should be restricted to the lands being developed and not spread out throughout the City.

Members of the Sign Variance Committee do not support the application and are recommending that it be refused.

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

Attachments

1. Survey of Property
2. Sketch of Sign

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

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 11, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

11

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-023
OWNER: CICCHINO HOLDING LTD.
LOCATION: 3812 MAJOR MACKENZIE DRIVE
LOT 21, CONCESSION 6
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 13, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-023, Cicchino Holdings Ltd., be REFUSED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to install three third party development signs having a total of 25.3 sqm in area on the subject property as shown on the attached drawings.

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 203-92, as amended):

- 12.1 (1) (a) Such subdivision development signs must be located on lands within the plan of subdivision. For all other developments, the signs must be located on the subject lands.
- 12.1 (1) (b) Such signs may advertise only the development on the lands in which the sign is located, and not the sale of lots elsewhere or the Realtor's, Developer's, or Landowners business in general.
- 12.1 (1) (c) Each builder is permitted a maximum of two (2) signs, with a combined sign face area not to exceed 20.0 sq m.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 11, CW Report No. 40 – Page 2

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

Region of York Engineering approval is required for the proposed signs.

Conclusion

The applicant is proposing to install three development signs on the north-west corner of Weston Road and Major Mackenzie Drive west side of Jane Street just south of Kirby Road. The sign proposes to advertize a development located within the Township of King. The City's Sign By-Law requires all development signage to be located on the lands being developed.

Similar to other applications in the past the Sign Variance Committee continues not to support those sign variance applications proposing off site or 3rd party development signage. In Committee's opinion all development signs other than the permitted "A"-Frame signage should be restricted to the lands being developed and not spread out throughout the City.

Members of the Sign Variance Committee do not support the application and are recommending that it be refused.

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 Signs (2)

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

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 12, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

12

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-024
OWNER: CITY OF VAUGHAN
LOCATION: 5770 RUTHERFORD ROAD
PART OF LOT 16, CONCESSION 8
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 13, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-024, City of Vaughan, be REFUSED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to maintain a third party sign having a sign area of 35.7 sqm. (Total sign area of 71.5 sqm – both sides) a sign face height of 7.32m, and an overall sign height of 9.45m from finished grade as shown on the attached drawings.

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 203-92, as amended):

5.15 Signs not related to any business located on the lot except as provided in Sections 6.1 - Limit on number of Signs and Section 15 - Poster Panels (Billboards).

6.13 No person shall erect or maintain a sign upon a parcel of land or building unless it is accessory to a use that is lawfully being operated on such land.

6.5 (b) No ground sign shall exceed 5.0 m in any dimensions of the sign face.

6.5 (d) No ground sign shall exceed a maximum height of 7.5m from finished grade level at the base of the supporting structure of the said sign.

8.1 (a) Except as otherwise permitted in Section 8.7 and 8.8, no ground sign shall be larger than 10.0 sq.m in area on a single sign face, or 20.0 sq.m of sign area for all faces combined.

.../2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 12, CW Report No. 40 – Page 2

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

Region of York Engineering approval is required for the proposed sign.

Conclusion

The applicant has applied to allow for the maintenance of a third party sign having an area 35.7 sqm on lands owned by the City, as shown on the attached plans. The subject sign is located on the north-east corner of Highway No 27 and Rutherford Road. The structure for the subject sign was originally approved many years ago and at that time was part of a larger land holding that was used as a golf course. The subject sign was used to advertise that former golf course.

At the time the surrounding lands were developed, the subject land was conveyed to the City as open space.

Since that time the sign has been used for various purposes. The sign has been modified with the sign area increased and now advertises the Copper Creek Golf Course approximately 5 km. to the north.

The applicant advised that there was a lease arrangement with the former land owner respecting the use of the sign. This lease was not registered on title as it is not binding on future owners nor does it bind the City as we were never party to any of the previous agreements.

The City's Sign By-Law requires that all signage be located on the lands that contain the business premises and does not permit any 3rd party advertising with the exception of highly regulated billboards that are restricted to specified industrial areas within the City.

Similar to other applications in the past the Sign Variance Committee continues not to support those sign variance applications proposing off site or 3rd party signage. In Committee's opinion all signs should be located on the property that contains the business and not spread out throughout the City.

Members of the Sign Variance Committee do not support the application and are recommending that it be refused.

If Council finds merit in the application, it must be conditional upon an encroachment agreement being entered into with City in accordance with the City's Encroachment By-law and a Sign Permit issued by the Building Standards Department.

Attachments

1. Aerial photo showing Sign Location
2. Sketch showing Location of Sign
3. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/as

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 12, CW Report No. 40 – Page 3

(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 SEPTEMBER 27, 2011

Item 13, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

13

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-025
OWNER: ROY FOSS MOTORS LTD.
LOCATION: 7200 YONGE STREET
LOT 27, CONCESSION 1
WARD 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 13, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-025, Roy Foss Motors Ltd., be APPROVED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to install one 5,95 sqm. wall sign on the east building face of the subject property as shown on the attached drawings.

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 203-92, as amended):

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

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

Relationship to Vaughan Vision 2020/Strategic Plan

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 13, CW Report No. 40 – Page 2

Regional Implications

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

Conclusion

The applicant is proposing to install one 5.95 wall sign on the east building face as shown on the attached drawings.

Members of the Sign Variance Committee have reviewed the application and have no objections to the application as submitted. In Committee's opinion the intent and purpose of the Sign By-law is being maintained.

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

Attachments

1. Site Plan
2. Sign Location
3. Sketch of Sign

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

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 14, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

14

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-027
OWNER: MARIA HUTCHINGS
LOCATION: 101 ROYAL GROUP CRESCENT
LOT 4, CONCESSION 9
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 13, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-027, Maria Hutchings, be APPROVED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to install one wall sign having an area of 27.4 sqm on the west building elevation, as shown on the attached drawings.

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 203-92, as amended):

- 8.2 (a) The area of a wall sign shall not exceed 0.75m per linear horizontal meter of the exterior wall of a building upon which such sign is located... Notwithstanding the foregoing, the total area of a wall sign per business premises shall not exceed 20 sq m or be limited to not less than 2.0 sq m.

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 sign.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 14, CW Report No. 40 – Page 2

Conclusion

Request to install one wall sign having an area of 27.4 sqm on the west building elevation, as shown on the attached plans.

Members of the Sign Variance Committee have reviewed the application and have no objections to the application as submitted. In Committee's opinion the intent and purpose of the Sign By-law is being maintained.

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

Attachments

1. Site Plan and Proposed Sign Location
2. Sign Details
3. Sign Details (2)

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

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 15, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

15

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-028
OWNER: CALLOWAY RIET INC.
LOCATION: 137 CHRISLEA ROAD, UNIT 2
LOT 6, CONCESSION 5
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 13, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-028, Calloway Riet Inc., be APPROVED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to relocated a 16.8 sqm. wall sign as shown on the attached drawings

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 203-92, as amended):

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

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

Relationship to Vaughan Vision 2020/Strategic Plan

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 15, CW Report No. 40 – Page 2

Regional Implications

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

Conclusion

The By-law permits only those wall signs approved on the site plan agreement. The applicant is proposing to relocate a 16.8 sqm. wall sign as shown on the attached drawings.

Members of the Sign Variance Committee have reviewed the application and have no objections to the application as submitted. In Committee's opinion the intent and purpose of the Sign By-law is being maintained.

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

Attachments

1. Site Plan
2. Building Elevation
3. Sketch of Sign

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

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 16, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

16

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-029
OWNER: CINZA RECINE
LOCATION: 10499 ISLINGTON AVENUE
LOTS 7 AND 8, PLAN 11
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 13, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-029, Cinza Recine, be APPROVED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to install two 0.2 sqm. soffit signs on the subject building as shown on the attached drawings.

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 203-92, as amended):

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

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

The subject property is located within the special sign district for Kleinburg.

Relationship to Vaughan Vision 2020/Strategic Plan

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 16, CW Report No. 40 – Page 2

Regional Implications

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

Conclusion

The applicant is proposing to install two 0.2 sqm. soffit signs on the subject building as shown on the attached drawings. The applicant has received Heritage approval in respect to the proposed signs.

Members of the Sign Variance Committee have reviewed the application and have no objections to the application as submitted. In Committee's opinion the intent and purpose of the Sign By-law is being maintained.

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

Attachments

1. Site Plan
2. Ground Floor Plan
3. Sketch of Sign

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

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 17, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

17

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-030
OWNER: CALLOWAY REAL ESTATE INV. TRUST
LOCATION: 101 EDGELEY BLVD.
LOT 6, CONCESSION 5
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 13, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-030, Calloway Real Estate Inv. Trust, be APPROVED.

Contribution to Sustainability

N/A

Economic Impact

None.

Communications Plan

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

Purpose

Request to install four (4) additional walls on the building elevation as shown on the attached drawings. (Shown as Signs 1,2,3 and 4 on the attached plans.)

Background - Analysis and Options

Sign Bylaw Requirements (By-Law 203-92, as amended):

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

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

Relationship to Vaughan Vision 2020/Strategic Plan

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 17, CW Report No. 40 – Page 2

Regional Implications

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

Conclusion

The applicant is proposing to install four (4) additional wall on the building elevation, as shown on the attached drawings. (Shown as Signs 1,2,3 and 4 on the attached plans.) The new signage is associated with the removal other existing signage.

Members of the Sign Variance Committee have reviewed the application and have no objections to the application as submitted. In Committee's opinion the intent and purpose of the Sign By-law is being maintained.

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 Signs

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

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 18, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

18

EMPLOYEE CODE OF CONDUCT – MINOR REVISIONS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal & Administrative Services/City Solicitor and the Director of Human Resources, dated September 13, 2011:

Recommendation

The Commissioner of Legal & Administrative Services/City Solicitor and the Director of Human Resources recommend:

THAT the Employee Code of Conduct be amended as outlined below.

Sustainability

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

Economic Impact

This report has no costs associated with implementing the recommendation.

Communications Plan

The City provides all employees with a copy of the Code of Conduct upon being hired with the organization and once annually to ensure that employees are aware of the Code including their rights and obligations thereunder. The policy will continue to be made available on the VIBE, in the Employee Handbook and a printed copy of the revised version will be provided in hard copy as appropriate to update policy manuals.

Purpose

The Employee Code of Conduct has been reviewed after its first full year and a minor revision proposed based on comments received. The Code of Conduct remains consistent with the mission, values and goals of the Corporation.

Background and Analysis

The proposed revisions to the policy are minimal and relate to removing a statement in the sign-off at the end of the Code as well as changing the consequences from mandatory discipline to permissive to allow for training and counselling opportunities with staff, without requiring disciplinary action.

These changes have been reviewed with legal counsel and will be forwarded to the bargaining units for their information prior to sending out the revised policies to staff.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 18, CW Report No. 40 – Page 2

Relationship to Vaughan Vision 2020

The review of policies relates to the Vaughan Vision 2020 goal of Staff Excellence and Management Excellence and provides clarity to employees and the organization with regard to acceptable behaviours in the workplace as well as the consequences should they violate the Code of Conduct.

Regional Implications

This report does not have any regional implications.

Conclusion

The regular review and revisions, when appropriate of the Employee Code of Conduct is important so that employees are provided with relevant and clear information about the expectations and consequences of violation, as it relates to their employment with the Corporation.

Attachments

1. Draft Revised Employee Code of Conduct

Report Prepared By

Janet Ashfield, Director of Human Resources

(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 SEPTEMBER 27, 2011

Item 19, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

19

2012 SCHEDULE OF MEETINGS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated September 13, 2011:

Recommendation

The City Clerk recommends:

1. That the 2012 Schedule of Meetings be adopted in accordance with the calendar set out as Attachment #1 to this report; and
2. That the City Clerk be authorized to amend the schedule by cancelling meetings that are not required, or changing the time and/or date of a scheduled meeting subject to posting such amendments on the City's website as soon as practicable.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

The 2012 Schedule of Meetings will be posted on the City's website.

Purpose

The purpose of this report is to submit for Council's approval the attached 2012 Schedule of Meetings for Council and its Ad Hoc Committees. Once adopted, the Schedule of Meetings will be the primary method of informing members of the public as to the time and dates of meetings of Council and its Ad Hoc Committees.

Background – Analysis and Options

The Schedule of Meetings has been prepared in accordance with the Council adopted Committee Structure Report and Procedural By-law. The proposed schedule maintains the three-week cycle of meetings and features a consistent approach to scheduling. The Priorities and Key Initiatives Committee and Finance and Administration Committee will meet on Mondays, with Council and the various iterations of Committee of the Whole meeting on Tuesdays. To accommodate anticipated heavy workloads the Committee of the Whole meetings in June and September have been scheduled to commence at 11:00 a.m. Statutory and significant faith days have been taken into consideration when preparing the 2012 Schedule of Meetings.

In accordance with Council direction every effort will be made to avoid the scheduling of Council meetings on days of religious or cultural significance that Council and staff are made aware of or which are requested by a specific religious group.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 19, CW Report No. 40 – Page 2

Variations to the Schedule

Due to anticipated workloads, statutory holidays and significant faith days, variations to the base schedule are as follows:

January: One cycle of meetings is scheduled in January to accommodate the holiday season. This practice was established in 2005. The Finance and Administration Committee and the Priorities and Key Initiatives Committee have been scheduled on the same day to accommodate for the Chinese New Year.

March: Meetings have been scheduled to accommodate for the March Break.

April: Meetings have been scheduled to accommodate holidays.

May: The Finance and Administration Committee and the Priorities and Key Initiatives Committee have been scheduled on the same day to accommodate for Victoria Day.

June: Meetings have been scheduled to accommodate for the FCM Conference. To accommodate anticipated heavy workloads the Committee of the Whole meeting in June has been scheduled to commence at 11:00 a.m.

July/August: In accordance with past practice no meetings have been scheduled in July and August.

September: Meetings have been scheduled to accommodate holidays. To accommodate anticipated heavy workloads the Committee of the Whole meeting in September has been scheduled to commence at 11:00 a.m. To accommodate the budget process the Finance and Administration Committee has added meetings.

October: Meetings have been scheduled to accommodate holidays. To accommodate the budget process the Finance and Administration Committee has added meetings.

The FCM Conference is scheduled for June 1 – 4, 2012 and the AMO Conference is scheduled for August 19 - 22, 2012.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities previously set by Council, particularly “Demonstrate Leadership and Promote Effective Governance”.

Regional Impact

There is no Regional impact because no meetings have been scheduled for Wednesdays and Thursdays, the days on which Regional Committees and Regional Council meet.

Conclusion

The Schedule of Meetings has been prepared in accordance with the Council adopted Committee Structure Report and Procedural By-law. Statutory and significant faith days have been taken into consideration when preparing the 2012 Schedule of Meetings. In view of the foregoing, it is recommended that Council approve the attached 2012 meeting schedule.

Attachments

1. 2012 – 12 Month – Schedule of Meetings

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 19, CW Report No. 40 – Page 3

Report prepared by:

Adelina Bellisario, Assistant City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 20, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

20

**ASSUMPTION – ROSE VALLEY HOMES SUBDIVISION
19T-97V24 / 65M-3609
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 13, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3609, and that the Municipal Services Letter of Credit be released.

Contribution to Sustainability

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

Economic Impact

Upon assumption of this subdivision, approximately 0.25 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities, and eventual renewal.

Communications Plan

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

Purpose

This report pertains to the assumption of the municipal services in Plan of Subdivision 65M-3609 by the City.

Background - Analysis and Options

The Rose Valley Homes Plan of Subdivision 65M-3609 is a 24 lot residential development located on the south side of Rutherford Road, and west of Weston Road in Block 38 as shown on Attachment No.1.

The Subdivision Agreement with 1200755 Ontario Limited was executed on June 10, 2002, and the Plan of Subdivision was subsequently registered on October 22, 2002. The construction of the roads and municipal services in Plan 65M-3609 was completed in September 2006.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 20, CW Report No. 40 – Page 2

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

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

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

Relationship to Vaughan Vision 2020

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

Regional Implications

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

Conclusion

The construction of the roads and municipal services associated with the Rose Valley Homes Plan of Subdivision 65M-3609 has been completed in accordance with the Subdivision Agreement. Accordingly, it is recommended that the roads and municipal services in 65M-3609 be assumed and the Municipal Services Letter of Credit be released.

Attachments

1. Location Map

Report prepared by:

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

OM/FS

(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 SEPTEMBER 27, 2011

Item 21, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

21

**ASSUMPTION OF MUNICIPAL SERVICES
IMPERIAL OIL
MAJOR MACKENZIE DRIVE AND JANE STREET
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 13, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Development Agreement between the City and Imperial Oil, dated January 5, 2004, and that the Municipal Services Letter of Credit be released.

Contribution to Sustainability

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

Economic Impact

Upon assumption of this service, approximately 250 metres of sanitary sewer will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities, and eventual renewal.

Communications Plan

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

Purpose

This report pertains to the assumption of a sanitary sewer that was constructed pursuant to the Development Agreement for the site development located at the north west corner of Major Mackenzie Drive and Jane Street.

Background - Analysis and Options

The Development Agreement with Imperial Oil provides for the construction of a sanitary sewer to the service center/commercial site located at the north west corner of the intersection of Major Mackenzie Drive and Jane Street in Block 33, as shown on Attachment No.1.

The Development Agreement with Imperial Oil was executed on January 5, 2004. The construction of the sanitary sewer was completed in 2005.

The Developer has maintained the sanitary sewer during the required minimum thirteen month maintenance period and has rectified all deficiencies. Accordingly, the Developer has requested that the sanitary sewer be assumed by the City, and that the development securities held by the City be released.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 21, CW Report No. 40 – Page 2

All documentation required by the Development Agreement for assumption has been submitted. Development/Transportation Engineering staff, in conjunction with the Developer's Consulting Engineer, have conducted all the necessary inspections of the sanitary sewer and are now satisfied with the extent of the works. Accordingly, Staff is recommending that the sanitary sewer be assumed by the City.

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

Relationship to Vaughan Vision 2020

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

Regional Implications

Regional staff has advised on November 23, 2005 that the sewer works within the Major Mackenzie Drive and Jane Street right-of-way have been inspected and found satisfactory.

Conclusion

Imperial Oil has completed the construction of a sanitary sewer pursuant to the terms of the Development Agreement with the City dated January 5, 2004. Accordingly, it is appropriate that the sanitary sewer be assumed and the Municipal Services Letter of Credit be released.

Attachments

1. Location Map

Report prepared by:

Kevin Worth, Engineering Technologist - Development, ext. 8670
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

FS/kw

(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 SEPTEMBER 27, 2011

Item 22, Report No. 40, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on September 27, 2011, was dealt with by approving:

That consideration of this matter be deferred to the Committee of the Whole meeting of October 4, 2011 to allow staff to review the matter with GO Transit, in accordance with Communication C4 from the Commissioner of Engineering and Public Works, dated September 21, 2011.

22

**STOPPING PROHIBITION REVIEW
EAGLE ROCK WAY
WARD 4**

The Committee of the Whole recommends that consideration of this matter be deferred to allow staff to review the matter with GO Transit.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That By-law 1-96, the Consolidated Parking By-law, be amended to add “No Stopping Anytime” prohibitions on Eagle Rock Way, within the cul-de-sac and along the south side approaching the designated bus stop and beyond the designated bus stop to a point 85 metres east of the westerly end of the cul-de-sac.

Contribution to Sustainability

The installation of the “No Stopping Anytime” prohibitions either side of the existing designated bus stop on Eagle Rock Way will promote and improve traffic flow and pedestrian safety in this area while ensuring appropriate levels of service are achieved by York Region Transit (YRT) and GO Transit, thereby minimizing single occupant vehicle trips in Vaughan. The installation of the “No Stopping Anytime” prohibition is consistent with Green Directions Vaughan Goal #3: “To ensure that Vaughan is a City that is easy to get around with a low environmental impacts.” More particularly, this installation would advance Objective 3.2: “To develop and sustain a network of roads that supports efficient and accessible public and private transit.”

Economic Impact

Sufficient funding for installation of the “No Stopping Anytime” prohibition signs has been included in the 2011 Operating Budget. The on-going costs to maintain the signs would be incorporated in future years Operating Budgets.

Communication Plan

YRT has been notified that the report will be submitted for the Committee of the Whole Meeting, on September 13, 2011. Engineering Services staff will contact the YRT on the outcome of Council’s decision on this matter.

Purpose

To respond to a request from YRT to assist in improving service for Vaughan residents using local and commuter transit services to access the GO Train station.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 22, CW Report No. 40 – Page 2

Background - Analysis and Options

Engineering Services staff received a request from York Region Transit regarding safety concerns within the cul-de-sac at the westerly terminus Eagle Rock Way. The radius of the cul-de-sac on Eagle Rock Way is 17.0 metres. There exists a bus stop and passenger interface with the adjacent GO Station along the southern curb of the cul-de-sac on Eagle Rock Way. Parking is already prohibited within 6 metres of a point designated as a bus stop under By-law 1-96. YRT and GO buses use the cul-de-sac to turn, and stop at the bus stop to pick up/drop off passengers. The largest bus servicing this location is 13.7 metres long, with a turning radius of 14 metres. Bus drivers have difficulty manoeuvring around the cul-de-sac when other vehicles are stopped within this general area.

Introduction of “No Stopping Anytime” prohibitions on either side of the designated bus stop would ensure that YRT and GO Transit can safely approach the bus stop, thereby enhancing vehicular and pedestrian safety in the vicinity of the Go Station entrance on Eagle Rock Way.

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 meeting the City’s objectives to:

- Enhance and Ensure Community Safety, Health and Wellness ; and
- Lead and Promote to Environmental Sustainability.

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

Regional Implications

The implementation of “No Stopping Anytime” prohibitions on Eagle Rock Way within the cul-de-sac and on either side of the existing bus stop, will improve YRT bus access in this area.

Conclusion

Based on Engineering Services staff’s review, it is recommended that "No Stopping Anytime" prohibitions be implemented on Eagle Rock Way within the cul-de-sac, and along the south side approaching the designated bus stop, and beyond the designated bus stop to a point 85 metres east of the westerly end of the cul-de-sac.

Attachments

1. Location Map

Report prepared by:

David Fan, Traffic Analyst, Ext. 8444

Mike Dokman, Supervisor Traffic Engineering, Ext. 8745

DF:mm

(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 SEPTEMBER 27, 2011

Item 23, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

23

**PROPOSED ALL-WAY STOP CONTROL
ROMINA DRIVE AND GENSAL GATE
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 September 13, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Romina Drive and Gensal Gate, as the Provincial All-way Stop Warrant is now met.

Contribution to Sustainability

The installation of an all-way stop control at the intersection of Romina Drive and Gensal Gate will promote and improve traffic flow and pedestrian movements in this area. As such, the installation of the all-way stop control is consistent with Green Directions Vaughan Goal #3: "To ensure that Vaughan is a City that is easy to get around with a low environmental impacts." More particularly, the installation will advance the following objectives:

Objective 3.1 To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation.

Objective 3.2 To develop and sustain a network of roads that supports efficient and accessible public and private transit.

Economic Impact

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

Communications Plan

Engineering Services staff will notify the area businesses on the outcome of Council's decision in this matter.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Romina Drive and Gensal Gate, in response to a request received from a local business owner.

Background - Analysis and Options

Engineering Services staff reviewed the traffic activity at the intersection of Romina Drive and Gensal Gate.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 23, CW Report No. 40 – Page 2

Gensal Gate is a collector roadway with a 28.5 metre right-of-way and a 16.5 metre pavement width. Romina Drive is classified a minor collector roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. The intersection of Romina Drive and Gensal Gate is a 'tee' intersection with the existing stop control on Gensal Gate. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Tuesday, June 7, 2011 at this intersection. The study was conducted during the peak morning and afternoon time periods of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively. Staff also reviewed accident records for 2010, and sight lines at the approaches to the intersection. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

- | | | |
|---|-----------|------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted | 146% |
| • Warrant 2 – Accident Hazard | Warranted | 0% |
| • Warrant 3 – Sight Restriction | Warranted | 0% |

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes exceed the volume warrant requirement. There were no recorded vehicle collisions at this intersection in the past 12 month period. There are no sight restrictions at this intersection. According to the results above, this intersection meets the minimum requirements of the Provincial Warrant for All-way Stop Control.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in enhancing and ensuring community safety, health and wellness; priorities previously set by council. The installation of the all-way stop control will ensure that an appropriate level of service is maintained for pedestrian and vehicular traffic in the vicinity of the intersection.

Regional Implications

Not Applicable.

Conclusion

Based on Engineering Services staff's review, it is recommended that an all-way stop control be installed at the intersection of Romina Drive and Gensal Gate.

Attachments

1. Location Map

Report prepared by:

Wai Lam Tang, Senior Traffic Technologist, Ext. 8496
Mike Dokman, Supervisor, Traffic Engineering, Ext. 8745

WT: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 SEPTEMBER 27, 2011

Item 24, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

24

**STATUS OF STAKEHOLDERS MEETING
OFFICIAL PLAN AMENDMENT FILE OP.11.001
ZONING BY-LAW AMENDMENT FILE Z.11.006
165 PINE GROVE INVESTMENTS INC.
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011:

Recommendation

The Commissioner of Planning recommends:

1. THAT this report BE RECEIVED as information.

Contribution to Sustainability

N/A

Economic Impact

N/A

Purpose

The purpose of this report is to respond to the following Council resolution of June 7, 2011 (in part) regarding the issues and concerns raised at the May 31, 2011 Public Hearing with respect to the above noted files:

- "1. "That staff be directed to convene a stakeholder's group to discuss and resolve issues of concern to all parties and such group to be comprised of:
 - the Ward Councillor;
 - the Mayor and Regional Councillors, should they wish to attend;
 - representatives of the proponent; and
 - up to six local residents, three of which will be residents of that portion of Pine Grove Road west of the Humber River;
2. That the Ward Councillor be appointed the Chair of the Stakeholder's group;
3. That the group report on its discussions no later than Labour Day 2011; and,
4. That the Planning Department be represented at meetings of the group."

The Owner has submitted Official Plan Amendment File OP.11.001 and Zoning By-law Amendment File Z.11.006, to redesignate and rezone the subject lands shown on Attachments #1 and #2, to permit the development of the site with 132 stacked townhouse dwelling units within 5, 3½-storey residential buildings, and parks and natural areas as shown on Attachment #3.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 24, CW Report No. 40 – Page 2

Background – Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located northeast of Islington Avenue and Pine Grove Road on both the north and south sides of Pine Grove Road, known municipally as 165, 170, 180, 192, 201 and 229 Pine Grove Road, City of Vaughan.

Special Policy Area (SPA)

The subject lands are located in the portion of Woodbridge subject to a Special Policy Area defined by the Province. In correspondence dated March 26, 2009 (Attachment #4), on another development application located in the SPA in the Woodbridge Core (south side of Woodbridge Avenue, opposite Clarence Street), the Ministry of Municipal Affairs and Housing (MMAH) directed the City in part, that:

" . . . there is a commitment from the City of Vaughan that it will be undertaking a comprehensive examination/update of its' SPA within the next year and as part of this, the Commissioner of Planning will not be recommending any further site-specific proposals to be approved in the SPA until this examination is completed. This should include any applications which are proposing an increase in density to either the official plan or zoning by-law."

Further discussion of the status of the Woodbridge SPA Review is provided later in this report.

Stakeholders Group Meeting #1 Summary

A Stakeholders Meeting was held at the Al Palladini Community Centre on July 6, 2011, at 7:00 pm. The meeting was attended by the Local Ward 2 Councillor, Director of Development Planning, City Planner, representatives of Cityzen Developments and their consultants, and 6 residents.

The applicant gave an overview of their development proposal and the Development Planning Department explained the status of the Special Policy Area (SPA) and how it would impact the proposed development.

The following matters were identified by the residents and discussed at the Stakeholders Group Meeting:

- A number of the residents living on Pine Grove Road next to the Mill complained about the current state of the existing buildings and asked the applicant to provide additional security measures and to maintain the grass. The applicant replied that they have a security and maintenance management plan in place, but will re-evaluate their existing plan, in light of the comments.
- The residents had concern with how the proposed density for the development was calculated using the entire site rather than the developable portion only. The residents asked that staff and the applicant provide the density calculations for the current permitted land use designations (OPA #240 as amended by OPA #597) and under the new Vaughan OP 2010 land use designations, and that it be applied to the developable area of the property only. Staff advised that the developable area cannot be delineated at this time, as the Toronto and Region Conservation Authority (TRCA) has not confirmed the development limits for the property. However, Staff indicated that once the development limits are established, the actual density both in FSI and units per hectare will be provided to the residents.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 24, CW Report No. 40 – Page 3

- Development Planning Staff indicated that the Parks Development Department wants to see a trail through the property and was not going to accept the open space lands as parkland dedication. The residents and developer both indicated that they wanted a trail system. The residents also wanted to see if the open space lands could be used for active recreational fields with no permanent structures such as for soccer; Development Planning Staff indicated that this would need to be addressed with the TRCA.
- Issues regarding the building materials were discussed and the applicant agreed to work with the residents and provide material sample boards at this stage of the process rather than wait until the site plan stage.
- The residents explained that this new development will adversely impact an already bad traffic situation, and that options, including a traffic light, should be considered at Islington Avenue and Pine Grove Road to help alleviate traffic conditions. The Local Councillor asked the developer to consider fronting the costs to provide traffic lights, regardless if it did not meet the warrants or not.
- The residents expressed concern that information related to the Special Policy Area (SPA) and the developable limits were not available for the meeting. The Development Planning Department informed the residents that a meeting with the Toronto and Region Conservation Authority (TRCA) was scheduled for July 7, 2011 (discussed below), which could provide additional information.
- It was agreed amongst the participants that an additional stakeholders meeting be scheduled before Labour Day, only if the TRCA had delineated the development limits for the property, otherwise there was no point in meeting.

Toronto and Region Conservation Authority (TRCA)

On July 7, 2011, a meeting took place at the City of Vaughan, attended by TRCA Staff, City of Vaughan Development and Policy Planning staff, representatives from Cityzen Developments (the Owner) and their consultants. The meeting resulted in an overview of the issues, the status of the Woodbridge SPA Review, and details on specific technical information. No recommendation on the proposed development was tabled, nor was the final developable limits determined by the TRCA. The TRCA indicated that they needed additional time to review the application and that a formal letter would be issued in mid-August 2011.

The Development Planning Department received written comments from the TRCA on August 15, 2011, on the proposed development, specifically in response to the various documents submitted in support of the applications. The comments are summarized below:

- a formal assessment of the technical merits of these submissions cannot be completed until the fundamental question of the proposed land use is finalized;
- the residential land use being proposed is contrary to both the existing land use designations in OPA #240 (industrial) and the adopted designation (commercial mixed-use) in the City of Vaughan Official Plan 2010 (COVOP 2010);
- the Woodbridge SPA Review Update was undertaken with a comprehensive risk management approach, which considered land use risk, and did not take into account a residential land use designation, which represents a major change in risk;
- the TRCA supports the recommendation and proposed designation for commercial mixed use on the subject lands as identified in the COVOP 2010; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 24, CW Report No. 40 – Page 4

- the Provincial Ministers of Natural Resources and Municipal Affairs and Housing must approve the change in land use. If the applicant wishes to pursue this land use change further, pre-consultation with the Province should be explored by the applicant.

The TRCA has not provided a recommendation to support the proposed applications, nor have the development limits been determined. Until such time as the SPA review is completed, or the applicant pursues this matter with the Provincial Ministries, an additional stakeholder's meeting cannot be scheduled nor can any further processing of the applications occur.

On August 24, 2011, the Development Planning Department sent a letter to the Owner advising that their site-specific applications to amend the Official Plan and Zoning By-law would not be processed until matters related to the Special Policy Area are finalized.

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 Well-being".

Regional Implications

N/A

Conclusion

The Staff report identifies the issues that were raised and discussed at the Stakeholder's meeting held on July 6, 2011. A future stakeholder's meeting may occur once the relevant information from the TRCA is received, respecting the development limits for the site. It is unlikely, given the comments identified in this report, for the TRCA to establish the development limits for the site, until the Province has dealt with Woodbridge Special Policy Area (SPA) Review Update. The Woodbridge SPA Review update is being finalized for submission to the Province at this time. The Commissioner of Planning and Staff have requested the Ministries of Municipal Affairs and Housing and Natural Resources (MMAH and MNR) to expedite their review once the information is received. Until this Provincial review and endorsement occurs or new direction from the Province is received, the Development Planning Department is not in a position to further process the subject applications. This situation was recently communicated to the applicant through a letter dated August 24, 2011 (Attachment #5).

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Ministry Letter dated March 26, 2009
5. Letter to Applicant dated August 24, 2011

Report prepared by:

Eugene Fera, Planner, ext. 8064
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 SEPTEMBER 27, 2011

Item 25, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

25

**SITE DEVELOPMENT FILE DA.11.014
ISLAMIC SHIA ITHNA-ASHERI JAMAAT OF TORONTO
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011:

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.11.014 (Islamic Shia Ithna-Asheri Jamaat of Toronto) BE APPROVED, to amend the previously approved site plan (Attachment #5), in order to recognize the existing as-built site plan conditions including the removal of a parking area originally planned for development on the west side of the site, the re-configuration of the main driveway access (fire route), and the inclusion of a playground, as shown on Attachments #3 and #4, subject to the following conditions:
 - a) that prior to the execution of the amending Site Plan Agreement:
 - i) the final site plan and landscape plan shall be approved by the Vaughan Development Planning Department; and,
 - ii) the related Minor Variance Application A242/10 for the reduction of 296 parking spaces (from 881 to 585 spaces) shall be approved by the Vaughan Committee of Adjustment and shall be final and binding.

Contribution to Sustainability

N/A

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted a Site Development File DA.11.014 to recognize the existing as-built site conditions (Attachments #3 and #4) as an amendment to the previously approved Site Development File DA.00.124 (Attachment #5), which includes revisions to the parking lot layout, a reduction in the overall number of parking spaces (from 881 to 585 spaces), and the reconfiguration of the main driveway access, in the manner shown on Attachments #3 and #4.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 25, CW Report No. 40 – Page 2

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2, are located at 9000 Bathurst Street, on the west side, and south of Rutherford Road, in Planning Block 10, City of Vaughan.

Official Plan and Zoning

The subject lands are designated "Low Density Residential" by OPA #600 (Carrville Urban Village 2) and "Low-Rise Residential" by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and is pending final approval from the Region of York. The existing community centre development conforms to the Official Plans.

The subject lands are zoned A Agricultural Zone by Zoning By-law 1-88. The existing community centre use complies with Zoning By-law 1-88. The original Site Development File DA.00.124 as approved, complied with the provisions of Zoning By-law 1-88, with respect to the provision of 881 parking spaces. However, the applicant did not build all of the required parking and has submitted Minor Variance File A242/10 to permit the reduction of 296 parking spaces (from 881 to 585 spaces), which must be approved by the Vaughan Committee of Adjustment, of which the merits are discussed below in the "Site History" section of this report.

Site Plan Review

The subject lands are developed with the Jaffari Community Centre, a private elementary school, and other existing buildings as shown on Attachment #3. In 2002, site plan approval was issued for revisions to the community centre building (File DA.00.124). During the construction of the community centre, the Owner submitted an amendment to the original Site Plan Agreement registered on August 15, 2002, for revisions to the original building elevations and driveway configuration, and to include lands to be combined with the existing southerly parking lot (Attachment #5). That application was approved and the amending Site Plan Agreement was registered on title on August 26, 2009, to reflect the site layout shown on Attachment #5.

Since that time, the construction of the community centre building was completed, however, in the manner shown on Attachment #3. During the construction, the Owners revised the main driveway access so that it no longer provided a direct connection between the north and south parking areas. A children's play ground was also constructed adjacent to the west side of the community centre building (where the driveway had been planned) and the parking lot on the west side of the building was not constructed. The Owner also made other minor changes to the configuration of the driveway and parking areas around the community centre building, which were not in accordance with the approved site plan drawing in the amending Site Plan Agreement registered on August 26, 2009. These changes also affected the approved landscape plan. The as-built landscape plan is shown on Attachment #4.

Parking for the site was originally calculated based on the mix of uses and the gross floor area devoted to each use. The approved site plan (File DA.00.124) provided for 881 parking spaces. The Owners did not construct the west parking lot consisting of 296 parking spaces, and 585 spaces exist on the property.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 25, CW Report No. 40 – Page 3

The Owner is of the opinion that the 296 parking space reduction is in excess of what is required on the property. The Development Planning Department advised the Owner that a Minor Variance Application, to be approved by the Vaughan Committee of Adjustment, was required to permit the 296 parking space reduction. Consideration of the related Variance Application A242/10 was adjourned pending the resolution of the issues pertaining to the subject Site Development Application. The Owner has submitted a Parking Study in support of the site plan application and parking reduction, prepared by Read Voorhees and Associates Limited, which has been reviewed and accepted by the Vaughan Development/Transportation Engineering Department.

The change to the configuration of the internal access driveway on the site plan, which now also functions as a fire route around the community centre, has also been reviewed and accepted by the Vaughan Development/Transportation Engineering Department.

The Vaughan Development Planning Department in consultation with the Vaughan Development/Transportation Engineering Department and the Vaughan Building Standards Department is generally satisfied with the revised as-built site plan, including the parking and driveway layout, and the landscape plan, as shown on Attachments #3 and #4. The final site plan and landscape plan must be approved to the satisfaction of the Vaughan Development Planning Department. A condition to this effect has been included in the recommendation of this report.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Region of York was a party to the amending Site Plan Agreement registered on August 26, 2009. The Region’s conditions for Site Plan approval for the subject lands apply specifically to the Bathurst Street frontage. The changes proposed by Site Plan Amendment File DA.11.014 including the removal of the westerly parking lot and the reconfiguration of the driveway occur on the central portion of the site and do not affect or require changes to the Region of York’s conditions of approval contained in the Registered Site Plan Agreement.

Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.11.014 in accordance with OPA #600, Zoning By-law 1-88, the previously approved Site Plan Agreement (File DA.00.124), comments from City Departments, and the surrounding land use context. The Vaughan Development Planning Department is satisfied with the proposed revisions to the approved site plan and landscape plan. Accordingly, the Department can support the approval of Site Development File DA.11.014, subject to the conditions contained in this report.

Attachments

1. Context Location Map
2. Location Map
3. As-Built Site Plan (DA.11.014)
4. Landscape Plan (DA.11.014)
5. Approved Site Plan (DA.00.124)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 25, CW Report No. 40 – Page 4

Report prepared by:

Laura Janotta, Planner, ext. 8634

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 26, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

26

**DESIGN REVIEW PANEL PILOT PROJECT
FILE 25.5.1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011:

Recommendation

The Commissioner of Planning in consultation with the Design Review Panel selection committee recommends:

1. THAT the Recommended Candidates for the City's Design Review Panel pilot project, shown on Attachment #1 (Confidential – Mayor and Members of Council Only), BE APPROVED, for a 2 year period.
2. THAT the Design Review Panel pilot project commence in October 2011, and meet every 3 to 5 weeks depending on the number of applications.
3. THAT the pilot project run for a period of 2 years, and that the Vaughan Development Planning Department report back to the Committee of the Whole on what has been accomplished on an annual basis.

Economic Impact

In order to establish and operate a Design Review Panel, it will be necessary to include funding in the yearly budget. The panel will provide their time on a volunteer basis, however, funding will be necessary for staff overtime (if after hours work is required), administrative support, materials/supplies, and travelling expenses of the panel members. The recommended yearly budget is \$10,000.00, which is included in the current approved 2011 budgets for the Development Planning Department (\$5,000.00) and Policy Planning Department (\$5,000.00). Each department will contribute the necessary funding from within their existing base budgets over the next 2 years.

Communications Plan

A Design Review Panel web-page will be added to the City of Vaughan's public web-site, outlining its purpose, meeting protocol, meeting schedule, appointment of members, and posting of meeting minutes. Details of each meeting, including agenda and meeting location, will be advertised on the City's web-site in advance of each meeting. The launch of the panel will be communicated to stakeholders. A communication plan is being jointly prepared by Corporate Communications and the Office of the Commissioner of Planning for this purpose.

Purpose

The purpose of this report is to obtain Council approval on the recommended members for the City's Design Review Panel pilot project as selected by the Design Review Panel selection committee. The creation of the Design Review Panel and Terms of Reference were approved by Vaughan Council on June 15, 2009.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 26, CW Report No. 40 – Page 2

Background and Analysis

Functions of the Panel

The Design Review Panel is set up as an advisory body to the Planning Department, and takes place as an additional stream of consultation within the existing framework of development review. As an advisory group, the Panel makes recommendations only. It is not a decision making body and does not have the authority to approve or refuse. Council will remain the decision making body on any recommendations brought forward from staff.

The functions of the Panel are as follows:

- to assist Council in fulfilling Official Plan objectives related to urban design and sustainability by providing City staff, the applicant and their consultants with independent design advice on public and private development within the Vaughan Metropolitan Centre and other areas of urban intensification within the City of Vaughan;
- to aid development proponents to deliver design excellence through the development approvals process, including high quality architecture, landscape architecture, urban design and environmental sustainability;
- to promote an understanding of design excellence and the importance of good design to our City; and,
- to foster an effective working relationship with the development industry.

Scope of Work

The Panel will evaluate development applications brought forward to it. It will provide professional and objective advice to the Commissioner of Planning and other Commissions including Community Services and Engineering on matters of design that affect the public realm, which includes the design of buildings, site plans, parks, open spaces, and associated streetscapes in order to promote design excellence.

Design Review Panel Nominations

Based on the Council approved Terms of Reference (June 15, 2009) shown on Attachment #2, a call for Expression of Interest was advertised through professional association newsletters and web-sites.

The Expressions of Interest were reviewed by a staff committee with members from Policy Planning, Development Planning/Urban Design, and the Commissioner of Planning. Candidates were chosen based on the criteria outlined in the Terms of Reference. A list of recommended Panel Member candidates is brought forward for Council's consideration and approval in Attachment #1 (Mayor and Members of Council Only).

The recommended candidates will offer the required high level and diversity of professional skills for the Design Panel to effectively address the complexity of contemporary urban development and redevelopment projects in support of the pursuit of design excellence. The nominated panel members provide experience in the following professional areas: planning, urban design, landscape architecture, architecture, ecology, heritage, and social/cultural issues related to design.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 26, CW Report No. 40 – Page 3

Operation and Meeting Schedule

The Commissioner of Planning or his designate(s) will be responsible for the management/operation of the Design Review Panel.

The Design Review Panel will meet on a monthly basis as required, during regular work hours, to the extent possible.

Meeting Procedures

Panel meetings will be open to City Councillors, staff, and the public to attend and will be attended by appropriate City staff as required.

Development Planning staff will make a brief presentation to provide the Panel with an understanding of the planning and technical analysis of the project outlining its context, background, scope, related policies, design policies or guidelines, and to reiterate the design opportunities and issues, which staff would like the panel to address.

The applicant and their design consultant will be encouraged to participate in the Panel's review sessions and will be given the opportunity to present project objectives and how it responds to the City's policies.

Subsequent to staff and proponent presentations, the Panel will have the opportunity to ask questions of the project team on any aspect of their development proposal. The Panel will review the presentation material, followed by a discussion on the merits of the design of the project.

With the guidance of the Chairperson, the Panel will formulate their recommendations for the project at the end of the Design Review Panel Meeting. Staff and the Panel Chairperson will prepare minutes of the session.

Integration of Development Approvals

To ensure that the Design Review Panel process is appropriately matched with the development approvals process, meetings will be held on a monthly basis. The meeting schedules will be coordinated with Council meetings to ensure that projects are moved through the approvals process in a timely manner. Meeting schedules will be monitored and adjusted if required.

Monitoring

A significant aspect of the Design Review Panel Pilot Project is the continual refinement of the Panel's process and the evaluation of its function during the trial period. Accordingly, it will be necessary for staff to monitor the Panel's functioning by collecting feedback from applicants and design consultants whose projects have been reviewed, and to evaluate any suggested changes to meeting procedures.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Demonstrate Effective Leadership" and "Plan and Manage Growth & Economic Well-being".

Regional Implications

N/A

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 26, CW Report No. 40 – Page 4

Conclusion

The Expressions of Interest were reviewed by an internal staff committee with members from Policy Planning, Development Planning/Urban Design, and the Commissioner of Planning. The recommended Panel Members in Attachment #1 (Mayor and Members of Council Only) are brought forward for Council's consideration. The staff committee is of the opinion that the recommended candidates will offer the required high level and diversity of professional skills for the Design Panel to effectively address the complexity of contemporary urban development and redevelopment projects in support of the pursuit of design excellence. The nominated panel members provide experience in the following professional areas: planning, urban design, landscape architecture, architecture, ecology, heritage, and social/cultural issues related to design. Should Council concur, staff will notify the approved Panel Members and the first Design Review Meeting will be scheduled for October, 2011, with a priority focus being placed on the review of active applications in the Vaughan Metropolitan Centre.

Attachments

1. Recommended Candidates For City of Vaughan Design Review Panel Pilot Project (Confidential – Mayor and Members of Council ONLY)
2. Council Approved Terms of Reference (June 15, 2009)

Report prepared by:

Moira Wilson, Urban Designer, ext. 8017
Rob Bayley, Manager of Urban Design, ext. 8254

/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 SEPTEMBER 27, 2011

Item 27, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

27

**ZONING BY-LAW AMENDMENT FILE Z.09.029
SITE DEVELOPMENT FILE DA.10.094
JOHN DUCA (2225955 ONTARIO LTD.)
WARD 3**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011, be approved; and**
- 2) **That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.09.029 (John Duca / 2225955 Ontario Ltd.) BE APPROVED, specifically to amend Zoning By-law 1-88 to rezone the subject lands shown on Attachments #1 and #2 from PBM7 Parkway Belt Industrial Zone subject to Exception 9(691) to EM1 Prestige Employment Area Zone with the site-specific zoning exceptions identified in Table 1 of this report.
2. THAT Site Development File DA.10.094 (John Duca / 2225955 Ontario Ltd.) BE APPROVED, to permit the development of a 10-storey, 13,918 m² office building including 877.6 m² of retail/commercial uses on the ground floor, subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) the final site plan, landscape plan, and building elevations shall be approved to the satisfaction of the Vaughan Development Planning Department; and,
 - ii) the final site grading and servicing plan, and storm water management report shall be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.
3. THAT prior to the issuance of a building permit, the applicant shall submit an Implementation Report on Remediation, accompanied by ESA Phase 1, 2 and 3 studies, with verification samplings and chemical analysis indicating compliance with the appropriate MOE standards, to the Vaughan Development/Transportation Engineering Department for review and approval.
4. THAT the Owner shall pay cash-in-lieu of parkland dedication, prior to the issuance of a building permit, in accordance with the Planning Act and the City's "Cash-In-Lieu of Parkland Policy".
5. THAT prior to the issuance of a building permit for any works related to parking on the MTO setback, the Owner shall satisfy all conditions of the MTO, including obtaining an MTO Land Use Permit.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 27, CW Report No. 40 – Page 2

Contribution to Sustainability

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

- i) reflective roofing using reflective coating sprayed on the ballast to reduce the urban heat island effect;
- ii) curtain wall cladding to allow natural light to penetrate the building interiors;
- iii) the mechanical system will be controlled by a computerized energy management system that can be monitored and adjusted off-site over the internet;
- iv) the parking garage will facilitate the future installation of plug-ins for electric vehicles;
- v) landscape amenities will be provided on the roof as a roof-top patio complete with planter boxes;
- vi) landscaped areas along the property perimeter will be sodded and landscaped with native water efficient and drought-resistant plants; and,
- vii) bike racks will be provided to facilitate alternatives to vehicular use.

Economic Impact

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

Communications Plan

On November 6, 2009, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands, and to the East Woodbridge Community Association. The City received written correspondence, dated November 30, 2009, from MHBC Planning, Urban Design and Landscape Architecture who represents Blackwood Real Estate General Partner I Ltd, the owner of the property located immediately north of the subject lands. The letter expressed concern with the traffic/parking study submitted in support of the applications, specifically that the study does not recognize their development proposal on the north side of Century Place. The traffic/parking study has been reviewed by the Vaughan Development/Transportation Engineering Department and does include the Blackwood Real Estate lands within the analysis. The Owner does not oppose the proposed development.

The recommendation of the Committee of the Whole to receive the Public Hearing report of December 1, 2009, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on December 14, 2009.

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachments #1 and #2:

1. Zoning By-law Amendment File Z.09.039, specifically to amend Zoning By-law 1-88 to rezone the subject lands from PBM7 Parkway Belt Industrial Zone within Exception 9(691) to EM1 Prestige Employment Area Zone with the site-specific exceptions listed in Table 1 of this report; and,
2. Site Development File DA.10.094 to permit the development of a 10-storey, 13,918 m² office building including 877.6 m² of retail uses on the ground floor as shown on Attachments #3 to #7, inclusive.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 27, CW Report No. 40 – Page 3

Background - Analysis and Options

Location

The subject lands are located on the southeast corner of Century Place and Weston Road, being southwest of Highways #400 and #407, shown as "Subject Lands" on Attachments #1 and #2.

Official Plan

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Growth and Management Plan), which permits a wide range of industrial, office, business and civic uses with no outside storage. The proposed rezoning conforms to the Official Plan.

The subject lands are designated "Prestige Employment" by the new City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010, and is pending approval from the Region of York. VOP 2010 limits the maximum gross floor area devoted to office uses in a Prestige Employment designation to 7,500 m². However, the related Zoning By-law Amendment File Z.09.029 was received by the City on October 9, 2009, to implement the current in-effect OPA #450 policies, which does not include a cap on the size of an office building. In addition, the current PBM7 Parkway Belt Industrial Zone permits an office building use, however, the Applicant is proposing to rezone the subject lands to EM1 Prestige Employment Area Zone to be consistent and in conformity with the "Prestige Area" designation in OPA #450.

The proposed office building development conforms to the Official Plan.

Zoning

The subject lands are zoned PBM7 Parkway Belt Industrial Zone by Zoning By-law 1-88, subject to Exception 9(691), which permits an office building. However, the Owner is proposing to rezone the subject lands to EM1 Prestige Employment Area Zone to conform with the "Prestige Area" designation in OPA #450.

By-law 1-88 defines an "Office Building" use and permits commercial uses on the ground floor as follows:

"OFFICE BUILDING – means a building having more than one-storey used for business or professional office purposes. If an office building exceeds three (3) storeys in height, the following uses shall be permitted on the ground floor provided the combined total gross floor area of all such uses does not exceed fifteen percent (15%) of the gross floor area of the said office building.

- bank
- eating establishment
- eating establishment, convenience
- eating establishment, take-out
- health centre
- personal service shop
- pharmacy
- retail store
- a 'variety store' which mean a kiosk serving daily or occasional needs of the employees in the office building with a variety of goods such as food snacks and beverages, sundries, tobacco, stationary, magazines and newspapers, but not including groceries, meats and produce, with no direct access to the exterior of the building and a gross area not exceeding fifty (50) square metres."

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 27, CW Report No. 40 – Page 4

The proposed zoning amendment would facilitate the development of the property with a 10-storey, 13,918 m² office building including 877.6 m² (6.3% of building GFA) of retail/commercial uses as shown on Attachments #3 to #7, and requires the following site-specific zoning exceptions:

Table 1:

	By-law Standard	By-law 1-88 Requirements (EM1 Prestige Employment Area Zone)	Proposed Exceptions to By-law 1-88 (EM1 Prestige Employment Area Zone)
a.	Maximum Building Height	15 m	43.55 m
b.	Minimum Lot Frontage	65 m	34.34 m (existing)
c.	Minimum Lot Area	8000 m ²	5,633 m ² (existing)
d.	Minimum Number of Parking Spaces	509	468
e.	Minimum Parking Space Size	2.7 m x 6.0 m	2.7 m x 5.8 m
f.	Minimum Handicapped Parking Space Size	3.9 m x 6.0 m	3.65 m x 6.0 m
g.	Minimum Number of Handicapped Parking Spaces	1 space per 100/spaces	1 space per 300/spaces
h.	Minimum Setback for Portions of the Building Below Grade (Weston Road and Century Place)	1.8 m	0 m
i.	Minimum Landscape Strip Width Abutting a Regional Road (Weston Road)	9.0 m	6.0 m
j.	Minimum Front Yard Setback (Weston Road)	9.0 m	6.0 m
k.	Maximum Driveway Width	13.5 m	22 m
l.	Loading Space between a Building and a Street	Not Permitted	Permit a Loading Space between the building and Century Place
m.	Business or Professional Offices	Permitted, but does not include offices for regulated health professionals	To permit offices for regulated health professionals

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 27, CW Report No. 40 – Page 5

The proposed zoning exceptions to the building height, lot frontage and area, landscaping, building setback, location of the loading space, the total number and dimensions of parking spaces, the driveway width, and the reduction to the minimum front yard setback are minor in nature and considered to be appropriate for the development of the lands. The exceptions also facilitate a building that will be located close to the street, which is desirable from an urban design perspective. The subject lands are also irregularly shaped, which will typically result in the need for zoning exceptions to facilitate the development. The Vaughan Development Planning Department has no objections to the proposed exceptions as the proposal will facilitate a well-designed office development at this location.

In addition, By-law 1-88 permits Business or Professional Offices, but not including Regulated Health Professionals within an EM1 Prestige Employment Area Zone. The Development Planning Department has no objections to permitting Regulated Health Professionals within the office building on the subject lands.

The Vaughan Development/Transportation Engineering Department has reviewed the Traffic and Parking Impact Study, dated March 2011, prepared by Rea, Voorchees & Associates, and concur with the overall study and methodology and accept its conclusions and recommendations to support the proposed reduction in the number of parking spaces.

Site Plan Review

The proposed site plan is shown on Attachment #3. The vacant 0.56 ha site is proposed to be developed with a 10-storey, 13,918 m² office building including 877.6 m² of retail uses, and will be served by 2 access driveways on Century Place, which is a private road. The proposed development includes 16 parking spaces at grade, and 4 levels of underground parking for 452 parking spaces. Twelve (12) additional surface parking spaces are proposed along the south limit of the property (Attachment #3) within an 8.0 m wide setback from the Ministry of Transportation (MTO) 30 m wide Transitway right-of-way corridor being protected by the MTO. The Ministry has approved a reduced setback of 8 m from the MTO right-of-way for this development, whereas the setback is usually 14 m. The 12 spaces are not included in the overall parking supply (468 spaces) as there is a potential that they could be removed for a future widening for the MTO's transitway line, which may be located to the north of the CN Rail line shown on Attachment #2.

The proposed building elevations are shown on Attachments #4 and #5. The elevations incorporate stone cladding on the first 3 floors and glass and steel canopies. The majority of the building is comprised of curtain wall with double glazed units in aluminum frames.

The landscape plan is shown on Attachment #6 and consists of coniferous and deciduous trees, shrubs and ornamental grasses, and includes a 6.0m wide landscape strip along Weston Road. The applicant is also proposing roof-top landscaping as shown on Attachment #7, and bike racks adjacent to the eastern entrance of the building.

The Vaughan Development Planning Department is satisfied with the proposed site plan, building elevations and landscape plan, as shown on Attachments #4 to #7 inclusive. Prior to the execution of the Site Plan Letter of Undertaking, the final site plan, building elevations and landscape plan must be approved to the satisfaction of the Vaughan Development Planning Department. A condition to this effect is included in the recommendation of this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 27, CW Report No. 40 – Page 6

Vaughan Development/Transportation Engineering Department

The Owner has submitted a site servicing and grading plan and storm water management report, which must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department, prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect is included in the recommendation of this report.

The Development/Transportation Engineering Department advises that the Owner must provide a copy of the mutual agreement for the shared access and servicing for access to the subject property (via private access road - Century Place).

The Development/Transportation Engineering Department has reviewed the Traffic and Parking Impact Study dated March 2011, prepared by Rea, Voorchees & Associates, and concurs with the overall study and methodology, and accepts its conclusions and recommendations, and that the proposed 468 parking spaces is appropriate.

The Phase 1 Environmental Site Assessment submitted in support of the applications has been reviewed to the satisfaction of the Vaughan Development/Transportation Engineering Department. However, prior to the issuance of a building permit, the applicant must submit the Implementation Report on Remediation, accompanied by ESA Phase 1, 2 and 3 studies, with verification samplings and chemical analysis indicating compliance with the appropriate MOE standards, to the Development/Transportation Engineering Department for review and approval. A condition to this effect is included in the recommendation of this report.

Vaughan Real Estate Division

The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands in accordance with Section 42 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Ministry of Transportation (MTO)

The applications have been reviewed by the MTO. A Hydro Corridor is located to the south of the subject lands as shown on Attachment #2. Lands within the Hydro Corridor may be required for the MTO Transitway alignment or station facilities. The MTO requires a minimum 14m setback for all above and below grade structures and permanent land uses from the existing or any future right-of-way limits. However, the MTO is permitting an 8 m building setback (including driveways and parking) for the proposed development. The Owner will be required to satisfy all conditions of the MTO, including obtaining an MTO Land Use Permit.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The applications have been reviewed by the Region of York. The Owner must enter into a Regional Site Plan Agreement with the Region of York with respect to conveyances, encroachments, and servicing works. The Owner is required to satisfy all conditions of the Region.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 27, CW Report No. 40 – Page 7

Conclusion

Zoning By-law Amendment File Z.09.029 and Site Development File DA.10.094 have been reviewed in accordance with the policies of OPA #450, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies, and the surrounding area context. The Development Planning Department is satisfied that the proposal to amend Zoning By-law 1-88 to rezone the subject lands from PBM7 Parkway Belt Industrial Zone to EM1 Prestige Employment Area Zone to facilitate the development of a 10-storey office building, is appropriate and compatible with the surrounding land uses. On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development Applications, subject to the conditions contained in this report.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Building Elevations
5. Conceptual Renderings
6. Landscape Plan
7. Landscape Plan - Roof-Top

Report prepared by:

Clement Messere, Planner, ext. 8409
Carmela Marrelli, Senior Planner, ext. 8791
Mauro Peverini, Manager of Development Planning, ext. 8407

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 28, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

28

**SITE DEVELOPMENT FILE DA.11.042
CAMARVALE HOLDINGS INC.
WARD 3**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011, be approved; and**
- 2) **That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.11.042 (Camarvale Holdings Inc.) BE APPROVED, to permit the development of 67 street townhouse dwellings (freehold) within 13 blocks (Blocks 34 to 41 inclusive and Blocks 47 to 51 inclusive), subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) the final site plan, landscaping plan, and building elevations shall be approved by the Vaughan Development Planning Department;
 - ii) the final site servicing and grading plans shall be approved by the Vaughan Development/Transportation Engineering Department;
 - iii) that approved Plan of Subdivision File 19T-03V03 (Terwol Developments Ltd.) shall be registered; and,
 - iv) the Owner shall satisfy the parkland dedication requirements under the Planning Act, either through the registration of Plan of Subdivision 19T-03V03, or through cash-in-lieu of parkland dedication, to be paid prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act and the City's "Cash-in-Lieu of Parkland Policy".

Contribution to Sustainability

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

- i) Low-E Argon Gas windows & patio doors with EnergyStar label-Zone "C";
- ii) Programmable thermostat complete with central control;
- iii) High efficiency forced air combination heating system with air handler complete with ECM motor;
- iv) Power Vented high efficiency tankless hot water heater (on a rental basis to purchaser);
- v) Premium EnergyStar exhaust fan in master ensuite bathroom for effective ventilation with variable speed control and DC motor;
- vi) Main heating and cooling ducts to be taped at all joints;
- vii) R-23 exterior wall insulation (R-22 Batts plus 1" Cladmate Board) with 2 x 26 exterior framing;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 28, CW Report No. 40 – Page 2

- viii) R-50 blown insulation in attic;
- ix) R-28 spray foam insulation in exposed floor areas over the garage under livable areas;
- x) Upgraded self-sealing limited time warranty asphalt shingles; and,
- xi) Engineered silent trus-joist system on main and 2nd floor levels.

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.11.042 to permit the development of 67 street townhouse dwellings (freehold units fronting on three public streets) on 13 blocks (Blocks 34 to 41 inclusive and Blocks 47 to 51 inclusive) within approved Plan of Subdivision File 19T-03V03, as shown on Attachments #2 to #5. The townhouse blocks consist of 4 to 6 units within each block. The proposed townhouse units are two storeys in height, with upgraded rear and side elevations.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located south of Major Mackenzie Drive and west of Fossil Hill Road, being Blocks 34 to 39 inclusive on Alexie Way, Blocks 40 and 41 inclusive on Sibella Way, and Blocks 47 to 51 inclusive on Via Toscana within approved Plan of Subdivision File 19T-03V03, in Block 39, City of Vaughan.

Official Plan and Zoning

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600 (Vellore Urban Village); and, "Low-Rise Mixed-Use" by the new City of Vaughan Official Plan 2010, which was approved by Vaughan Council on September 7, 2010, and is pending final approval from the Region of York. The proposed street townhouse development conforms to the Official Plans. The proposed townhouse development also conforms with the approved Block 39 Community Plan, which identifies the subject lands for Medium Density Residential uses (street townhouses).

The subject lands are zoned RT1 Residential Townhouse Zone by Zoning By-law 1-88 and subject to Exception 9(1284). The proposed residential street townhouse development complies with Zoning By-law 1-88.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 28, CW Report No. 40 – Page 3

Site History

On September 25, 2006, Vaughan Council approved Plan of Subdivision File 19T-03V03 (Terwol Developments Ltd.) for 204 lots for street townhouse dwelling units, 1 neighbourhood commercial block, 1 mixed residential/commercial block, and, 1 medium density residential block. In 2007, implementing Zoning By-law 191-2007 was appealed to the Ontario Municipal Board (OMB) by the residents to the south of the Terwol Developments Ltd. Plan of Subdivision due to the lotting pattern abutting their lots. The OMB issued an Order to approve Zoning By-law 191-2007 on January 22, 2008. The approved Plan of Subdivision 19T-03V03 has not yet been registered (expected sometime in October 2011), and therefore, the implementing Site Plan Letter of Undertaking for the townhouse development cannot be executed until the subdivision plan is registered. A condition of approval is included requiring Plan of Subdivision File 19T-03V03 to be registered prior to the execution of the Site Plan Letter of Undertaking.

Site Plan Review

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, landscape plan and building elevations, as shown on Attachments #3 to #5. The proposed street townhouse development is served by 134 parking spaces (2 spaces per dwelling unit) including one space in the garage and one in the driveway. The final drawings must be approved to the satisfaction of the Vaughan Development Planning Department. A condition of approval is included in this respect.

The Vaughan Development/Transportation Engineering Department is generally satisfied with the proposal. The final site servicing and grading drawings must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.

As Plan of Subdivision File 19T-03V03 has not yet been registered, the Owner will be required to satisfy the parkland dedication requirements under the Planning Act, either through the registration of the subdivision plan, or cash-in-lieu to be paid prior to the issuance of a Building Permit, in accordance with Section 42 of 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 Well-being".

Regional Implications

The street townhouse blocks are located internal to the subdivision and are not within the Region of York's jurisdiction.

Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.11.042 in accordance with OPA #600, City of Vaughan Official Plan 2010, the Block 39 Plan, Zoning 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 67 street townhouse units is appropriate and compatible with the existing and permitted uses in the surrounding area and conforms to the Official Plan. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions in this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 28, CW Report No. 40 – Page 4

Attachments

1. Context Location Map
2. Location Map
3. Typical Site Plan (Block 51)
4. Typical Landscape Plan (Block 51)
5. Typical Elevations (Block 51)

Report prepared by:

Margaret Holyday, Planner, ext. 8216
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 SEPTEMBER 27, 2011

Item 29, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

29

**SITE DEVELOPMENT FILE DA.11.044
CAMARVALE HOLDINGS INC.
WARD 3**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.11.044 (Camarvale Holdings Inc.) BE APPROVED, to permit the development of 67 street townhouse dwellings (freehold) within 13 blocks (Blocks 26 to 33 inclusive and Blocks 42 to 46 inclusive), subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) the final site plan, landscaping plan, and building elevations shall be approved by the Vaughan Development Planning Department;
 - iii) the final site servicing and grading plans shall be approved by the Vaughan Development/Transportation Engineering Department;
 - iii) the Owner shall file a Minor Variance Application with the Vaughan Committee of Adjustment for the approval of the exceptions to Zoning By-law 1-88, shown on Table 1 of this report, and the Committee's decision shall be final and binding;
 - iv) that approved Plan of Subdivision File 19T-03V03 (Terwol Developments Ltd.) shall be registered; and,
 - v) the Owner shall satisfy the parkland dedication requirements under the Planning Act, either through the registration of Plan of Subdivision 19T-03V03, or through cash-in-lieu of parkland dedication, to be paid prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act and conform to the City's "Cash-in-Lieu of Parkland Policy".

Contribution to Sustainability

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

- i) Low-E vinyl casement windows with argon gas filled cavity;
- ii) Programmable Home-Stat thermostat;
- iii) High efficiency natural gas 2-stage furnace;
- iv) Main heating and cooling ducts to be taped at all joints;
- v) R-50 attic insulation;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 29, CW Report No. 40 – Page 2

- vi) R-22 exterior wall insulation within 2 x 6 exterior framing;
- vii) R-28 spray foam insulation in exposed floor areas over the garage under livable areas;
- viii) R-12 near full height basement insulation;
- ix) Upgraded self sealing shingles;
- x) Engineered floor framing throughout home; and,
- xi) Principal exhaust fan equipped with a DC motor.

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.11.044 to permit the development of 67 street townhouse dwellings (freehold units fronting on three public streets) on 13 blocks (Blocks 26 to 33 inclusive and Blocks 42 to 46 inclusive) within approved Plan of Subdivision File 19T-03V03, as shown on Attachments #2 to #5. The townhouse blocks consist of 4 to 6 units within each block. The proposed townhouse units are two storeys in height, with upgraded side and rear elevations.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located south of Major Mackenzie Drive and west of Fossil Hill Road, being Blocks 26 to 33 inclusive on Alexie Way, Blocks 42 to 44 inclusive on Sibella Way, and Blocks 45 and 46 on Via Toscana within approved Plan of Subdivision File 19T-03V03, in Block 39, City of Vaughan.

Official Plan

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600 (Vellore Urban Village); and, "Low-Rise Mixed-Use" by the new City of Vaughan Official Plan 2010, which was approved by Vaughan Council on September 7, 2010, and is pending final approval from the Region of York. The proposed street townhouse development conforms to the Official Plans. The proposed townhouse development also conforms with the approved Block 39 Community Plan, which identifies the subject lands for Medium Density Residential uses (street townhouses).

Zoning

The subject lands are zoned RT1 Residential Townhouse Zone by Zoning By-law 1-88 and subject to Exception 9(1284), which permits the proposed street townhouse use. The proposed townhouse units on the following lots (Attachment #2) do not comply with the requirements of Zoning By-law 1-88, as amended by Exception 9(1284):

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 29, CW Report No. 40 – Page 3

Table 1

	By-law Standard	By-law 1-88 subject to Exception 9(1284), RT1 Residential Townhouse Zone	Proposed Exceptions to Exception 9(1284), RT1 Residential Townhouse Zone
a.	Minimum Exterior Side Yard Setback	4.5m	2.6m (Block 26)
b.	Minimum Setback to a Sight Triangle	3.0m	2.6m (Block 26) 2.2m (Block 30) 2.2m (Block 33)

The Owner is aware of these proposed exceptions to Zoning By-law 1-88, and is required to file a Minor Variance Application with the Vaughan Committee of Adjustment for the above-noted lots. The Development Planning Department is satisfied that these variances are minor in nature, and can be supported. Prior to the execution of the Site Plan Letter of Undertaking, the Committee of Adjustment's decision must be final and binding. A condition of approval is included in this respect.

Site History

On September 25, 2006, Vaughan Council approved Plan of Subdivision File 19T-03V03 (Terwol Developments Ltd.) for 204 lots for street townhouse dwelling units, 1 neighbourhood commercial block, 1 mixed residential/commercial block, and, 1 medium density residential block. In 2007, implementing Zoning By-law 191-2007 was appealed to the Ontario Municipal Board (OMB) by the residents to the south of the Terwol Developments Ltd. Plan of Subdivision due to the lotting pattern abutting their lots. The OMB issued an Order to approve Zoning By-law 191-2007 on January 22, 2008. The approved Plan of Subdivision 19T-03V03 has not yet been registered (expected sometime in October 2011), and therefore, the implementing Site Plan Letter of Undertaking for the townhouse development cannot be executed until the subdivision plan is registered. A condition of approval is included requiring Plan of Subdivision File 19T-03V03 to be registered prior to the execution of the Site Plan Letter of Undertaking.

Site Plan Review

The Vaughan Development Planning Department is generally satisfied with the proposed site plan, landscape plan, and building elevations, as shown on Attachments #3 to #5. The proposed street townhouse development is served by 134 parking spaces (2 spaces per dwelling unit) including one space in the garage and one in the driveway. The final drawings must be approved to the satisfaction of the Vaughan Development Planning Department. A condition of approval is included in this respect.

The Vaughan Development/Transportation Engineering Department is generally satisfied with the proposal. The final site servicing and grading drawings must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 29, CW Report No. 40 – Page 4

As Plan of Subdivision File 19T-03V03 has not yet been registered, the Owner will be required to satisfy the parkland dedication requirements under the Planning Act, either through the registration of the subdivision plan, or cash-in-lieu to be paid prior to the issuance of a Building Permit, in accordance with Section 42 of 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 Well-being".

Regional Implications

The street townhouse blocks are located internal to the subdivision and are not within the Region of York's jurisdiction.

Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.11.044 in accordance with OPA #600, City of Vaughan Official Plan 2010, the Block 39 Plan, Zoning By-law 1-88, the comments from City Departments and external public agencies, and the area context. Exceptions to Zoning By-law 1-88 are required to implement the proposed townhouse development on three blocks. The Owner must file a Minor Variance application to the Vaughan Committee of Adjustment for approval of these variances and the Committee's decision must be final and binding prior to the execution of the Site Plan Letter of Undertaking. The Development Planning Department is satisfied that the proposed development for 67 street townhouse units is appropriate and compatible with the existing and permitted uses in the surrounding area and conforms to the Official Plan. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions in this report.

Attachments

1. Context Location Map
2. Location Map
3. Typical Site Plan (Block 27)
4. Typical Landscape Plan (Block 27)
5. Typical Elevations (Block 27)

Report prepared by:

Margaret Holyday, Planner, ext. 8216
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 SEPTEMBER 27, 2011

Item 30, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

30

DELOITTE "IMPACT DAY" – SEPTEMBER 23, 2011

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and the Commissioner of Engineering and Public Works, dated September 13, 2011:

Recommendation

The Commissioner of Community Services and the Commissioner of Engineering and Public Works recommend that:

1. The City provides services in kind for the 5th annual Deloitte "Impact Day" to be held September 23, 2011; and,
2. That Council ratify the action taken in recommendation 1 due to the timing of the event.

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 5, Objective 5.2:

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

Economic Impact

The economic impact for this event is limited to the provision of staff and equipment to collect the debris that has been collected and cleaned up from the various parks, pond areas, and open spaces throughout the City. As this event is on a week day, there are no overtime costs. Estimated costs for Public Works and Parks & Forestry department staff involvement are approximately \$2,000. These costs can be absorbed in the existing departmental budgets.

Communications Plan

Deloitte will develop their own communications plan about this event which will include the City of Vaughan's participation in this initiative.

Purpose

The purpose of this report is to seek approval for the provision of services in kind for Deloitte's annual "Impact Day" and, due to the timing of the event, to ask Council to ratify the action taken by Committee of the Whole at its meeting of September 13, 2011.

Background - Analysis and Options

For the past 4 years, Deloitte staff from the Vaughan office have dedicated one day annually to clean up various parks, open spaces and storm pond areas around the City. These "Impact Days" are part of their corporate philosophy of giving back to the community in which they work.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 30, CW Report No. 40 – Page 2

In previous years, staff from the Public Works Department and the Parks & Forestry Operations Department have been involved in this event through the provision of staff and vehicles to collect the debris that Deloitte staff gather from the various areas around the City. For 2011, Deloitte has again requested the City's assistance with their event. They expect between 60-80 staff to be involved in this day-long clean-up, and have requested City staff and equipment to collect, dispose and recycle the materials they collect, as well as provide a staging area at the City's Joint Operations Centre for the opening and closing ceremonies.

While there is a significant environmental benefit from this large scale clean-up of public spaces, as well as aesthetic benefits of such works, it should be noted, that similar to the April 2011 "20 Minute Make-over" event, providing staff resources for events such as this impacts scheduled maintenance activities, and may result in some maintenance standards not being met for that day or week. For these reasons, not all future requests of this nature can be accommodated. In this case, there has been 4 years of prior involvement with Deloitte, and the request can be accommodated by the two departments.

As the City has participated in providing services in kind to Deloitte previously, and they have again formally requested assistance with their 5th annual "Impact Day" event, it is recommended that the City once again provide services in kind for this event.

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 our citizens
- STRATEGIC OBJECTIVES:
Lead and Promote Environmental Sustainability

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

Regional Implications

N/A

Conclusion

For the past 4 years, City staff have assisted with the annual Deloitte "Impact Day" event in the City of Vaughan. Deloitte has once again requested the City to provide services in kind for this event. As this request can be accommodated by the Public Works and Parks & Forestry Operations departments, it is recommended that the City provide the necessary services in kind for the 2011 event.

Attachments

N/A

Report prepared by:

Marjie Fraser, Director of Parks and Forestry Operations, ext. 6137

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 31, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

**31 PROPOSED DESIGNATION UNDER PART IV OF THE ONTARIO HERITAGE ACT
82 MONSHEEN DRIVE – WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated September 13, 2011:

Recommendation

The Commissioner of Community Services in consultation with the Director of Recreation and Culture recommends approval of the following recommendation by Heritage Vaughan Committee:

1. That the designation of the property at 82 Monsheen Drive, known as the Stanley Bennett Barclay House under Part IV of the Ontario Heritage Act, RSO 1990, Chapter O.18, Part IV, Section 29, be approved, as the property satisfies Regulation 9/06 as outlined in the analysis portion of this report.
2. That a by-law be enacted to designate the property at 82 Monsheen Drive under Part IV of the Ontario Heritage Act.

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

There is no economic impact associated with the Designation of the property at 82 Monsheen Drive, Woodbridge under the Ontario Heritage Act.

Communications Plan

All agenda items and minutes relating to Heritage Vaughan committee meetings are circulated to relevant City departments, applicants and their representatives.

A *Notice of Intention to Designate* will be published and circulated to all relevant parties, as per the requirements of the Ontario Heritage Act, RSO 1990, Chapter O.18., including publication in a local paper and the Online City Page.

Purpose

To review the proposed request for designation by the property owners of 82 Monsheen Drive to designate the subject property under the Ontario Heritage Act, RSO 1990, Chapter O.18, Part IV, Section 29 and Ontario Regulation 9/06.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 31, CW Report No. 40 – Page 2

Background - Analysis and Options

The house and property at 82 Monsheen Drive is currently not designated or Registered under the Ontario Heritage Act. A representative of the owner and current occupant of the property at 82 Monsheen Drive first contacted staff and expressed interest in designating the subject property under Part IV of the Ontario Heritage Act. An assessment of the property was completed and presented to Heritage Vaughan Committee, the City's statutory advisory committee to Council on heritage matters at its June 2011 meeting. The committee approved the recommendation to designate the property under Part IV of the Ontario Heritage Act.

Part IV of the Ontario Heritage Act allows municipalities to designate individual properties of cultural heritage value or interest under the Act's section 29. This section states:

29. (1) The council of a municipality may, by by-law, designate a property within the municipality to be of cultural heritage value or interest if,
- (a) where criteria for determining whether property is of cultural heritage value or interest have been prescribed by regulation, the property meets the prescribed criteria.

Regulation 9/06, passed under the Ontario Heritage Act, sets the criteria for the determination of cultural heritage value or interest.

Regulation 9/06 states:

1. (1) The criteria set out in subsection (2) are prescribed for the purposes of clause 29 (1) (a) of the Act. O. Reg. 9/06, s. 1 (1).
- (2) A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:
 1. The property has design value or physical value because it,
 - i) is a rare, unique, representative or early example of a style, type, expression, material or construction method; ii) displays a high degree of craftsmanship or artistic merit; or iii) demonstrates a high degree of technical or scientific achievement.
 2. The property has historical value or associative value because it,
 - i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community; ii) yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or iii) demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
 3. The property has contextual value because it,
 - i) is important in defining, maintaining or supporting the character of an area; ii) is physically, functionally, visually or historically linked to its surroundings; or iii) is a landmark. O. Reg. 9/06, s. 1 (2).

Vaughan has 49 individually designated buildings under Part IV of Ontario Heritage Act. It also maintains four Heritage Conservation Districts that are designated under Part V of the Act: Thornhill, Maple, Kleinburg-Nashville and Woodbridge. Vaughan has properties both individually designated and within our Heritage Conservation Districts.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 31, CW Report No. 40 – Page 3

The designation process requires the evaluation of a property in order to determine whether it has physical/architectural, historical/associative and or contextual value. Once the property's merits are determined, Council may review and approve the building's designation under the Act. Once it approves its designation, a "Notice of Intention to Designate" is published in a local paper and notices are sent out to required agencies including the property owner. A 30-day waiting period must pass and if there are no objections to the designation by an individual or organization, then staff will report will go back to Council requesting it to pass a by-law designating the property.

Technical Analysis of 82 Monsheen Drive – Fulfilling Regulation 9/06 Criteria for Designation – Summary of Reasons for Designation

Physical Value

- It is a unique representative example of the Canadian (domestic) modernist style with west coast influences. This variant style was built in the 1950's by architect Eric Arthur and his contemporaries in Toronto and the GTA area. The subject house itself was built in 1958.
- It displays a high degree of architectural stylistic design, artistic merit and a unique quality in craftsmanship reflecting the era of its design and construction.

Historical Value or Associative Value

- It has the potential to yield information that contributes to the understanding of a community. This house is an excellent example of the domestic modernist style, constructed as a result of a flow of ideas particular to their time and place as they formed part of a unique and marked time for architectural ideas.
- It demonstrates and reflects the work of and ideas of an architect, Stanley Bennett Barclay, partner in practice of Eric Arthur in their firm Fleury, Arthur, Barclay and Stern (1949-1965). This firm produced work that is indicative of a unique set of architectural principles, which reflected modernist ideals born from the International style of the early 20th century in Europe and North America. This style would be meshed with the unique conditions of the Canadian weather, natural landscape and culture, to develop a domestic variant of the modernist style, uniquely and clearly expressed in the structure, site and the combination of both of these, at 82 Monsheen Drive, built in 1958.
- The building's siting, building envelope, structure, and original finish materials all contribute to the following key ideas that describe the architectural design at 82 Monsheen Drive and are described in the points below:
 - A fluid relationship between interior exterior and interior spaces, an uncluttered flow of interior spaces, where clarity of structural elements and non load bearing partitions is discerned.
 - The geometry of the base architectural elements floor, wall and roof and structure (in particular post and beam elements) is further organized, classified and distinguished as different elements either vertical or horizontal planes, and the material palette assigned to each, that either contrasts or connects with the natural surroundings in key components.
 - Resulting from this exercise is a composition in which dominating key architectural elements that follow minimalistic geometric shapes, give the visitor a heightened awareness of their place within the composition, as each element clearly stands at a precise and clearly identifiable position in space.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 31, CW Report No. 40 – Page 4

- The plan drawings and elevations illustrate the aim of a balanced composition with a minimalistic tendency.
- The properties of each material are showcased for their intrinsic beauty and detailing is minimalistic and devoid of any historicist reference to a past style. The carefully selected composition made up of the material assigned to each architectural element (that results in contrasting surfaces), smooth, earthy and varied textures are character defining features of the style.
- The smooth surfaces enhance the sensation by the visitor of the concept of “infinity in space” and the natural material surfaces such as brick, stone and wood, with the aid of the large glass surfaces; connect the architecture and the visitor with the natural surroundings.
- The views to the outside and the surrounding landscape contribute to the interior space as much as the architectural elements, each thoughtfully designed by the architect.

Contextual Value

- The subject property has contextual value as a surviving and outstanding example of architectural design within the Seneca Heights subdivision development, also known as the Woodview Housing Development, consisting of Monsheen Drive, Tayok Drive and Wigwoss Drive, defined by the natural wooded areas, hills and premier lots backing on the Humber River ravine built in the 1950's.
- The subject property is important in defining, maintaining and supporting the mid-Century modernist Seneca Heights development, envisioned and realized by builder and land developer Jack Grant in the early 1950's, a time of post-war growth for the Woodbridge Community.
- As a result of the collaborative vision for Seneca Heights, the subject area developed into a unique modernist landscape composed of small, 1 to 2 storey, and architecturally unique modernist residential homes on large, wooded lots. Many of the original houses in area have since been either demolished or altered, 82 Monsheen Drive represents one of few intact remaining Modernist structures.
- The subject property is also physically, functionally and visually linked to its location on the Humber River ravine. Because of the fluidity and importance of the connection between the interior and exterior of the subject building to its natural surroundings, the subject building is linked to its exact location.
- Seneca Heights was considered an ideal location to realize many of the goals of modernism, and vacant lots were purchased by modernists, including prominent architect Stanley Bennett Barclay, who designed, built and lived in the home at 82 Monsheen Drive in 1958.

Relationship to Vaughan Vision 2020/Strategic Plan

Reference specific initiative report relates to:

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

- STRATEGIC GOAL:
Service Excellence - Providing service excellence to citizens.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 31, CW Report No. 40 – Page 5

- STRATEGIC OBJECTIVES:
Preserve our heritage and support diversity, arts and culture.

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

Regional Implications

N/A

Conclusion

The property at 82 Monsheen Drive is recommended for designation under Part IV of the Ontario Heritage Act as it satisfies the criteria for determining whether it is of cultural heritage value or interest as set out in Regulation 9/06 of the Ontario Heritage Act in all its categories. The house at 82 Monsheen Drive has cultural heritage value as outlined in this report in all areas of assessment: physical, historical and contextual value.

These characteristics fulfill not only one criterion as is required, but all three categories for determining cultural value as described under Regulation 9/06. As such, the subject property clearly qualifies for Part IV Designation under the Ontario Heritage Act.

Attachments

1. Designation Report – For Council Only
2. Location Map

Report Prepared By

Mary Reali, Director of Recreation and Culture, ext. 8234
Angela Palermo, Manager of Cultural Services, ext. 8139
Lauren Archer, Cultural Heritage Coordinator, ext 8112
Cecilia Nin Hernandez, Cultural Heritage Coordinator, ext. 8115

(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 SEPTEMBER 27, 2011

Item 32, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

32

**SITE DEVELOPMENT FILE DA.11.040
2174824 ONTARIO INC.
WARD 2**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA11.040 (2174824 Ontario Inc.) BE APPROVED, to permit a 5-storey apartment building comprised of 86 residential units, as shown on Attachment #3, subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) the final site plan, building elevations, and landscaping plan and cost estimate shall be approved by the Vaughan Development Planning Department;
 - ii) the final site grading, servicing, stormwater management and lighting plans, and functional servicing and noise reports shall be approved by the Vaughan Development/Transportation Engineering Department;
 - iii) the roof plan shall be revised to include an extensive green roof system in accordance with the approved Ontario Municipal Board (OMB) Minutes of Settlement and OPA #718;
 - iv) all requirements of the Toronto and Region Conservation Authority (TRCA) shall be satisfied;
 - v) all requirements of the Region of York Transportation Services Department shall be satisfied;
 - b) that the Site Plan Letter of Undertaking include the following provisions:
 - i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of parkland dedication equivalent to 5% of the value of the subject lands or a fixed unit rate, whichever is higher, prior to the issuance of a Building Permit in accordance with the Planning Act and City's Cash-in-Lieu Policy, to the satisfaction of the Vaughan Legal Department, Real Estate Division;
 - ii) snow removal, and garbage and recycling pick-up shall be privately administered, and shall be the responsibility of the Owner/Condominium Corporation;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 32, CW Report No. 40 – Page 2

- iii) the Owner/Condominium Corporation shall ensure that the building include provisions for an internal garbage storage area, tri-sorters, proper access route and loading areas in accordance with the requirements of the City's Waste Collection Design Standards Policy, to the satisfaction of the Vaughan Public Works Department;
 - iv) the Owner shall fulfill all conditions set out in the Ontario Municipal Board Minutes of Settlement (OMB Case No. PL 100348 and PL 100349 between the City of Vaughan, 2174824 Ontario Inc. (Owner) and the Toronto and Region Conservation Authority, in particular:
 - the Owner agrees that the building shall not include stucco or precast as exterior finishing materials;
 - intensive landscaping/planting plans for the open space areas on the site, inclusive of the front yard and boulevard, and along the north and south lot lines to the satisfaction of the City and the TRCA;
 - provide sustainable building features; and,
 - if the Owner does not have allocation of servicing capacity prior to selling condominium units that all offers/agreements of purchase and sale with prospective purchasers to indicate that as of today's date, the Vendor does not have allocation of servicing capacity;
 - v) prior to the issuance of a Building Permit, the Owner shall ensure that a Record of Site Condition (RSC) shall be registered and acknowledged by an Officer of the Provincial Ministry of Environment, to the satisfaction of the Vaughan Development/Transportation Engineering Department;
 - vi) the Owner shall agree to provide financial contribution, if required, towards municipal infrastructure upgrades as recommended in the following Environmental Assessment Studies, to the satisfaction of the City:
 - City-Wide Water/Wastewater Master Plan EA and associated final servicing strategy;
 - City-Wide Storm Drainage/Stormwater Management Master Plan EA; and,
 - City-Wide Transportation Master Plan EA.
2. THAT Council adopt the following resolution with respect to the allocation of sewage and water servicing capacity:
- "IT IS HEREBY RESOLVED THAT Site Development File DA.11.040 is allocated sewage capacity from the York Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 86 residential units."
3. THAT the Ontario Municipal Board approve the implementing zoning on the property as RA3 Apartment Residential Zone, and that the conditions for the application of the "H" Holding provision including site plan approval and the allocation of servicing capacity have been addressed by Vaughan Council, and the "H" Symbol is no longer required.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 32, CW Report No. 40 – Page 3

Contribution to Sustainability

The applicant has advised that as per the Ontario Municipal Board Minutes of Settlement, the building will include sustainable site and building development features, such as controlled lighting, and walking and parking surfaces with open grid for water infiltration. A complete list of sustainable development features is identified on Attachment #5.

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.11.040 to permit the development of the 0.43 ha subject lands shown on Attachments #1 and #2, with a 5-storey, 6,780 m² (1.35 FSI) apartment building, comprised of 86 residential apartment units and 108 parking spaces as shown on Attachment #3.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are comprised of an assembly of three separate lots (8294, 8298 and 8302 Islington Avenue) being Lots 2, 3 and 4 on Plan M-1107, and are located on the west side of Islington Avenue, south of Langstaff Road, in Part of Lot 9, Concession 7, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Ontario Municipal Board (OMB)

On March 31, 2010, the Owner appealed the related Official Plan Amendment File OP.08.013 and Zoning By-Law Amendment File Z.08.048 to the OMB based on the City of Vaughan's failure to make a decision within the time period prescribed by the Planning Act. An OMB Hearing to consider the appeal was held on February 7, 2011, during which a settlement agreement was reached between the parties.

On February 22, 2011, the OMB issued a Partial Order to accept the terms of the Minutes of Settlement, approve the Official Plan Amendment (OPA #718), and allow the appeal of the Zoning By-law, but withheld the Order with respect to the implementing Zoning By-law, pending Site Plan approval and the allocation of servicing capacity to the development.

Official Plan and Zoning

The subject lands are designated "High Density Residential" and "Environmental Protection Area" (rear of site) by OPA #718 with site-specific policies permitting maximum building heights ranging from 3 storeys (11m) to 5 storeys (17m) and a maximum FSI of 1.35. The proposed development conforms to the Official Plan.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 32, CW Report No. 40 – Page 4

The subject lands are zoned R2 Residential Zone by Zoning By-law 1-88. The Owner has submitted Zoning By-law Amendment File Z.08.048 to rezone the subject lands from R2 Residential Zone to RA3(H) Apartment Residential Zone with the Holding Symbol “(H)”, which was approved by the OMB, however, the Order respecting the implementing Zoning By-law is being withheld pending Site Plan approval and the allocation of servicing capacity.

Should Council approve the Site Plan Application and approve the resolution to allocate servicing capacity to the development, the application of the “H” Holding provision will not be required and the OMB can approve the implementing Zoning By-law as RA3 Zone. A recommendation to this effect is included in the staff report.

Site Plan Review

The proposed site plan is shown on Attachment #3, and includes one apartment building located within the building footprint approved by the OMB Minutes of Settlement. The proposed building is comprised of 86 residential condominium units and is served by 108 parking spaces. The main driveway access from Islington Avenue is located along the north lot line and leads to the surface and underground parking areas.

The proposed building elevations are shown on Attachments #6 and #7. The building is tiered from 3 storeys along Islington Avenue and increasing to 5-storeys. The main building entrance location is raised and faces Islington Avenue. The building is proposed to be constructed using a combination of wall cladding material, which includes brick as the main building material in a reddish/beige colour scheme, and tinted glazing and smoked spandrel glass. The building is capped with a light grey metal cladding material. The elevations are in compliance with the OMB Minutes of Settlement with respect to exterior finishing material. However, the Development Planning Department recommends that additional architectural treatment be provided along the north elevation (front approximate $\frac{1}{3}$) and that the grade of the main entrance facing Islington Avenue be lowered to reduce the number of steps. The Development Planning Department will continue to work with the applicant (who is amenable to reviewing these matters further) to finalize the building elevations. The final site plan and elevation plan including the proposed building materials and colours, must be approved to the satisfaction of the Development Planning Department.

Parking

Parking for the proposed development is provided at a rate of 1.2 spaces per unit resulting in a minimum parking supply of 104 spaces, which are distributed in the underground parking garage (102 spaces) and at grade level (2 spaces). This parking supply is in accordance with the OMB Minutes of Settlement. The Owner is also proposing 4 additional tandem spaces in the underground parking garage, thereby increasing the total number of parking spaces to 108 spaces.

Landscaping

The proposed landscape plan shown on Attachment #4 is consistent with the OMB Minutes of Settlement, and requires intensive landscaping/planting to be provided in the front yard, boulevard along Islington Avenue, and along the north and south lot lines.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 32, CW Report No. 40 – Page 5

The building footprint is sited in a manner that provides sufficient setbacks from all lot lines, allowing for an intensive landscaping treatment and the preservation of the existing treeline along the south lot line. The landscape plan proposes a combination of hard and soft landscaping. The hard landscaping is limited to the main driveway, the internal courtyard and parking area. The soft landscaped areas are proposed to be intensively treated with a range of landscaping material consisting of deciduous and coniferous trees, shrubbery and sod. The rear portion of the lot will be zoned OS1 Open Space Conservation Zone to protect and enhance the existing valley slope and vegetation.

The proposed roof plan includes photovoltaic sun collecting panels instead of an extensive green roof system of sedum carpet base and additional mixed planting, which is a requirement of the OMB approved Minutes of Settlement and OPA #718. The proposed roof plan must be revised to comply with the Minutes of Settlement and OPA #718, and the applicant has been advised and will be doing so. A condition of approval to this effect is included in this report.

The final landscape plan, landscape cost estimate and the revised roof plan must be approved to the satisfaction of the Vaughan Development Planning Department.

Vaughan Development/Transportation Engineering Department

This Vaughan Development/Transportation Engineering Department has reviewed the application and provides the following comments:

a) Servicing

The Owner must submit a Functional Servicing Brief/Plan indicating how the subject site will be serviced, to the satisfaction of the Development/Transportation Engineering Department. The "Proposed Site Servicing Analysis" prepared by Unicorn Engineering is being reviewed by the Planning and Studies Division and comments will be forwarded to the applicant.

b) Servicing Capacity Allocation

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on May 24, 2011, formal allocation of servicing capacity will be required by Council in conjunction with Site Plan Approval. The recommended wording for allocation of DA.11.040 is as follows:

"That Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated May 24, 2011.

IT IS HEREBY RESOLVED THAT Site Development File DA.11.040 is allocated sewage capacity from the York Durham Servicing Scheme and water supply capacity from the York Water Supply for a total of 86 residential units."

A resolution to this effect is included in recommendation of this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 32, CW Report No. 40 – Page 6

c) Environmental

The Vaughan Development/Transportation Engineering Department has reviewed the Phase 1 Environmental Site Assessment for these lands and has found it to be acceptable. However, prior to the execution of the Site Plan Letter of Undertaking or the issuance of a Building Permit, the Owner must certify that the above ground storage tank (AST), as identified in the above noted report, has been decommissioned and removed off-site in accordance with the appropriate regulations; and, the certificate(s) of the completion of the noted Designated Substance Survey (DDS) is/are to be submitted to the Development/Transportation Engineering Department for review and approval.

Prior to issuance of a Building Permit, the Owner shall provide documented proof that a Record of Site Condition (RSC) has been registered with the Environmental Site Registry of the Ministry of Environment. A condition to this effect is included in the recommendation of this report.

d) Transportation Planning Division

The proposed development is providing parking to serve the site at a reduced rate, which was supported by the Vaughan Development/Transportation Engineering Department and approved by the Ontario Municipal Board as part of the Official Plan and Zoning By-law Amendment applications.

Upon review of the site plan, the following comments are provided:

- i) the plan must be revised to show detailed statistics, including required and proposed parking spaces (resident, visitor and barrier free parking);
- ii) parking space dimensions must be shown on the site plan. The City of Vaughan standard dimensions are as follows:
 - typical parking spaces - 2.7 x 6.0
 - single barrier free space - 3.9 x 6.0
- iii) show Rb-93 "By Permit Only" signs and associated curb depressions for Handicapped parking spaces;
- iv) show Fire Route and snow storage area (2% of lot area) and indicate if snow is to be removed off site;
- v) the plan must be revised to show dimension access widths and curb radii, ingress/egress width should not be less than 7.5 m and curb radii as per City standards should not be less than 7.6m;
- vi) provide traffic signage plan (stop signs and one-way signs);
- vii) show truck maneuvering plans for garbage disposal/loading areas;
- viii) the application must be reviewed and approved by the Region of York; and,
- ix) visitor parking must be clearly identified on the Plan.

The final engineering plans, noise report and lighting plan must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.

Parkland Dedication

The Owner shall pay to Vaughan by way of certified cheque cash-in-lieu of parkland dedication equivalent to 5% of the value of the subject lands or a fixed unit rate, whichever is higher, prior to the issuance of a Building Permit, in accordance with the Planning Act and City's Cash-in-lieu Policy, to the satisfaction of the Vaughan Legal Department, Real Estate Division.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 32, CW Report No. 40 – Page 7

Waste Collection

The City approved a Waste Collection Design Standards Policy for recycling in new residential apartment and condominium buildings. The design of the building must include provisions for an internal garbage storage area, tri-sorters, proposed access route and loading areas in accordance with the approved City policy, to the satisfaction of the Vaughan Public Works Department.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the application and provides the following comments (in part) on the supporting materials submitted to date:

- i) There is grading within 10.5 metres of the rear lot line. It was noted as part of the negotiated settlement that there would be no construction or grading in this area, with the exception of a 1.2 metre-wide emergency walkway. The remaining area was to be naturalized. While the proposed grading appears to be minor, an explanation is required as to why this grading and the use of sod can be eliminated or reduced to respect the agreement previously reached, as reflected in Schedule 3 of the Zoning By-law.

The TRCA must assess whether or not these grading works encroach on the limit of the natural feature/hazard staked in the field by the TRCA on May 21, 2009. The limits of the natural feature/hazard should be added to all plans and cross-sections.

- ii) The planting landscape plans must be revised to remove the invasive species proposed, and replace with native or non-invasive species.
- iii) The planting landscape plans have species proposed that are not included in the species table on the details sheet. The plans/table should be updated accordingly.
- iv) The tree preservation fence must be revised to include the rear lot area to effectively protect the valley forest. The tree preservation fencing should be located at the limit of the natural feature/hazard staked in the field by TRCA staff on May 21, 2009. The applicant is asked to revise the tree preservation and planting/landscaping plans to reflect this change.
- v) All tree removals should be completed between August 1 and April 1 to avoid conflicts with nesting birds. The applicant is asked to revise the Tree Inventory Plan to include this note.

The TRCA has also provided several other conditions dealing mainly with engineering concerns such as drainage, and stormwater run-off erosion and settlement. The comments in their entirety have been forwarded to the applicant to address.

The Owner will be required to obtain a TRCA permit pursuant to the Development Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06) as a future condition of site plan approval. A TRCA permit will be required prior to the issuance of a municipal grading and/or building permit. The TRCA will review the site plan application in conjunction with the permit application.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 32, CW Report No. 40 – Page 8

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Region of York Transportation Services Department is generally satisfied with the proposed development but requires additional information, in part, prior to final approval:

- foundation details for the parking garage related to shoring;
- two typical sections showing the storm sewer details across the frontage of the site including parking garage;
- no portion of any manhole and valve chamber to encroach on the Islington Avenue right-of-way;
- details on construction methodology for use of tower crane, hoarding details and construction management and plans for work within the Islington Avenue right-of-way are required.

Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.11.040 in accordance with site-specific OPA #718, Zoning By-law, the Ontario Municipal Board Minutes of Settlement, comments from City Departments and external public agencies, and the area context. The Development Planning Department is generally satisfied with the proposed development, and will continue to work with the applicant to address outstanding comments to ensure that the development is appropriate and compatible with existing and permitted uses in the surrounding area and consistent with the OMB Minutes of Settlement. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the recommendations in this report.

Should Council approve the subject Site Plan Application, and formally allocate servicing capacity to the development, the Ontario Municipal Board can issue its' Order and approve the implementing site-specific Zoning By-law.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. Features List
6. Elevation Plan
7. Cross-Section

Report prepared by:

Eugene Fera, Planner, ext. 8064
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 SEPTEMBER 27, 2011

Item 33, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 27, 2011, as follows:

By approving:

That the following be included in Section ii) under “Goals and Objectives” of the Terms of Reference:

“The Study needs to examine the ecology of protected species in this area;”

By approving that staff be directed to revise the draft Terms of Reference to reflect the input arising from the discussions with the Concord West Ratepayers Association, in accordance with Communication C15 from the Commissioner of Planning, dated September 27, 2011; and

By receiving the following report of the Commissioner of Planning, dated September 13, 2011.

33

**CONCORD GO CENTRE SECONDARY PLAN STUDY
APPROVAL OF TERMS OF REFERENCE
DIRECTION TO ISSUE A REQUEST FOR PROPOSAL FOR CONSULTING SERVICES
FILE: 26.3
WARDS 4 & 5**

The Committee of the Whole recommends:

- 1) That consideration of this matter be deferred to the Council meeting of September 27, 2011; and
- 2) That the following deputations be received:
 1. Dr. Paulo N. Correa, Concord West Ratepayers Association and Concord West Ad Hoc Committee, 42 Rockview Gardens, Vaughan, L4K 2J6;
 2. Mr. Andrew Holownych, Sierra Club Ontario, 550 Bayview Avenue, Suite 402, Toronto, M4W 3X8;
 3. Ms. Silvana Galloro, Concord West Ratepayers Association, 18 Southview Drive, Concord, L4K 2L2; and
 4. Ms. Josephine Mastrodicasa, Concord Senior Club, 43 Hillside Avenue, Concord, L4K 1W9.

Recommendation

The Commissioner of Planning recommends that:

1. The draft Terms of Reference for the preparation of the City of Vaughan Concord GO Centre Secondary Plan, summarized in paragraph g) of this report, be approved;
2. A Request for Proposal be issued for the retention of consulting services via a competition process to prepare the Concord GO Centre Secondary Plan Study, based on the Terms of Reference described in this report, subject to final review by staff.

Economic Impact

Funding for this study was included in the 2011 Capital Budget as one of the Secondary Plans required by the Vaughan Official Plan 2010.

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 2

Communication Plan

Stakeholder consultation will be an important component of the Secondary Plan development process. The intent is to engage landowners within the Concord GO Centre Secondary Plan Study Area and the residential and employment communities adjacent to the Study Area. The Terms of Reference require the submission of stakeholder consultation plans as part of the proposals. The successful proponent's consultation plan will be refined prior to commencing the Study.

Purpose

The purpose of this report is to obtain:

- Approval of the draft Terms of Reference for the preparation of the Concord GO Centre Secondary Plan Study; and
- Direction to proceed with the issuance of the Request for Proposals for consulting services for the preparation of the Concord GO Centre Secondary Plan Study based on the draft Terms of Reference.

Background – Analysis and Options

a) Purpose

The purpose of the Concord GO Centre Secondary Plan Study is to prepare a Secondary Plan and supporting Urban Design Guidelines for incorporation into Volume 2 of the City of Vaughan's new Official Plan.

b) Location

The Concord GO Centre Secondary Plan Study Area is located in the Concord community, between Dufferin Street and Keele Street where the former Canadian National Railway (now GO Rail) bridge crosses over Highway 7. The study area is divided into three parcels as shown on Attachment 1. The first parcel has an area of 13.19 hectares and is bounded by the rail line to the west, the West Don River to the east, Highway 7 to the south and extends north up to the rear lots of the properties on Ortona Court ("Northeast Parcel"). The second parcel has an area of 13.59 hectares and is bounded by the rail line to the west, Highway 7 to the north, Highway 407 to the south and the West Don River to the east ("Southeast Parcel"). The third parcel has an area of 1.81 hectares and is bounded by the rail line to the east, Highway 7 to the north, Gemini Court to the south and wraps around the existing low rise residential area east of Baldwin Avenue ("Southwest Parcel").

c) Timing of Completion of the Study

The targeted completion of the study is approximately eight (8) months from the date of Council's ratification of the selection of the recommended consultant. Submission of the final Study and plan will be expected in the summer of 2012.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 3

d) The Development Context

The Concord GO Centre Secondary Plan Study Area is divided by two significant transportation routes (Highway 7 and the Barrie GO Rail line). Highway 7 has been identified by the York Region Official Plan as a Regional Corridor which is expected to develop with higher density land uses in support of the planned transit routes. The vision for Highway 7 is to effect the transformation from a provincial highway to a multi-purpose, transit-supportive urban street that is both a transportation corridor and a successful urban space. The approved OPA 660 identified this area as the “Concord GO Centre” and allows for a full range of urban land uses, including high density residential, major office, business, retail, institutional and civic uses.

The Study Area has numerous attributes that can benefit both the local community as well as the City as a whole. These include:

- It is located along Highway 7 which is identified by the City of Vaughan and the Region of York as a major east-west, cross regional arterial corridor; and is a Regional Rapid Transit Corridor with planned funding. The Viva Next Bus Rapid Transit System is currently under design.
- Metrolinx has also identified the need for a future GO Rail Station Centre at this location. The station will be located on the Barrie GO Rail line in the vicinity of Highway 407 abutting the east side of the track.
- It is located approximately 2 km away from interchanges to Highway 407 to the northeast at Dufferin Street and to the southwest at Keele Street that provide excellent east-west highway connectivity to the GTA and beyond.
- It is the location of a proposed Ministry of Transportation higher order transit commuter line along the 407 Transitway and the resulting station facility will create a multi-modal transit hub that will support compact urban form in the City and offer alternative modes of transportation to the single occupant vehicle.
- A development application for a proposed high density mixed use community is currently under review by the City for the Northeast Parcel. This application is supported by a number of technical studies that help to address secondary plan information requirements.
- The Northeast Parcel contains a significant heritage structure in the form of a unique red brick building and smoke stack. The structure was used as a heating utility building during the operation of Concord Floral business and is a rare example of industrial architecture in the City of Vaughan. This unique structure provides an opportunity to incorporate it as a feature in a new community while preserving a rare part of Vaughan’s heritage.
- Abutting the easterly edge of the Study Area is the Bartley Smith Greenway. It is a natural valley corridor that follows the course of the upper West Don River through several residential and business communities in the City of Vaughan. A multi-use trail system runs from Steeles Avenue up to Teston Road linking a series of parks and recreational facilities through a natural corridor. This active recreational and natural feature will be integrated into any proposed community open space.
- The City is currently conducting the Concord West Urban Design Streetscape Master Plan Study. The study area extends east-west along Highway 7 from Centre Street to the westerly end of CN Rail yards.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 4

The Study Area benefits from a convergence of attributes and opportunities and is challenged by other aspects of its situation. The presence of the rail line will require the careful siting and design of any future residential buildings. As a future mobility hub the accommodation of the various supporting pieces of infrastructure and facilities will need careful consideration so as to not overwhelm the environmental, urban design and community objectives. There are also stormwater management issues that will need to be evaluated and addressed. Preparation of the Secondary Plan will assist in refining the role of the Study Area, in the context of its attributes and challenges, to ensure that the uses, densities and development form are commensurate with its potential, while considering the policies of the City's new Official Plan.

e) Current Land Use

The Concord GO Secondary Plan Study Area is composed of three parcels split by Highway 7 and the rail line. The area is currently designated as "Concord GO Centre" and is subject to a requirement for the preparation of a Secondary Plan. The three areas are described below.

The Northeast Parcel

The Northeast Parcel is currently zoned for Agricultural and Open Space uses and is owned by Concord Floral and the Province of Ontario Ministry of Infrastructure (MOI) represented by Infrastructure Ontario (previously Ontario Realty Corporation). In October 2007, an application for an Official Plan Amendment and Zoning By-Law Amendment was filed to permit residential mixed use development on both the Concord Floral and provincial MOI lands. The application has not yet been considered at a Public Hearing.

As part of these applications, a Land Use and Urban Design concept was submitted and in response to comments received as part of the circulation, revised concepts have been developed. Recently a land developer has optioned the lands and is currently developing it's preferred land use/urban design proposal which will be submitted shortly.

In addition to the development concepts referred to above, extensive background information has been prepared regarding the lands north of Highway 7, including: establishment of the Limits of Development and staking of the Top of Bank of the Ravine, Flood Spill Analysis permitting the realignment of the regulatory Flood Line, Arborist Report, Scoped EIS, Traffic Impact Analysis, Functional Servicing Report which addresses on site and off site servicing, and the location of the four way intersection at Highway 7 for access both to the north and the south. It is intended that this information be taken into account as an integral part any Secondary planning for the Concord Centre.

The parcel is currently developed with greenhouses and supporting structures (including a heritage structure) on the Concord Floral lands that are no longer in use. A telecommunication tower is located on the MOI lands.

The Southeast Parcel

The Southeast Parcel is currently zoned for Employment, Agricultural and Open Space uses. Some of the existing land uses include an RV dealership/camping centre, garden centre, overhead door business and a storage facility. The West Don River separates most of the eastern portion of the parcel from Highway 407 and a tributary connecting to the West Don River bisects the northeast and southwest portions of this parcel. The most southern portion of the parcel is owned by the Ministry of Transportation and largely consists of vacant open space that is zoned for agricultural use. It is also the location of a future station in support of the 407 Transitway as identified in a 2011 approved Ministry of Transportation Environmental Assessment, Environmental Project Review Report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 5

The Southwest Parcel

The Southwest parcel is currently zoned for commercial use at the corner of Highway 7 and Baldwin Avenue, with residential uses to the east and the remaining lands are employment uses. All properties in the Southwest Parcel have access from Highway 7. They are surrounded by a stable low density residential neighbourhood to the west and south. A small tributary runs parallel to Highway 7 and cuts east-west on the parcel. Some of the existing uses in this parcel include a restaurant supply store, 2 residential units and a machining company. Owners of the most westerly parcel have identified their interest in redeveloping lands from medium density townhouse uses.

f) Origin of the Study: Vaughan Official Plan 2010

On September 7, 2010 Vaughan Council adopted the Vaughan Official Plan 2010. In Volume 1, the plan identified a number of areas that required further examination through the preparation of individual Secondary Plans. These included “Intensification Areas” and areas of large, vacant or underutilized land that warranted comprehensive planning. The Concord GO Centre Secondary Plan Area was one such area. It is shown as one of the “Required Secondary Plan Areas” on Schedule 14-A, “Areas Subject to Secondary Plans”.

The study area is designated as a “Local Centre” on Schedule 1, “Urban Structure”. Local Centres are to be planned to accommodate a wide range of uses that will serve the local community. They are to be predominantly residential in character but will also include a mix of uses to allow residents of the Local Centre and of the surrounding community to meet their daily needs in close proximity to where they live or work. Local Centres will be pedestrian oriented places with good urban design and intensity of development will be appropriate for supporting transit service.

VOP 2010 provides that Local Centres be planned to:

- develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and affordable housing;
- be predominantly residential in character but include a mix of uses including *retail*, office and community facilities intended to serve the local population and attract activity throughout the day;
- be the preferred location for locally-delivered human and community services;
- be the focal points for expression of community heritage and character;
- develop at densities supportive of planned or potential public transit, taking into account the local urban fabric of each Local Centre;
- have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links, such as sidewalks and greenways, through the Local Centre and links to the surrounding Community Areas;
- include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;
- encourage a pedestrian-friendly built form by locating active uses at grade; and,
- be designed and developed to implement appropriate transition of intensity and use to surrounding neighbourhoods

The Northeast Parcel

VOP 2010 designates the Northeast Parcel as “High Rise Mixed-Use” on Schedule 13-S “Land Use”. High-Rise Mixed-Use areas provide for a mix of residential, retail, community and institutional uses. These areas generally allow for buildings over twelve storeys in height. Development will be carefully designed with a high standard of architecture and public realm, and be well integrated with adjacent areas.

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 6

The Southeast Parcel and the Southwest Parcel

In VOP 2010 the Southeast Parcel and the Southwest Parcel are designated “Mid Rise Mixed-Use” on Schedule 13-S “Land Use”. Mid Rise Mixed-Use provide for a mix of residential, retail, community and institutional uses. These areas generally allow for buildings between a minimum 5 storeys to a maximum of 12 storeys in height. Development in this designation is to be carefully designed with high standards of architectural and public realm, and be well integrated with adjacent areas.

- g) Highlights of the Terms of Reference: The Concord GO Centre Secondary Plan Study

GOALS AND OBJECTIVES

It is the intent of the Concord GO Centre Secondary Plan Study to:

- i) *Identify and address the opportunities and constraints imposed by the current situation and emerging influences, including but not limited to: The current policy framework (Provincial, Regional and City); existing land uses; stormwater management; the natural environment; transportation including road network capacity and transit availability and phasing; the economics influencing the evolution of the current uses; streetscaping and urban design; servicing and sustainability issues;*
- ii) *Evaluate the Study Area’s future potential, to the 2031 horizon, in order to:*
- Refine its functional role as a Local Centre in the City’s Urban Structure;*
 - Establish the optimal mix of land uses, densities and their distribution;*
 - Obtain a full understanding of the natural environmental and built heritage features and functions in the Study Area and the means of protection and enhancement;*
 - Consider and address issues pertaining to the functional, aesthetic and land use integration of the three parcels that make up the Study Area;*
 - Address the integration of the planned transit facilities with the surrounding land uses including the treatment of street and pedestrian connections including north-south and east-west connections involving Highway 7 and Mobility Hub objectives, the Bartley Smith Greenway etc;*
 - Define more clearly environmental constraints to development on the southerly parcels;*
 - Consider more efficient transit oriented development on proposed transitway station surface parking lots taking into account MTO/GO Metrolinx program;*
 - Determine the requirements for social, parks and recreational services and facilities;*
 - Establish the environmental measures pertaining to the provision of services, including sustainability;*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 7

- *Develop a housing strategy which will demonstrate how affordable housing targets will be met;*
 - *Other measures which may emerge as a result of the study; and*
 - *Incorporate the results of the Concord West Urban Design Streetscape Master Plan in formulating urban design and land use policies.*
- iii) *Develop with community input, a long-term vision for the study area as a basis for creating, testing and recommending implementing secondary plan policies and guidelines;*
- iv) *Prepare Secondary Plan policies for inclusion in Volume 2 of the City's Official Plan, based on Section 10.1.1.1. of VOP 2010 (Volume 1) and urban design guidelines to implement the consensus vision;*
- vi) *Establish in the policy framework transitional measures to support the evolution of the secondary plan area from its current state to the planned vision;*
- vii) *Identify any infrastructure improvements that may be necessary to implement the Secondary Plan and suggest phasing plans and conditions to be applied to future draft plan of subdivision, zoning and site plans applications;*
- viii) *Conduct the study and plan development process with the benefit of a comprehensive public consultation process that will engage landowners within the Study Area, residents and businesses in the surrounding neighbourhoods and public agencies as appropriate;*
- ix) *Prepare a study document, which provides the basis for the recommended Secondary Plan policies and describes and documents the processes that led to the recommended measures.*

SCOPE

The Concord GO Centre Secondary Plan Study will result in a secondary plan that will apply to the Study Area. Effects on and the influence of adjacent lands and land uses will be taken into consideration in undertaking the study. Access to external services will be explored as required. Traffic/transportation examinations will take into consideration the background traffic as required, as well as potential infiltration into adjacent areas. Through the Study, areas of further or future study and infrastructure improvements beyond the Study Area may be identified as necessary or desirable.

STUDY REQUIREMENTS

The Consultant will be responsible for undertaking the following work, including:

The Background Study

- i) *A review and analysis of the regulatory context, including existing Provincial, Regional and Local initiatives that are applicable to the Study Area or have the potential to influence its future. This would include the Metrolinx Plan, the Provincial Transitway Class Environmental Assessment, the new Region of York and City of Vaughan Official Plans and their supporting studies;*
- ii) *A review and analysis of the Study Area's potential role in the City's urban structure;*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 8

- iii) *A review of the environmental constraints focusing on stormwater management, the natural environment, e.g. habitat, woodlot, vegetation and natural features;*
- iv) *A review and summary of the built heritage assets;*
- v) *A review and analysis of existing and planned conditions, within and adjacent to the Study Area, and the resulting opportunities and constraints;*
- vi) *An examination of the opportunities and constraints presented by the transportation infrastructure including the Local, Regional and Provincial street networks and the existing and planned transit network. This includes consideration of optimal connections to external streets, potential internal street patterns and pedestrian connections to and over (under) passes of the GO rail line and station, and potential for a Viva bus rapid transit station etc;*
- vii) *An assessment of infrastructure availability and required investments in new facilities planned in such areas as:*
 - *Sanitary sewers and water;*
 - *Stormwater management;*
 - *Parks, recreational services, schools and libraries;*
 - *Telecommunication Services;*
 - *Streets and connectivity.*
- viii) *Conduct a Community Meeting to obtain background and insights on the Study Area;*
- ix) *Conduct meetings with landowners at the outset (eg. IO, MTO, others) to obtain materials and benefit from previous work;*

Plan Development and Testing

- x) *Based on the Background Review, develop guiding principles, goals and objectives for the Study Area and evaluation criteria for the consideration of alternative land use/development/design concepts;*
- xi) *Conduct a Community Visioning process to obtain public input on the future of the Study Area;*
- xii) *Prepare alternative land use/development/design concepts for assessment on the basis of the evaluation criteria;*
- xiii) *Conduct a detailed review of the land use concept(s) prepared by owners for the subject lands;*
- xiv) *Conduct an evaluation, including further public consultation, on the alternative concepts;*
- xv) *Identify a preferred land use/development/design concept;*
- xvi) *Develop the draft Secondary Plan policies and Urban Design Guidelines.*

Approvals

- xii) *Proceed to Committee of the Whole (Working Session) meetings at strategic milestones to update Council on the progress of the study;*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 9

xiii) Bring the plan forward to a Committee of the Whole statutory public hearing;

xiii) Finalize the plan for adoption by Council.

DELIVERABLES

The following deliverables will be required at minimum:

a) *A draft of the Concord GO Centre Secondary Plan Study Report addressing all the matters outlined in the scope of work shall be submitted on the following basis:*

- *30 cerlox bound copies;*
- *1 unbound print ready copy;*
- *5 CD's (.PDF) of the final document and any related graphics or maps in City-compatible software (Word, Adobe InDesign, PowerPoint or Excel)*

b) *The final Concord GO Centre Secondary Plan Study Report inclusive of all the Secondary Plan schedules in a CAD, ESRI or Adobe InDesign format shall be submitted on the following basis:*

The final report shall be submitted on the following basis:

- *30 cerlox bound copies;*
- *1 unbound print ready copy;*
- *10 CD's (.PDF) of the final document and any related graphics or maps in City-compatible software (Word, Adobe InDesign, PowerPoint or Excel)*
- *Provide digital geo-referenced files in AutoCAD, ESRI and Adobe InDesign formats.*

c) *If the final approved workplan (in MS Excel, MS Project etc) provides for interim reporting, then the required deliverables will be specified further by the City at the time of submission.*

d) *Presentation Materials*

The City shall be provided with 1 hard copy print and soft copy in a CD (in a City-compatible format) of all presentation materials (e.g. Maps, PowerPoint and handouts) used in the stakeholder consultation process and in presentations to Committee of the Whole and Council.

All maps and graphic materials shall also be provided in high-resolution PDF.

e) *Web Content and Public Notices*

The Consultant will be required to provide all presentation materials in a web-ready format for loading on the City's Vaughan Tomorrow Website and draft all public notices for meetings and visioning sessions outlined in the RFP. Such information shall be submitted using a standard design (logo etc.) to be provided by the City.

f) *Community Notices*

The City shall be provided with 3 community notices/backgrounds explaining project consultation with contact information of study team.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 10

PROJECT ADMINISTRATION

A Project Coordinator and a Project Team will administer the Study. The Project Team will be made up of staff representatives from various City of Vaughan departments. The Project Coordinator will be responsible for day-to-day contacts and operations. The Project Coordinator and the Project Team will perform the following functions:

- Conduct of the consultant selection process;*
- Making recommendations on consultant selection;*
- Provision of departmental information and support to the consultant as it respects their individual mandates;*
- Organize and attend meetings with the consultant to discuss status updates and to provide input on policy development;*
- Preparation and mailings/communications for community consultation meetings; and*

- Review and comment on draft and final versions of the Concord GO Centre Secondary Plan Study.*

The City may create a Technical Advisory Committee composed of external agencies to provide input into the study and the resulting policies.

THE CONSULTANT

Given the nature of the assignment it is recognized that some Proposals may originate with multi-firm consulting teams. Therefore, the term “Consultant” in the Terms of Reference also means “Consulting Team” and includes any combination of individuals, firms, companies or corporations party to the Proposal.

The consultant will appoint a senior professional in the Lead Firm as the Consultant Team Leader, who will be the City’s main contact and who will be responsible for the coordination of all consulting resources retained under the accepted Proposal. The Consultant Team Leader and Lead Firm will be responsible for invoicing the City and the disbursement of fees to the sub-consultants. Any changes or substitutions to the consulting team, subsequent to the submission of the Proposal, will require the written approval of the City of Vaughan.

QUALIFICATIONS

The successful consultant will be required to bring multi-disciplinary expertise and experience to the project. Such expertise will be expected in the following areas:

- Land Use Planning, Urban Design and Sustainable Development;*
- The Natural Environment;*
- Transportation Planning;*
- Servicing, stormwater management and Infrastructure;*
- Public Consultation and Facilitation.*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 11

THE CONSULTATION PROCESS

Effective consultation, particularly with the public and stakeholders, will be important to the success of this initiative. Therefore, in the Proposal, the consultant will recommend a plan for a consultation process that will:

- *Engage Council, the affected city departments and public agencies, the public and other stakeholders;*
- *Identify the preferred methods for obtaining such input.*

It is expected that the process will include the following elements:

- *Meetings with the Project Coordinator and the Project Team and Presentations to Council/Committees of Council at main milestones;*
- *A Stakeholder Consultation Process in accordance with the approved work plan. Consultation will be necessary with the following parties:*
 - *City Staff/Departments;*
 - *External Agencies;*
 - *The community, including landowners within the Study Area and those adjacent to the Study Area from both the residential and business/employment communities.*
- *The minimum number of consultation related meetings are estimated as follows:*
 - *Council/Committee of the Whole: Four meetings;*
 - *Public/Stakeholders – Including a community background meeting, visioning, development and testing of alternative development frameworks, presentation of preferred plan: Five meetings.*

The details of the consultation process, setting out the number, timing and type of meeting, will be established in the finalized work plan, which is referenced in Section 7. "Timing".

The consultant shall be responsible for the scheduling of meetings and the preparation of agendas, presentation materials and meeting minutes. Prior to the scheduling of meetings the consultant shall confer with the Project Coordinator.

TIMING

The targeted completion of the study is approximately eight (8) months from the date of Council's ratification of the selection of the recommended consultant. Submission of the final Study and related policies and guidelines will be expected in the summer 2012.

Prior to commencing work on the project, the consultant will submit for the approval of the Project Team a finalized work plan, which will assign dates to the completion of various milestone tasks on the timeline. No chargeable work shall commence prior to the approval of the finalized work plan and the City of Vaughan shall not be responsible for any costs associated with its finalization. The consultant will be required to provide a set per diem fee for any members of the project team for additional work that may be required for this project in the future.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 33, CW Report No. 40 – Page 12

Relationship to Vaughan Vision 2020

The following sections are consistent with the City's objectives for planning and managing growth and economic vitality:

- Complete and implement the Growth Management Strategy
- Work with other levels of government to continue to support the expansion of the GO System and public/rapid transit
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031
- Support and coordinate land use planning for high capacity transit at strategic locations in the City

Regional Implications

The Concord Centre GO Secondary Plan will examine the form and scale of future development in the Concord community focusing on the Highway 7/GO rail junction. In the recently approved York Region Official Plan (September 2010) the Regional Structure (Map 1) identifies Highway 7 as one of two Regional Corridors, and the Transit Network (Map 11) identifies a proposed GO Station at this location. Intensification along Regional Corridors at major transit stations with higher density land uses will support the planned transit routes. A major public investment is being made in the Viva Bus Rapid Transit system which will run along Highway 7. The success of the higher order transit in the Highway 7 Corridor is dependent in part on the presence of transit supportive development. Viva YRT and York Region have indicated an interest in participating in the planning for a station in this area.

Conclusion

In respect of the above, it is recommended that the City issue a Request for Proposals to undertake the Concord GO Centre Secondary Plan Study, and to award after evaluation, based on the draft Terms of Reference set out in this report, subject to final staff review.

Attachments

1. Concord GO Centre Secondary Plan Study Area
2. Schedule 1 to VOP 2010: "Urban Structure"
3. Schedule 13-S to VOP 2010: "Land Use"

Report prepared by:

Roy McQuillin, Manager of Policy Planning, ext. 8211
Clement Chong, Acting Planner ext. 8214

(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 SEPTEMBER 27, 2011

Item 34, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

**34 VAUGHAN MILLS CENTRE SECONDARY PLAN STUDY
APPROVAL OF TERMS OF REFERENCE
DIRECTION TO ISSUE A REQUEST FOR PROPOSAL FOR CONSULTING SERVICES
FILE 26.1
WARDS 3 & 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011, taking into consideration all comments made:

Recommendation

The Commissioner of Planning recommends that:

1. The draft Terms of Reference for the preparation of the City of Vaughan Mills Centre Secondary Plan, summarized in paragraph g) of this report, be approved; and
2. A Request for Proposals be issued for the retention of consulting services to prepare the Vaughan Mills Centre Secondary Plan Study, based on the Terms of Reference described in this report, subject to final review by staff.

Economic Impact

Funding for this study was included in the approved Capital Budget for 2011 as one of the Secondary Plans required by the Vaughan Official Plan 2010.

Communication Plan

Stakeholder consultation will be an important component of the Secondary Plan development process. The intent is to engage landowners within the Vaughan Mills Secondary Plan Study Area and the residential, employment and commercial / business communities within and adjacent to the Study Area. The Terms of Reference require the submission of stakeholder consultation plans as part of the proposals. The successful proponent's consultation plan will be further refined prior to commencing the Study.

Purpose

The purpose of this report is to obtain:

- Approval of the draft Terms of Reference for the preparation of the Vaughan Mills Centre Secondary Plan Study; and
- Direction to proceed with the issuance of the Request for Proposals for consulting services for the preparation of the Vaughan Mills Centre Secondary Plan Study based on the draft Terms of Reference.

Background – Analysis and Options

a) Purpose

The purpose of the Vaughan Mills Centre Secondary Plan Study is to prepare a Secondary Plan for incorporation into Volume 2 of the City of Vaughan's new Official Plan and supporting Urban Design/Streetscape Guidelines.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 2

b) Location

The Vaughan Mills Centre Secondary Plan Study Area is bounded on the north by Rutherford Road; on the west by Weston Road; on the south by Bass Pro-Mills Drive; and on the east by Jane Street. The Study Area is bisected by Highway 400. The portion of the Study Area west of Highway 400 (“Western Parcel”) has an area of 84.4 ha +/- and the lands east of Highway 400 (“Eastern Parcel”) has an area of 54.6 ha +/- for a total area of 139 ha. +/- (343 acres), which excludes the Highway 400 right of way and Rutherford Road interchange. The subject lands are shown on Attachment 1.

c) Timing of Completion of the Study

The targeted completion of the study is approximately twelve (12) months from the date of Council's ratification of the selection of the recommended consultant. Submission of the final Study and related policies and guidelines will be expected at the end of 2012.

d) The Development Context

The Vaughan Mills Centre Secondary Plan Study Area is located in the Highway 400 corridor. The 400-corridor is one of the City's most prominent economic drivers and accommodates a wide range of commerce, including employment, office, retail, and tourist oriented uses, as well as several residential neighborhoods. The City's new mixed-use downtown, the Vaughan Metropolitan Centre, anchors the corridor at its south end at Highway 7. The corridor will also be the home of the City's new hospital at Major Mackenzie Drive and newest Employment Area (the “Vaughan-400 North Employment Area), which extends from Teston Road to the King-Vaughan line.

The Study Area occupies a strategic position along Highway 400 and in the City as a whole. Some of its attributes include:

- It is close to the geographic centre of both the City and the Highway 400 corridor;
- Outstanding access to 400-series Highways, with a full-movement interchange to Highway 400 at Rutherford Road; and a partial interchange at Bass Pro Mills Drive with northbound off and southbound on ramps;
- It is located 5 km north of the Highway 407 interchange providing excellent east-west highway connectivity to the GTA and beyond; and is approximately 7 km south of a potential connection to the GTA West Corridor, which is currently undergoing an Individual Environment Assessment for a new 400-series highway;
- It is located 3 km to the west of Rutherford Station on the Barrie GO Rail Line, which is ultimately planned to provide 2-way, all day service to downtown Toronto;
- It is 4 km north of the Vaughan Metropolitan Centre, the City's planned downtown, which is also the terminus of the Spadina Subway Extension that is scheduled to open in 2015;
- It is 1 km south of Canada's Wonderland, one of the premier tourist attractions in the Greater Toronto area; and 2 km south of the site of the City's new hospital, which is currently in the planning stages, with construction expected to begin by approximately 2016;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 3

- Rutherford Road is a major east-west arterial corridor in the City of Vaughan and south York Region and is part of the Regional Transit Priority Network; similarly, Weston Road, its western boundary is also part of the Transit Priority Network;
- Jane Street is defined as a Regional Rapid Transit Corridor, which would accommodate, in the longer term, Bus Rapid Transit/LRT service between the subway terminus at the Vaughan Metropolitan Centre to Major Mackenzie Drive and the new Hospital;
- The Study Area is home to the Vaughan Mills Mall, a super-regional scale shopping centre that attracts consumers from the GTA market and beyond.

The Study Area benefits from a convergence of attributes and opportunities and is challenged by some aspects of its situation. Challenges include proximity to major rail infrastructure and heavy industrial uses; the bifurcating effect of Highway 400; a sprawling, one storey shopping centre with an interrupted grid of private streets and driveways; lack of parkland and pedestrian oriented public spaces; lack of distance to community services and, street network congestion.

Preparation of the Secondary Plan will assist in refining the role of the Study Area, in the context of its attributes and challenges, to ensure that the uses, densities and development form are commensurate with its potential. The Study will need to address the policies of the City's new Official Plan. Of particular importance will be assessing the opportunities for redeveloping the Study Area as a future multi-modal mobility hub servicing the commercial core and potential transit links.

e) Current Land Use

The Vaughan Mills Secondary Plan Study Area is composed of two large parcels split by Highway 400. They are linked at their northern boundary by Rutherford Road and by the Bass Pro-Mills Drive/Highway 400 flyover at their southern edge. The areas are described below.

The Eastern Parcel

The Eastern Parcel is home to the Vaughan Mills Mall and vacant lands adjacent to Jane Street, which acts as the main focus of the commercial centre. The mall is centrally located and is served by a private ring road network that connects at multiple locations to Rutherford Road, Jane Street and Bass Pro Mills Drive. The parcels between the mall and the perimeter arterial roads are developed with a variety of office, retail, service station and restaurant uses in a campus format. The site was developed over the last 10-years on the basis of a number of site specific Official Plan and Zoning By-law amendments.

The Western Parcel

The Western Parcel is largely vacant, except for service related developments along the south side of Rutherford Road, including restaurants and a service station, extending south along the east side of Weston Road. The site is currently designated "Employment Area" by Official Plan Amendment No. 450 (Employment Area Growth and Management Plan). The perimeter lands adjacent to the arterial roads are designated "Prestige Area" and the interior areas are designated "Employment Area General".

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 4

f) Origin of the Study: Vaughan Official Plan 2010

On September 7, 2010 Vaughan Council adopted the Vaughan Official Plan 2010. In Volume 1, the plan identified a number of areas that require further examination through the preparation of individual Secondary Plans. These included “Intensification Areas” and areas of large, vacant or underutilized land that warranted comprehensive planning. The Vaughan Mills Centre Secondary Plan Area was one such area. It is shown as one of the “Required Secondary Plan Areas” on Schedule 14-A, “Areas Subject to Secondary Plans”. The pertinent Official Plan policies from VOP 2010 are described below.

The Eastern Parcel

VOP 2010 identifies the Eastern Parcel as an Intensification Area. It is designated as a “Primary Centre” on Schedule 1, “Urban Structure” and “High Rise Mixed-Use” on Schedule 13-N “Land Use”. Intensification Areas are the primary locations for accommodating the 45% intensification target established by the Region of York in accordance with the Provincial Growth Plan. Primary Centres are to be planned to accommodate a wide range of uses and will have tall buildings as well as lower ones, to facilitate transition to neighbouring areas.

Primary Centres are to evolve as distinct places of major activity around existing and planned higher order transit and existing regional shopping destinations. These centres are to provide uses that will serve the Community Areas of the City, including retail, institutional, office, community and human service uses. They are to be designed to be transit-oriented and pedestrian friendly.

The plan recognizes the Vaughan Mills Centre as a shopping destination of super-regional significance, with the potential for residential intensification and the introduction of additional uses through development of the surface parking areas and out-parcels and the long-term redevelopment or intensification of Vaughan Mills.

VOP 2010 provides that Primary Centres be planned to:

- Include a mix of housing types and tenures, including housing suitable for seniors, families with children and affordable housing;
- Include a mix of non-residential uses including retail, office, institutional, community facilities, and human services to serve both the local population and the City as a whole and attract activity throughout the day;
- Develop at densities supportive of planned public transit;
- Have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links to the surrounding community areas by way of streets, walkways or greenways;
- Include well-designed public open spaces that are either landscaped parks or public squares or both in a manner that is appropriate to the local context;
- Encourage a pedestrian-friendly built form by locating active uses at grade; and
- Be designed and developed to implement appropriate transition of intensity and use to surrounding Community Areas, and/or separation from adjacent Employment Areas.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 5

The Western Parcel

Schedule 1 “Urban Structure” to VOP 2010 identifies the Western Parcel as an “Employment Area”, with the frontage on Rutherford Road being shown as “Primary Intensification Corridor within Employment Areas”. Schedule 13-N “Land Use” designates the Rutherford Road frontage “Commercial Mixed-Use” providing a maximum building height of 8 storeys and a maximum density of 2.5 FSI. The frontages along Highway 400 and Weston Road are designated “Prestige Employment”, while the interior lands are designated “General Employment”.

Primary Intensification Corridors serve to link the VMC and the Primary and Local Centres providing for higher order transit. Primary Intensification Corridors are to evolve as active and unique places supporting a variety of uses, which are designed to accommodate pedestrians, cyclists, cars and employment related intensification. Primary Intensification Corridors within Employment Areas are planned to;

- Provide a mix of non-residential uses including retail, office, institutional and community services;
- Develop at transit-supportive densities;
- Include well-designed public open spaces, which could include landscaped parks or public squares, depending on the context;
- Encourage pedestrian friendly built-form with active uses at grade;
- Implement appropriate transition of intensity and use to adjacent community areas.

The Commercial Mixed-Use designation permits a range of uses including office uses, hotels, retail uses and gas stations subject to specific criteria.

Prestige Employment Areas are to be characterized by high quality buildings in an attractive pedestrian-friendly and transit-oriented working environment. Uses permitted include manufacturing, warehousing (but not retail warehousing), processing and distribution uses located within wholly enclosed buildings. Outside storage is not permitted. Accessory office and retail uses are permitted. Non-accessory office uses of up to 7500 sq m are also permitted.

General Employment Areas are to be predominantly industrial areas characterized by low scale buildings with a variety of lot sizes to accommodate a wide-range of industrial and employment uses. These areas will accommodate vehicles and trucks but development in these areas will be designed with pedestrian amenity to serve the employee population and to facilitate transit use. Uses permitted include manufacturing, warehousing (but not retail warehousing), processing, transportation and distribution, any of which may or may not include outside storage.

g) Opportunities for a Vaughan Mills Centre Mobility Hub

A major regional bus terminal is located within the Vaughan Mills Secondary Plan Area, situated at the south west quadrant of Jane Street and Rutherford Road. The Vaughan Mills bus terminal plays an integral part in servicing both the local and regional population travelling to and from the Vaughan Mills Mall and surrounding areas.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 6

Given the demand and locational context of the current Vaughan Mills Bus Terminal, opportunities for the development of a potential “mobility hub” should be examined within the context of provincial and regional policies and guidelines.

Metrolinx generally describes “mobility hubs” as:

- Servicing a critical function in the regional transportation system as the origin, destination, or transfer point for a significant portion of trips;
- Places of connectivity where different modes of transportation – from walking to riding transit is seamlessly joined and where intensive concentration of working, living, shopping and or/ playing.

h) Status of Development Applications

There are currently matters subject to Ontario Municipal Board (OMB) appeal within the study area (File: PL110419, PL110455). Settlement discussions have been ongoing and it is the intention of the applicants to work with the City through the Vaughan Mills Centre Secondary Plan approval process.

Through the OMB process, staff will be working to reflect the objectives of the VOP 2010 in the context of the settlement negotiations which are currently taking place. A second pre-hearing conference is scheduled for November 21, 2011. Results from the final OMB decision will be integrated into the Secondary Plan.

i) Highlights of the Terms of Reference: The Vaughan Mills Centre Secondary Plan Study

GOALS AND OBJECTIVES

- It is the intent of the Vaughan Mills Secondary Plan Study to: Identify and address the opportunities and constraints imposed by the current situation and emerging influences, including but not limited to: The current policy framework (Provincial, Regional and City); existing land uses; transportation including street network capacity and transit availability and phasing opportunities to develop mobility hub; barriers to connectivity, the economics influencing the evolution of the current uses; streetscaping and urban design; and servicing, environmental and sustainability issues; and the refinement and integration of current development applications.*
- Evaluate the Study Area’s future potential, to the 2031 horizon, in order to:*
 - *Refine its functional role in the City’s Urban Structure;*
 - *Establish its role in the City’s economy and as provider of employment;*
 - *Establish the optimal mix of land uses, densities and their distribution with the goal of creating a complete community;*
 - *Consider and address issues pertaining to the functional, aesthetic and land use integration of/and connectivity between the Western and Eastern Parcels of the Study Area and to adjacent lands;*
 - *Determine the requirements for social, parks and recreational services and facilities;*
 - *Establish the environmental measures pertaining to the provision of services, including sustainability; and*
 - *Other measures which may emerge as a result of the study.*
- Develop with community input, a long-term vision and development framework for the study area as a basis for creating, testing and recommending implementing secondary plan policies and guidelines;*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 7

- iv) *Prepare illustrative development concept plans to convey the vision and the development framework;*
- v) *Establish in the policy framework transitional measures to support the evolution of the secondary plan area from its current state to the planned vision;*
- vi) *Identify any infrastructure improvements that may be necessary to implement the Secondary Plan;*
- vii) *Incorporate provisions for mobility hub;*
- viii) *Conduct the study and plan development process with the benefit of a comprehensive public consultation process that will engage landowners within the Study Area, residents and businesses in the surrounding neighborhoods and public bodies as appropriate;*
- ix) *Prepare Secondary Plan policies for inclusion in Volume 2 of the City's Official Plan, based on Section 10.1.1.1. of VOP 2010 (Volume 1) and urban design/streetscaping guidelines to implement the consensus vision;*
- x) *Prepare a study document, which provides the basis for the recommended Secondary Plan policies and design guidelines and describes and documents the processes that led to the recommended measures*

SCOPE

The Vaughan Mills Centre Secondary Plan Study will result in a secondary plan and guidelines that will apply to the Study Area. Effects on and the influence of adjacent lands and land uses will be taken into consideration in undertaking the study. Access to external services will be explored as required. Traffic/transportation examinations will take into consideration the background traffic as required, as well as the potential for infiltration into adjacent areas. Through the Study, areas of further or future study (approximately shown on Attachment 1), on land use issues and infrastructure improvements beyond the Study Area may be identified as necessary or desirable (i.e. the exploration of the north side of Rutherford Road, through development concept plans, to arrive at appropriate heights and densities).

STUDY REQUIREMENTS

The Consultant will be responsible for undertaking the following work, including:

The Background Study

- i) *A review and analysis of the regulatory context, including existing Provincial, Regional and Local initiatives that are applicable to the Study Area or have the potential to influence its future. This would include the new Region of York and City of Vaughan Official Plans and their supporting studies;*
- ii) *A review and analysis of the Study Area's potential role in the City's urban structure;*
- iii) *A review and analysis of existing and planned conditions, within and adjacent to the Study Area, and the resulting opportunities and constraints;*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 8

- iv) *An examination of the opportunities and constraints presented by the transportation infrastructure including the Local, Regional and Provincial road networks and the existing and planned transit network and any facility necessary to develop a mobility hub. The need for phasing, investment in further improvements or acceleration in the implementation of planned improvements and measures to minimize impacts on sensitive areas should be identified;*
- v) *An assessment of infrastructure availability and required investments in new facilities or plant in such areas as:*
 - *Sanitary sewers and water;*
 - *Stormwater management;*
 - *Parks, recreational services, schools and libraries;*
 - *Telecommunication Services;*
 - *Streets and connectivity.*
- vi) *An assessment of land uses that may pose compatibility concerns.*

Plan Development and Testing

- vii) *Based on the Background Review, develop guiding principles, goals and objectives for the Study Area and evaluation criteria for the consideration of alternative land use/development/design concepts including a potential mobility hub;*
- viii) *Conduct a Community Visioning process to obtain public input on the future of the Study Area;*
- ix) *Prepare alternative land use/development/design concepts for assessment on the basis of the evaluation criteria;*
- x) *Conduct an evaluation, including further public consultation, on the alternative concepts;*
- xi) *Identify a preferred land use/development/design concept;*
- xii) *Develop the draft Secondary Plan policies and Urban Design/Streetscaping Guidelines.*

Approvals

- xiii) *Proceed to Committee of the Whole (Working Session) meeting(s) at strategic milestones to update Council on the progress of the study;*
- xiv) *Bring the plan forward to a Committee of the Whole statutory public hearing; and*
- xv) *Finalize the plan for adoption by Council.*

DELIVERABLES

The following deliverables will be required at minimum:

- a) *A draft Vaughan Mills Secondary Plan Study Report shall be submitted on the following basis:*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 9

- 30 cerlox bound copies;
 - 1 unbound print ready copy;
 - 5 CD's (.PDF) of the final document and any related graphics or maps in City-compatible software (Word, Adobe InDesign, PowerPoint or Excel)
- b) *The final Vaughan Mills Secondary Plan Study Report shall be submitted on the following basis:*

The final report shall be submitted on the following basis:

- 30 cerlox bound copies;
 - 1 unbound print ready copy;
 - 10 CD's (.PDF) of the final document and any related graphics or maps in City-compatible software (Word, Adobe InDesign, PowerPoint or Excel);
 - Provide digital geo-referenced files in AutoCad, ESRI and Adobe InDesign formats.
- c) *If the final approved work plan provides for interim reporting, then the required deliverables will be specified by the City at the time of submission.*
- d) *Presentation Materials*

The City shall be provided with 1 hard copy print and a CD (in a City-compatible format) of all presentation materials (e.g. Maps, PowerPoint and handouts) used in the stakeholder consultation process and in presentations to Council.

All maps and graphic materials shall also be provided in high-resolution PDF.

- e) *Web Content*

The Consultant will be required to provide all presentation materials a web-ready format for loading on the City's Website. Such information shall be submitted using a standard design (logo etc.) to be provided by the City.

1. PROJECT ADMINISTRATION

A Project Coordinator and a Project Team will administer the Study. The Project Team will be made up of staff representatives from various City of Vaughan departments. The Project Coordinator will be responsible for day-to-day contacts and operations. The Project Coordinator and the Project Team will perform the following functions:

- *Conduct of the consultant selection process;*
- *Making recommendations on consultant selection;*
- *Provision of departmental information and support to the consultant as it respects their individual mandates;*
- *Organizing and attending meetings with the consultant to discuss status updates and to provide input on policy development;*
- *Preparation and mailings/communications for community consultation meetings;*
- *Review and comment on draft and final versions of the Vaughan Mills Centre Secondary Plan Study.*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 10

The City may create a Technical Advisory Committee composed of external agencies to provide input into the study and the resulting policies.

2. THE CONSULTANT

Given the nature of the assignment it is recognized that some Proposals may originate with multi-firm consulting teams. Therefore, the term “Consultant” in the Terms of Reference also means “Consulting Team” and includes any combination of individuals, firms, companies or corporations party to the Proposal.

The consultant will appoint a senior professional in the Lead Firm as the Consultant Team Leader, who will be the City’s main contact and who will be responsible for the coordination of all consulting resources retained under the accepted Proposal. The Consultant Team Leader and Lead Firm will be responsible for invoicing the City and the disbursement of fees to the sub-consultants. Any changes or substitutions to the consulting team, subsequent to the submission of the Proposal, will require the written approval of the City of Vaughan.

3. QUALIFICATIONS

The successful consultant will be required to bring multi-disciplinary expertise and experience to the project. Such expertise will be expected in the following areas:

- *Land Use Planning, Urban Design and Sustainable Development;*
- *Transportation Planning;*
- *Land Economics/Retail Planning;*
- *Servicing and Infrastructure;*
- *Public Consultation and Facilitation.*

4. THE CONSULTATION PROCESS

Effective consultation, particularly with the public and stakeholders, will be important to the success of this initiative. Therefore, in the Proposal, the consultant will recommend a plan for a consultation process that will:

- *Engage Council, the affected city departments and public agencies, the public, land owners and other stakeholders;*
- *Identify the preferred methods for obtaining such input.*

It is expected that the process will include the following elements:

- *Meetings with the Project Coordinator and the Project Team and Presentations to Council/Committees of Council at main milestones;*
- *Assisting staff in the evaluation of development applications and resolution of issues and OMB appeals;*
- *A Stakeholder Consultation Process in accordance with the approved work plan. Consultation will be necessary with the following parties:*
 - *City Staff/Departments;*
 - *External Agencies including but not limited to the Region of York, Metrolinx and other transit authorities, Toronto Region and Conservation Authority, and applicable infrastructure providers;*
 - *The community, including landowners within the Study Area and those adjacent to the Study Area from both the residential and business/employment communities.*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 11

The minimum number of consultation related public meetings are estimated as follows:

- *Council/Committee of the Whole: Four meetings;*
- *Public/Stakeholders - Including, visioning, development and testing of alternative development frameworks and urban design/streetscaping guidelines: Ten meetings.*

The details of the consultation process, setting out the number, timing and type of meeting, will be established in the finalized work plan, which is referenced under "Timing".

The consultant shall be responsible for the scheduling of meetings and the preparation of agendas, presentation materials and meeting minutes. Prior to the scheduling of meetings the consultant shall confer with the Project Coordinator.

TIMING

The targeted completion of the study is approximately twelve (12) months from the date of Council's ratification of the selection of the recommended consultant. Submission of the final Study and related policies and guidelines will be expected at the end of 2012.

Prior to commencing work on the project, the consultant will submit for the approval of the Project Team a finalized work plan, which will assign dates to the completion of various milestone tasks on the timeline. No chargeable work shall commence prior to the approval of the finalized work plan and the City of Vaughan shall not be responsible for any costs associated with its finalization.

Relationship to Vaughan Vision 2020

The preparation of the Vaughan Mills Centre Secondary Plan study is consistent with the City's objectives for planning and managing growth and economic vitality by responding to the following policies:

- Plan and Manage Growth and Economic Vitality;
- Complete and implement the Growth Management Strategy;
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;

Regional Implications

There are no Regional implications resulting from the adoption of this report. The Region will be consulted during the preparation of the Study in matters relevant to its jurisdiction.

Conclusion

In respect of the above, it is recommended that the City issue a Request for Proposals to undertake the Vaughan Mills Centre Secondary Plan Study, based on the draft Terms of Reference set out in this report, subject to final staff review.

Attachments

1. Vaughan Mills Centre Secondary Plan Study Area;
2. Schedule 1 to VOP 2010: "Urban Structure";
3. Schedule 13-N to VOP 2010: "Land Use"

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 34, CW Report No. 40 – Page 12

Report prepared by:

Roy McQuillin, Manager of Policy Planning, ext. 8211
Melissa Rossi, Senior Planner, ext. 8320

(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 SEPTEMBER 27, 2011

Item 35, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

**35 EXTENSION OF TEMPORARY ROAD CLOSURE
HUNTINGTON ROAD BETWEEN RUTHERFORD ROAD AND MAJOR MACKENZIE DRIVE
TRUNK SANITARY SEWER AND WATERMAIN CONSTRUCTION
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 13, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

Economic Impact

There are no immediate economic impacts resulting from the adoption of this report. All costs associated with the proposed sewer and watermain works and road closure will be borne by the developers' group (Huntington Landowners Trustee Inc.) and/or the Region of York.

Communications Plan

All stakeholders including the area property owners, emergency services (police, fire and ambulance) and school boards have been advised of the extension of the temporary closure of Huntington Road. Both the sewer and watermain contractors will be responsible for the maintenance of the existing barricades and road side signage until the road is reopened to through vehicular traffic.

Purpose

The purpose of this report is to inform Council of the further extension of the temporary closure of Huntington Road between Rutherford Road and Major Mackenzie Drive to December 31, 2011.

Background - Analysis and Options

Council, at its meeting on January 25, 2011, approved the temporary closure of Huntington Road between Rutherford Road and McGillivray Road from approximately February 1, 2011 to May 31, 2011 to facilitate the construction of a future City sanitary trunk sewer by a contractor retained by the developers' group. The sewer needed to be constructed first in order to avoid any potential of impacting the proposed 750mm diameter trunk supply watermain that the Region was preparing to construct on Huntington Road between Rutherford Road and Nashville Road. Construction of the Region's contract began in June 2011.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 35, CW Report No. 40 – Page 2

The developers' group construction of the sewer began late and progress was much slower than originally anticipated due to poor weather conditions and the depth of the sewer. The sewer trench had to be realigned and extended north on Huntington Road to Major Mackenzie Drive as shown on Attachment No.1, based on input from CP Rail. These issues changed both the schedule and scope of work and resulted in the initial requests for road closure extensions to July 31, 2011 in order to complete this work. At its meeting on June 7, 2011, Council approved the extension of the temporary closure of Huntington Road between Rutherford Road and Major Mackenzie Drive to July 31, 2011 to facilitate the completion of the trunk sanitary sewer construction.

A fatal work place accident on July 15, 2011 resulted in the suspension of all work on Huntington Road south of Major Mackenzie Drive. A Ministry of Labour investigation shut down the site, delaying the sewer contractor. This resulted in another request by the contractor for an extension of the road closure to September 2, 2011 which was authorized by the Commissioner of Engineering and Public Works, pursuant to delegation By-law 196-2010, on August 3, 2011.

Since early August, construction has not progressed substantially due to the Ministry of Labour's extended investigation and the general contractor's need to retain another tunneling sub-contractor. The contractor has now acquired the necessary resources to complete the tunneling work under the CP tracks and the remaining 60 meters of sewer. The contractor resumed construction of the sewer tunnel and remaining works on Huntington Road after Labour Day. The contractor has requested another extension to October 15, 2011.

In addition, the Region also requested a further extension of the road closure to increase the watermain contractor's production so that the time lost since June 2011 as a result of its inability to access the area of the ongoing sewer work can be mitigated, and the watermain project can be completed as scheduled by the end of 2011. The Region's watermain contractor has advised that this closure will increase production by up to 30% as more crews can be mobilized and vehicular traffic and safety concerns will be at a minimum.

Both contractors are proposing to separate their work schedules and work areas and to maintain control of separated distinct work sites, thus maintaining "Constructor" responsibilities as defined in provincial labour legislation. It is anticipated that when the sewer contractor completes work by October 15, 2011, he will relinquish the site, and control over the full closure will remain solely with the Region's contractor to the end of the year.

As the traffic volumes on this section of Huntington Road are relatively low, and only one inquiry about the closure has been received by the City staff since the start of the closure this year, it is not expected that the extension of this closure will negatively impact the area transportation network or local area residents. Access to Huntington Road for local area residents will be maintained as required, detour signs will be modified and maintained by both contractors to reflect the extension of this closure, and local area residents and emergency services providers will be notified accordingly.

In light of the need to complete both projects as early as possible, on August 31, 2011, the Commissioner of Engineering and Public Works authorized a further emergency extension of the temporary closure of Huntington Road between Rutherford Road and Major Mackenzie Drive to December 31, 2011, pursuant to delegation Bylaw 196-2010.

Relationship to Vaughan Vision 2020

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 35, CW Report No. 40 – Page 3

- Enhancing and ensuring Community Safety; 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 has commenced the construction of a trunk watermain on Huntington Road from Rutherford Road to Nashville Road. To assist in facilitating the construction of this watermain to its south limit at Rutherford Road this road closure extension has been authorized and is being coordinated with the Region and its contractor.

Conclusion

In order to allow for the timely completion of the trunk sanitary sewer and the Region's trunk watermain on Huntington Road, the Commissioner of Engineering and Public Works has authorized the extension of the road closure to December 31, 2011. A comprehensive communication plan has been 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

36

**ZONING BY-LAW AMENDMENT FILE Z.08.036
DRAFT PLAN OF SUBDIVISION FILE 19T-08V05
KLEINVIT ESTATES INC.
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.08.036 (Kleinvit Estates Inc.) BE APPROVED, specifically to amend Zoning By-law 1-88, to rezone the subject lands shown on Attachments #2 and #3, from A Agricultural Zone to the following zone categories shown on Attachment #5, and with the following exceptions:
 - a) rezone Lots 1 to 8 inclusive, to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 8 lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units;
 - b) rezone Block 9 to OS1 Open Space Conservation Zone to maintain the existing valleylands/open space on 8.30 ha;
 - c) rezone Block 10 to OS1 Open Space Conservation Zone to facilitate 5 m and 10m wide Ecological Buffers on 0.43 ha;
 - d) rezone Block 11 to OS1 Open Space Conservation Zone to facilitate a 10 m wide Ecological Buffer on 0.26 ha;
 - e) rezone Block 12 to OS2 Open Space Park Zone to facilitate a 24 m wide Landscaped Community Edge Buffer containing an Acoustical Berm/barrier on 0.047 ha, the lands of which shall not be included as parkland dedication;
 - f) rezone Block 13 to OS1 Open Space Conservation Zone to facilitate a Pumping Station on 0.05 ha;
 - g) that the implementing zoning by-law not be enacted until the detailed Noise Study establishes the requirements for noise attenuation and the ultimate width of the berm within the Landscaped Community Edge Noise Attenuation Buffer (Block 12) and is approved to the satisfaction of the City;
 - h) require that prior to the removal of the Holding Symbol "(H)" from Lots 1 to 8 inclusive, zoned R1(H) Zone, the following conditions shall be addressed:
 - A. that the City approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 2

- B.
 - 1) that York Region has advised, in writing, that it is no earlier than six (6) months prior to the expected completion of the Kleinburg Additional Water Supply Works in Kleinburg, and the Kleinburg Water Pollution Control Plant (WPCP) Expansion; and,
 - 2) the City of Vaughan has allocated adequate available water supply and sewage servicing capacity to the subject development; or,
- C. that the Regional Commissioner of Environmental Services confirms servicing capacity for this development by a suitable alternative method and the City of Vaughan allocates adequate water supply and sewage servicing capacity to the subject development;
 - i) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
- 2. THAT Draft Plan of Subdivision File 19T-08V05 (Kleinvit Estates Inc.), as red-lined revised (September 13, 2011), and shown on Attachment #4, BE APPROVED, subject to the pre-conditions and conditions set out in Attachment #1 to this report.
- 3. THAT the Notice of Approval of Plan of Subdivision File 19T-08V05 (Kleinvit Estates Inc.) not be issued until such time as the implementing Official Plan Amendment (OPA #719) is in full force and effect.
- 4. THAT for the purpose of notice, the implementing subdivision agreement for Draft Plan of Subdivision File 19T-08V05 (Kleinvit Estates Inc.), shall contain the provisions as follows:
 - a) parkland shall be dedicated equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act, and that the Owner shall enter into a Developer's Group Agreement respecting the conveyance of Lots 11 and 12 in Draft Plan of Subdivision 19T-03V02, and Part of Lot 32, Lots 33 to 38 inclusive, and Part of Lot 39 in Draft Plan of Subdivision 19T-08V04, or other lands to the satisfaction of the City, to be developed as open space and conveyed to the City as parkland, free of all costs and encumbrances, to the satisfaction of the City, should the linear park identified in Draft Plan of Subdivision 19T-08V06 not be conveyed to the City within two (2) years of the first Draft Plan of Subdivision Approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05; or
 - b) parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands be paid, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy" should the linear park identified in the Draft Plan of Subdivision 19T-08V06 be conveyed to the City within two (2) years of the first Draft Plan of Subdivision Approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05. The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 3

5. THAT prior to the first final approval of any of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04, File 19T-08V05 or File 19T-08V06, the Subdivision Owners shall execute a Developer's Group Agreement to convey lands to be developed as open space and conveyed to the City as parkland or as a linear park, free of all costs and encumbrances, to the satisfaction of the City.
6. THAT Council adopt the following resolution with respect to the allocation of water and sewage servicing capacity:

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision 19T-08V05 (Kleinvit Estates Inc.), be allocated sewage capacity from the Kleinburg Servicing Scheme and water supply from the York Water Supply System for a total of 8 detached residential dwelling units.”

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 stage. 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. The LID measures and/or sustainable features proposed are as follows:

- i) stormwater management strategies which include a rural inspired approach to stormwater management with bio-retention 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, as 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 right-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 as permeable interlocking pavers or porous asphalt.

Economic Impact

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 4

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 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;
- 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 the following applications on the subject lands shown on Attachment #3:

1. Zoning By-law Amendment File Z.08.036 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone in the manner shown on Attachment #5 as follows:
 - i) rezone Lots 1 to 8 inclusive, to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 8 lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units;
 - ii) rezone Block 9 to OS1 Open Space Conservation Zone to maintain the existing valleylands/open space on 8.30 ha;
 - iii) rezone Block 10 to OS1 Open Space Conservation Zone to facilitate 5 m and 10m wide ecological buffers on 0.43 ha;
 - iv) rezone Block 11 to OS1 Open Space Conservation Zone to facilitate a 10 m wide ecological buffer on 0.26 ha;
 - v) rezone Block 12 to OS2 Open Space Park Zone to facilitate a 24 m wide landscaped community edge buffer on 0.047 ha; and,
 - vi) rezone Block 13 to OS1 Open Space Conservation Zone to facilitate a pumping station on 0.05 ha.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 5

- 2. Draft Plan of Subdivision File 19T-08V05 to facilitate a residential plan of subdivision consisting of a total of 8 lots for detached dwellings with lot frontages of 18 m and lot areas ranging of 725 m², and valleylands/open space on 10.12 ha for the subject lands shown on Attachment #4. The plan of subdivision development statistics, prior to the red-line revisions, are as follows:

<u>Land Use</u>	<u>Units</u>	<u>Area (ha)</u>
Detached Dwellings	8	0.84
Valleylands*		8.30
Valley Buffers		0.69
20 m Community Edge Buffer*		0.04
Pumping Station*		0.05
0.3 m Reserves		0.01
<u>Road</u>		<u>0.19</u>
Total	8	10.12

* Land uses excluded from the calculation of residential density: 8.39 ha
 Net residential area: 1.73 ha
 Density for Plan 19T-08V05: 4.62 units per net residential area.
 Density for the Humber North Extension Area: 7.36 units per net residential area.
 Population estimate: 174 people (based on 3.44 people per unit).

Background - Analysis and Options

Location

The subject lands shown on Attachments #2 and #3 are located on the west side of Regional Road 27, south of Kirby Road, in Part of Lot 30, Concession 9, City of Vaughan. The subject lands have an area of 10.12 ha, with a frontage of 213.7 m along Regional Road 27.

Supporting Documents

The following supporting 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 6

Recent Committee of the Whole - Official Plan Amendment

On June 7, 2011, Council adopted the following May 31, 2011, Committee of the Whole recommendation (in part), as amended, to approve File OP.03.007 to redesignate the subject lands shown on Attachment #6:

- “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;
 - 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;
 - 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; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 7

- 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.”

The recommendation also directed that the Region of York, the approval authority, 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.

On June 28, 2011, Vaughan Council adopted the implementing Official Plan Amendment (OPA #719), which was forwarded to the Region of York, the approval authority, for final approval. The Region has recommended approval of OPA #719, and the final date of appeal is September 5, 2011. If there are no appeals, OPA #719 will come into full force and effect.

Kleinburg-Nashville Community Plan (OPA #601, as amended by OPA #719)

i) Land Use Designation

The subject lands have been redesignated to “Residential Area (Humber North Extension), “Residential Area “A” (Humber North Extension) and “Open Space” by OPA #601 (Kleinburg-Nashville Community Plan), as amended by OPA #719, which was adopted by Vaughan Council on June 28, 2011 and forwarded to the Region of York, for final approval, as discussed earlier in this report. The valley lands are also identified as being in the “Potential Groundwater Discharge Areas”, Schedule “B1” - Hydrogeologically Sensitive Areas (Groundwater Recharge and Discharge Areas), “Man-made or Altered Pond”, Schedule “B3” - Wetland Pockets and Ponds, 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 identified 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, which allowed for OPA #719 to be adopted by Vaughan Council in June 2011.

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 advised 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”.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 8

The Official Plan (OPA #719) redesignates the subject lands from “Future Residential - Humber North Extension” to “Residential Area (Humber North Extension)” and “Open Space” to permit detached dwelling units, schools, parks and open space, including buffer areas, acoustical berm/barrier, and private home daycare. Should OPA #719 come into full force and effect on September 5, 2011, the subject lands would be designated as shown on Attachment #6. Should the related implementing Zoning By-law Amendment be approved, it will not be in effect until the Official Plan Amendment is in effect. The subject lands are proposing a development that is in accordance with the intensification policies in the *Provincial Policy Statement* and *Places To Grow-Growth Plan*.

ii) Residential Density/Uses

The proposed Draft Plan of Subdivision, as red-line revised, is located within the North Humber Extension Area as shown on Attachment #3. This area includes a total of 113 units on 14.96 ha of land yielding an overall density of 7.55 units per net residential hectare (Subdivisions 19T-03V02, 19T-08V04 and 19T-08V05). The subject Draft Plan of Subdivision includes 8 lots on 1.72 ha of land yielding a density of 4.65 units per net residential hectare. However, when the density is averaged over the entire North Humber Extension Area, the overall density of all the draft plans of subdivision is 7.55 units per net residential hectare, in accordance with OPA #719. The Official Plan will permit residential detached dwelling units, environmental linkages located on tablelands, tableland valley buffer areas, and stormwater management facilities. The uses and density proposed for the subject lands conform to the Official Plan.

iii) Community Edge Buffer

Subsection 4.7 “Community Edge Buffer” of the Official Plan requires that a naturalized community edge buffer in the range of a minimum of 30 m to 50 m in width be provided on lands abutting Regional Road 27 to address urban design issues. As discussed earlier in this report, OPA #719 requires a 24 m wide buffer along Regional Road 27, 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 to be located within the 24 m wide buffer, as shown on Attachment #7. 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 Official Plan. In order to delineate the residential lands from the buffer lands and for safety purposes, where the buffer abuts the residential lots, a fence will be provided. The fence will not be visible from Regional Road 27 as the 3.9 m berm will be between it and this 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 plan 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 includes measures such as stormwater management strategies with a rural inspired approach to stormwater management with bio-retention 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 9

iv) Valleylands/Open Space

The development limits, as well as, the ecological buffers, shown on Attachment #4 have been approved by the Toronto and Region Conservation Authority (TRCA). In certain locations the ecological buffer is less than 10 m, generally 5 m in exchange for a greater buffer width and/or area in another location to the satisfaction of the TRCA. The subject lands include valleylands/open space totaling 8.30 ha, at the west and north ends of the development shown on Attachment #4. Additional buffer lands beyond the typical 10 m wide ecological buffer were required in Blocks 10 and 11 on the subject lands in exchange for reduced ecological buffers in the development shown on Attachment #4.

v) Transportation

The development standard for local roads in accordance with the Official Plan is 18.5 m to 20 m. The City Design Standard is 20 m for a local road right-of-way and 18.5 m for cul-de-sac and single-loaded roads. The proposal originally requested a 17.5 m local road right-of-way and 15 m single-loaded local road right-of-way instead, which were not accepted. Modifications were made to the proposal resulting in road rights-of-way of 19 m being accepted by the Vaughan Development/Transportation Engineering Department in accordance with the Official Plan.

vi) Servicing Infrastructure

The Official Plan servicing policies 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 File 19T-08V05 (Kleinvit Estates Inc.), within the Humber North Extension Area, will accommodate the proposed population for the subject lands and planned population for the Kleinburg-Nashville Area.

Zoning

The subject lands are currently zoned A Agricultural Zone by Zoning By-law 1-88, subject to Exception 9(167). To facilitate the proposed plan of subdivision, as shown on Attachment #5, a zoning by-law amendment is required to rezone the subject lands.

i) Residential Lands

The draft plan of subdivision is proposed to be zoned R1 Residential Zone, utilizing Schedule "A", of Zoning By-law 1-88, as follows:

- a) rezone Lots 1 to 8 inclusive, from A Agricultural Zone to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 8 lots.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 10

The following are the zoning standards for the R1 Residential Zone:

Standard	Zoning By-law 1-88 R1 Residential Zone Requirements
Minimum Lot Frontage	18 m
Minimum Lot Area	540 m ²

The proposed zoning is illustrated on Attachment #5. The following zoning exceptions to the R1 Residential Zone of Zoning By-law 1-88 are required to facilitate the proposal:

Table 1: Proposed Zoning Exceptions

Standard	Zoning By-law 1-88, R1 Residential Zone Requirements	Proposed Exceptions to the R1 Residential Zone
Minimum Lot Area (Lots 1 to 8 inclusive)	540 m ²	720 m ²
Minimum Lot Depth (Lots 1 to 8 inclusive)	No Standard in the By-law	40 m

The exception to the minimum lot area provides for large lots in keeping with the 2005 “Principles of Development Concepts” respecting the terms of development, where lot areas of approximately 929 m² (10,000 ft²) were to be provided for the subject lands, as proposed by the applicants and adopted by Council at its December 12, 2005 meeting. The development provides for lots which range in lot size from 720 m² to 1000 m², which are in keeping with the “Principles of Development Concepts”. The minimum lot depth requirement facilitates a sufficient lot size to provide front and rear yards, and address urban design requirements.

A condition of draft plan approval requires that a Noise Study be undertaken. If the recommendations of the Noise Study conclude that the 24 m wide landscaped community edge buffer shown on Attachment #5 must be increased in width to address noise attenuation requirements, such as the berm, then modifications to the proposed zoning and/or lotting for Lots 7 and 8, may be required. Accordingly, it is recommended that the implementing zoning by-law not be enacted until the Noise Study is approved by the City to confirm the width of the buffer block. Other alternative measures may be required for Lots 7 and 8 to mitigate noise.

Lots 1 to 8 inclusive, will be zoned with addition of the Holding Symbol “(H)”, as shown on Attachment #5, and the implementing Zoning By-law will require that prior to the removal of the Holding Symbol “(H)” that water supply and sewage servicing capacity shall be identified and allocated by the City.

ii) Non-Residential Lands

The draft plan of subdivision will be developed in accordance with Schedule “A” in Zoning By-law 1-88. The proposed draft plan, as shown on Attachment #5, provides for open space uses, which will be zoned as follows:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 11

- a) rezone Block 9 from A Agricultural Zone to OS1 Open Space Conservation Zone to maintain the existing valleylands/open space on 8.30 ha;
- b) rezone Block 10 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate 5 m and 10 m wide Ecological Buffers on 0.43 ha;
- c) rezone Block 11 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate a 10 m Ecological Buffer on 0.26 ha;
- d) rezone Block 12 from A Agricultural Zone to OS2 Open Space Park Zone to facilitate a 24m wide Landscaped Community Edge Buffer and Acoustical Berm/Barrier on 0.04 ha, the lands of which are not included as part of any parkland dedication; and,
- e) rezone Block 13 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate a Pumping Station on 0.05 ha.

Subdivision Design

The 10.12 ha draft plan of subdivision, as red-line revised, is shown on Attachment #4. The draft plan of subdivision has no direct road access from Regional Road 27. The draft plan includes one cul-de-sac road (Street "C"), which forms an extension to a north-south traversing road in southerly Plan of Subdivision File 19T-08V04, as shown on Attachment #4.

The draft plan has been red-line revised (Attachment #4) to provide for a 24 m wide landscaped community edge buffer, which includes an earth berm to address noise attenuation requirements, along Regional Road 27 instead of a 20 m wide buffer. A condition of draft plan approval requires that a Noise Study be undertaken. If the recommendations of the Noise Study conclude that the 24 m wide landscape community edge buffer shown on Attachment #5 is insufficient to address noise attenuation requirements, such as the berm, then modifications to the proposed zoning and/or lotting may be required, including the requirement for additional lands from Lots 7 and 8.

At the north and west portions of the draft plan is the 8.3 ha valleylands/open space. Along the west limits of the development are the 5 m and 10 m wide ecological buffers along the valleylands to protect the valleylands/open space, which are within the limits of the draft plan. The draft plan has been red-lined revised to provide for a 10 m buffer behind Lot 7, thereby reducing the lot area for Lot 7 and the community edge buffer Block 12. A condition in this respect is included in Attachment #1.

A 0.05 ha pumping station in Block 13 for sanitary servicing is proposed as shown on Attachment #4.

All development within the draft plan is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, prepared in conjunction with the Humber North Extension Area Plans of Subdivision 19T-03V02 and 19T-08V04. The architectural guidelines, and the control architect, are to be approved by Council. A condition in this respect is included in Attachment #1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 12

Prior to final approval, the Owner is required to submit urban design guidelines, and a streetscape and open space landscape master plan, prepared in conjunction with Humber North Extension Area Plan of Subdivision Files 19T-03V02 and 19T-08V04, in accordance with the Kleinburg-Nashville Community Plan (OPA #601) policies. The urban design guidelines, and streetscape and open space landscape master plan are to address items, including but not limited to, the urban design/streetscape elements including entrance features, parkettes, trail heads, medians and fencing, community edge treatment along Regional Road 27 including a berm and landscaping details for low maintenance plantings on the buffer/berm and fencing details for the fence along the rear of the lots and block abutting the buffer/berm, valleylands/woodlot edge management rehabilitation planting, pedestrian trail system and access points into the valleylands in consultation with TRCA, a continuous pedestrian/bicycle route with urban connections between the streets and within the neighbourhood, as well as, incorporate sustainability design elements into the overall urban fabric, and the telecommunication and hydro utility buildings and easements. Any required telecommunication and hydro buildings and easements required for the draft plan shall be required to be included in the draft plan.

The following red-lined revisions are recommended to the proposed draft plan of subdivision, as shown on Attachment #4:

- a) that additional lands within Lot 8 may be required for noise attenuation purposes, pending the recommendations of the Noise Report;
- b) increase the width of the landscaped Community Edge Buffer Block 12 to 24 m instead of 20 m, and incorporate an acoustical berm for noise attenuation purposes and fencing along the limits of the lands to delineate the residential lands from the buffer/berm;
- c) increase the width of the ecological buffer Block 10 to a width of 10 m where it abuts the easterly property line behind Lot 7; and,
- d) identify telecommunication and hydro buildings and easements.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comments and red-lined revisions in this report, and the pre-conditions and conditions of approval in Attachment #1.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the proposed draft plan of subdivision and provides the following comments:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 13

i) Water Servicing/Sanitary Servicing

The draft plan is part of the North Humber Extension Development and located within the Kleinburg-Nashville service area. In 2007, the Region of York conducted a Class Environmental Assessment (EA) to identify the preferred method of providing sewage and water servicing capacity for the 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 the 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 elevated storage tank in Nashville together with system improvements. The Region has anticipated that the completion of the watermain along Huntington Road, and associated works, will be Q2-2012. Sewage and water servicing capacity for the North Humber Extension Development area 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 Official Plan 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 to 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 are required 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 a residential property and naturally drains westerly towards the Humber River.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 14

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.

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 a 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.

As part of the engineering design and prior to initiation of any grading on the draft plan, the applicant shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands, and include, but not be limited to, the following items:

- a) plans illustrating the proposed system and its connection into the existing storm system;
- b) stormwater management techniques that may be required to control minor or major flows;
- c) ground water balance;
- d) detail all external tributary lands, include the existing residence(s); and,
- e) proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

iii) Sewage and Water 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 of the existing water pollution control plant and planned watermain design works. The lands encompassing the North Humber Extension (Future Residential 8) were assigned a population of about 790 persons (214 units) under OPA #601.

In April 2011, the Vaughan Development/Transportation Engineering Department’s Planning and Studies Division advised that it is anticipated that the draft plan will be allocated servicing capacity from the Kleinburg Servicing Scheme for a total of 8 detached residential dwelling units.

On May 24, 2011 Vaughan Council ratified the May 10, 2011 Committee of the Whole recommendation for the City’s Servicing Capacity Protocol, where capacity from the Kleinburg-Nashville Sewage Servicing/Water Supply System was reserved for a total of 8 detached residential dwelling units for the draft plan. The subject staff report includes a recommendation to formally allocate sewage capacity and water supply for 8 detached residential dwelling units for Subdivision File 19T-08V05.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 15

iv) Environmental Site Assessment

In December 2010, the Vaughan Development/Transportation Engineering Department's Environmental Engineer confirmed the acceptance of the Environmental Site Assessment report for the proposed residential development.

v) Environmental Noise Impact

The Preliminary Noise Feasibility Study, dated June 3, 2008 prepared by HGC Engineering 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 (OLA) for the lots abutting Regional Road 27. In keeping with past practice in the Kleinburg-Nashville Community, the Development/Transportation Engineering Department 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 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 applicant 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 draft plan's access depends on, and shall be from the adjacent Draft Plan of Subdivision File 19T-08V04, to the south. The FSR proposes only one road access, Street "A" to Highway 27, within the adjacent development south of the draft plan 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 Fire Department. Further, the roads within the draft plan are proposed as 19 m wide right-of-way cross-section, including ditch and infiltration swale, to accommodate the proposed LID design, which is an exception to the current City road standards. However, the proposed 19 m right-of-way cross-section meets the City criteria with regards to location of under/above ground utilities, sidewalk, municipal servicing and pavement design.

vii) Streetlighting

The streetlighting design shall meet the City criteria within the draft plan. Also, the streetlighting at the intersection of Street "A" (in Draft Plan of Subdivision File 19T-03V02) and Regional Road 27 shall meet the City and/or Region of York criteria.

The Vaughan Development/Transportation Engineering Department has no objections to the development, subject to the red-line revisions on the plan, the pre-conditions, and the conditions of approval in Attachment #1.

Vaughan Cultural Services Division

The Cultural Services Division has received the Ministry of Citizenship, Culture and Recreation's clearance of archaeological concerns respecting the subject lands. As such, the Cultural Services Division has no objections to the approval of the draft plan of subdivision.

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the proposal, and in consultation with the Vaughan Development Planning Department, provides the following comments:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 16

i) Developer's Group Agreement

It is a standard condition of draft plan of subdivision approval that the participating owners execute a developer's group agreement which addresses the provision of services and community use lands. Based on the land area (59.98 ha) for the 4 proposed draft plans of subdivision (19T-03V02, 19T-08V04, 19T-08V05 and 19T-08V06), the preliminary estimate of the net developable area is 53.84 ha, and based on the City's requirement of 5% net developable land, this would yield a requirement of 2.69 ha of parkland. The "Current Proposed Linear Park", shown on Attachment #8 is approximately 2.35 ha. The shortfall of parkland (0.34 ha) must be accounted for as land (not cash-in-lieu) within the proposed subdivision. The southerly portion of the proposed linear park is encumbered by a Bell Telephone easement. This easement area is not recommended to be included in the parkland dedication calculation.

In the past, the City of Vaughan has required a developer's group to convey parkland upon the registration of the first Plan of Subdivision (e.g., Woodbridge Neighbourhood 3 North (Velmar Downs Park)). This request can be made to the developer's group.

ii) Proposed Alternative Park

The lands shown "Proposed Alternative Park" (Lots 11 and 12 in 19T-08V02, along with the lands to the north in Draft Plan of Subdivision File 19T-08V04) on Attachment #8 to this report should be zoned in the implementing Zoning By-law Amendment to permit approximately 0.185 ha open space/park uses, in addition to the residential use. If the linear park identified in the southern subdivision (19T-08V06) as "Current Proposed Linear Park" on Attachment #8 is not conveyed to the City within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05, Lots 11 and 12 will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from the southern subdivision (19T-08V06), Lots 11 and 12 shall be developed for detached residential dwelling units.

iii) Linear Park

In Official Plan Amendment #601 (Kleinburg-Nashville Community Plan), Subsection 4.6 permits linear parks subject to certain criteria, including creating linkages to connect parks, open spaces and environmental features of a minimum of 25 m wide and includes public trails, bicycle paths, seating areas, signage and lighting. The linear park is proposed to be developed with a playground, public walkway connections from Highway 27 to the Humber Valley and from the Hedgerow Subdivision to the proposed subdivisions to the north, seating areas, signage and lighting. The provision of the linear park in the southern subdivision (19T-08V06) would be in accordance with the Official Plan.

The Vaughan Parks Development Department has no objections to the development, subject to the red-line revisions on the plan and the conditions of approval in Attachment #1.

Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that the Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy", should the linear park identified in Draft Plan of Subdivision 19T-08V06 be conveyed to the City within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05. This is included in the recommendation of this report and conditions of approval in Attachment #1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 17

School Boards

The York Region District (Public) School Board, York Catholic District School Board and the Consiel Scolaire de District Catholique Central Sud have reviewed the proposal and advise that they have no objection to the proposal.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposed draft plan of subdivision, including establishing the development limits and the ecological buffer widths, within the Plan of Subdivision. The TRCA is satisfied that the ecological concerns respecting the buffers to protect the natural features, land use encroachments into and modifications to the top-of-the bank, and geotechnical concerns respecting long-term slope stability have been addressed subject to the conditions of draft approval in Attachment #1. The TRCA has also provided the following comments:

- a) a reduction for a small portion of Lots 4 and 5 has been made in the ecological buffer, to no less than 5 m in width;
- b) extensive grading and retaining walls will not be required for Street “C” and Lots 4 and 5, and should grading be required, a formal analysis will be required which clearly demonstrates an overall net environmental gain and the minimization of grading and impacts in the buffer/natural features area, of which a condition of draft approval indicating this requirement will be provided; and,
- c) an overall net environmental gain will be achieved through the addition of tablelands and restoration/enhancement of the adjacent valley open space corridor Block 9 that will be rezoned into an appropriate open space category and dedicated into public ownership.

Canada Post

Canada Post has no objections to the proposal subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post, which will be subject to the conditions of approval 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 Region of York has provided 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. York Region is currently undertaking projects to increase the water supply and wastewater treatment capacity in the Kleinburg-Nashville area. In order for developments in Kleinburg-Nashville 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 WPCP Expansion - Q3 2011 expected completion.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 18

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 this draft plan 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.

ii) Water Supply

The Environmental Assessment (EA) for increasing the Regional water servicing capacity in Kleinburg-Nashville 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 the Kleinburg-Nashville Servicing Strategy Master Plan for the Kleinburg-Nashville area to determine how the Humber North Extension Area Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05 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 Kleinburg 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 Servicing Strategy Master Plan to determine how the Humber North Extension Area Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05 and other developments can access the expanded sewage treatment plant.

Approximately 220 units were estimated in the existing Official Plan (OPA #601) for the Humber North Extension Area. This proposal lies within the Humber North Extension Area. These 220 units were accounted for within the recently approved EA for wastewater servicing. However, with the increased densities proposed in the Kleinburg-Nashville area, additional servicing capacity may be required. Although this site 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 plan of subdivision must 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.

In accordance with York Region's new servicing protocol respecting draft plans receiving approval prior to servicing allocation being available, the Region requires that all residential lands be subject to various restrictions, i.e., zoned with the Holding Symbol "(H)" to ensure that the water and sewer servicing are available prior to occupancy. These restrictions are found within the requested pre-conditions, to be satisfied prior to or concurrent with draft plan approval, and conditions of approval in Attachment #1. In addition, the Region requests that the City apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that the Region be provided an opportunity to comment on any proposed extensions of approval.

iv) Functional Servicing Report

The *North Humber Extension Development Functional Servicing Report*, submitted for the development, proposed an extension of sanitary infrastructure to service the northern section of Kleinburg will most likely be constructed within the Regional Road 27 right-of-way. The Region requires that only one municipal gravity sewer or forcemain be proposed within the Regional right-of-way to service all existing and proposed development in the Kleinburg-Nashville area.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 19

The Functional Servicing Report does not include the catchment area and sewage volumes attributable to the Copper Creek Golf Course. There is an existing sanitary forcemain from the golf course draining southerly within the Regional Road 27 right-of-way to the existing gravity sewers. The Region requests that the sanitary flows discharging via this forcemain be picked up into the proposed gravity sewers at the golf course access road and the existing forcemain within Regional Road 27 be removed. This request has been identified in the conditions of draft approval in Attachment #1. In addition, the Functional Servicing Report does not present options on how the existing estate subdivision south of the proposed development (Hedgerow Lane Subdivision) is to be serviced by the proposed extended gravity sewers. As was previously stated, the Region will not allow multiple municipal sanitary infrastructures within the Regional Road 27 right-of-way. The Region requires an addendum or updated Functional Servicing Report to be submitted for review prior to final approval of the subdivision to address these items. Also the Region has identified a number of drainage culverts crossing Regional Road 27 that may affect the profile of the proposed sanitary sewers. The Region will not permit construction of deep sanitary sewers (if selected as preferred alternative) via open cut method within Regional Road 27 right-of-way.

v) Regional Road 27

The Region advises that 18.0 m (or 36.0 m right-of-way) from the centreline of construction on Regional Road 27 and any additional lands required for turn lanes at the access intersections be provided and conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.

York Region has no objection to draft plan approval of the plan of subdivision subject to the pre-conditions and conditions of approval in Attachment #1.

Conclusion

The Zoning By-law Amendment and Draft Plan of Subdivision applications propose to implement a residential development which meets the objectives of the Provincial, Regional and City Official Plan policies 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, ensures neighbourhood connectivity to the broader community, and provides water and energy efficiencies, energy alternatives and green building design and site development. The sustainable objectives for the subject lands propose low impact development (LID) measures such as; a reduced road right-of-way with surface drainage swales and sub-surface infiltration trenches instead of a wider right-of-way with curbs and gutters; residential lots with increased topsoil depths to increase the pervious area to increase the amount of storage for stormwater infiltration and evapotranspiration; and, permeable pavements for the driveways with material as permeable interlocking pavers or porous asphalt.

A total of 8 detached dwelling units are proposed on the subject lands yielding a density of 4.65 units per net residential area. The subject lands are within the Humber North Extension Area, which permits 7.55 units per net residential area. The uses and density proposed for the subject lands conform to the Official Plan. The implementing Zoning By-law will zone the development with the Holding Symbol "(H)", which will not be removed until the water supply and sewage servicing capacity is identified and allocated by the City, and the parkland requirement addressed. Conditions of draft plan of subdivision approval are included in Attachment #1 to ensure the protection of ecological features including valleylands, buffers, land use encroachments into and modifications to the top-of-bank, and geotechnical matters such as long-term slope stability have been addressed, subject to the conditions of draft approval in Attachment #1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 36, CW Report No. 40 – Page 20

The Vaughan Development Planning Department is satisfied that the proposed residential development as shown on Attachment #4 is appropriate and compatible with the existing and permitted uses in the surrounding area and can be developed in a manner that is appropriate and compatible with the existing community. The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed Draft Plan of Subdivision as red-line revised, subject to the recommendations in this report, and the pre-conditions and conditions of approval as set out in Attachment #1.

Attachments

1. Pre-Conditions and Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision 19T-08V05 - Red-Line Revised
5. Proposed Zoning - Plan of Subdivision 19T-08V05
6. Proposed Land Use Designation
7. Cross-Section of Earth Berm/Barrier
8. Consolidated Plan with Alternative Park

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 27, 2011, as follows:

By approving:

That should the linear park be developed as shown on Draft Plan of Subdivision 19T08V06 (1422174 Ontario Ltd. Lea Vivot) rather than the proposed alternate park location as shown on Lots 11 and 12 Draft Plan of Subdivision 19T-03V02 and lots 32 to 38 Draft Plan of Subdivision 19T-08V04; and

That playground amenities be included in the design of the linear park as requested by the Hedgerow Estates Ratepayers Association.

37

**ZONING BY-LAW AMENDMENT FILE Z.03.008
DRAFT PLAN OF SUBDIVISION FILE 19T-03V02
1321362 ONTARIO INC.
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.03.008 (1321362 Ontario Inc.) BE APPROVED, specifically to amend Zoning By-law 1-88, to rezone the subject lands shown on Attachments #2 and #3, from A Agricultural Zone to the following zone categories shown on Attachment #5, and with the following exceptions:
 - a) rezone Lots 1 to 8 inclusive, Lots 13 to 31 inclusive and Lots 42 to 49 inclusive, to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 35 lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units;
 - b) rezone Lots 11 and 12 to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate the following:
 - i) 2 lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units; or,
 - ii) park and/or open space uses on approximately 0.185 ha in accordance with the OS2 Open Space Park Zone use and requirements in Sub-section 7.3 and Schedule "A" in Zoning By-law 1-88;
 - c) rezone Lots 32 to 41 inclusive to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 10 lots with a minimum lot frontage of 18 m, a minimum lot area of 655 m² and a minimum lot depth of 36.5 m for detached dwelling units;
 - d) rezone Lots 9 and 10 to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" and OS4 Open Space Woodlot Zone to facilitate 2 lots with a minimum lot frontage of 18 m and a minimum lot area of 540 m² for detached dwelling units, subject to the following:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 2

- i) a restrictive covenant on a portion of the lands zoned OS4 Open Space Woodlot Zone and shall not permit any buildings or structures;
 - ii) the lot area for Lots 9 and 10 shall include the area of the land with the restrictive covenant zoned OS4 Open Space Woodlot Zone; and,
 - iii) the zoning requirements for the R1 Residential Zone shall be used to permit the detached dwelling unit, notwithstanding the OS4 Open Space Woodlot Zone requirements;
- e) rezone Blocks 50 and 51 to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 2 future residential lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for future residential to be developed with the adjacent lands;
- f) rezone Block 52 to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 1 future residential lot with a minimum lot frontage of 18 m, a minimum lot area of 655 m² and a minimum lot depth of 36.5 m to be developed with the adjacent lands;
- g) rezone Block 53 to OS4 Open Space Woodlot Zone to maintain the existing tableland woodlot on 0.63 ha;
- h) rezone Block 54 to OS1 Open Space Conservation Zone to facilitate a 5 m wide ecological buffer on 0.05 ha;
- i) rezone Block 55 to OS1 Open Space Conservation Zone to facilitate a 10 m wide ecological buffer on 0.08 ha;
- j) rezone Blocks 56 and 57 to OS2 Open Space Park Zone to facilitate a 24 m wide landscaped community edge buffer with an acoustical berm/barrier on 0.47 ha, the lands of which are not included as part of any parkland dedication;
- k) enactment of the implementing zoning by-law shall not occur until the detailed Noise Study establishes the requirements for noise attenuation and the ultimate width of the berm within the Landscaped Community Edge Noise Attenuation Buffer (Blocks 56 and 57) and is approved to the satisfaction of the City;
- l) i) require that prior to the removal of the Holding Symbol “(H)” from Lots 1 to 49 inclusive, and Blocks 50 to 52 inclusive, the following conditions shall be addressed:
- A. that the City approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
 - B. 1) that York Region has advised, in writing, that it is no earlier than six (6) months prior to the expected completion of the Kleinburg Additional Water Supply Works in Kleinburg, and the Kleinburg Water Pollution Control Plant (WPCP) Expansion; and,
 - 2) the City of Vaughan has allocated adequate available water supply and sewage servicing capacity to the subject development; or,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 3

- A. that the Regional Commissioner of Environmental Services confirms servicing capacity for this development by a suitable alternative method and the City of Vaughan allocates adequate water supply and sewage servicing capacity to the subject development;
 - ii) require that prior to the removal of the Holding Symbol “(H)” from Lots 9 and 10, that the restrictive covenants are registered on title for Lots 9 and 10 to the satisfaction of the City and the Toronto and Region Conservation Authority; and,
 - iii) require that prior to the removal of the Holding Symbol “(H)” from Lots 11 and 12, should the linear park shown as “Proposed Linear Park” on Attachment #8 located within Draft Plan of Subdivision File 19T-08V06 (1422174 Ontario Ltd.- Lea Vivot) at the southerly limit of the Humber North Extension - West of Regional Road 27 not be conveyed to the City as parkland within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02 (1321362 Ontario Inc.), Draft Plan of Subdivision File 19T-08V04 (11336 Highway 27 Limited Partnership) or Draft Plan of Subdivision File 19T-08V05 (Kleinvit Estates Inc.), within the Humber North Extension Area, shown on Attachment #8, then Lots 11 and 12, along with the lands to the north in Draft Plan of Subdivision 19T-08V04, shown as the “Proposed Alternative Park” on Attachment #8 or another location acceptable to the City of Vaughan will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from Draft Plan of Subdivision File 19T-08V06 within two (2) years of the first Draft Plan Approval of any of Draft Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05, then Lots 11 and 12, can be developed for residential detached dwelling units; and,
 - m) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
2. THAT Draft Plan of Subdivision 19T-03V02 (1321362 Ontario Inc.), as red-line revised (September 13, 2011), and shown on Attachment #4, BE APPROVED, subject to the pre-conditions and conditions set out in Attachment #1 to this report.
3. THAT the Notice of Approval of Plan of Subdivision File 19T-03V02 (1321362 Ontario Inc.) not be issued until such time as the implementing Official Plan Amendment (OPA #719) is in full force and effect.
4. THAT for the purpose of notice, the implementing subdivision agreement for Draft Plan of Subdivision File 19T-03V02 (1321362 Ontario Inc.), shall contain the provisions as follows:
- a) parkland shall be dedicated equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act, and that the Owner shall enter into a Developer’s Group Agreement to convey Lots 11 and 12, or other lands to the satisfaction of the City, to be developed as open space and conveyed to the City as parkland, free of all costs and encumbrances, to the satisfaction of the City, should the linear park identified in Draft Plan of Subdivision 19T-08V06 not be conveyed to the City within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05; or,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 4

- b) parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands be paid, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy" should the linear park identified in Draft Plan of Subdivision 19T-08V06 be conveyed to the City within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05. The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
- 5. THAT prior to the first final approval of any of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04, File 19T-08V05 or File 19T-08V06, the Subdivision Owners shall execute a Developer's Group Agreement to convey lands to be developed as open space and conveyed to the City as parkland or as a linear park, free of all costs and encumbrances, to the satisfaction of the City.
- 6. THAT Council adopt the following resolution with respect to the allocation of water and sewage servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision 19T-03V02 (1321362 Ontario Inc.), be allocated sewage capacity from the Kleinburg Servicing Scheme and water supply from the York Water Supply System for a total of 50.5 detached residential dwelling units."

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 stage. 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. The LID measures and/or sustainable features proposed are as follows:

- i) stormwater management strategies which include a rural inspired approach to stormwater management with bio-retention 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, as 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 right-of-way with surface drainage swales and sub-surface infiltration trenches instead of a wider right-of-way with curbs and gutters; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 5

- v) permeable pavement for the driveways with material as 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 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;
- 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 the following applications on the subject lands shown on Attachment #3:

- 2. Zoning By-law Amendment File Z.03.008 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone in the manner shown on Attachment #5 as follows:
 - i) rezone Lots 1 to 8 inclusive, Lots 13 to 31 inclusive and Lots 42 to 49 inclusive, to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 35 lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units;
 - ii) rezone Lots 11 and 12 to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate the following:
 - a) 2 lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units; or,
 - b) park and/or open space uses on approximately 0.185 ha in accordance with the OS2 Open Space Park Zone use and requirements in Sub-section 7.3 and Schedule "A" in Zoning By-law 1-88;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 6

- iii) rezone Lots 32 to 41 inclusive to R1(H) Residential Zone with the addition of the Holding Symbol “(H)” to facilitate 10 lots with a minimum lot frontage of 18 m, a minimum lot area of 655 m² and a minimum lot depth of 36.5 m for detached dwelling units;
 - iv) rezone Lots 9 and 10 to R1(H) Residential Zone with the addition of the Holding Symbol “(H)” to facilitate 2 lots with a minimum lot frontage of 18 m, and a minimum lot area of 540 m² for detached dwelling units, subject to the following:
 - a) a restrictive covenant on a portion of the lands which shall be zoned OS4 Open Space Woodlot Zone and shall not permit any buildings or structures;
 - b) the lot area for Lots 9 and 10 shall include the area of the land with the restrictive covenant; and,
 - c) the zoning requirements for the R1 Residential Zone shall be used to permit the detached dwelling unit, notwithstanding the OS4 Open Space Woodlot Zone requirements;
 - v) rezone Blocks 50 and 51 to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 2 future residential lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m to be developed with the adjacent lands;
 - vi) rezone Block 52 to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 1 future residential lot with a minimum lot frontage of 18 m, a minimum lot area of 655 m² and a minimum lot depth of 36.5 m to be developed with the adjacent lands;
 - vii) rezone Block 53 to OS4 Open Space Woodlot Zone to maintain the existing tableland woodlot on 0.63 ha;
 - viii) rezone Block 54 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate a 5 m wide ecological buffer on 0.05 ha;
 - ix) rezone Block 55 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate a 10 m wide ecological buffer on 0.08 ha; and,
 - x) rezone Blocks 56 and 57 to OS2 Open Space Park Zone to facilitate a 24 m wide landscaped community edge buffer with an acoustical barrier on 0.47 ha, the lands of which shall not be included as part of any parkland dedication.
2. Draft Plan of Subdivision File 19T-03V02 to facilitate a residential plan of subdivision consisting of a total of 49 lots and blocks for future lots for detached dwellings with lot frontages of 18 m and lot areas ranging from 655 m² to 854 m², except for 2 lots with lot areas of 540 m², and valleylands/open space on 7.29 ha for the subject lands shown on Attachment #4. The plan of subdivision development statistics, prior to the red-line revisions, are as follows:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 7

<u>Land Use</u>	<u>Units</u>	<u>Area (ha)</u>
Detached Dwellings	49	4.18
Future Residential Blocks*	1.5	0.17
Tableland Woodlot**		0.63
Valley Buffers		0.13
24 m Community Edge (Landscape) Buffer**		0.39
Regional Road 27 Widening**		0.07
0.3 m Reserves		0.01
<u>Roads</u>		<u>1.72</u>
Total	50.5	7.29

* The Blocks are to be developed with the Blocks in adjacent lands to the north in Plan of Subdivision 19T-08V04 to create 3 full lots for detached dwelling units resulting in 50.5 units for the subject lands.

** Land uses excluded from the calculation of residential density: 1.09 ha

Net residential area: 6.2 ha

Density for Plan 19T-03V02: 8.25 units per net residential area

Density for the Humber North Extension Area: 7.36 units per net residential area

Population estimate: 174 people (based on 3.44 people per unit)

Background - Analysis and Options

Location

The subject lands shown on Attachments #2 and #3 are located on the west side of Regional Road 27, south of Kirby Road, in Part of Lot 29, Concession 9, City of Vaughan. The subject lands have an area of 7.29 ha, with a frontage of 225 m along Regional Road 27.

Supporting Documents

The following supporting 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 Regional Road 27, Village of Kleinburg*, dated February 20, 2008 by Terraprobe Limited;
- *Hydrogeological Investigation - Proposed Residential Development, 11336 & 11270 Regional Road 27*, dated June 23, 2008 by Terraprobe Limited;
- *Phase I Environmental Assessment - 11336 Regional Road 27 & 11270 Regional Road 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 Regional Road 27*, dated May 30, 2007 by Sernas Transtech;
- *Noise Feasibility Study - Residential Development, West side of Regional Road 27, South of Kirby Road*, dated June 2008 by Howe Gastmeier Chapnik (HGC) Engineering Ltd.; and,
- *North Humber Extension Area - Community Design Guidelines*, dated August 17, 2010 by the Sorbara Development Group, and revised November 26, 2010.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 8

The subject lands are zoned A Agricultural Zone by Zoning By-law 1-88, which permits agricultural uses. The subject lands are currently used for agricultural and residential purposes.

Recent Committee of the Whole - Official Plan Amendment

On June 7, 2011, Council adopted the following May 31, 2011, Committee of the Whole recommendation (in part), as amended, to approve File OP.03.007 to redesignate the subject lands shown on Attachment #6:

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;
 - 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;
 - 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; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 9

- 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.”

The recommendation also directed that the Region of York, the approval authority, 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.

On June 28, 2011, Vaughan Council adopted the implementing Official Plan Amendment (OPA #719), which was forwarded to the Region of York, the approval authority, for final approval. The Region has recommended approval of OPA #719, and the final date of appeal is September 5, 2011. If there are no appeals, OPA #719 will come into full force and effect.

Kleinburg-Nashville Community Plan (OPA #601, as amended by OPA #719)

i) Land Use Designation

The subject lands have been redesignated to “Residential Area (Humber North Extension)”, “Residential Area “A” (Humber North Extension)”, “Tableland Woodlot” and “Open Space” by OPA #601 (Kleinburg-Nashville Community Plan), as amended by OPA #719, which was adopted by Vaughan Council on June 28, 2011 and forwarded to the Region of York, for final approval, as discussed earlier in this report. The valleylands are also identified as being in the “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 identified 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, which allowed for OPA #719 to be adopted by Vaughan Council in June 2011.

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”.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 10

The Official Plan (OPA #719) redesignates the subject lands from “Future Residential - Humber North Extension” to “Residential Area (Humber North Extension)”, “Residential Area “A” (Humber North Extension)”, “Tableland Woodlot” and “Open Space” to permit detached dwelling units, schools, parks and open space, including buffers areas, acoustical berm/barrier, and private home daycare. Should OPA #719 come into full force and effect on September 5, 2011, the subject lands would be designated as shown on Attachment #6. Should the related implementing Zoning By-law Amendment be approved, it will not be in effect until the Official Plan Amendment is in effect. The subject lands are proposing a development that is in accordance with the intensification policies in the *Provincial Policy Statement* and *Places To Grow-Growth Plan*.

ii) Residential Density/Uses

The proposed Draft Plan of Subdivision, as red-line revised, is located within the North Humber Extension Area as shown on Attachment #3. This area includes a total of 113 units on 14.96 ha of land yielding an overall density of 7.55 units per net residential hectare (Subdivisions 19T-03V02, 19T-08V04 and 19T-08V05). The subject Draft Plan of Subdivision includes 49 lots and 3 Blocks (to be developed with 3 blocks on the adjacent Draft Plan of Subdivision to form full lots) on 6.12 ha of land yielding a density of 8.25 units per net residential hectare. However, when the density is averaged over the entire North Humber Extension Area, the overall density of all the draft plans of subdivision is 7.55 units per net residential hectare, in accordance with OPA #719. The Official Plan will permit residential detached dwelling units, environmental linkages located on tablelands, tableland valley buffer areas, and stormwater management facilities. The uses and density proposed for the subject lands conform to the Official Plan.

iii) Community Edge Buffer

Subsection 4.7 “Community Edge Buffer” of the Official Plan requires that a naturalized community edge buffer in the range of a minimum of 30 m to 50 m in width be provided on lands abutting Regional Road 27 to address urban design issues. As discussed earlier in this report, OPA #719 requires a 24 m wide buffer along Regional Road 27, shown on Attachment #7, 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 to be located within the 24 m wide buffer. 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 Official Plan. In order to delineate the residential lands from the buffer lands and for safety purposes, where the buffer abuts the residential lots, a fence will be provided. The fence will not be visible from Regional Road 27 as the 3.9 m berm will be between it and this 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 plan 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 includes measures such as stormwater management strategies with a rural inspired approach to stormwater management with bio-retention 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 11

iv) Valleylands/Open Space

The development limits, as well as, the ecological buffers, shown on Attachment #4 have been approved by the Toronto and Region Conservation Authority (TRCA). In certain locations the ecological buffer is less than 10 m, generally 5 m in exchange for a greater buffer width and/or area in another location to the satisfaction of the TRCA. The subject lands include a 0.63 ha tableland woodlot, at the west of the development shown on Attachment #4. A restrictive covenant for the long-term protection of the natural feature (tableland woodlot) and restrictions on the use of the residential lands are to be placed on Lots 9 and 10 in Plan of Subdivision 19T-03V02 (1321362 Ontario Inc.) through the Zoning By-law, as well as, restoration and enhancement of the natural feature to the satisfaction of the TRCA.

v) Transportation

The development standard for local roads in accordance with the Official Plan is 18.5 m to 20 m. The City Design Standard is 20 m for a local road right-of-way and 18.5 m for cul-de-sac and single-loaded roads. The proposal originally requested a 17.5 m local road right-of-way and 15 m single-loaded local road right-of-way instead, which were not accepted. Modifications were made to the proposal resulting in road rights-of-way of 19 m being accepted by the Vaughan Development/Transportation Engineering Department in accordance with the Official Plan.

vi) Servicing Infrastructure

The Official Plan servicing policies 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 File 19T-08V05 (Kleinvit Estates Inc.), within the Humber North Extension Area, will accommodate the proposed population for the subject lands and planned population for the Kleinburg-Nashville Area.

Zoning

The subject lands are currently zoned A Agricultural Zone by Zoning By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #5, a zoning by-law amendment is required to rezone the subject lands.

i) Residential Lands

The draft plan of subdivision is proposed to be zoned R1 Residential Zone, utilizing Schedule "A", of Zoning By-law 1-88 as follows:

- a) rezone Lots 1 to 8 inclusive, and Lots 13 to 49 inclusive, from A Agricultural Zone to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 45 lots;
- b) rezone Lots 9 and 10 from A Agricultural Zone to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" and OS4 Open Space Woodlot Zone to facilitate 2 lots, subject to the following:
 - i) a restrictive covenant on a portion of the lands zoned OS4 Open Space Woodlot Zone and shall not permit any buildings or structures;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 12

- ii) the lot area for Lots 9 and 10 shall include the area of the land with the restrictive covenant zoned OS4 Open Space Woodlot Zone; and,
 - iii) the zoning requirements for the R1 Residential Zone shall be used to permit the detached dwelling unit, notwithstanding the OS4 Open Space Woodlot Zone;
- c) rezone Lots 11 and 12 from A Agricultural Zone to R1(H) Residential Zone with the addition of the Holding Symbol “(H)” to facilitate 2 lots, subject to the following:
- i) should the linear park shown as “Proposed Linear Park” on Attachment #8 located within Draft Plan of Subdivision File 19T-08V06 (1422174 Ontario Ltd.-Lea Vivot) at the southerly limit of the Humber North Extension - West of Regional Road 27 not be conveyed to the City as parkland within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02 (1321362 Ontario Inc.), Draft Plan of Subdivision File 19T-08V04 (11336 Highway 27 Limited Partnership) or Draft Plan of Subdivision File 19T-08V05 (Kleinvit Estates Inc.), within the Humber North Extension Area, shown on Attachment #8, then Lots 11 and 12, along with the lands to the north in Draft Plan of Subdivision 19T-08V04, shown as the “Proposed Alternative Park” on Attachment #8 or another location acceptable to the City of Vaughan will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from Draft Plan of Subdivision File 19T-08V06 within two (2) years of the first Draft Plan Approval of any of Draft Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05, then Lots 11 and 12, can be developed for residential detached dwelling units; and,
 - ii) should park and/or open space uses on approximately 0.185 ha be developed it will be in accordance with the OS2 Open Space Park Zone use and requirements in Subsection 7.3 and Schedule “A” in Zoning By-law 1-88; and,
- d) rezone Blocks 50 to 52 inclusive from A Agricultural Zone to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 3 future residential lots to be developed with the adjacent lands.

The following are the zoning standards for the R1 Residential Zone:

Standard	Zoning By-law 1-88 R1 Residential Zone Requirements
Minimum Lot Frontage	18 m
Minimum Lot Area	540 m ²

The proposed zoning is illustrated on Attachment #5. The following zoning exceptions to the R1 Residential Zone of Zoning By-law 1-88 are required to facilitate the proposal:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 13

Table 1: Proposed Zoning Exceptions

Standard	Zoning By-law 1-88 R1 Residential Zone Requirements	Exceptions to the R1 Residential Zone
Minimum Lot Area (Lots 1 to 8 inclusive, Lots 11 to 31 inclusive, Lots 42 to 49 inclusive, and Blocks 50 and 51)	540 m ²	720 m ²
Minimum Lot Area (Lots 32 to 41 inclusive, and Block 52 inclusive)	540 m ²	655 m ²
Minimum Lot Area (Lots 1 to 8 inclusive, Lots 11 to 31 inclusive, Lots 42 to 49 inclusive, and Blocks 50 and 51)	No Standard in the By-law	40 m
Minimum Lot Area (Lots 32 to 41 inclusive, and Block 52 inclusive)	No Standard in the By-law	36.5 m
Minimum Lot Area (Lots 9 and 10)	Only lands zoned R1 Residential Zone are used to calculate lot area	Permit the lands zoned R1 Residential Zone and OS4 Open Space Woodlot Zone to be used to calculate the lot area for Lots 9 and 10

The exceptions to the R1 Residential Zone for Lots 9 and 10 are due to protecting the tableland woodlot on these lots. The area of the tableland woodlot on the lots will be included in the overall lot area for the respective lots, as supported by the TRCA. As a condition of draft approval, the specific area dimensions of the tableland woodlot and remaining tableland for Lots 9 and 10 shall be required. In addition, a restrictive covenant shall be required to be registered on Lots 9 and 10 to protect the woodlot.

The exceptions to the minimum lot area is to provide for large lots in keeping with the 2005 “Principles of Development Concepts” respecting the terms of development, where lot areas of approximately 929 m² (10,000 ft²) were to be provided for the subject lands, as proposed by the applicant’s and adopted by Council at its December 12, 2005 meeting. The development, excluding Lots 9 and 10, provides for lots which range in lot size from 655 m² to 931.5 m², which are in keeping the “Principles of Development Concepts”. The minimum lot depth facilitates a sufficient lot size to provide front and rear yards, and address urban design requirements.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 14

The smaller lot sizes of 655 m² are limited to those lots abutting the 24 m wide landscaped buffer along Regional Road 27, which will be screened with a 3.9 m high landscaped earth berm. A condition of draft plan approval requires that a Noise Study be undertaken. If the recommendations of the Noise Study conclude that the 24 m wide landscape community edge buffer shown on Attachment #5 must be increased in width to address noise attenuation requirements, such as the berm, then modifications to the proposed zoning and/or lotting will be required. Accordingly, it is recommended that the implementing zoning by-law not be enacted until the Noise Study is approved by the City to confirm the final width of the buffer blocks.

Lots 1 to 49 inclusive, and Blocks 50 to 52 inclusive, will be zoned with the addition of the Holding Symbol "(H)", as shown on Attachment #5, and the implementing Zoning By-law will require that prior to the removal of the Holding Symbol "(H)" that water supply and sewage servicing capacity shall be identified and allocated by the City.

Lots 11 and 12 will be zoned with the addition of the Holding Symbol "(H)", as shown on Attachment #5, and the implementing Zoning By-law will require that prior to the removal of the Holding Symbol "(H)", the linear park identified as "Proposed Linear Park" on Attachment #8 in the southern subdivision (Draft Plan of Subdivision File 19T-08V06) be conveyed to the City as parkland within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05, or Lots 11 and 12, along with the lands to the north in Draft Plan of Subdivision 19T-08V04, shown as the "Proposed Alternative Park" on Attachment #8 or another location acceptable to the City of Vaughan shall be developed as open space and conveyed to the City as parkland should the linear park not be conveyed to the City within the two (2) year time frame.

ii) Non-Residential Lands

The draft plan of subdivision will be developed in accordance with Schedule "A" in Zoning By-law 1-88. The proposed draft plan, as shown on Attachment #5, provides for open space uses, which will be zoned as follows:

- a) rezone Block 53 from A Agricultural Zone to OS4 Open Space Woodlot Zone to maintain the existing tableland woodlot on 0.63 ha;
- b) rezone Block 54 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate a 5 m wide ecological buffer on 0.05 ha;
- c) rezone Block 55 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate a 10 m wide ecological buffer on 0.08 ha; and,
- d) rezone Blocks 56 and 57 from A Agricultural Zone to OS2 Open Space Park Zone to facilitate a 24 m wide landscaped community edge buffer with an acoustical berm/barrier on 0.47 ha, the lands of which are not included as part of any parkland dedication.

Subdivision Design

The 7.29 ha draft plan of subdivision, as red-line revised, is shown on Attachment #4. The draft plan of subdivision includes a primary road (Street "A") with a 23 m wide right-of-way which intersects with Regional Road 27 and which tapers to a 19 m wide right-of-way on the west side of Street "C", as shown on Attachment #4. The draft plan also includes north-south traversing road connections to Plan of Subdivision 19T-08V04 to the north and Plan of Subdivision 19T-08V06 to the south, as shown on Attachment #4.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 15

The draft plan has been red-line revised (Attachment #4) to provide for a 24 m wide landscaped community edge buffer, which includes an earth berm to address noise attenuation requirements, along Regional Road 27, instead of a 20 m wide buffer. A condition of draft plan approval requires that a Noise Study be undertaken. If the recommendations of the Noise Study conclude that the 24 m wide landscape community edge buffer shown on Attachment #5 is insufficient to address noise attenuation requirements, such as the berm, then additional lands may be required and modifications to the proposed zoning and/or lotting may be required, including additional lands from Lots 32 to 41 inclusive and Block 52.

At the west portion of the draft plan is a 0.63 ha tableland woodlot (Block 53). A portion of the tableland woodlot will be on the residential lands for Lots 9 and 10. The limits of the woodlot will need to be provided. A condition in this respect is included in Attachment #1. Along the west limits of the development are 10 m and 5 m wide ecological buffers from the valleylands to protect the valleylands/open space, which are outside of the limits of the draft plan. A park is proposed for Lots 11 and 12, which are to be developed with the lands to the north in Plan of Subdivision 19T-08V04, should the proposed linear park identified in Draft Plan of Subdivision 19T-08V06 on Attachment #8 not be conveyed to the City within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05, to which Lots 11 and 12 will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from the southern subdivision (19T-08V06), then Lots 11 and 12 can be developed for detached residential dwelling units.

All development within the draft plan is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, prepared in conjunction with the Humber North Extension Area Plan of Subdivision Files 19T-08V04 and 19T-08V05. The architectural guidelines, and the control architect, are to be approved by Council. A condition in this respect is included in Attachment #1.

Prior to final approval, the Owner is required to submit urban design guidelines, and a streetscape and open space landscape master plan, prepared in conjunction with Humber North Extension Area Plan of Subdivision Files 19T-08V04 and 19T-08V05, in accordance with the Kleinburg-Nashville Community Plan (OPA #601) policies. The urban design guidelines, and streetscape and open space landscape master plan are to address items, including but not limited to, the urban design/streetscape elements including entrance features, parkettes, trail heads, medians and fencing, community edge treatment along Regional Road 27 including a berm and landscaping details for low maintenance plantings on the buffer/berm and fencing details for the fence along the rear of the lots and block abutting the buffer/berm, valleylands/woodlot edge management rehabilitation planting, pedestrian trail system and access points into the valleylands in consultation with TRCA, a continuous pedestrian/bicycle route with urban connections between the streets and within the neighbourhood, as well as, incorporate sustainability design elements into the overall urban fabric, and the telecommunication and hydro utility buildings and easements. Any telecommunication and hydro buildings and easements will be required to be included in the draft plan.

The Vaughan Development Planning Department has reviewed the proposal and requires the following red-lined revisions to the proposed draft plan of subdivision, as shown on Attachment #4:

- a) confirm the exact size of the lands for the restrictive covenant on Lots 9 and 10 to protect the woodlot;
- b) indicate the lands and size for the proposed alternative park on Lots 11 and 12;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 16

- c) indicate that additional lands within Lots 32 to 41 inclusive and Block 52, which may be required for noise attenuation purposes, pending the recommendations of the Noise Report;
- d) increase the width of the landscaped Community Edge Buffer Blocks 56 and 57 to 24 m instead of 20 m, and incorporate an acoustical berm for noise attenuation purposes and fencing along the limits of the lands to delineate the residential lands from the buffer/berm; and,
- e) identify the telecommunication and hydro buildings and easements.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comment and red-line revisions in this report, and the pre-conditions and conditions of approval in Attachment #1.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the proposed draft plan of subdivision and provides the following comments:

i) Water Servicing/Sanitary Servicing

The draft plan is part of the North Humber Extension Development and located within the Kleinburg-Nashville service area. In 2007, the Region of York conducted a Class Environmental Assessment (EA) to identify the preferred method of providing sewage and water servicing capacity for the 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 elevated storage tank in Nashville together with system improvements. The Region has anticipated that the completion of the watermain along Huntington Road, and associated works, will be Q2-2012. Sewage and water servicing capacity for the North Humber Extension Development area 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 17

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 to 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 are required 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 an estate residential property 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.

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 a 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.

As part of the engineering design and prior to initiation of any grading on the draft plan, the Owner shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands, and include, but not be limited to, the following items:

- a) plans illustrating the proposed system and its connection into the existing storm system;
- b) stormwater management techniques that may be required to control minor or major flows;
- c) ground water balance;
- d) detail all external tributary lands, include the existing residence(s); and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 18

- e) proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

iii) Sewage and Water 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 of the existing water pollution control plant and planned watermain design works. The lands encompassing the North Humber Extension (Future Residential 2B) were assigned a population of about 790 persons (214 units) under OPA #601.

In April 2011, the Vaughan Development/Transportation Engineering Department's Planning and Studies Division advised that it is anticipated that the draft plan will be allocated servicing capacity from the Kleinburg Servicing Scheme for a total of 50.5 detached residential dwelling units.

On May 24, 2011 Vaughan Council ratified the May 10, 2011 Committee of the Whole recommendation for the City's Servicing Capacity Protocol, where capacity from the Kleinburg-Nashville Sewage Servicing/Water Supply System was reserved for a total of 50.5 detached residential dwelling units for the draft plan. The subject staff report includes a recommendation to formally allocate sewage capacity and water supply for 50.5 detached residential dwelling units for Subdivision File 19T-03V02.

iv) Environmental Site Assessment

In December 2010, the Vaughan Development/Transportation Engineering Department's Environmental Engineer confirmed the acceptance of the Environmental Site Assessment report for the proposed residential development.

v) Environmental Noise Impact

The Preliminary Noise Feasibility Study, dated June 3, 2008 prepared by HGC Engineering 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 (OLA) for the lots abutting Regional Road 27. In keeping with past practice in the Kleinburg-Nashville Community, the Vaughan Development/Transportation Engineering Department 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 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 applicant 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 one road access (Street "A") with no centre median requirement to Regional Road 27 for the draft plan and a 6 m wide clear emergency access within the adjacent development north of the draft plan for the entire North Humber Extension Development which satisfies the fire route requirement as consulted with the Fire Department. Further, the roads within the draft plan are proposed as 19 m wide right-of-way cross section, including ditch and infiltration swale, to accommodate the proposed LID design, which is an exception to the current City road standards. However, the proposed 19 m right-of-way cross section meets the City criteria with regards to location of under/above ground utilities, sidewalk, municipal servicing and pavement design.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 19

vii) Streetlighting

The streetlighting design shall meet the City criteria within the draft plan. Also, the streetlighting at the intersection of Street “A” and Regional Road 27 shall meet the City and/or Region of York criteria.

The Vaughan Development/Transportation Engineering Department has no objections to the development, subject to the red-line revisions on the plan, the pre-conditions, and the conditions of approval in Attachment #1.

Vaughan Cultural Services Division

The Cultural Services Division has received the Ministry of Citizenship, Culture and Recreation’s clearance of archaeological concerns respecting the subject lands. As such, the Cultural Services Division has no objection to the approval of the draft plan of subdivision.

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the proposal, and in consultation with the Vaughan Development Planning Department, provides the following comments:

i) Developer’s Group Agreement

It is a standard condition of draft plan of subdivision approval that the participating owners execute a developer’s group agreement which addresses the provision of services and community use lands. Based on the land area (59.98 ha) for the 4 proposed draft plans of subdivision (19T-03V02, 19T-08V04, 19T-08V05 and 19T-08V06), the preliminary estimate of the net developable area is 53.84 ha, and based on the City’s requirement of 5% net developable land, this would yield a requirement of 2.69 ha of parkland. The “ Proposed Linear Park”, shown on Attachment #8 is approximately 2.35 ha. The shortfall of parkland (0.34 ha) must be accounted for as land (not cash-in-lieu) within the proposed subdivision. The southerly portion of the proposed linear park is encumbered by a Bell Telephone easement. This easement area is not recommended to be included in the parkland dedication calculation.

In the past, the City of Vaughan has required a developer’s group to convey parkland upon the registration of the first Plan of Subdivision (e.g., Woodbridge Neighbourhood 3 North (Velmar Downs Park)). This request can be made to the developer’s group.

ii) Proposed Alternative Park

The lands shown as “Proposed Alternative Park” (Lots 11 and 12 in 19T-03V02, along with the lands to the north in Draft Plan of Subdivision File 19T-08V04) on Attachment #8 to this report, or other lands to the satisfaction of the City, should be zoned in the implementing Zoning By-law Amendment to permit approximately 0.185 ha open space/park uses, in addition to the residential use. If the linear park identified in the southern subdivision (19T-08V06) as “Proposed Linear Park” on Attachment #8 is not conveyed to the City within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05, then Lots 11 and 12 will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from the southern subdivision (19T-08V06), Lots 11 and 12 shall be developed for detached residential dwelling units.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 20

iii) Linear Park

In Official Plan Amendment #601 (Kleinburg-Nashville Community Plan), Subsection 4.6 permits linear parks subject to certain criteria, including creating linkages to connect parks, open spaces and environmental features of a minimum of 25 m wide and includes public trails, bicycle paths, seating areas, signage and lighting. The linear park is proposed to be developed with a playground, public walkway connections from Highway 27 to the Humber Valley and from the Hedgerow Subdivision to the proposed subdivisions to the north, seating areas, signage and lighting. The provision of the linear park in the southern subdivision (19T-08V06) would be in accordance with the Official Plan.

The Vaughan Parks Development Department has no objections to the development, subject to the red-line revisions on the plan and the conditions of approval in Attachment #1.

Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that the Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy", should the linear park identified in Draft Plan of Subdivision 19T-08V06 be conveyed to the City within two (2) years of the first Draft Plan of Subdivision Approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05. This is included in the recommendation of this report and conditions of approval in Attachment #1.

School Boards

The York Region District (Public) School Board, the York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have reviewed the proposal and advise that they have no objection to the proposal.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposed draft plan of subdivision, 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 subject Plan of Subdivision. The TRCA is satisfied that the ecological matters respecting the buffers to protect the natural features, land use encroachments into and modifications to the top-of-bank, and geotechnical concerns respecting long-term slope stability have been addressed subject to the conditions of draft approval in Attachment #1. The TRCA has provided the following comments:

- a) an appropriate open space zoning category is to be applied to the small portion of the vegetation (tableland woodlot) which is located on Lots 9 and 10;
- b) a restrictive covenant will be place on title for Lots 9 and 10, to ensure the long-term protection of this vegetation;
- c) a 5 m wide buffer from the top-of-bank line is required along the rear of Lots 4 to 9 inclusive;
- d) in due consideration of the above, extensive restoration and enhancement of the valleylands within the associated Plans of Subdivisions 19T-08V04 and 19T-08V05 will be implemented, and will be enshrined as a condition of draft plan approval; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 21

- e) there will be a net environmental gain as there will be additional tablelands in Plans of Subdivisions 19T-08V04 and 19T-08V05 that will be rezoned into an appropriate open space category and dedicated into public ownership.

Canada Post

Canada Post has no objections to the proposal subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post, which will be subject to the conditions of approval 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 Well-being”.

Regional Implications

The Region of York 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. York Region is currently undertaking projects to increase the water supply and wastewater treatment capacity in the Kleinburg-Nashville area. In order for developments in Kleinburg-Nashville 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 WPCP Expansion - Q3 2011 expected completion.

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 this draft plan 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.

ii) Water Supply

The Environmental Assessment (EA) for increasing the Regional water servicing capacity in Kleinburg-Nashville 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 the Kleinburg-Nashville Servicing Strategy Master Plan for the Kleinburg-Nashville area to determine how the Humber North Extension Area Plans of Subdivisions 19T-03V02, 19T-08V04 and 19T-08V05 and other developments can access the expanded Regional water supply system.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 22

iii) Wastewater Servicing

The Environmental Assessment (EA) for increasing the Regional wastewater servicing capacity in Kleinburg 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 Servicing Strategy Master Plan to determine how the Humber North Extension Area Plans of Subdivisions 19T-03V02, 19T-08V04 and 19T-08V05 and other developments can access the expanded sewage treatment plant.

Approximately 220 units were estimated in the existing Official Plan (OPA #601) for the Humber North Extension Area. This proposal lies within the Humber North Extension Area. These 220 units were accounted for within the recently approved EA for wastewater servicing. However, with the increased densities proposed in the Kleinburg-Nashville area, additional servicing capacity may be required. Although this site 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 plan of subdivision 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.

In accordance with York Region's new servicing protocol respecting draft plans receiving approval prior to servicing allocation being available, the Region requires that all residential lands be subject to various restrictions, i.e., zoned with the Holding Symbol "(H)" to ensure that the water and sewer servicing are available prior to occupancy. These restrictions are found within the requested pre-conditions, to be satisfied prior to or concurrent with draft plan approval, and conditions of approval in Attachment #1. In addition, the Region requests that the City apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that the Region be provided an opportunity to comment on any proposed extensions of approval.

iv) Functional Servicing Report

The *North Humber Extension Development Functional Servicing Report*, submitted for the development, proposed an extension of sanitary infrastructure to service the northern section of Kleinburg will most likely be constructed within the Regional Road 27 right-of-way. The Region requires that only one municipal gravity sewer or forcemain be proposed within the Regional right-of-way to service all existing and proposed development in the Kleinburg-Nashville area.

The Functional Servicing Report does not include the catchment area and sewage volumes attributable to the Copper Creek Golf Course. There is an existing sanitary forcemain from the golf course draining southerly within the Regional Road 27 right-of-way to the existing gravity sewers. The Region requests that the sanitary flows discharging via this forcemain be picked up into the proposed gravity sewers at the golf course access road and the existing forcemain within Regional Road 27 be removed. This request has been identified in the conditions of draft approval in Attachment #1. In addition, the Functional Servicing Report does not present options on how the existing estate subdivision south of the proposed development (Hedgerow Lane subdivision) is to be serviced by the proposed extended gravity sewers. As was previously stated, the Region will not allow multiple municipal sanitary infrastructures within the Regional Road 27 right-of-way. The Region requires an addendum or updated Functional Servicing Report to be submitted for review prior to final approval of the subdivision to address these items. Also the Region has identified a number of drainage culverts crossing Regional Road 27 that may affect the profile of the proposed sanitary sewers. The Region will not permit construction of deep sanitary sewers (if selected as preferred alternative) via open cut method within Regional Road 27 right-of-way.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 23

v) Regional Road 27

The Region advises that 18.0 m (or 36.0 m right-of-way) from the centreline of construction on Regional Road 27 and any additional lands required for turn lanes at the access intersections be provided and conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.

York Region has no objection to draft plan approval of the plan of subdivision subject to the attached schedule of pre-conditions and conditions of approval in Attachment #1.

Conclusion

The Zoning By-law Amendment and Draft Plan of Subdivision applications propose to implement a residential development which meets the objectives of the Provincial, Regional and City Official Plan policies 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, ensures neighbourhood connectivity to the broader community, and provides water and energy efficiencies, energy alternatives and green building design and site development. The sustainable objectives for the subject lands propose low impact development (LID) measures such as; a reduced road right-of-way with surface drainage swales and sub-surface infiltration trenches instead of a wider right-of-way with curbs and gutters; residential lots with increased topsoil depths to increase the pervious area and the amount of storage for stormwater infiltration and evapotranspiration; and, permeable pavements for the driveways with material as permeable interlocking pavers or porous asphalt.

A total of 49 lots for detached dwelling units and blocks to develop 3 detached dwelling units with the adjacent lands to the north are proposed on the subject lands. The subject lands have a net developable area of 7.16 ha and are within the Humber North Extension Area, which would permit a maximum density of 7.55 units per net residential area. The uses and density proposed for the subject lands conform to the Official Plan. The implementing Zoning By-law will zone the development with the Holding Symbol "(H)", which will not be removed until the water supply and sewage servicing capacity is identified, and the parkland requirement addressed. Conditions of draft plan of subdivision approval are included in Attachment #1 to ensure the protection of ecological features including the valleylands, buffers, land use encroachments into and modifications to the top-of-bank, and restrictive covenants, and geotechnical matters such as long-term slope stability have been addressed, subject to the conditions of draft approval in Attachment #1.

The Vaughan Development Planning Department is satisfied that the proposed residential development as shown on Attachment #4 is appropriate and compatible with the existing and permitted uses in the surrounding area and can be developed in a manner that is appropriate and compatible with the existing community. The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed Draft Plan of Subdivision as red-line revised, subject to the recommendations in this report, and the pre-conditions and conditions of approval as set out in Attachment #1.

Attachments

1. Pre-Conditions and Conditions of Approval
1. Context Location Map
2. Location Map
3. Draft Plan of Subdivision 19T-03V02 - Red-line Revised
4. Proposed Zoning - Plan of Subdivision 19T-03V02

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 37, CW Report No. 40 – Page 24

5. OPA #719 Site Specific Official Plan Amendment
7. Cross-Section of Earth Berm/Barrier
8. Consolidated Plan with Alternative Park

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 27, 2011.

By approving:

That should the linear park be developed as shown on Draft Plan of Subdivision 19T08V06 (1422174 Ontario Ltd. Lea Vivot) rather than the proposed alternate park location as shown on Lots 11 and 12 Draft Plan of Subdivision 19T-03V02 and lots 32 to 38 Draft Plan of Subdivision 19T-08V04; and

That playground amenities be included in the design of the linear park as requested by the Hedgerow Estates Ratepayers Association.

38

**ZONING BY-LAW AMENDMENT FILE Z.08.035
DRAFT PLAN OF SUBDIVISION FILE 19T-08V04
11336 HIGHWAY 27 LIMITED PARTNERSHIP
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated September 13, 2011:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.08.035 (11336 Highway 27 Limited Partnership) BE APPROVED, specifically to amend Zoning By-law 1-88, to rezone the subject lands shown on Attachments #2 and #3, from A Agricultural Zone to the following zone categories shown on Attachment #5, and with the following exceptions:
 - a) rezone Lots 1 to 10 inclusive to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 10 lots with a minimum lot frontage of 18 m, a minimum lot area of 655 m² and a minimum lot depth of 36.5 m for detached dwelling units;
 - b) rezone Lots 11 to 31 inclusive, north Part of Lot 32, north Part of Lot 39, Lot 40 and Lots 47 to 53 inclusive to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 30 lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units;
 - c) rezone south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39 to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate the following, in respect of Recommendations 1(m)(ii) and 4 of this report:
 - i) 7 lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units; or,
 - ii) park and/or open space uses on approximately 0.567 ha in accordance with the OS2 Open Space Park Zone use and requirements in Sub-section 7.3 and Schedule "A" in Zoning By-law 1-88;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 2

- d) rezone Lots 41 to 46 inclusive to R1(H) Residential Zone with the addition of the Holding Symbol “(H)” to facilitate 6 lots with a minimum lot frontage of 18 m, a minimum lot area of 700 m² and a minimum lot depth of 39 m for detached dwelling units;
- e) rezone Block 54 to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 1 future residential lot with a minimum lot frontage of 18 m, a minimum lot area of 655 m² and a minimum lot depth of 36.5 m, to be developed with the adjacent lands;
- f) rezone Blocks 55 and 56 to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 2 future residential lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m, to be developed with the adjacent lands;
- g) rezone Blocks 57 to 59 inclusive to OS1 Open Space Conservation Zone to maintain the existing valleylands/open space on 1.62 ha;
- h) rezone Blocks 60 to 62 inclusive to OS1 Open Space Conservation Zone to facilitate a 10 m wide ecological buffer on 0.86 ha;
- i) rezone Blocks 63 and 64 to OS2 Open Space Park Zone to facilitate a 24 m wide landscaped community edge buffer and acoustical berm/barrier on 0.44 ha, the lands of which shall not be included as parkland dedication;
- j) rezone Block 65 to R1 Residential Zone to facilitate a 6 m wide right-of-way for an emergency access on 0.04 ha;
- k) rezone Block 66 to OS1 Open Space Conservation Zone to facilitate a 6 m wide right-of-way for an overland flow route for stormwater management and buffer on 0.04 ha;
- l) that the implementing zoning by-law not be enacted until the detailed Noise Study establishes the requirements for noise attenuation and the ultimate width of the berm within the Landscaped Community Edge Noise Attenuation Buffer (Blocks 63 and 64) and is approved to the satisfaction of the City;
- m)
 - i) require that prior to the removal of the Holding Symbol “(H)” from Lots 1 to 53 inclusive, and Blocks 54 to 56 inclusive, zoned R1(H) Zone, the following conditions shall be addressed:
 - A. that the City approves a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
 - B.
 - 1) that York Region has advised, in writing, that it is no earlier than six (6) months prior to the expected completion of the Kleinburg Additional Water Supply Works in Kleinburg, and the Kleinburg Water Pollution Control Plant (WPCP) Expansion; and,
 - 2) the City of Vaughan has allocated adequate available water supply and sewage servicing capacity to the subject development; or,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 3

- C. that the Regional Commissioner of Environmental Services confirms servicing capacity for this development by a suitable alternative method and the City of Vaughan allocates adequate water supply and sewage servicing capacity to the subject development; and,
 - ii) require that prior to the removal of the Holding Symbol “(H)” from the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39, should the linear park shown as “Proposed Linear Park” on Attachment #8 located within Draft Plan of Subdivision File 19T-08V06 (1422174 Ontario Ltd.- Lea Vivot) at the southerly limit of the Humber North Extension - West of Regional Road 27 not be conveyed to the City as parkland within two (2) years of the first Draft Plan of Subdivision Approval of Draft Plan of Subdivision File 19T-03V02 (1321362 Ontario Inc.), Draft Plan of Subdivision File 19T-08V04 (11336 Highway 27 Limited Partnership) or Draft Plan of Subdivision File 19T-08V05 (Kleinvit Estates Inc.), within the Humber North Extension Area, shown on Attachment #8, then the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39, along with the lands to the south in Draft Plan of Subdivision 19T-03V02, shown as the “Proposed Alternative Park” on Attachment #8 or another location acceptable to the City of Vaughan will be developed as park and/or open space and conveyed to the City as parkland. Should parkland be conveyed from Draft Plan of Subdivision File 19T-08V06 within two (2) years of the first Draft Plan Approval of any of the Draft Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05, the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39, may be developed for residential detached dwelling units; and,
 - n) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
- 2. THAT Draft Plan of Subdivision File 19T-08V04 (11336 Highway 27 Limited Partnership), as red-line revised (September 13, 2011), and shown on Attachment #4, BE APPROVED, subject to the pre-conditions and conditions set out in Attachment #1 to this report.
- 3. THAT the Notice of Approval of Plan of Subdivision File 19T-08V04 (11336 Highway 27 Limited Partnership) not be issued until such time as the implementing Official Plan Amendment (OPA #719) is in full force and effect.
- 4. THAT for the purpose of notice, the implementing subdivision agreement for Draft Plan of File 19T-08V04 (11336 Highway 27 Limited Partnership), shall contain the provisions as follows:
 - a) parkland shall be dedicated equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act, and that the Owner shall enter into a Developer’s Group Agreement to convey the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39, or other lands to the satisfaction of the City, to be developed as open space and conveyed to the City as parkland, free of all costs and encumbrances, to the satisfaction of the City, should the linear park identified in Draft Plan of Subdivision 19T-08V06 not be conveyed to the City within two (2) years of the first Draft Plan of Subdivision Approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05; or,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 4

- b) parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands be paid, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy" should the linear park identified in Draft Plan of Subdivision 19T-08V06 be conveyed to the City within two (2) years of the first Draft Plan of Subdivision Approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05. The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
- 5. THAT prior to the first final approval of any of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04, File 19T-08V05 or File 19T-08V06, the Subdivision Owners shall execute a Developer's Group Agreement to convey lands to be developed as open space and conveyed to the City as parkland or as a linear park, free of all costs and encumbrances, to the satisfaction of the City.
- 6. THAT Council adopt the following resolution with respect to the allocation of water and sewage servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-08V04 (11336 Highway 27 Limited Partnership), be allocated sewage capacity from the Kleinburg Servicing Scheme and water supply from the York Water Supply System for a total of 54.5 detached residential dwelling units."

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 stage. 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. The LID measures and/or sustainable features proposed are as follows:

- i) stormwater management strategies which include a rural inspired approach to stormwater management with bio-retention 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, as 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 right-of-way with surface drainage swales and sub-surface infiltration trenches instead of a wider right-of-way with curbs and gutters; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 5

- v) permeable pavement for the driveways with material as 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 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;
- 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 the following applications on the subject lands shown on Attachment #3:

- 3. Zoning By-law Amendment File Z.08.035 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachment #5 from A Agricultural Zone as follows:
 - i) rezone Lots 1 to 10 inclusive to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 10 lots with a minimum lot frontage of 18 m, a minimum lot area of 655 m² and a minimum lot depth of 36.5 m for detached dwelling units;
 - ii) rezone Lots 11 to 31 inclusive, north Part of Lot 32, north Part of Lot 39, Lot 40 and Lots 47 to 53 inclusive to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 30 lots the with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units;
 - iii) rezone south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39 to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate the following:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 6

- a) 7 lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m for detached dwelling units; or,
 - b) park and/or open space uses on approximately 0.567 ha in accordance with the OS2 Open Space Park Zone use and requirements in Sub-section 7.3 and Schedule “A” in Zoning By-law 1-88;
 - iv) rezone Lots 41 to 46 inclusive to R1(H) Residential Zone with the addition of the Holding Symbol “(H)” to facilitate 6 lots with a minimum lot frontage of 18 m, a minimum lot area of 700 m² and a minimum lot depth of 39 m for detached dwelling units;
 - v) rezone Block 54 to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 1 future residential lot with a minimum lot frontage of 18 m, a minimum lot area of 655 m² and a minimum lot depth of 36.5 m, to be developed with the adjacent lands;
 - vi) rezone Blocks 55 and 56 to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 2 future residential lots with a minimum lot frontage of 18 m, a minimum lot area of 720 m² and a minimum lot depth of 40 m, to be developed with the adjacent lands;
 - vii) rezone Blocks 57 to 59 inclusive to OS1 Open Space Conservation Zone to maintain the existing valleylands/open space on 1.62 ha;
 - viii) rezone Blocks 60 to 62 inclusive to OS1 Open Space Conservation Zone to facilitate a 10 m wide ecological buffer on 0.86 ha;
 - ix) rezone Blocks 63 and 64 to OS2 Open Space Park Zone to facilitate a 24 m wide landscaped community edge buffer and acoustical berm/barrier on 0.44 ha, the lands of which shall not be included as parkland dedication;
 - x) rezone Block 65 to R1 Residential Zone to facilitate a 6 m wide right-of-way for an emergency access on 0.04 ha; and,
 - xi) rezone Block 66 to OS1 Open Space Conservation Zone to facilitate a 6 m wide right-of-way for an overland flow route for stormwater management and buffer on 0.04 ha.
2. Draft Plan of Subdivision File 19T-08V04 to facilitate a residential plan of subdivision consisting of a total of 53 lots and blocks for future lots for detached dwellings with lot frontages of 18 m and lot areas of 720 m², except for 6 lots with lot areas of 700 m², and valleylands/open space on 9.34 ha for the subject lands shown on Attachment #4. The plan of subdivision development statistics, prior to the red-line revisions, are as follows:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 7

<u>Land Use</u>	<u>Units</u>	<u>Area (ha)</u>
Detached Dwellings	53	5.06
Future Residential Blocks *	1.5	0.08
Valleylands**		1.53
Valley Buffers		0.95
20 m Community Edge Buffer**		0.37
6 m Emergency Road Access		0.04
6 m Overland Flow Block		0.04
Regional Road 27 Widening**		0.12
0.3 m Reserves		0.01
<u>Roads</u>		<u>1.14</u>
Total	<u>54.5</u>	<u>9.34</u>

* The Blocks are to developed with Blocks in the adjacent lands to the south in Plan of Subdivision 19T-03V02 to create 3 full lots for detached dwelling units resulting in a total of 54.5 units for the subject lands.

** Land uses excluded from the calculation of residential density: 2.02 ha.

Net residential area: 7.32 ha

Density for Plan 19T-08V04: 7.45 units per net residential area

Density for the Humber North Extension Area: 7.36 units per net residential area

Population estimate: 174 people (based on 3.44 people per unit)

Background - Analysis and Options

Location

The subject lands shown on Attachments #2 and #3 are located on the west side of Regional Road 27, south of Kirby Road, in Part of Lot 30, Concession 9, City of Vaughan. The subject lands have an area of 9.34 ha, with a frontage of 192.6 m along Regional Road 27.

Supporting Documents

The following supporting 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 8

Recent Committee of the Whole - Official Plan Amendment

On June 7, 2011, Council adopted the following May 31, 2011, Committee of the Whole recommendation (in part), as amended, to approve File OP.03.007 to redesignate the subject lands shown on Attachment #6:

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;
 - 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;
 - 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; and,

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 9

- 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.”

The recommendation also directed that the Region of York, the approval authority, 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.

On June 28, 2011, Vaughan Council adopted the implementing Official Plan Amendment (OPA #719), which was forwarded to the Region of York, the approval authority, for final approval. The Region has recommended approval of OPA #719, and the final date of appeal is September 5, 2011. If there are no appeals, OPA #719 will come into full force and effect.

Kleinburg-Nashville Community Plan (OPA #601, as amended by OPA #719)

i) Land Use Designation

The subject lands have been redesignated to “Residential Area (Humber North Extension), “Residential Area “A” (Humber North Extension), “Valley and Stream Corridor” and “Open Space” by OPA #601 (Kleinburg-Nashville Community Plan), as amended by OPA #719, which was adopted by Vaughan Council on June 28, 2011 and forwarded to the Region of York, for final approval, as discussed earlier in this report. The valleylands are also identified as being in the “Potential Groundwater Discharge Areas”, Schedule “B1” - Hydrogeologically Sensitive Areas (Groundwater Recharge and Discharge Areas), “Man-made or Altered Pond”, Schedule “B3” - Wetland Pockets and Ponds, 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 identified 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, which allowed for OPA #719 to be adopted by Vaughan Council in June 2011.

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 advised 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”.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 10

The Official Plan (OPA #719) redesignates the subject lands from “Future Residential - Humber North Extension” to “Residential Area (Humber North Extension), “Residential Area “A” (Humber North Extension), “Valley and Stream Corridor” and “Open Space” to permit detached dwelling units, schools, parks and open space, including buffer areas, acoustical berm/barrier, and private home daycare. Should OPA #719 come into full force and effect on September 5, 2011, the subject lands would be designated as shown on Attachment #6. Should the related implementing Zoning By-law Amendment be approved, it will not be in effect until the Official Plan Amendment is in effect. The subject lands are proposing a development that is in accordance with the intensification policies in the *Provincial Policy Statement* and *Places To Grow-Growth Plan*.

ii) Residential Density/Uses

The proposed Draft Plan of Subdivision, as red-line revised, is located within the North Humber Extension Area as shown on Attachment #3. This area includes a total of 113 units on 14.96 ha of land yielding an overall density of 7.55 units per net residential hectare (Subdivisions 19T-03V02, 19T-08V04 and 19T-08V05). The subject Draft Plan of Subdivision includes 53 lots and 3 Blocks (to be developed with 3 blocks on the adjacent Draft Plan of Subdivision to form full lots) on 7.61 ha of land yielding a density of 7.16 units per net residential hectare. However, when the density is averaged over the entire North Humber Extension Area, the overall density of all the draft plans of subdivision is 7.55 units per net residential hectare, in accordance with OPA #719. The Official Plan will permit residential detached dwelling units, environmental linkages located on tablelands, tableland valley buffer areas, and stormwater management facilities. The uses and density proposed for the subject lands conform to the Official Plan.

iii) Community Edge Buffer

Subsection 4.7 “Community Edge Buffer” of the Official Plan requires that a naturalized community edge buffer in the range of a minimum of 30 m to 50 m in width be provided on lands abutting Regional Road 27 to address urban design issues. As discussed earlier in this report, OPA #719 requires a 24 m wide buffer along Regional Road 27, 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 to be located within the 24 m wide buffer, as shown on Attachment #7. 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 Official Plan. In order to delineate the residential lands from the buffer lands and for safety purposes, where the buffer abuts the residential lots, a fence will be provided. The fence will not be visible from Regional Road 27 as the 3.9 m berm will be between it and this 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 plan 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 includes measures such as stormwater management strategies with a rural inspired approach to stormwater management with bio-retention 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 11

iv) Valleylands/Open Space

The development limits, as well as, providing ecological buffers, shown on Attachment #4 have been approved by the Toronto and Region Conservation Authority (TRCA). In certain locations the ecological buffer is less than 10 m, generally 5 m in exchange for a greater buffer width and/or area in another location to the satisfaction of the TRCA. The subject lands include valleylands/open space totaling 1.62 ha, at the west and north ends of the development shown on Attachment #4. Additional buffer lands beyond the typical 10 m wide ecological buffer were required in Blocks 59 and 60 on the subject lands in exchange for reduced ecological buffers in the development shown on Attachment #4. A 10 m ecological buffer is provided behind Lots 48 to 53 inclusive to protect for the tableland woodlot to the south in Plan of Subdivision File 19T-03V02 (1321362 Ontario Inc.).

v) Transportation

The development standard for local roads in accordance with the Official Plan is 18.5 m to 20 m. The City Design Standard is 20 m for a local road right-of-way and 18.5 m for cul-de-sac and single-loaded roads. The proposal originally requested a 17.5 m local road right-of-way and 15 m single-loaded local road right-of-ways instead, which were not accepted. Modifications were made to the proposal resulting in road rights-of-way of 19 m being accepted by the Vaughan Development/Transportation Engineering Department in accordance with the Official Plan.

vi) Servicing Infrastructure

The Official Plan servicing policies require all development to be on full municipal water supply and sanitary sewer services, and requires that the appropriate reviews of the servicing strategies are undertaken to accommodate growth. The City, 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 File 19T-08V05 (Kleinvit Estates Inc.), within the Humber North Extension Area, will accommodate the proposed population for the subject lands and planned population for the Kleinburg-Nashville Area.

Zoning

The subject lands are currently zoned A Agricultural Zone by Zoning By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #5, a zoning by-law amendment is required to rezone the subject lands.

i) Residential Lands

The draft plan of subdivision is proposed to be zoned R1 Residential Zone utilizing Schedule "A" of Zoning By-law 1-88 as follows:

- a) rezone Lots 11 to 31 inclusive, north Part of Lot 32, north Part of Lot 39, Lot 40 and Lots 47 to 53 inclusive to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 30 lots;
- b) rezone the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39 to R1(H) Residential Zone with the addition of the Holding Symbol "(H)" to facilitate 7 lots, subject to the following:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 12

- i) should the linear park shown as “Proposed Linear Park” on Attachment #8 located within Draft Plan of Subdivision File 19T-08V06 (1422174 Ontario Ltd.- Lea Vivot) at the southerly limit of the Humber North Extension - West of Regional Road 27 not be conveyed to the City as parkland within two (2) years of the first Draft Plan of Subdivision Approval of Draft Plan of Subdivision File 19T-03V02 (1321362 Ontario Inc.), Draft Plan of Subdivision File 19T-08V04 (11336 Highway 27 Limited Partnership) or Draft Plan of Subdivision File 19T-08V05 (Kleinvit Estates Inc.), within the Humber North Extension Area, shown on Attachment #8, the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39, along with the lands to the south in Draft Plan of Subdivision 19T-03V02, shown as the “Proposed Alternative Park” on Attachment #8 or another location acceptable to the City of Vaughan will be developed as park and/or open space and conveyed to the City as parkland. Should parkland be conveyed from Draft Plan of Subdivision File 19T-08V06 within two (2) years of the first Draft Plan Approval of any of Draft Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05, the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39, may be developed for residential detached dwelling units; and,
- ii) should park and/or open space uses on approximately 0.567 ha be developed, it will be in accordance with the OS2 Open Space Park Zone use and requirements in Subsection 7.3 and Schedule “A” in Zoning By-law 1-88; and,
- c) rezone Blocks 54 to 56 inclusive from A Agricultural Zone to R1(H) Residential Zone with the Holding Symbol “(H)” to facilitate 3 future residential lots to be developed with the adjacent lands.

The following are the zoning standards for the R1 Residential Zone:

Standard	Zoning By-law 1-88 R1 Residential Zone Requirements
Minimum Lot Frontage	18 m
Minimum Lot Area	540 m ²

The proposed zoning is illustrated on Attachment #5. The following zoning exceptions to the R1 Residential Zone of Zoning By-law 1-88 are requested to facilitate the proposal:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 13

Table 1: Proposed Zoning Exceptions

Standard	Zoning By-law 1-88, R1 Residential Zone Requirements	Proposed Exceptions to the R1 Residential Zone
Minimum Lot Area (Lots 1 to 10 inclusive, and Block 54 inclusive)	540 m ²	655 m ²
Minimum Lot Area (Lots 11 to 40 inclusive, and Lots 47 to 53 inclusive, and Blocks 55 and 56)	540 m ²	700 m ²
Minimum Lot Area (Lots 41 to 46 inclusive)	540 m ²	720 m ²
Minimum Lot Depth (Lots 1 to 10 inclusive, and Block 54 inclusive)	No Standard in the By-law	36.5 m
Minimum Lot Depth (Lots 11 to 40 inclusive, and Lots 47 to 53 inclusive, and Blocks 55 and 56)	No Standard in the By-law	40 m
Minimum Lot Depth (Lots 41 to 46 inclusive)	No Standard in the By-law	39 m

The exceptions to the minimum lot area provides for large lots in keeping with the 2005 “Principles of Development Concepts” respecting the terms of development, where lot areas of approximately 929 m² (10,000 ft²) were to be provided for the subject lands, as proposed by the applicant’s and adopted by Council at its December 12, 2005 meeting. The development, excluding Lots 41 to 46 inclusive, provides for lots which range in lot size from 666 m² to 1000 m² or greater, which are in keeping the “Principles of Development Concepts”. The exceptions respecting the R1 Residential Zone for Lots 41 to 46 inclusive are due to providing ecological buffers beyond a 10 m wide right-of-way to protect the valleylands/open space to the north of these lots. The minimum lot depth requirement facilitates a sufficient lot size to provide front and rear yards, and address urban design requirements.

The smaller lot sizes of 655 m² are limited to those lots abutting the 24 m wide landscaped buffer along Regional Road 27, which will be screened with a 3.9 m high landscaped earth berm. A condition of draft plan approval requires that a Noise Study be undertaken. If the recommendations of the Noise Study conclude that the 24 m wide landscape community edge buffer shown on Attachment #5 must be increased in width to address noise attenuation requirements, such as the berm, then modifications to the proposed zoning and/or lotting will be required. Accordingly, it is recommended that the implementing zoning by-law not be enacted until the Noise Study is approved by the City to confirm the final width of the buffer blocks.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 14

Lots 1 to 53 inclusive, and Blocks 54 to 56 inclusive, will be zoned with addition of the Holding Symbol “(H)”, as shown on Attachment #5, and the implementing Zoning By-law will require that prior to the removal of the Holding Symbol “(H)” that water supply and sewage servicing capacity shall be identified and allocated by the City.

The south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39 will be zoned with the addition of the Holding Symbol “(H)”, as shown on Attachment #5, and the implementing Zoning By-law will require that prior to the removal of the Holding Symbol “(H)”, the linear park identified as “Proposed Linear Park” on Attachment #8 in the southern subdivision (Draft Plan of Subdivision File 19T-08V06) be conveyed to the City as parkland within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05 or the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39, along with the lands to the south in Draft Plan of Subdivision 19T-03V02, shown as the “Proposed Alternative Park” on Attachment #8 or another location acceptable to the City of Vaughan be developed as open space and conveyed to the City as parkland should the linear park not be conveyed to the City within the two (2) year time frame.

ii) Non-Residential Lands

The draft plan of subdivision will be developed in accordance with Schedule “A” in Zoning By-law 1-88. The proposed draft plan, as shown on Attachment #5, provides for open space, emergency road access and stormwater management uses, which will be zoned as follows:

- a) rezone Blocks 57 to 59 inclusive from A Agricultural Zone to OS1 Open Space Conservation Zone to maintain the existing valleylands/open space on 1.62 ha;
- b) rezone Blocks 60 to 62 inclusive from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate a 10 m wide ecological buffer on 0.86 ha;
- c) rezone Blocks 63 and 64 from A Agricultural Zone to OS2 Open Space Park Zone to facilitate a 24 m wide landscaped community edge buffer and acoustical berm/barrier on 0.44 ha, the lands of which are not included as part of any parkland dedication;
- d) rezone Block 65 from A Agricultural Zone to R1 Residential Zone to facilitate a 6 m wide right-of-way for an emergency access road on 0.04 ha; and,
- e) rezone Block 66 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate a 6 m wide right-of-way for an overland flow route for stormwater management and buffer on 0.04 ha.

Block 60, which forms a linkage between two valleyland/open space blocks, will require enhanced restoration due to the reductions in the ecological buffers within the Humber North Extension Area Plans, and as such, the TRCA considers this block to be both a valleyland/open space and buffer block. For the purposes of the zoning, Block 60 will be considered to be a buffer and zoned OS1 Zone.

Subdivision Design

The 9.34 ha draft plan of subdivision, as red-line revised, is shown on Attachment #4. The draft plan of subdivision has no direct road access from Regional Road 27, except for the Emergency Access (Block 65) 6 m wide right-of-way shown on Attachment #4. The draft plan has 3 north-south traversing road connections to Plan of Subdivision 19T-03V02 to the south, which intersects with an east-west traversing road with access to Regional Road 27, and 1 north-south traversing road connection to Plan of Subdivision 19T-08V05 to the north, as shown on Attachment #4. Streets “C”, “E” and “F” all have a 19 m wide road right-of-way.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 15

The draft plan has been red-line revised (Attachment #4) to provide for a 24 m wide landscaped community edge buffer, which includes an earth berm to address noise attenuation requirements, along Regional Road 27 instead of a 20 m wide buffer. A condition of draft plan approval requires that a Noise Study be undertaken. If the recommendations of the Noise Study conclude that the 24 m wide landscape community edge buffer shown on Attachment #5 is insufficient to address noise attenuation requirements, such as the berm, then modifications to the proposed zoning and/or lotting may be required, including the requirement for additional lands from Lots 1 to 10 inclusive and Block 54.

At the west and north portions of the draft plan are valleylands/open space totaling 1.62 ha. Along the limits of the development are the 10 m wide ecological buffers from the valleylands, and the tableland woodlot to the south of the draft plan shown on Attachment #4. A park is proposed for the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39, which are to be developed with the lands to the south in Plan of Subdivision 19T-03V02, should the proposed linear park identified in Draft Plan of Subdivision 19T-08V06 on Attachment #8 not be conveyed to the City within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05, then the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39 will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from the southern subdivision (19T-08V06), the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39 can be developed for detached residential dwelling units.

All development within the draft plan is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, prepared in conjunction with the Humber North Extension Area Plan of Subdivision Files 19T-03V02 and 19T-08V05. The architectural guidelines, and the control architect, are to be approved by Council. A condition in this respect is included in Attachment #1.

Prior to final approval, the Owner is required to submit urban design guidelines, and a streetscape and open space landscape master plan, prepared in conjunction with Humber North Extension Area Plan of Subdivision Files 19T-03V02 and 19T-08V04, in accordance with the Kleinburg-Nashville Community Plan (OPA #601) policies. The urban design guidelines, and streetscape and open space landscape master plan are to address items, including but not limited to, the urban design/streetscape elements including entrance features, parkettes, trail heads, medians and fencing, community edge treatment along Regional Road 27 including berm and landscaping details for low maintenance plantings on the buffer/berm and fencing details for the fence along the rear of the lots and block abutting the buffer/berm, valleylands/woodlot edge management rehabilitation planting, pedestrian trail system and access points into the valleylands in consultation with the TRCA, a continuous pedestrian/bicycle route with urban connections between the streets and within the neighbourhood, as well as, incorporate sustainability design elements into the overall urban fabric, and the telecommunication and hydro utility buildings and easements. Any required telecommunication and hydro buildings and easements required for the draft plan will be required to be included in the draft plan.

The Vaughan Development Planning Department has reviewed the proposal and requires the following red-lined revisions to the proposed draft plan of subdivision, as shown on Attachment #4:

- a) that additional lands within Lots 1 to 10 inclusive, and Block 54, may be required for noise attenuation purposes, pending the recommendations of the Noise Report;
- b) indicate the lands and size for the proposed alternative park on the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 16

- c) increase the width of the landscaped Community Edge Buffer Blocks 63 and 64 to 24 m instead of 20 m, and incorporate an acoustical berm for noise attenuation purposes and fencing along the limits of the lands to delineate the residential lands from the buffer/berm; and,
- d) identify telecommunication and hydro buildings and easements.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comments and red-lined revisions in this report, and the pre-conditions and conditions of approval in Attachment #1.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the proposed draft plan of subdivision and provides the following comments:

i) Water Servicing/Sanitary Servicing

The draft plan is part of the North Humber Extension Development and located within the Kleinburg-Nashville service area. In 2007, the Region of York conducted a Class Environmental Assessment (EA) to identify the preferred method of providing sewage and water servicing capacity for the 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 the 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 elevated storage tank in Nashville together with system improvements. The Region has anticipated that the completion of the watermain along Huntington Road, and associated works, will be Q2-2012. Sewage and water servicing capacity for the North Humber Extension Development area 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 Official Plan 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 to 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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 17

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 are required 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 a residential property 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.

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 a 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.

As part of the engineering design and prior to initiation of any grading on the draft plan, the Owner shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands, and include, but not be limited to, the following items:

- a) plans illustrating the proposed system and its connection into the existing storm system;
- b) stormwater management techniques that may be required to control minor or major flows;
- c) ground water balance;
- d) detail all external tributary lands, include the existing residence(s); and,
- e) proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 18

iii) Sewage and Water 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 of the existing water pollution control plant and planned watermain design works. The lands encompassing the North Humber Extension (Future Residential 2B) were assigned a population of about 790 persons (214 units) under OPA #601.

In April 2011, the Vaughan Development/Transportation Engineering Department's Planning and Studies Division advised that it is anticipated that the draft plan will be allocated servicing capacity from the Kleinburg Servicing Scheme for a total of 54.5 detached residential dwelling units.

On May 24, 2011 Vaughan Council ratified the May 10, 2011 Committee of the Whole recommendation for the City's Servicing Capacity Protocol, where capacity from the Kleinburg-Nashville Sewage Servicing/Water Supply System was reserved for a total of 54.5 detached residential dwelling units for the draft plan. The subject staff report includes a recommendation to formally allocate sewage capacity and water supply for 54.5 detached dwelling units for Subdivision File 19T-08V04.

iv) Environmental Site Assessment

In December 2010, the Vaughan Development/Transportation Engineering Department's Environmental Engineer confirmed the acceptance of the Environmental Site Assessment report for the proposed residential development.

v) Environmental Noise Impact

The Preliminary Noise Feasibility Study, dated June 3, 2008 prepared by HGC Engineering 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 (OLA) for the lots abutting Regional Road 27. In keeping with past practice in the Kleinburg-Nashville Community, the Vaughan Development/Transportation Engineering Department 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 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 draft plan's access depends on, and shall be from the adjacent Draft Plan of Subdivision File 19T-03V02, to the south. The FSR proposes only one road access, Street "A" to Highway 27, within the adjacent development south of the draft plan and a 6 m wide clear emergency access within the draft plan for the entire North Humber Extension Development, which satisfies the fire route requirement as consulted with the Fire Department. Further, the roads within the draft plan are proposed as 19 m wide right-of-way cross-section, including ditch and infiltration swale, to accommodate the proposed LID design, which is an exception to the current City road standards. However, the proposed 19 m right-of-way cross-section meets the City criteria with regards to location of under/above ground utilities, sidewalk, municipal servicing and pavement design.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 19

vii) Streetlighting

The streetlighting design shall meet the City criteria within the draft plan. Also, the streetlighting at the intersection of Street “A” (in Draft Plan of Subdivision File 19T-03V02) and Regional Road 27 shall meet the City and/or Region of York criteria.

The Vaughan Development/Transportation Engineering Department has no objections to the development, subject to the red-line revisions on the plan, the pre-conditions, and the conditions of approval in Attachment #1.

Vaughan Cultural Services Division

The Cultural Services Division has received the Ministry of Citizenship, Culture and Recreation’s clearance of archaeological concerns respecting the subject lands. As such, the Cultural Services Division has no objection to the approval of the draft plan of subdivision.

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the proposal, and in consultation with the Vaughan Development Planning Department, provides the following comments:

i) Developer’s Group Agreement

It is a standard condition of draft plan of subdivision approval that the participating owners execute a developer’s group agreement which addresses the provision of services and community use lands. Based on the land area (59.98 ha) for the 4 proposed draft plans of subdivision (19T-03V02, 19T-08V04, 19T-08V05 and 19T-08V06), the preliminary estimate of the net developable area is 53.84 ha, and based on the City’s requirement of 5% net developable land, this would yield a requirement of 2.69 ha of parkland. The “Current Proposed Linear Park”, shown on Attachment #8 is approximately 2.35 ha. The shortfall of parkland (0.34 ha) must be accounted for as land (not cash-in-lieu) within the proposed subdivision. The southerly portion of the proposed linear park is encumbered by a Bell Telephone easement. This easement area is not recommended to be included in the parkland dedication calculation.

In the past, the City of Vaughan has required a developer’s group to convey parkland upon the registration of the first Plan of Subdivision (e.g., Woodbridge Neighbourhood 3 North (Velmar Downs Park)). This request can be made to the developer’s group.

ii) Proposed Alternative Park

The lands shown as “Proposed Alternative Park” (south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39, along with the lands to the south in Draft Plan of Subdivision 19T-03V02) on Attachment #8 to this report, or other lands to the satisfaction of the City, should be zoned in the implementing Zoning By-law Amendment to permit approximately 0.657 ha open space/park uses, in addition to the residential use. If the linear park identified in the southern subdivision (19T-08V06) as “Proposed Linear Park” on Attachment #8 is not conveyed to the City within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05, then the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39 will be developed as open space and conveyed to the City as parkland. Should parkland be conveyed from the southern subdivision (19T-08V06), then the south Part of Lot 32, Lots 33 to 38 inclusive, and south Part of Lot 39 can be developed for detached residential dwelling units.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 20

iii) Linear Park

In Official Plan Amendment #601 (Kleinburg-Nashville Community Plan), Subsection 4.6 permits linear parks subject to certain criteria, including creating linkages to connect parks, open spaces and environmental features of a minimum of 25 m wide and includes public trails, bicycle paths, seating areas, signage and lighting. The linear park is proposed to be developed with a playground, public walkway connections from Highway 27 to the Humber Valley and from the Hedgerow Subdivision to the proposed subdivisions to the north, seating areas, signage and lighting. The provision of the linear park in the southern subdivision (19T-08V06) would be in accordance with the Official Plan.

The Vaughan Parks Development Department has no objections to the development, subject to the red-line revisions on the plan and the conditions of approval in Attachment #1.

Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that the Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy", should the linear park identified in Draft Plan of Subdivision 19T-08V06 be conveyed to the City within two (2) years of the first Draft Plan of Subdivision approval of Draft Plan of Subdivision File 19T-03V02, File 19T-08V04 or File 19T-08V05. This is included in the recommendation of this report and conditions of approval in Attachment #1.

School Boards

The York Region District (Public) School Board, the York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have advised that they have no objection to the proposal.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposed draft plan of subdivision, 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 subject Plan of Subdivision. The TRCA is satisfied that the ecological matters respecting the buffers to protect the natural features, land use encroachments into and modifications to the top-of-bank, and geotechnical concerns respecting long-term slope stability have been addressed subject to the conditions of draft approval in Attachment #1. The TRCA has provided the following comments:

- a) the additional tablelands located to the north and northwest of Street "E" (Block 61) will be rezoned into an appropriate open space category and dedicated into public ownership;
- b) the reductions to the 10 m wide ecological buffers, resulting in 5 m wide ecological buffers, requires extensive restoration and enhancement of the valleylands within the draft plan and Plan of Subdivision File 19T-08V05 which will be implemented as a condition of draft plan approval; and,
- c) there will be a net environmental gain as there will be additional tablelands in Plan of Subdivision File 19T-08V04 that will be rezoned into an appropriate open space category and dedicated into public ownership.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 21

Canada Post

Canada Post has no objections to the proposal subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post, which will be subject to the conditions of approval 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 Well-being”.

Regional Implications

The Region of York has provided 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. York Region is currently undertaking projects to increase the water supply and wastewater treatment capacity in the Kleinburg-Nashville area. In order for developments in Kleinburg-Nashville 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 WPCP Expansion - Q3 2011 expected completion

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 this draft plan 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.

ii) Water Supply

The Environmental Assessment (EA) for increasing the Regional water servicing capacity in Kleinburg-Nashville 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 the Kleinburg-Nashville Servicing Strategy Master Plan for the Kleinburg-Nashville area to determine how the Humber North Extension Area Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05 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 Kleinburg 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 Servicing Strategy Master Plan to determine how the Humber North Extension Area Plan of Subdivision Files 19T-03V02, 19T-08V04 and 19T-08V05 and other developments can access the expanded sewage treatment plant.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 22

Approximately 220 units were estimated in the existing Official Plan (OPA #601) for the Humber North Extension Area. This proposal lies within the Humber North Extension Area. These 220 units were accounted for within the recently approved EA for wastewater servicing. However, with the increased densities proposed in the Kleinburg-Nashville area, additional servicing capacity may be required. Although this site 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 plan of subdivision 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.

In accordance with York Region's new servicing protocol respecting draft plans receiving approval prior to servicing allocation being available, the Region requires that all residential lands be subject to various restrictions, i.e., zoned with the Holding Symbol "(H)" to ensure that the water and sewer servicing are available prior to occupancy. These restrictions are found within the requested pre-conditions, to be satisfied prior to or concurrent with draft plan approval, and conditions of approval in Attachment #1. In addition, the Region requests that the City apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that the Region be provided an opportunity to comment on any proposed extensions of approval.

iv) Functional Servicing Report

The *North Humber Extension Development Functional Servicing Report*, submitted for the development, proposed an extension of sanitary infrastructure to service the northern section of Kleinburg will most likely be constructed within the Regional Road 27 right-of-way. The Region requires that only one municipal gravity sewer or forcemain be proposed within the Regional right-of-way to service all existing and proposed development in the Kleinburg-Nashville area.

The Functional Servicing Report does not include the catchment area and sewage volumes attributable to the Copper Creek Golf Course. There is an existing sanitary forcemain from the golf course draining southerly within the Regional Road 27 right-of-way to the existing gravity sewers. The Region requests that the sanitary flows discharging via this forcemain be picked up into the proposed gravity sewers at the golf course access road and the existing forcemain within Regional Road 27 be removed. This request has been identified in the conditions of draft approval in Attachment #1. In addition, the Functional Servicing Report does not present options on how the existing estate subdivision south of the proposed development (Hedgerow Lane subdivision) is to be serviced by the proposed extended gravity sewers. As was previously stated, the Region will not allow multiple municipal sanitary infrastructures within the Regional Road 27 right-of-way. The Region requires an addendum or updated Functional Servicing Report to be submitted for review prior to final approval of the subdivision to address these items. Also the Region has identified a number of drainage culverts crossing Regional Road 27 that may affect the profile of the proposed sanitary sewers. The Region will not permit construction of deep sanitary sewers (if selected as preferred alternative) via open cut method within Regional Road 27 right-of-way.

v) Regional Road 27

The Region advises that 18.0 m (or 36.0 m right-of-way) from the centreline of construction on Regional Road 27 and any additional lands required for turn lanes at the access intersections be provided and conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.

York Region has no objection to draft plan approval of the plan of subdivision subject to the attached schedule of pre-conditions and conditions of approval in Attachment #1.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 38, CW Report No. 40 – Page 23

Conclusion

The Zoning By-law Amendment and Draft Plan of Subdivision applications propose to implement a residential development which meets the objectives of the Provincial, Regional and City Official Plan policies 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, ensures neighbourhood connectivity to the broader community, and provides water and energy efficiencies, energy alternatives and green building design and site development. The sustainable objectives for the subject lands propose low impact development (LID) measures such as; a reduced road right-of-way with surface drainage swales and sub-surface infiltration trenches instead of a wider right-of-way with curbs and gutters; residential lots with increased topsoil depths to increase the pervious area and the amount of storage for stormwater infiltration and evapotranspiration; and, permeable pavements for the driveways with material as permeable interlocking pavers or porous asphalt.

A total of 53 detached dwelling units and blocks to develop 3 detached dwelling units with the adjacent lands to the south are proposed on the subject lands. The subject lands have a net developable area of 7.12 ha and are located within the Humber North Extension Area, which would permit a maximum density of 7.55 units per net residential area. The uses and density proposed for the subject lands conform to the Official Plan. The implementing Zoning By-law will zone the development with the Holding Symbol "(H)", which will not be removed until the water supply and sewage servicing capacity is identified and the parkland requirement addressed. Conditions of draft plan of subdivision approval are included on Attachment #1 to ensure the protection of ecological features including valleylands, buffers, land use encroachments into and modifications to the top-of-the bank, and geotechnical matters such as long-term slope stability have been addressed, subject to the conditions of draft approval in Attachment #1.

The Development Planning Department is satisfied that the proposed residential development as shown on Attachment #4 is appropriate and compatible with the existing and permitted uses in the surrounding area and can be developed in a manner that is appropriate and compatible with the existing community. The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed Draft Plan of Subdivision as red-lined, subject to the recommendations in this report, and the pre-conditions and conditions of approval as set out in Attachment #1.

Attachments

1. Pre-Conditions and Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision 19T-08V04 - Red-lined Revised
5. Proposed Zoning - Plan of Subdivision 19T-8V04
6. OPA #719 Site Specific Official Plan Amendment
7. Cross-Section of Earth Berm/Buffer
8. Consolidated Plan with Alternative Park

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 39, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

39 HURON-WENDAT NATION AND CITY OF VAUGHAN PARTNERSHIP

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Regional Councillor Di Biase, dated September 13, 2011:

Member's Resolution

Submitted by Regional Councillor Michael Di Biase

Whereas, there is a significant historical presence of the Huron-Wendat Nation in the City of Vaughan;

Whereas, the City of Vaughan Vision 2020 is to preserve our heritage and support diversity, arts and culture; and

Whereas, significant archeological findings, including an ossuary, have been discovered at the Kortright Centre which have been associated to the Huron-Wendat Nation.

It therefore be resolved

- (1) Staff be directed to prepare a report to the October 25, 2011 Committee of the Whole meeting with respect to possible options on how the City of Vaughan may participate in the creation of a Huron-Wendat Nation Cultural Heritage Centre; and that
- (2) Staff advise and prepare a report to the October 25, 2011 Committee of the Whole meeting with respect to a "Sister City Relationship" between the Huron-Wendat Nation in Wendake, Quebec and the City of Vaughan as it relates to the present City policy on this matter.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 40, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

40 ALLWAY STOP CONTROL AT PLEASANT RIDGE AVENUE AND BALSAMWOOD ROAD

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Racco, dated September 13, 2011:

Member's Resolution

Submitted by Councillor Sandra Yeung Racco

Whereas, a letter of request from the Thornhill Woods Community Association has been received requesting an allway stop at the intersection of Pleasant Ridge Avenue and Balsamwood Road; and

Whereas, an additional 14 residents contacted our office individually regarding an allway stop control at this intersection; and

Whereas, Pleasant Ridge Avenue is a primary feeder roadway and a transit route that has recently opened up to Rutherford Road; and

Whereas, Pleasant Ridge Avenue, from Balsamwood Road north to Rutherford Road is still an area under development, with much development to occur both around this intersection and in the area immediately north of this intersection;

It Is therefore recommended that an allway stop control be installed at the intersection of Pleasant Ridge Avenue and Balsamwood Road as soon as possible.

Attachments

1. Letter of Request from Thornhill Woods Community Association

(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 SEPTEMBER 27, 2011

Item 41, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

41 **ALLWAY STOP CONTROL AT VIA ROMANO BOULEVARD AND RIVERMILL
 CRESCENT/FERRETTI STREET**

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Racco, dated September 13, 2011:

Member's Resolution

Submitted by Councillor Sandra Yeung Racco

Whereas, a number of residents from Rivermill Crescent and Ferretti Street have met with staff onsite to communicate concerns regarding safety and sight line issues at this intersection; and

Whereas, Traffic Engineering staff have confirmed that the geometric design of Via Romano Boulevard, including the elevation change of roadway and the horizontal alignment change north of Ferretti Street/Rivermill Crescent may impede sight lines; and

Whereas, due to the geometric design of the roadway, there is a fence, utility pedestal and trees that impede sight lines; and

Whereas, Automatic Traffic Recorders (ATR's) demonstrated excessive rates of speed along Via Romano Boulevard, especially in the school zone, with the highest speed being at 100 km/hour in the southbound direction and 96 km/hour in the northbound direction;

It Is therefore recommended that an allway stop control be installed at the intersection of Via Romano Boulevard and Rivermill Crescent/Ferretti Street as soon as possible.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 42, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 27, 2011, as follows:

By approving the following in accordance with Communication C1 from the Commissioner of Engineering and Public Works, dated September 19, 2011:

- 1. That Tender T11-029, Major Mackenzie Drive Watermain Replacement, Keele Street to CNR Underpass be awarded to STG Construction Ltd. in the amount of \$861,380.00, plus applicable taxes;***
- 2. That a contingency allowance in the amount of \$90,000.00, 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 \$15,000.00, plus applicable taxes be approved to ensure compliance with all applicable standards; and***
- 4. That the Mayor and City Clerk be authorized to sign the appropriate documents.***

42

**AWARD OF TENDER T11-029
MAJOR MACKENZIE DRIVE WATERMAIN REPLACEMENT
FROM KEELE STREET TO CNR UNDERPASS
WARDS 1 AND 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 September 13, 2011:

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Director of Purchasing Services and the Director of Budgeting and Financial Planning recommends:

That Tender T11-029 for the Major Mackenzie Drive Watermain Replacement, from Keele Street to CNR Underpass be brought forward to Council on September 27, 2011, for authorization of award.

Contribution to Sustainability

The watermain replacement on Major Mackenzie Drive, from Keele Street to the CNR underpass 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 and submitted bids have been evaluated.

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 42, CW Report No. 40 – Page 2

Purpose

To inform Council of the status of award of Tender T11-029, Major Mackenzie Drive Watermain Replacement, from Keele Street to CNR Underpass.

Background - Analysis and Options

The work covered by this tender includes the replacement of an existing watermain on Major Mackenzie Drive, from Keele Street to the CNR Underpass. (See Attachment No. 1 for project location). The Regional Municipality of York approval has been received.

This 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 August 23, 2011. Additional information will be provided for this item after the bids have been evaluated, for Council's consideration at the September 27, 2011 meeting. Construction is scheduled to commence in October and is expected to be completed by late fall 2011.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in enhancing and ensuring community safety, health and wellness; priorities previously set by Council. The replacement of the existing watermain on Major Mackenzie will ensure that drinking water quality standards are maintained for the residents of Vaughan.

Regional Implications

The Regional Municipality of York will be notified of project commencement.

Conclusion

Tender T11-029, Major Mackenzie Drive Watermain Replacement, from Keele Street to CNR Underpass closed on August 23, 2011. Additional information will be provided for this item after the bids have been evaluated, for Council's consideration at the September 27, 2011 meeting.

Attachments

1. Location Map

Report prepared by:

John Zanchettin, C.E.T., Senior Engineering Assistant, ext. 8470
Vince Musacchio, P. Eng., PMP, Manager of Capital Planning and Infrastructure, ext. 8311

JZ:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 43, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 27, 2011, as follows:

By approving the following in accordance with Communication C2 from the Commissioner of Engineering and Public Works, dated September 19, 2011:

- 1. That Tender T11-290 for the Intersection Improvements at Bathurst Street and Atkinson Avenue be awarded to Vaughan Paving Ltd. in the amount of \$156,430.98, plus applicable taxes;***
- 2. That a contingency allowance in the amount of \$16,000.00, 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 \$3,000.00, plus applicable taxes be approved to ensure compliance with all applicable standards; and***
- 4. That the Mayor and City Clerk be authorized to sign the appropriate documents.***

43

**AWARD OF TENDER T11-290
INTERSECTION IMPROVEMENTS AT BATHURST STREET AND ATKINSON AVENUE
WARD 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 13, 2011:

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Director of Purchasing Services and the Director of Budgeting and Financial Planning recommends:

That Tender T11-290 for the Intersection Improvements at Bathurst Street and Atkinson Avenue be brought forward to Council on September 27, 2011, for authorization of award.

Contribution to Sustainability

The intersection improvements at Bathurst Street and Atkinson Avenue 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 and submitted bids have been evaluated.

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 43, CW Report No. 40 – Page 2

Purpose

To inform Council of the status of award of Tender T11-290, Intersection Improvements at Bathurst Street and Atkinson Avenue.

Background - Analysis and Options

The work covered by this tender includes the improvement of the Bathurst Street and Atkinson Avenue intersection. The proposed widening of approximately 110 metres on Atkinson Avenue will accommodate an exclusive westbound right turn lane on Atkinson Avenue onto northbound Bathurst Street. (Capital Budget Project No. EN-1711-08). See Attachment No. 1 for project location map. The Regional Municipality of York Approval is expected shortly.

The tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OPBA), on Biddingo and on the City webpage with a closing date of September 6, 2011. Additional information will be provided for this item after the bids have been evaluated, for Council's consideration at the September 27, 2011 meeting. Construction is scheduled to commence in October and is expected to be completed by Fall 2011.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report related to the proposed widening and associated intersection improvements will contribute to the enhancement of community safety, health and wellness by ensuring that an appropriate level of service is maintained for pedestrian and vehicular traffic.

Regional Implications

The Regional Municipality of York will be notified of project commencement.

Conclusion

Tender T11-290, Intersection Improvements at Bathurst Street and Atkinson Avenue closed on September 6, 2011. Additional information will be provided for this item after the bids have been evaluated, for Council's consideration at the September 27, 2011 meeting.

Attachments

1. Location Map

Report prepared by:

Paolo Masaro, P. Eng., Design Engineer, ext. 8446

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 SEPTEMBER 27, 2011

Item 44, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 27, 2011, as follows:

By approving the following resolution, in accordance with Communication C5 of the City Manager, dated September 22, 2011:

WHEREAS The Municipality of the City of Vaughan (“Vaughan”) is the sole shareholder of Vaughan Holdings Inc. (“VHI”);

AND WHEREAS VHI has undertaken a feasibility study with respect to opportunities for the development of planned energy systems for distribution of thermal energy, and efficient and environmentally superior methods of producing electricity and heating and cooling energy, and the distribution thereof (collectively, “District Energy”);

AND WHEREAS Vaughan therefore desires to proceed with the District Energy business, either through its subsidiary VHI, or, as determined in the discretion of VHI, through a separate wholly-owned subsidiary of VHI;

AND WHEREAS VHI is subject to a Unanimous Shareholder Declaration in favour of Vaughan dated June 11, 2004, which limits the business which may be conducted by VHI, and also precludes the establishment of any subsidiary of VHI, without the approval of Vaughan;

AND WHEREAS Vaughan has today received a recommendation with respect to District Energy from the City Manager, the Commissioner of Finance and the City Solicitor (the “district Energy Report”);

NOW THEREFORE BE IT RESOLVED that:

- 1. The District Energy Report is hereby approved;***
- 2. The business of VHI be expanded to permit the carrying on of District Energy’***
- 3. Such District Energy may be carried on by VHI, either directly or through a wholly-owned subsidiary of VHI, as determined in the discretion of the Board of Directors of VHI; and***
- 4. The Mayor, together with the City Clerk, are hereby authorized and directed for and on behalf of Vaughan to execute and deliver all documents in form and content satisfactory to such signing officers, as may be required to more effectively give effect to these resolutions.***

44

DISTRICT ENERGY

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager, the Commissioner of Finance and the City Solicitor, dated September 13, 2011:

Recommendation

The City Manager, the Commissioner of Finance and the City Solicitor recommend:

That the City approve Vaughan Holdings Inc. (VHI) creating a district energy business, either within VHI or as a wholly owned subsidiary of VHI.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 44, CW Report No. 40 – Page 2

Contribution to Sustainability

Section 1.2.2 of *Green Directions Vaughan – Community Sustainability and Environmental Master Plan* speaks to the planning and development of District Energy systems to promote the reduction of greenhouse gas emissions in the City of Vaughan. The Vaughan District Energy Feasibility study focuses on the Vaughan Metropolitan Centre to determine if such a facility is viable in this area. District Energy has the potential to improve environmental quality, support economic growth and development and be a revenue source for the owner/operator.

Economic Impact

VHI has conducted a feasibility study which supports creating a district energy business. The objective is to fund the district energy business on a 60:40 debt to equity ratio. This ratio is typical for utility businesses and is the Ontario Energy Board (DEB) requirement for local distribution companies. VHI has the capacity to internally fund a significant equity requirement. Prior to pursuing external debt, VHI would seek out other sources of funding such as grants, low interest loans such as those offered by Infrastructure Ontario. At this point, there is no requirement or expectation of equity funding from the City. It will be operated on a for-profit basis. This in turn will add to the viability and sustainability of the district energy business in the long term.

In addition to reducing capital costs for building development, stabilizing energy costs, and providing employment, District Energy can build a value proposition that helps set the municipality apart from other communities when competing for high-end office uses such as corporate headquarters. In today's business world, price is an important factor in site selection. However, price is often not the most highly rated criteria. As corporations seek to expand or locate, they often look for sites in municipalities that share or mirror their corporate values. Two values that District Energy magnifies are environmental stewardship and sustainability and both are quickly becoming an overarching theme in today's business world. Therefore, what District Energy does is create more value for the end-user and in turn strengthens the Vaughan Metropolitan Centre's attractiveness to future head office and other employment uses.

Communications Plan

VHI is the lead organization for communicating with landowners and other key stakeholders. The support of the City and the staff is critical to the success of this initiative.

A communication to staff will be issued and educational sessions are being arranged.

Purpose

The purpose of the report is to obtain shareholder approval for Vaughan Holdings Inc. to enter the district energy business and establish it as a subsidiary of Vaughan Holdings Inc. if deemed appropriate.

Background - Analysis and Options

What is District Energy

For the purpose of the feasibility study "District Energy" can be described as:

A planned energy system for a community where thermal energy (for heating and/or cooling) is produced in a central plant location and is distributed to buildings in the community; or an

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 44, CW Report No. 40 – Page 3

Efficient and environmentally superior method of producing electricity and heating and cooling energy close to the loads that use the energy; an application of distributed energy.

The latter definition also encompasses the concept of “Combined Heat and Power” (CHP) or “Cogeneration” where heat from the production of electricity is used to produce the thermal energy (usually heated or chilled water), which is then used for the heating and cooling of buildings connected to the district energy system.

Purpose of the Vaughan District Energy Feasibility Study

The purpose of the study was to:

- Assist Vaughan Holdings Inc. in the evaluation of opportunities for moving forward with the development of a District Energy system in the Vaughan Metropolitan Centre; and
- Identify other areas in the city where District Energy Systems may also be warranted.

Scope of the Study

The primary study area focuses on the Vaughan Metropolitan Centre. In addition, the study also identifies other areas in the City that have potential for the application of district energy technology like the Healthcare Campus.

The Components of the Study

The study has been structured around the following Tasks.

- **Task 100 District Energy Potential Analysis:**
 - Introduction to District Energy;
 - Market Potential for District Energy;
 - Building types suitable for connection to District Energy;
 - Estimate of thermal loads for Development Scenarios;
 - Identification of factors influencing District Energy development opportunities.
- **Task 200 Conceptual Implementation Plan:**
 - Directional Issues;
 - Comparison of Potential Energy Sources;
 - Conceptual Design of the District Energy System;
 - Conceptual Cost Estimates;
 - Assessment of Pricing Structures;
 - Implications for City Operations.
- **Task 300 Business Case Examination:**
 - Determination of the Owner/Operator Model;
 - Development of the District Energy Business Case;
 - Major Landowner Input.
- **Task 400 Recommendations on Next Steps:**
 - Risk Management Plan;
 - Regulatory Issues;
 - Financing Issues;
 - Identification of other DES areas.
- **Report Finalization**

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 44, CW Report No. 40 – Page 4

Content of the Study

The study addressed the opportunities and risks involved in the development of district energy systems. This assisted the Board of Directors in its decision as to whether it will proceed to the next phase of system planning and development. The study concludes that there is a solid basis for moving forward based on the characteristics of the Vaughan Metropolitan Centre and its potential to develop a financially viable self-sustaining business.

Benefits of District Energy Systems

a) A Municipally Owned System

A municipally owned District Energy System provides a number of benefits, which apply to situations where the municipality is the full owner. These include:

- A good long-term investment, with potential future utility rate of return (dividends) and/or capital appreciation;
- An economic development tool, providing business with an economical source of heating and cooling, thereby improving the municipalities' competitive advantage;
- Enhancing the municipalities' "green" image by achieving greater efficiencies in the delivery of heating and cooling services, reducing energy consumption and greenhouse gas emissions;
- Opportunity for combined heat and power production and associated power supply contracts;
- Providing fuel flexibility that would allow for a transition from non-renewable to renewable energy sources;
- Fuel expenditures stay in the municipality;
- Employment.

b) Benefits to Building Owners

District Energy Systems provide a number of benefits to building owners. These include;

- Deferral of capital dollars (conventional heating plants, structures, stack, natural gas service);
- Space saving and greater architectural freedom;
- Enhanced system reliability;
- Simplified building operations;
- Transfer of capital and operating cost risk;
- Ease of system expansion and flexibility;
- Reduction in noise and building emissions;
- Potential for LEED points.

Why the Vaughan Metropolitan Centre is an Attractive Venue for District Energy Services

District Energy Systems prosper under certain conditions, many of which characterize the Vaughan Metropolitan Centre. These circumstances include:

- High densities backed by a strong multi-level government commitment to achieving those densities;
- Planned for compact/clustered development, resulting in a strong concentration of uses in close proximity resulting in shorter pipe runs;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 44, CW Report No. 40 – Page 5

- It is largely a greenfield development, so the new building stock can be designed to accept district energy services rather than retrofitted as would be the case for existing buildings;
- Most buildings will be mid-rise or high-rise – savings resulting from District Energy Systems increase with building size;
- Rapid development is planned for;
- A mix of uses is planned, which results in load diversification, which distributes the peak load throughout the day, i.e. it is estimated that the peak load of the system will be 85% of the total connected load. This results in potential operational economies.

Other Potential Service Areas

In addition to the Vaughan Metropolitan Centre lands, a promising service area that will require continuing attention is the Vaughan Healthcare Campus (OPA 715). It will be providing substantial densities within relatively compact areas, making them ideal candidates for district energy services.

The main scope of work set focuses on the VMC Secondary Plan area. However, opportunities could arise at any time on the Healthcare Campus. As such, staff with the assistance of FVB Energy Inc. will need to maintain contact with the Vaughan Health Campus of Care and York Central Hospital as they move forward.

Since these lands are owned by the City, VHI has requested that the City advise all parties developing all or a portion of the site that VHI is pursuing district energy for the entire site.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

N/A

Conclusion

Council contemplated getting into district energy when it undertook the creation of its Environmental Master Plan (EMP). Following the approval of the EMP, Vaughan Holdings Inc. undertook a feasibility study which concluded that district energy is feasible in the Vaughan Metropolitan Centre and there is an opportunity on the 87 acres that the City owns and is intended for a hospital and hospital related uses.

VHI proposes to proceed on a for-profit basis with a 60:40 debt equity ratio. VHI has sufficient funds available to meet the expected equity requirement and therefore is not seeking any equity funding from the City. Accordingly, staff recommends approval.

Attachments

None.

Report prepared by:

Clayton D. Harris
City Manager

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 45, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

45 CEREMONIAL PRESENTATION – CURB APPEAL WINNERS AND VOLUNTEERS

The Mayor and Members of Council thanked all the volunteers and presented the winners with their certificates.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 46, Report No. 40, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 27, 2011, as follows:

By receiving Communication C7 from Ms. Jessica Bell-Taliana, The Laser Clinic, 5451 Highway 7, Suite 108, Woodbridge, L4L 0B2, dated September 23, 2011.

46 DEPUTATION – MS. JESSICA TALIANA WITH RESPECT TO LYME DISEASE

The Committee of the Whole recommends:

1. That Council endorse the petition to the Legislative Assembly of Ontario and that the City Clerk communicate this to the appropriate parties; and
2. That the deputation of Ms. Jessica Taliana, 32 Rosebury Lane, Woodbridge, L4L 3Z2 and Communication C1, dated September 10, 2011, be received.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 49, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

49

OTHER MATTERS CONSIDERED BY THE COMMITTEE

49.2 ITEM 1 - RECONSIDERATION

Upon the motion moved by Councillor Carella and seconded by Councillor Racco, Item 1 - GENERAL LICENSING BY-LAW REVIEW was reconsidered regarding the following:

"to include the insurance industry."

49.2 RECESS/RECONVENE

The Committee of the Whole recessed at 2:09 p.m. and reconvened at 3:06 p.m. with the following members present:

Regional Councillor Deb Schulte, Chair
Hon. Maurizio Bevilacqua, Mayor
Regional Councillor Gino Rosati
Regional Councillor Michael Di Biase
Councillor Tony Carella
Councillor Rosanna DeFrancesca
Councillor Marilyn Iafrate
Councillor Alan Shefman (3:17 p.m.)
Councillor Sandra Yeung Racco

49.3 CONSIDERATION OF AD HOC COMMITTEE REPORTS

The following Ad Hoc Committee report was received:

1. Heritage Vaughan meeting of June 15, 2011 (Report No. 5).

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 50, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

50

NEW BUSINESS – POLICIES FOR PUBLIC NOTIFICATIONS

The Committee of the Whole recommends that staff prepare a report on policies for public notification on planning applications and secondary plans of significance.

The foregoing matter was brought to the attention of the Committee by Councillor Racco.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 27, 2011

Item 51, Report No. 40, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 27, 2011.

**51 COMMITTEE OF THE WHOLE (CLOSED SESSION) RESOLUTION
SEPTEMBER 13, 2011**

The Committee of the Whole passed the following resolution to resolve into closed session for the purpose of discussing the following:

1. **APPOINTMENTS TO TASK FORCES**
(personal matters about identifiable individuals)
2. **ONTARIO MUNICIPAL BOARD APPEAL
1678573 ONTARIO INC.
FILES OP.08.016 AND Z.08.062
77 EAGLEVIEW HEIGHTS – WARD 3**
(litigation or potential litigation)
3. **ONTARIO MUNICIPAL BOARD APPEAL
CICCHINO HOLDINGS INC.
FILES OP.08.010 AND Z.08.039
3812 MAJOR MACKENZIE DRIVE – WARD 3**
(litigation or potential litigation)
4. **LITIGATION MATTER – ROSSI v. CITY OF VAUGHAN**
(litigation or potential litigation)
5. **PROPERTY MATTERS/PERSONAL INFORMATION ABOUT IDENTIFIABLE
INDIVIDUAL**
(personal matters about identifiable individuals)
6. **RECEIPT OF LEGAL ADVISE SUBJECT TO SOLICITOR CLIENT PRIVILEGE,
RESPECTING THE PENDING APPLICATION FOR THE DEVELOPMENT OF
VAUGHANWOOD MALL.**
(solicitor/client privilege)

Regional Councillor Di Biase declared an interest with respect to Item 4 - LITIGATION MATTER – ROSSI v. CITY OF VAUGHAN as he is a party to the lawsuit.