

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 1, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

**1 WESTON ROAD LAND USE INVENTORY AND ANALYSIS STUDY
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated October 25, 2011:

Recommendation

The Commissioner of Planning recommends that:

1. The Vaughan Official Plan 2010, Volume 1, be modified by re-designating the properties fronting on the east side of Weston Road from 2 Chrislea Road to 8787 Weston Road from "Prestige Employment" to "Commercial Mixed-Use" as shown on Attachments 2a and 2b.
2. This report be forwarded to the Region of York as a recommended modification to the Vaughan Official Plan 2010, Volume 1, and that the Region of York be requested to modify the Plan accordingly as part of the process leading to the approval of the Vaughan Official Plan 2010.

Contribution to Sustainability

Goal 2 of *Green Directions Vaughan*, the City's Community Sustainability and Environmental Master Plan, focuses on the new Official Plan to "ensure sustainable development and redevelopment". The description of Goal 2 explains the transformative vision for the new Official Plan.

Vaughan is committed to sustainable land use. Vaughan Tomorrow, our consolidated Growth Management Strategy – 2031, has a central focus on creating a cutting-edge Official Plan that will provide for increased land use densities, efficient public transit, considerations for employment lands and open space systems, as well as walkable, human scale neighbourhoods that include services, retail and an attractive public realm. The plan will guide the creation of the physical form that will reflect a "complete" community.

Economic Impact

The Vaughan Official Plan 2010 establishes the planning framework for development throughout the City to 2031. The Plan, when approved, will have a positive impact on the City of Vaughan in terms of managing growth and fostering retail and residential intensification and employment opportunities while fulfilling the City's obligations to conform with Provincial policies and meet Regionally imposed targets for residential and employment growth.

Communications Plan

Direction to proceed to Committee of the Whole on October 25, 2011 with this report was given at the Council meeting of September 27, 2011. The report was posted on the City's website as part of the Committee of the Whole Agenda on October 14, 2011.

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Purpose

The purpose of this report is to examine the opportunities for re-designating the properties fronting on the east side of Weston Road between Chrislea Road and the south boundary of the Vaughan Mills Secondary Plan Area from “Prestige Employment” to “Commercial Mixed-Use” under VOP 2010.

Background - Analysis and Options

Location

The subject lands are located to the west of Highway 400, north of Highway 7 and south of Rutherford Road. The northern portion of the study area includes all properties on the east side of Weston Road from the Vaughan Mills Centre Secondary Plan Study Area south to Langstaff Road. The southern portion of the study area includes all properties on the east side of Weston Road from Langstaff Road to Chrislea Road.

The Study Area is shown on Attachment 1 to this report.

Background

As part of the consideration of modifications to VOP 2010, issues arose about the recognition of existing legal commercial uses within the new “Prestige Employment” designation. Owners were requesting recognition in VOP 2010 of their existing permissions to ensure that any future implementing zoning by-law would not result in their lands becoming legal non-conforming.

One such submission was received for a site located at 7979 Weston Road to the north of Chrislea Road which requested a re-designation to “Commercial Mixed-Use” to recognize an existing retail warehousing permission. In respect to this matter, Council provided the following direction at the Council Meeting of September 27, 2011:

City staff be directed to report back to the Committee of the Whole meeting of October 25, 2011, on which lands they deem appropriate for re-designation to “Commercial Mixed Use” for the properties fronting on the east side of Weston Road between Chrislea Road and the south boundary of the Vaughan Mills Secondary Plan Area.

This report has been prepared in response to this direction.

Weston Road Land Use Inventory and Analysis Study

a) Objective

The objective of this study is to determine whether or not a land use change from “Prestige Employment” to “Commercial Mixed-Use” is warranted, given the type of uses currently located within the study area.

b) Methodology

In order to establish an accurate inventory of the existing land uses on the east side of Weston Road between Chrislea Road and the southern boundary of the Vaughan Mills Secondary Plan Area, staff conducted a site visit to each property in the study area and documented the existing uses. Photographs of each site were taken and the individual businesses were recorded in conjunction with their respective addresses.

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Each business located within the study area was then categorized into one of the following land use classes:

- Banks & Financial Institutions
- Business & Professional Offices
- Institutional, Educational & Social Services
- Manufacturing, Storage & Distribution
- Personal Services
- Restaurants & Food Services
- Retail & Retail Warehousing
- Vacant

Totals for each land use type were then calculated for the northern portion (Vaughan Mills Secondary Plan Area to Langstaff Road) and southern portion (Langstaff Road to Chrislea Road) of the study area.

c) Results

Approximately 162 units within 31 parcels of land were identified in the study area; 70 units north of Langstaff Road (on 13 parcels of land) and 92 units south of Langstaff Road (on 18 parcels of land). The breakdown of each land use type can be seen in Tables 1 and 2, below.

Table 1

Vaughan Mills Centre Secondary Plan Study Area to Langstaff Road

Land Use Type	# of Units
Retail & Retail Warehousing	22
Personal Services	17
Business & Professional Offices	12
Restaurants & Food Services	10
Manufacturing, Storage & Distribution	5
Institutional, Educational & Social Services	4
Banks & Financial Institutions	0
Vacant	0

Total: 70

The study area is predominantly commercial with only a small manufacturing presence. There are five non-commercial parcels in the northern portion of the site which are located immediately south of the Vaughan Mills Centre Secondary Plan Study Area. These include 8929, 8865, 8841, 8821 and 8795 Weston Road, as shown on the context map forming Attachment 2a to this report. These properties are large lots extending beyond the limits of the study area and are primarily used for warehousing, outdoor storage and some manufacturing. Further, they are not part of a registered plan of subdivision. As such, they are not suitable for a land use re-designation from "Prestige Employment" to "Commercial Mixed-Use" at this time.

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Table 2

Langstaff Road to Chrislea Road

Land Use Type	# of Units
Retail & Retail Warehousing	38
Personal Services	20
Business & Professional Offices	12
Restaurants & Food Services	12
Institutional, Educational & Social Services	6
Manufacturing, Storage & Distribution	3
Vacant	1
Banks & Financial Institutions	0
Total:	92

The three manufacturing uses south of Langstaff Road Are:

- Grande Cheese Co. Ltd. – 468 Jevlan Drive
- Omega Mantels and Mouldings Ltd. – 260 Jevlan Drive
- Unitech Windows and Doors – 260 Jevlan Drive

Both of these properties are located between two existing commercial land uses and contain a significant accessory retail component. Given their location along a predominantly commercial strip of land and the current amount of retail on each of these sites, they are both suitable for re-designation to “Commercial Mixed-Use”.

The remaining properties in the study area are commercial uses and would be suitable for re-designation from “Prestige Employment” to “Commercial Mixed-Use”.

Basis for the Re-designation from “Prestige Employment” to “Commercial Mixed-Use”

In September of 2011, Hemson Consulting Ltd. submitted a report entitled “Housing Analysis and Employment Land Needs – Addendum to the April 2010 Report”. The original April 2010 report was prepared to support the preparation of VOP 2010. However, since the completion of the 2010 report a number of requests were received for modifications to VOP 2010 for employment land conversions to other uses; and the Region of York also requested additional justification for other conversions that were already incorporated into VOP 2010. Most of the additional employment lands requiring evaluation involved conversion from an “Employment Area” designation to a “Commercial Mixed-Use” designation.

The purpose of the “Commercial Mixed-Use” designation in VOP 2010 is to distinguish between the major existing or planned retail concentrations within the employment areas and the more general-industrial areas. Over time, it is intended to focus new retail and other more intensive non-residential development at strategic nodes along the edges of major employment areas where higher order transit either exists or is being planned.

Hemson is of the opinion that, under the Growth Plan, if a use is already Justifying permitted or has been established under the local and regional official plan, then no conversion is required. This rationale was applied to the conversion of the Steeles Avenue corridor between Keele and Dufferin Streets and between Islington Avenue and Jane Street where it was demonstrated that the uses fronting on the north side of Steeles Avenue in these areas were primarily commercial. As a result, Council has requested that the Region of York approve VOP 2010 with the “Commercial Mixed-Use” designation applying to the frontage on these portions of Steeles Avenue.

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A similar analysis was undertaken for Weston Road in the preparation of this report. The evidence accumulated from the land use study shows that the uses fronting on to Weston Road, within the subdivided frontage (i.e., within Registered Plans of Subdivision) are predominantly commercial. Therefore, the re-designation of these lands from “Prestige Employment” to “Commercial Mixed-Use” can be supported.

The unsubdivided areas south of the Vaughan Mills Centre Secondary Plan Study Area are used for a range of industrial/warehousing and outside storage uses, with substantial portions being vacant. Therefore, it would be premature to re-designate the frontages of these properties “Commercial Mixed-Use”.

On this basis staff can recommend that the frontage of Weston Road, from Chrislea Road to the unsubdivided lands south of the Vaughan Mills Centre Secondary Plan Study Area, be re-designated from “Prestige Area” to “Commercial Mixed-Use” in VOP 2010, in recognition of the predominance of commercial uses in these areas.

Relationship to Vaughan Vision 2020/Strategic Plan

The new Official Plan is addressed under the objective “Plan and Manage Growth & Economic Vitality”, including the following specific initiatives:

- Complete and implement the Growth Management Strategy (Vaughan Tomorrow);
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;

Regional Implications

This report and the accompanying Council minute will be forwarded to the Region of York for its consideration in the approval process for VOP 2010 Volume 1.

Conclusion

The properties along the east side of Weston Road from 2 Chrislea Road to 8787 Weston Road, inclusive, are suitable for re-designation from “Prestige Employment” to “Commercial Mixed-Use”. Therefore the recommendations set out above should be adopted.

Attachments

1. Context Location Map
- 2a. Detail Location Map – Northern Portion of Study Site
- 2b. Detail Location Map – Southern Portion of Study Site

Report prepared by:

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Roy McQuillin, Manager of Policy Planning, ext. 8211

/LG

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

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Item 2, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

**2 ZONING BY-LAW AMENDMENT FILE Z.10.032
SITE DEVELOPMENT FILE DA.10.112
WYCLIFFE KIPLING LTD. ET AL
WARD 2**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated October 25, 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.10.032 (Wycliffe Kipling Ltd. et al) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #1 and #2 from RM2 Multiple Residential Zone and R3 Residential Zone subject to Exception 9(1297) to RM2 Multiple Residential Zone, as shown on Attachment #3, together with the zoning exceptions identified in Table 1 of this report, and the following:
 - a) the definition for a "Stacked Townhouse Dwelling" be included:

"Stacked Townhouse Dwelling – Means an attached low rise residential building form containing 3 or more dwelling units, each of which has: (1) direct access from the outside ground level; (2) one or two party walls with abutting dwelling units; and (3) is above or below another dwelling unit. The maximum building height shall be 3 storeys or 11m with a 5% variation to the permitted numerical requirement".
2. THAT Site Development File DA.10.112 (Wycliffe Kipling Inc. et al) BE APPROVED, to facilitate the development of 65 stacked townhouse dwelling units; the retention and relocation of 2 existing heritage dwellings (Thomas Wright House and The McGillivray Shore House); and, a 58m² addition to the Thomas Wright House, 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, elevations, landscape plan, and tree inventory plan, shall be approved by the Vaughan Development Planning Department and the Vaughan Cultural Services Division;
 - ii) that the final site servicing and grading plans and stormwater management report, slope stability study, Functional Servicing Report, Noise Study, and lighting plan, shall be approved by the Vaughan Development/Transportation Engineering Department;
 - iii) all required road widenings and improvements shall be approved and secured to the satisfaction of the Vaughan Development/Transportation Engineering Department;

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- iv) the applicant shall submit a comprehensive Conservation Plan outlining all proposed work as required for the relocation and restoration of the two heritage buildings at 8177 and 8161 Kipling Avenue including detailed elevation drawings, proposed methods and materials to the satisfaction of the Vaughan Cultural Services Division;
 - v) all requirements of the Toronto and Region Conservation Authority shall be satisfied; and,
 - vii) all requirements of the Canadian Pacific Railway Company shall be satisfied; and,
- 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 the dedication of parkland equivalent to 5% of the value of the subject lands or a fixed unit rate, prior to the issuance of a Building Permit in accordance with the Planning Act and the City's Cash-in Lieu Policy, to the satisfaction of the Vaughan Real Estate Division, Legal Services Department;
 - ii) snow removal, and garbage and recycling pick-up shall be privately administered, and shall be the responsibility of the Owner/Condominium Corporation;
 - iii) appropriate warning clauses shall be inserted into all offers of purchase, or agreements of sale and purchase or lease, and in title and deed or lease, of each of the dwelling units, warning the prospective purchasers or tenants of the increasing road and commercial noise and of CP Rail's operating railway right-of-way, noise, vibration, etc. that may affect the living environment;
 - iv) 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; and,
 - v) prior to the issuance of any Building Permit or Heritage Permit, the Owner shall submit a Letter of Credit to ensure the two heritage dwellings are preserved and maintained during and after their relocation until such time as their restoration is complete, to the satisfaction of the Vaughan Cultural Services Division.
3. THAT Council adopt the following resolution with respect to the allocation of sewage and water servicing capacity:

"IT IS HERBY RESOLVED THAT Site Development File DA.10.112 (Related File Z.10.032) is allocated sewage capacity from the York Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 45 units, which is in addition to the 20 units previously allocated to the property (File DA.00.100) on June 12, 2006, subject to the execution of a Site Plan Letter of Undertaking or Site Plan Agreement, whichever is in effect, to the satisfaction of the City."

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Contribution to Sustainability

The applicant has indicated through a sustainable design brief that the following sustainable features will be incorporated within the building and site design:

- a) **Site Design (in part):**
 - i) Re-use – the existing heritage dwellings are being preserved, renovated and offered for residency as part of the development;
 - ii) Stormwater Management – the proposed development is designed to control storm water so it does not negatively impact the surrounding infrastructure by allowing permeability in its hard surfaces and facilitate ground water re-charge on the site;
 - iii) Micro-climate Control – the combination of building shading with mechanical devices, landscaping and building placement on the site will block cool northerly winds, and trap southern solar winter heat; and,
 - iv) Construction Waste Management Program – during construction, a construction waste management program will be implemented.

- b) **Buildings and Landscaping for the Site (in part):**
 - i) upgraded windows (EnergyStar);
 - ii) low flow water fixtures including shower heads, faucets and toilets;
 - iii) integrated mechanical systems;
 - iv) permeable pavers for walkways;
 - v) native plant and tree species; and,
 - vi) a smart sensor irrigation system.

Economic Impact

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

Communications Plan

On March 18, 2011, a Notice of Public Hearing was circulated to all owners within 150m of the subject lands and to those requesting notification.

At the Public Hearing on April 12, 2011, the local Ratepayers Group (West Woodbridge Homeowners Association) and neighbouring residents spoke in opposition to the proposed development expressing the following concerns (in part):

- a) the relocation of the heritage dwellings must be carefully undertaken by a reputable engineering firm and the Owner must post a large Letter of Credit to guarantee the works;
- b) the architecture for the proposed buildings should be compatible with the heritage dwellings and the existing streetscape, and incorporate architectural elements from the heritage dwellings;
- c) the proposed development is too dense, too high and will further impact an already adverse traffic and access condition for Kipling Avenue; and,
- d) garbage should be relocated away from residential properties.

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The Owner's agent provided the following response (in part) to the concerns raised by the residents:

- a) agrees that a Letter of Credit or a Security be posted to guarantee the relocation of the heritage homes;
- b) the Woodbridge Heritage District Plan does not preclude modern architecture. The industrial architecture proposed is designed to reflect the 1920's industrial element of the area;
- c) the proposed Floor Space Index (FSI) for the development is 0.8 FSI, which is consistent with the Official Plan (permitted 0.6 to 1.0 FSI);
- d) no commercial uses are proposed for the development; and,
- e) the site-specific zoning exceptions requested are consistent with infill development.

The recommendation to receive the Public Hearing report of April 12, 2011, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on May 3, 2011.

Purpose

1. The Owner has submitted Zoning By-law Amendment File Z.10.032 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #1 and #2 from R3 Residential Zone and RM2 Multiple Residential Zone subject to Exception 9(1297) to RM2 Multiple Residential Zone together with the site-specific zoning exceptions shown on Table 1.
2. The Owner has submitted Site Development File DA.10.112 to permit the development of 65 stacked townhouse dwelling units within 5 residential blocks, the retention and relocation of two existing heritage dwellings (Thomas Wright House and McGillivray Shore House), and a 58 m² addition to the Thomas Wright House, as shown on Attachment #3.

Background - Analysis and Options

The subject lands shown on Attachments #1 and #2 are located on the east side of Kipling Avenue, south of Meeting House Road known municipally as 8161, 8171 and 8177 Kipling Avenue, City of Vaughan. The surrounding land uses are shown on Attachment #2. The property represents an assembly of three residential lots with total lot area of 0.77 ha. The site is relatively flat with a downward slope towards the eastern lot line and is developed with 2 heritage dwellings.

Land Use Policies/Planning Considerations

The subject lands are designated "Mid-Density Mixed-Use" by OPA #695 (Kipling Avenue Corridor Plan), which permits residential units, including detached, semi-detached, street townhouses, live work units, and other similar uses considered to meet the general intent of the Official Plan. OPA #695 is incorporated into the Vaughan Official Plan 2010 (VOP 2010) under Section 11.5 of Volume 2, and designates the subject lands "Low Rise Mixed Use". The City of Vaughan Official Plan 2010 was adopted by Vaughan Council on September 7, 2010, and is pending approval from the Region of York.

Stacked townhouse dwelling units are not specifically identified as a permitted building type however, are considered to be consistent with the permitted building forms listed above and therefore, conforms to the Official Plan.

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Zoning

The subject lands are zoned RM2 Multiple Residential Zone and R3 Residential Zone by Zoning By-law 1-88, subject to site-specific Exception 9(1297), which permits single detached and semi-detached dwellings. The Owner is proposing to amend Zoning By-law 1-88 to rezone the subject lands entirely to RM2 Multiple Residential Zone together with the following site-specific exceptions to facilitate the proposed development shown on Attachment #3:

Table 1

	By-law Standard	By-law 1-88, RM2 Multiple Residential Zone Requirements	Proposed Exceptions to RM2 Multiple Residential Zone
a.	Permitted Uses	<ul style="list-style-type: none"> ▪ Block Townhouse Dwelling ▪ Apartment Dwelling ▪ Multiple Family Dwelling 	<ul style="list-style-type: none"> ▪ 65 Stacked Townhouse Units within 5 buildings ▪ 2 Single Detached Dwellings (existing heritage dwellings)
b.	Minimum Front Yard (Kipling Avenue)	4.5 m	3.0 m
c.	Minimum Parking Requirements	<p>i) 65 Stacked Townhouse Units @ 1.75 spaces/unit (1.5 resident spaces + 0.25 visitor spaces) = 114 spaces</p> <p align="center">plus,</p> <p>2 detached dwellings @ 3.0 spaces per unit = 6 spaces</p> <p align="center">Total Required Parking =120 spaces</p> <p>ii) A strip of land not less than 3.0m in width around the periphery of an outdoor parking area and within the lot on which the said parking area is situated shall be used for no other purpose than landscaping, but this shall not prevent the provision of access driveways across the said strip.</p>	<p>i) Minimum of 93 parking spaces (1.4 spaces/unit, including visitor spaces)</p> <p>ii) A strip of land less than 3.0 m in width around the periphery of an outdoor parking area and within the lot on which the said parking area is situated shall be used for no other purpose than landscaping, but this shall not prevent the provision of access driveways across the said strip.</p>

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d.	Permitted Yard Encroachments and Restrictions	A balcony may encroach into the required interior side yard to a maximum of 0.3m and no encroachment shall be closer than 1.2 m to an interior side yard.	A balcony (Block "D") may encroach into the required interior side yard (south) to a maximum of 0.7m and no encroachment shall be closer than 0.9 m to the interior side yard (south).
e.	Minimum Amenity Area	3905 m ²	2900 m ²
f.	Minimum Lot Area Per Unit	230 m ² per unit	115 m ² per unit
g.	Definition of a Lot	Means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 49 of the Planning Act, RSO. 1983 would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of the street.	For the purpose of zoning conformity, the subject lands shall be deemed to be one lot, regardless of the number of buildings constructed on the lot, the creation of any new lot by plan of condominium, part-lot-control, consent, and any easements or restrictions.
h.	Definition of Building Height	<p>Means the vertical distance between the average elevation of the finished grade at the front of the building (for the purpose of this definition, the front of the building shall be the wall containing the main entrance); and,</p> <p>i) in the case of a flat roof, the highest point of the roof surface;</p> <p>ii) in the case of a mansard roof, the highest point on the roof surface;</p> <p>iii) in the case of a gable, hip or gambrel roof, the mean height between the eaves and the highest point of the roof;</p> <p>exclusive of accessory roof construction such as chimney, tower, steeple, elevator, mechanical room, or television antenna.</p>	<p>Means the vertical distance between the average finished grade along the front wall of the building (for the purpose of this definition, the front wall of this building shall be a wall that does not contain a garage and that faces Kipling Avenue or the internal courtyard); and,</p> <p>i) in the case of a flat roof, the highest point of the roof surface;</p> <p>ii) in the case of a mansard roof, the highest point on the roof surface;</p> <p>iii) in the case of a gable, hip or gambrel roof, the mean height between the eaves and the highest point of the roof;</p> <p>exclusive of accessory roof construction such as chimney, tower, steeple, elevator, mechanical room, or television antenna.</p>

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Zoning By-law 1-88 does not include a specific zone category which permits the proposed stacked townhouse dwellings, nor does it have a definition for this building type. Consequently, site-specific use permissions and development standard exceptions are required to the RM2 Multiple Residential Zone to implement the proposed development, if approved.

For the purpose of the implementing Zoning By-law, it is recommended that a “Stacked Townhouse Dwelling” be defined as follows:

“Stacked Townhouse Dwelling - Means an attached low rise residential building form containing 3 or more dwelling units, each of which has: (1) direct access from the outside ground level; (2) one or two party walls with abutting dwelling units; and (3) is above or below another dwelling unit. The maximum building height shall be 3 storeys or 11m with a 5% variation to the permitted numerical requirement.”

The Development Planning Department has reviewed the above requested zoning exceptions and is of the opinion that the stacked townhouse dwellings implement the intent of the Official Plan, and is therefore considered appropriate. The exception to the minimum front yard setback is acceptable as it implements a pedestrian friendly development that is closer to the street. The minimum interior side yard of 0.9m rather than the required 1.2 m, and the maximum balcony encroachment into the southern interior side yard of 0.7 m rather than the required 0.3 m are acceptable as they are typical of infill sites and in this particular case, relate to the relocation of the heritage dwellings on the site.

The proposed parking rate has been supported by a parking study prepared by Cole Engineering dated December 2010, that was approved by the Vaughan Development/Transportation Engineering Department, and is therefore considered acceptable.

Vaughan Cultural Services Division - Woodbridge Heritage Conservation District Plan

The Vaughan Cultural Services Division has reviewed the proposed development and provides the following comments:

“The subject lands are designated under Part V of the Ontario Heritage Act, and are located within the Woodbridge Heritage Conservation District Plan. The existing dwellings (8161 and 8177 Kipling Avenue) are designated under Part IV of the Ontario Heritage Act. The applicant proposes to retain the heritage dwellings and incorporate them as part of the proposed development.

The proposed development was considered by the Heritage Vaughan Committee on two occasions, once to deal with the relocation of the heritage dwellings and the second time to deal with the new development and its’ design. At the April 27, 2011 meeting, Heritage Vaughan Committee approved the relocation of the heritage dwellings to allow future intensification of the subject site, and the approval of the 2-storey addition to 8161 Kipling Avenue, subject to a number of conditions set out in the recommendation section of this report (report to Heritage Vaughan Committee).

On July 20, 2011, the Vaughan Heritage Committee considered the merits of the proposed development as it dealt with design and architecture. The applicant and staff worked together to achieve a development more in keeping with the Heritage District Plan. At the meeting, Heritage Vaughan Committee advised that they had no objection to the development, subject to the Owner submitting a Heritage Permit Application and the following conditions (in part):

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- that the Owner and staff continue to work together to resolve the above-referenced issues and any other issues of design and conformance;
- that the Owner will be required to submit a comprehensive Conservation Plan to outline all proposed work as required for the relocation and restoration of the two buildings at 8177 and 8161 including detailed elevation drawings, proposed methods and materials for final approval by Cultural Services staff; and,
- that a Letter of Credit be obtained from the Owner to ensure the building is preserved and maintained during and after its relocation until such time as its restoration is complete.”

A condition to implement the requirements of the Heritage Vaughan Committee and the Cultural Services Division has been included in the recommendation of this report.

Urban Design

The Urban Design Division of the Development Planning Department has reviewed the latest submission and is satisfied with the plans and will continue to work with the applicant to finalize details with respect to the landscaping treatment and architectural details. The site plan, landscape plan, building elevations and landscape cost estimate must be approved to the satisfaction of the Development Planning Department.

Surrounding Area

The subject lands shown on Attachments #1 and #2 are located within a predominantly residential area. The Woodbridge Fairgrounds abuts the rear of the subject property to the south. There are detached dwellings fronting onto Kipling Avenue both north and south of the subject property. The CP Rail line is located west of Kipling Avenue, with an industrial use further west. There is one recently constructed medium density development in the area with 116 residential units north of Meeting House Road, and a smaller development comprised of 6 semi-detached units and two detached units at the north east corner of Kipling Avenue and Chavendar Place. There is also an approved proposed medium density development across from the subject lands on the west side of Kipling Avenue for 44 commercial units and 24 live-work townhouse units. The area is also subject to OPA #695 (Kipling Avenue Corridor Plan), which includes policies that envision a more dense mixed-use community.

Site Plan Review

The site plan shown on Attachment #3 represents the assembly of three residential lots known municipally as 8161, 8171 and 8177 Kipling Avenue. There are two existing nineteenth century heritage dwellings (8161 and 8177 Kipling Avenue - Thomas Wright House and McGillivray Shore House, respectively) located on the subject lands that are designated under Part IV of the Ontario Heritage Act as having architectural and historical significance. The Thomas Wright House is currently vacant and the McGillivray-Shore House is occupied.

The proposed development is comprised of 65 residential stacked townhouse units distributed over 5 blocks, including two smaller blocks (Blocks “D” and “E”) positioned along Kipling Avenue with the larger buildings (Blocks “A”, “B”, and “C”) centrally located around a raised garden area. The main driveway from Kipling Avenue leads to a ring road, which provides access to the residential units, the parking areas and garbage/recycling enclosure, and functions as the main fire route.

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The proposed site plan positions the heritage dwellings in a manner that provides a gateway to the interior of the development with a vista to a cascading landscape planter feature and into the internal court yard from Kipling Avenue. A landscape buffer ranging in size from 2.0m to 3.0m is proposed for the periphery of the site. A small garbage and recycling enclosure is located at the southeast corner of the site.

Elevations

The proposed streetscape along Kipling Avenue and the building elevations are shown on Attachments #4 and #5. The buildings are designed in a modern composition using heritage inspired architectural styles to compliment the local existing heritage architecture. The architectural style represents a late 19th century industrial style/architecture. The applicant has included details (e.g. quoining, windows, and brickwork) and elements from the existing heritage dwellings on the proposed buildings. The buildings are proposed to be constructed using brick as the main wall cladding material in a reddish brown/beige colour scheme which compliments the existing heritage dwellings. Large loft type windows are proposed on all elevations, particularly along the rear elevation of each building. The elevations have been accepted by the Cultural Service Division, subject to a number of conditions. Additional architectural treatment should be provided along the end units for all the Blocks given their visual prominence on the street and within the development. The proposed free standing garbage enclosure located at the south east corner of the site will be constructed with the same material and colour scheme as the proposed buildings as shown on Attachment #7.

The final site plan and elevation plans including proposed building materials and colours must be approved to the satisfaction of the Vaughan Development Planning Department.

Landscaping

The proposed landscape plan shown on Attachment #6 proposes a combination of hard and soft landscaping material consisting of deciduous and coniferous trees, shrubbery and sod. The final landscape plans and landscape cost estimate must be approved to the satisfaction of the Vaughan Development Planning Department.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has provided the following comments to date. The final engineering plans must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.

a) Environmental

The Phase I Environmental Site Assessment (ESA), a Designated Substance Survey (DSS) and two (2) Records of Site Conditions (RSC) were submitted to the Development/Transportation Engineering Department for review, and were found to be acceptable. The ESA clearance for this application is complete.

b) Transportation Planning Division

The Transportation Planning Division has reviewed the submitted Parking and Access Study prepared by Cole Engineering dated December 2010, in support of the applications. Ninety-three (93) parking spaces (1.4 spaces per unit including parking for visitors) are proposed for the development, which has been reviewed and approved by the Transportation Planning Division.

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The access study assesses the proposed site access at the request of the City for the northerly intersection of Kipling Avenue and Meeting House Road. The existing turning movement volumes for this intersection were obtained from the Kipling Corridor Study prepared by MMM Group (April 2008) with a 10% factor applied to the 2008 volumes to estimate the peak hour volumes along Kipling Avenue.

Future level of service conditions were determined for the study area intersections utilizing future background traffic volumes plus the subject development. The analysis indicates that under total traffic volume conditions all the intersections within the study area are operating at acceptable levels, however, as recommended in the MMM Group report the intersection of Kipling Avenue and Meeting House Road is suggested to be signalized in the future based on the comprehensive redevelopment analysis undertaken for the area.

In summary, the Transportation Planning Division concurs with the overall study and methodology of the Parking and Access study and the traffic recommendations of the Kipling Avenue Corridor Study and accept their conclusions and recommendations.

Servicing

The site will be serviced by existing municipal services on Kipling Avenue by providing service connection to the property line as follows:

- 200 mm diameter watermain connection for domestic and fire from the existing 350 mm diameter watermain;
- 200 mm diameter sanitary sewer connection from the existing 300 mm diameter sanitary sewer;
- 450 mm diameter storm sewer connection from the existing 450 mm diameter storm sewer.

Stormwater quantity control will be provided through a combination of on-site storage and orifice control manhole located at the property line. A stormceptor treatment unit will provide an appropriate level of stormwater quality control located upstream of the control manhole on the site.

Access to the site will be via a private single driveway entrance from Kipling Avenue and provides for internal driveways and sidewalks for vehicle and pedestrian circulation.

Servicing Capacity Allocation

On June 12, 2006, formal servicing capacity allocation was granted to previous Site Development File DA.00.100 in the amount of 20 residential dwelling units for the subject property. Subsequently, the application on the subject lands was changed to propose a total of 69 units. On May 24, 2011, in accordance with the City's Servicing Capacity Distribution Protocol, Council approved the recommendation to reserve an additional water and wastewater servicing capacity in the amount of 49 residential dwelling units to this development. The said servicing capacity is unrestricted regional servicing capacity and therefore in conjunction with Site Plan Approval may be formally allocated to the Plan. The current application is for 65 stacked townhouse units.

Given the twenty (20) units of servicing capacity have already been allocated, this report recommends the allocation of an additional 45 units from the aforementioned reservation (unrestricted servicing capacity).

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Waste Collection

The City has approved a Waste Collection Design Standard Policy for development. The design of the proposed stacked townhouse buildings does not allow for a common internal waste collection facility for each building, and therefore, the applicant has proposed a free standing building at the southeast corner of the site. The proposed waste facility building will be completely enclosed and designed with materials consistent with the main residential buildings. The final Waste Collection Plan for the site must be approved to the satisfaction of the Vaughan Public Works Department.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the latest submission in support of the proposed development and have no objection to the approval of the Zoning By-law Amendment and Site Development Applications, subject to the Owner obtaining a TRCA Permit under Ontario Regulation 166/06 for those works located within the Regulated area.

Cash-in-Lieu of Parkland Dedication

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

Canadian Pacific Railway (CPR)

The development applications have been circulated to the Canadian Pacific Railway (CPR) for review. To date, no comments have been received from the CPR. The Owner will be required to satisfy all requirements of the CPR prior to the execution of the Site Plan Letter of Undertaking. A condition of approval is included in the recommendation of this report in this respect.

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 subject lands do not front onto a Regional Road, and therefore, there are no Regional implications.

Conclusion

The Vaughan Development Planning Department has reviewed Zoning By-law Amendment File Z.10.032 and Site Development File DA.10.112 (Wycliffe Kipling Ltd. Et al.) in accordance with the policies of the Official Plan, Zoning By-law 1-88, comments from City departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed stacked townhouse development conforms to the policies of the Official Plan and is appropriate and compatible with the existing and future planned uses in the surrounding area, subject to the comments and recommendations contained in this report. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development Applications, subject to the recommendations in this report.

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Attachments

1. Context Map
2. Location Map
3. Site Plan
4. Streetscape Plan (Kipling Avenue)
5. Building Elevations
6. Landscape Plan
7. Elevations – Garbage Enclosure

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.)

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Item 3, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

3

**ZONING BY-LAW AMENDMENT FILE Z.09.043
DRAFT PLAN OF SUBDIVISION FILE 19T-11V002
SITE DEVELOPMENT FILE DA.11.047
DUFFERIN RIDGE (ARH) LIMITED
WARD 4**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated October 25, 2011, be approved;
- 2) That the following deputations and communications be received:
 1. Mr. Nick Stepanov, 110 Dufferin Hill Drive, Vaughan, L4K 5H2 and Communications C12, dated October 25, 2011 and C13;
 2. Ms. Miriam Evdaev, 60 Ten Oaks Boulevard, Concord, L4K 5G3; and
 3. Mr. Keith MacKinnon, KLM Planning Partners Inc., 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, on behalf of the applicant;
- 3) That Communication C9 submitted by Ms. Lina Simpson, dated October 20, 2011, be received; and
- 4) 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.09.043 (Dufferin Ridge (ARH) Limited) BE APPROVED, to amend Zoning By-law 1-88, specifically to:
 - a) rezone the portion of the subject lands shown on Attachments #2 and #3, currently zoned A Agricultural Zone to RVM1(A) Residential Urban Village Multiple Zone One (Street Townhouse) and OS2 Open Space Park Zone, in the manner shown on Attachment #6, to implement the proposed draft plan of subdivision consisting of 31 street townhouse (freehold) dwelling units within 6 townhouse blocks, a park block and a block for an existing residential townhouse dwelling unit (9148 Dufferin Street) as shown on Attachment #4, together with the zoning exceptions identified in Table 1 of this report; and,
 - b) delete Schedule "E-1136H" of site-specific Exception 9(1039) and substitute with the Schedule "E-1136H" shown on Attachment #7.
2. THAT Draft Plan of Subdivision File 19T-11V002 (Dufferin Ridge (ARH) Limited) as shown on Attachment #4, BE APPROVED, subject to the conditions of approval set out in Attachment #1.
3. THAT Council adopt the following resolution with respect to allocation of sewage and water servicing capacity:

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“IT IS HERBY RESOLVED THAT Draft Plan of Subdivision File 19T-11V002 is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 31 street townhouse (freehold) dwelling units.”

4. THAT Site Development File DA.11.047 (Dufferin Ridge (ARH) Limited) BE APPROVED, to facilitate the development of 31 street townhouse units within 6 townhouse blocks as shown on Attachments #6, and #8 to #10, subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) Draft Plan of Subdivision File 19T-11V002 shall be registered;
 - ii) the final site plan, building elevations and landscape plan shall be approved by the Vaughan Development Planning Department; and,
 - iii) the final site servicing and grading plan and stormwater management report shall be approved by the Vaughan Development/Transportation Engineering Department.

Contribution to Sustainability

The Owner has advised that the following sustainable features, but not limited to, will be included within the subdivision and townhouse unit design:

- i) pedestrian connection, permeable pavement, and planting of native species within the park block;
- ii) all homes will be built to Energy Star standards;
- iii) low flow plumbing fixtures; and
- iv) efficient Low-E Argon windows.

Economic Impact

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

Communications Plan

On December 7, 2010, a Public Hearing was held for Zoning By-law Amendment File Z.09.043 (original proposal) to amend Zoning By-law 1-88 to rezone the subject lands from A Agricultural Zone to RVM1(A)(H) Residential Urban Village Multiple Dwelling Zone One (Street Townhouse) with the Holding Symbol “H”, to facilitate the development of 34 street townhouse (freehold) units within 7 townhouse blocks. Various deputations were received by Vaughan Council from residents of the area regarding the proposed townhouse development. Vaughan Council resolved that a Ward 4 Community Meeting be convened with the residents, Members of Council and Staff to discuss these concerns.

On February 10, 2011, a Ward 4 Community Meeting was held at the North Thornhill Community Centre at 7:00 pm, which was attended by the Owner, Agent, 7 area residents, the Ward 4 Councillor, Regional Councillor Schulte, and Vaughan Development Planning Staff. At the meeting, the Owner was asked to consider including a park fronting onto Forest Run Boulevard together with a pedestrian walkway to this road for access to the commercial development to the immediate north. The residents were satisfied that the park would address traffic, safety, and accessibility concerns by removing the individual townhouse driveways previously fronting onto Forest Run Boulevard and adjacent to the commercial development driveway directly to the north, and permit residents to easily access the commercial development to the north.

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After the Community Meeting, the Owner amended the proposal to remove the 4 townhouse units fronting onto Forest Run Boulevard and replaced them with a 0.094 ha park as shown on Attachments #4 (Block 8) and #5. The revised plan now includes 31 townhouse dwelling units within 6 townhouse blocks and a park block. The Owner has also submitted Draft Plan of Subdivision File 19T-11V002 to facilitate the creation of the 6 townhouse blocks (Blocks 1 to 6 inclusive) and a park block as shown on Attachment #4.

The Owner has included Block 7 within the proposed subdivision plan, which is an existing townhouse unit in the Registered Plan of Subdivision (65M-3367) to the south, which they have acquired, in order to reconfigure the lot lines to facilitate a proper frontage and access for the proposed townhouse dwellings in Block 6.

On May 20, 2011, a Notice of Public Hearing was circulated to an extended polling area, to all property owners within 200 m of the subject lands. Comments were received from area residents and those in attendance at the Public Hearing held on June 14, 2011, particularly with respect to existing traffic conditions, parking, sidewalks, number of units, design and siting of the townhouses and the proposed park block. The recommendation of the Committee of the Whole, to receive the Public Hearing report of June 14, 2011, and to forward a comprehensive report to a future Committee the Whole meeting was ratified by Council on June 28, 2011.

After the Public Hearing, the Owner amended the draft plan of subdivision to include a sidewalk from Benjamin Hood Crescent to the park and a widened laneway west of Benjamin Hood Crescent to address further safety concerns of the area residents. The concerns identified with respect to the existing parking conditions are associated with the existing residential development to the south. The proposed development provides the minimum required parking for each proposed townhouse dwelling unit in accordance with the City's Zoning By-law 1-88.

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachments #2 and #3:

1. Zoning By-law Amendment File Z.09.043 to rezone the portion of the subject lands currently zoned A Agricultural Zone as shown on Attachment #3 to RVM1(A) Residential Urban Village Multiple Dwelling Zone One (Street Townhouse) and OS2 Open Space Park Zone in the manner shown on Attachment #6, and to permit the zoning exceptions listed in Table 1 of this report, to facilitate the development of 31 street townhouse dwelling units within 6 townhouse blocks, a park block and a block for an existing residential dwelling unit (9148 Dufferin Street) as shown on Attachment #6.
2. Draft Plan of Subdivision File 19T-11V002 to facilitate the development of the subject lands with the following, as shown on Attachment #4:

a)	6 residential blocks for 31 townhouse dwellings (Blocks 1-6)	0.588 ha
b)	1 existing residential dwelling block (Block 7)	0.027 ha
c)	1 park block (Block 8)	0.094 ha
d)	<u>Regional and municipal road widenings (Blocks 9, 10 and 11)</u>	<u>0.032 ha</u>
	Total Area	0.741 ha
3. Site Development File DA.10.107 to facilitate the development of the subject lands with 31, two storey freehold townhouse dwelling units within 6 blocks as shown on Attachments #6 and #8 to #10.

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Background - Analysis and Options

Location

The subject lands shown on Attachments #2 and #3 are located south of Rutherford Road, on the west side of Dufferin Street, through to Forest Run Boulevard, with frontage on Elderbrook Crescent and Benjamin Hood Crescent, City of Vaughan. The surrounding land uses are shown on Attachment #3.

Official Plan

The subject lands are designated "Medium Density Residential" by OPA #600 as amended by OPA #651 (Carrville District Centre Plan). The subject lands are also designated "Low-Rise Mixed-Use" by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and is pending approval from the Region of York. OPA #600 and the City's new Official Plan permit the proposed residential use and a maximum density of 2.0 FSI. The proposed development density of 0.6 FSI, the proposed draft plan of subdivision, and rezoning of the subject lands conforms to the Official Plans.

Zoning

The subject lands are zoned A Agricultural Zone and RVM1(A) Residential Zone by Zoning By-law 1-88, as shown on Attachment #3. To implement the proposed draft plan of subdivision shown on Attachment #4, an amendment to Zoning By-law 1-88 is required to rezone the subject lands from A Agricultural Zone to RVM1(A) Residential Urban Village Multiple Dwelling Zone One (Street Townhouse) and OS2 Open Space Park Zone in the manner shown on Attachment #6.

The Owner is also proposing the following site-specific exceptions to the RVM1(A) Residential Urban Village Multiple Dwelling Zone One requirements to permit the development:

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Table 1

	By-law Standard	By-law 1-88 RVM1(A) Zone Requirements	Proposed Exceptions to RVM1(A) Zone
a.	Minimum Lot Depth (Lots 1 to 28)	30 m	23 m
b.	Minimum Lot Area (Lots 1 to 28)	180 m ²	135 m ²
c.	Minimum Rear Yard Setback	<ul style="list-style-type: none"> i) 7.5 m (Lots 1 to 28) ii) 7.5 m (Lot 29) iii) 7.5 m (Lot 31) 	<ul style="list-style-type: none"> i) Ranges from 6.0 m to 7.21 m (Lots 1 to 28) ii) 1.13 m (Lot 29) iii) 5.8 m (Lot 31)
d.	Dimensions of Driveways	<ul style="list-style-type: none"> ▪ Lots with a frontage of 7.0 m to 8.99 m are permitted to have a maximum driveway width of 3.75 m. 	<ul style="list-style-type: none"> ▪ Lots 29-31 (Attachment #5) inclusive, shall be permitted a maximum driveway width of 5.65 m to 6.0 m.
e.	Definition of Front Lot Line	<ul style="list-style-type: none"> ▪ Means the street line 	<ul style="list-style-type: none"> ▪ The most easterly lot line adjacent to Dufferin Street shall be deemed to be the front lot line for Lots 29-31 (Attachment #6) inclusive.
f.	Accessory Building and Structures	<ul style="list-style-type: none"> ▪ The percentage of the lot area covered by all accessory buildings and structures other than those attached to the main building shall not exceed 10% or 67 m², whichever is less. 	<ul style="list-style-type: none"> ▪ The percentage of the lot area covered by all accessory buildings and structures other than those attached to the main building shall not exceed 15% or 67 m², whichever is less for Lots 29-31 (Attachment #6) inclusive.

The proposed exceptions for minimum lot depth, minimum lot area and reduced rear yard setback (listed as a, b and c i) in Table 1) are to accommodate the siting and development of proposed townhouse dwellings for Lots 1 to 28. The proposed reductions are considered minor and are consistent with the surrounding existing townhouse development.

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The proposed rear yard setbacks for Lots 29 and 31 (listed as c. ii) and iii) in Table 1) are to accommodate for the proposed double car garages in the rear yard, as shown on Attachment #6. Lots 29 and 31 (as well as 30) which front onto Dufferin Street are accessed by the rear of the property from Elderbrook Crescent. Although Lots 29 and 31 have significant rear yards, the proposed location of the double car garages does not meet the minimum rear yard setback because of the irregular lot configuration. The Development Planning Department is of the opinion that the proposed rear yard setbacks for Lots 29 and 31 facilitate development that is compatible with the surrounding existing and proposed townhouse development.

The proposed exceptions for dimensions of driveways, definition of front lot line and accessory buildings and structures (listed as d, e, and f in Table 1), are to accommodate the proposed townhouses fronting onto Dufferin Street, Lots 29 to 31, but are accessed by a rear driveway from Elderbrook Crescent with proposed rear yard garages. The proposed exceptions are considered to be appropriate, as they result from the irregular configuration of Lots 29 to 31, and facilitate townhouse dwelling units fronting onto Dufferin Street.

In addition, the end unit of the existing row of townhouses (Block 7 on Attachment #4) is subject to site-specific Exception 9(1039). A portion of the existing lot will be reconfigured to be included in the frontage for lots in Block 6. As a result, Schedule "E-1136H" of site-specific Exception 9(1039), as shown on Attachment #7, will be amended to exclude the reconfigured portion of the lands. Furthermore, a portion of Block 11 also lies in Exception 9(1039), which will be reconfigured to provide frontage for the townhouse dwelling lots in Block 1. Similarly, Schedule "E-1136H" must be amended to delete the lands from this Schedule as shown on Attachment #7. A condition to this effect is included in the recommendation of this report.

The Development Planning Department can support the approval of Zoning By-law Amendment File Z.09.043 as the proposed zoning would implement the medium density residential policies of the Official Plan and would facilitate a development that is consistent with the existing development and would result in lots and a building form that is compatible with the surrounding residential area.

Subdivision Design

The proposed plan of subdivision is considered an infill form of development within an existing community area. The draft plan of subdivision is comprised of 11 blocks in total. Blocks 1 to 6, will be developed with 31 street townhouse dwelling units. Block 7 is an existing residential townhouse dwelling owned by the applicant. Block 8 will be developed as a park. Blocks 9 to 11 are required for road widening along Dufferin Street, Elderbrook Crescent and Benjamin Hood Crescent and will be conveyed to the City and Region. The proposal is consistent with the existing townhouse development to the south.

The draft plan proposes a widening of the existing laneway located to the west of Benjamin Hood Crescent to accommodate the frontage of 5 proposed townhouse units within Block 1, which will be assigned municipal addresses on Benjamin Hood Crescent. The width of the widened laneway will be consistent with the width of Benjamin Hood Crescent and Elderbrook Crescent. A sidewalk has also been included for access to the 0.094 ha park (Block 8).

The concept landscape plan for the proposed park (Block 8) is shown on Attachment #5. The park will feature a concrete pedestrian walkway which will connect the proposed residential development and the existing residential development to Forest Run Boulevard and the commercial development to the north. The park will also feature a shaded area with benches. The park will be constructed to City Standards and to the satisfaction of the Vaughan Parks Development Department, which is discussed further in the "Parkland Dedication" section of this report.

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Site Plan Review

The Vaughan Development Planning Department is generally satisfied with the proposed site plan and landscape plan (typical) shown on Attachments #6 and #8. The Development Planning Department is also generally satisfied with the building elevations (typical) shown on Attachments #9 and #10. The Development Planning Department will continue to work with the Owner to finalize the details. The final site plan, elevation plans and landscape plans 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.

The subject lands are located within Planning Block 17 and are subject to Architectural Control. The final building elevations must be in accordance with the approved Architectural Design Guidelines for Block 17, to the satisfaction of the Development Planning Department.

Energy Star

On November 12, 2007, Vaughan Council adopted Energy Star conditions to be included in all draft plan of subdivision approvals. The proposed draft plan (File 19T-11V002) will be subject to the Energy Star requirements, included as conditions of approval in Attachment #1.

Vaughan Development/Transportation Engineering Department

The Vaughan Transportation/Engineering Department provides the following comments:

i) Servicing Capacity Allocation

On May 24, 2011, in accordance with the City's Servicing Capacity Distribution Protocol, Council approved the recommendation to reserve water and wastewater servicing capacity in the amount of 31 street townhouse (freehold) dwelling units to this Plan. The said servicing capacity is unrestricted regional servicing capacity and therefore, in conjunction with Draft Plan Approval, may be formally allocated to the Plan.

ii) Environmental Site Assessment (ESA)

Prior to final approval of the Plan, and/or conveyance of land, and/or any initiation of grading or construction, the Owner shall submit the Environmental Site Assessment (ESA) Phase 1 Report and if required, Phase 2 Report and the Remedial Action Plan for the lands within the Plan, to the satisfaction of the Department. The conditions of approval are included in Attachment #1.

iii) Municipal Servicing

This Plan of Subdivision is serviced by sanitary sewers, storm sewers and watermains that connect to existing services on Benjamin Hood Crescent and Elderbrook Crescent.

iv) Sanitary Servicing

A new sanitary sewer will be constructed along Benjamin Hood Crescent, and will be connected to the existing sewer system to service the proposed development.

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v) Storm Drainage

A new storm sewer will be constructed along Benjamin Hood Crescent, and will be connected to the existing sewer system to service the units in Blocks 1 to 5. It will eventually discharge to stormwater management facilities that service the entire Planning Block 17 (OPA #600) lands. Units in Block 6 will be connected to an existing storm sewer located beneath the west boulevard of Dufferin Street. This existing storm sewer was constructed as part of the Dufferin Street widening, which discharges to an existing watercourse east of Dufferin Street and north of Apple Blossom Way.

vi) Water Supply

In order to provide proper connectivity within the water distribution network / pressure district and to promote water quality, a watermain shall be constructed / extended on Benjamin Hood Crescent / Elderbrook Crescent to connect to the existing watermain on Forest Run Boulevard.

vii) Road Network

Benjamin Hood Crescent and Elderbrook Crescent have an existing road allowance of 15.0 m. The applicant has proposed to increase the existing road allowance by 2.5 m to a width of 17.5 m, which will provide additional spacing for utilities on the north side of the street. However, the pavement width will remain 7.0m per the existing condition and will not be increased to 8.0m, which is the standard pavement width for a 17.5 metre right-of-way. In a road allowance of 15.0m, a pavement width of 7.0m is designed to accommodate two travel lanes with no parking in accordance with City of Vaughan Design Criteria and Standard Drawings. Therefore, it is recommended that a warning clause be included in the agreement of purchase and sale advising purchasers of the parking limitations on Benjamin Hood Crescent and Elderbrook Crescent. The pavement width on the north leg of Lane 'A' will be widened from 5.0m to 7.0m to provide additional space for primary driveway access to the proposed townhouses on the north side of Lane 'A'. New utilities and a sidewalk will be accommodated on the north side of Benjamin Hood Crescent and Elderbrook Crescent.

viii) Noise Attenuation

Due to the proximity of the subject lands to Dufferin Street and the abutting commercial site to the north, the Owner is required to submit a noise report for review and approval by the City as part of the detailed engineering submission. The City requires all dwelling units that abut or face an arterial road such as Dufferin Street or commercial development to be constructed with mandatory central A/C. All required acoustic barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3m road reserve.

The Vaughan Development/Transportation Engineering Department is working with the applicant to finalize the grading and servicing plans and stormwater management report for the Site Development Application (File DA.11.047) for the proposed townhouse units. The final plans and report must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.

Vaughan Cultural Services Division

The Vaughan Cultural Services Division has no objections to the approval of the subject applications and advises that the lands have been cleared of concern for archaeological resources.

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Parkland Dedication

The Owner will be providing a 0.94 ha park (Block 8). The Owner is responsible for the construction of the park including landscaping, seating and shade structures. The Owner is required to construct the park in accordance with the approved plans and City standards. A Letter of Credit must be posted for the full estimated amount of the park construction. The Vaughan Parks Development Department has provided conditions of subdivision approval which are included in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has no objections to the approval of Zoning By-law Amendment File Z.09.043 and Draft Plan of Subdivision File 19T-11V002, and have provided no conditions.

School Boards

The York Region District School Board, York Catholic District School Board, and Conseil Scolaire de District Catholique Centre-Sud, have no objections to the Zoning By-law Amendment and Draft Plan of Subdivision Applications, and have provided no conditions.

Canada Post

Canada Post Corporation has no objection to the Zoning By-law Amendment and Draft Plan of Subdivision Applications, subject to the conditions of subdivision approval provided in Attachment #1.

Enbridge Gas Distribution Inc.

Enbridge Gas Distribution Inc. has no objection to the Zoning By-law Amendment and Draft Plan of Subdivision Applications, subject to the conditions of subdivision approval provided 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 and Economic Well-being”.

Regional Implications

The Region of York has no objection to the approval of the Draft Plan of Subdivision and Zoning By-law Amendment Applications, subject to the conditions of subdivision approval provided in Attachment #1.

Conclusion

The Vaughan Development Planning Department has reviewed Draft Plan of Subdivision File 19T-11V002, Zoning By-law Amendment File Z.09.043 and Site Development File DA.11.047, in accordance with the applicable policies of the City’s Official Plan, the new Vaughan Official Plan 2010, the requirements of the Carrville District Centre Plan, Zoning By-law 1-88, and the area context. The applications will facilitate a residential development form that is consistent and compatible with the surrounding land uses, and conforms to the density, land use and applicable policies of the Official Plan.

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Accordingly, the Development Planning Department can support the approval of the Draft Plan of Subdivision, Zoning By-law Amendment, and Site Development Applications, subject to the conditions of approval set out in the recommendation of this report.

Attachments

1. Conditions of Draft Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision (File 19T-11V002)
5. Park Landscape Plan (19T-11V002)
6. Site Plan and Proposed Zoning (File Z.09.043)
7. Revised Schedule "E-1136H"
8. Landscape Plan (File DA.11.047)
9. Typical Elevations File DA.11.047 (Block 1 South and West Elevations)
10. Typical Elevations File DA.11.047 (Block 1 North and East Elevations)

Report prepared by:

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

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 4, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

4

**STREET NAME APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-06V10
MOSAİK PINEWEST INC.
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated October 25, 2011:

Recommendation

The Commissioner of Planning recommends:

1. THAT the following proposed street names for Plan of Subdivision File 19T-06V10 (Mosaik Pinewest Inc.) as shown on Attachment #2, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street "A"	Azrock Road
Street "B"	Fontevielle Crescent
Street "C"	Cannes Avenue
Street "D"	Rivoli Drive
Street "E"	Poetry Drive (existing)
Street "F"	Stanton Avenue (existing)
Street "G"	Headwind Boulevard (existing)

Economic Impact

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

Communications Plan

N/A

Background

The subject lands shown on Attachments #1 and #2 are located east of Pine Valley Drive and south of Teston Road, City of Vaughan.

The applicant has submitted street names for approval. The Vaughan Development Planning Department and the Vaughan Fire Department have reviewed the proposed street names and have no objections.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

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

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Conclusion

The Vaughan Development Planning Department has no objections with the proposed street names for approved Plan of Subdivision 19T-06V10 (Mosaik Pinewest Inc.).

Attachments

1. Context Location Map
2. Location Map
3. Approved Draft Plan of Subdivision 19T-06V10

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209
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 NOVEMBER 8, 2011

Item 5, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

5

**ALL-WAY STOP CONTROL REVIEW
NER ISRAEL DRIVE AND KNIGHTSHADE DRIVE
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 and the Director of Engineering Services, dated October 25, 2011:

Recommendation

It is recommended that:

A By-law be enacted to install an all-way stop control at the intersection of Ner Israel Drive and Knightshade Drive.

Contribution to Sustainability

Not Applicable

Economic Impact

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

Communications Plan

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

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Ner Israel Drive and Knightshade Drive, in response to a request received from a resident.

Background - Analysis and Options

Staff carried out a review of traffic activity at the intersection of Ner Israel Drive and Knightshade Drive.

Ner Israel Drive is a minor collector roadway with a 23.0 metre right-of-way, and an 11.5 metre pavement width. Knightshade Drive is a local roadway with a 17.5 metre right-of-way, and an 8.0 metre pavement width. The existing speed limit is a statutory 50 km/h on both roadways. The existing stop controls are located on the north and south approaches of Knightshade Drive. The area is shown in Attachment No.1.

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Staff conducted a turning movement count on Wednesday, September 14, 2011, at the intersection of Ner Israel Drive and Knightshade Drive during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 3:00 pm to 6:00 pm. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

- Warrant 1 – Minimum Vehicular Volumes Warranted 99%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

All-way stop controls are recommended when one of the above warrants is satisfied to 100%. As shown above, Warrant #1 is 99% satisfied. There were no recorded vehicle collisions at this intersection in the past 12 month period. There are no sight restrictions at this intersection.

Warrant #1, the total traffic volume warrant, when applied at this location, would be 100% satisfied if a combined total of 120 vehicles and pedestrians was to cross the major roadway of Ner Israel Drive from the minor roadway of Knightshade Drive. On September 14, 2011, staff recorded a total of 117 vehicles and 2 pedestrians crossing Ner Israel Drive from Knightshade Drive, 1 vehicle/pedestrian below the criteria in the All-Way Stop Warrant. Since the additional 1 vehicle/pedestrian required to fulfill the warrant could be met at anytime, staff believes it would be beneficial and appropriate to now install an all-way stop control at the intersection of Ner Israel Drive and Knightshade Drive.

Over the past two years, residents have been requesting that an all-way stop be implemented at the intersection of Ner Israel Drive and Knightshade Drive. As part of the technical review, the intersection has been studied on several occasions. The chart below provides a summary analysis of these studies.

May 17, 2011

- Warrant 1 – Minimum Vehicular Volumes Warranted 91%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

June 1, 2010

- Warrant 1 – Minimum Vehicular Volumes Warranted 79%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

As the information above indicates, the Provincial All-way Stop warrant values have continued to increase over time with continued development within the subdivision and the completion of the Ner Israel Yeshiva College.

Residents who live in close proximity of the intersection would support the proposed all-way stop control. The majority of traffic using Ner Israel Drive would be residential.

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.

CITY OF VAUGHAN

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Regional Implications

Not Applicable.

Conclusion

Based on technical review, it is recommended that an all-way stop control be installed at the intersection of Ner Israel Drive and Knightshade Drive.

Attachments

1. Location Map.

Report prepared by:

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

PT: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 NOVEMBER 8, 2011

Item 6, Report No. 47, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 8, 2011, as follows:

By approving the following additional Clause 3:

- 3) ***That staff be directed to install signage on Kirby Road directing park patrons to an alternative location for access.***

6 **PARKING PROHIBITION REVIEW**
KIRBY ROAD – EAST OF TORONTO REGION CONSERVATION AUTHORITY LANDS
WARD 1

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Director of Engineering Services, dated October 25, 2011, be approved; and**
- 2) **That the TRCA be requested to place appropriate prohibition signage.**

Recommendation

It is recommended that:

By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Parking Anytime' prohibition, on the north and south sides of Kirby Road from the east limit of property #6363 Kirby Road to the westerly limit of Kirby Road.

Contribution to Sustainability

Not Applicable.

Economic Impact

Sufficient funding for installation of the 'No Parking' signs has been included in the 2011 Operating Budget. The on-going costs to maintain the signs would be incorporated in future year Operating Budgets.

Communications Plan

The resident of #6381 Kirby Road has been advised that this report will be submitted to the October 25, 2011 Committee of the Whole meeting. Engineering Services staff will contact the resident on the outcome of Council's decision on this matter.

Purpose

To review the feasibility of implementing the 'No Parking Anytime' prohibition on Kirby Road, in response to a request from the resident of #6381 Kirby Road.

Background - Analysis and Options

Approximately 1000 metres west of Highway 27, Kirby Road dead-ends at the Toronto Region Conservation Authority (TRCA) owned lands. There are two residences serviced by this portion of Kirby Road. The City has an unopened Road Allowance at the west end of Kirby Road to Huntington Road. (Refer to Attachment No. 1).

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EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 6, CW Report No. 47 – Page 2

Engineering Services staff and Enforcement Services staff received a request from the resident at #6381 Kirby Road for No Parking signs on the north and south sides of Kirby Road. The resident indicated that drivers park on the north side of Kirby Road opposite his address to gain access to the TRCA lands or to generally loiter. When the drivers leave, they must make U-Turn movements to turn around which causes damage to the resident's property.

The resident has requested a parking prohibition for both sides of Kirby Road across the frontage of both residential properties at #6381 Kirby Road and #6363 Kirby Road. The homeowner of #6363 Kirby Road is in agreement with the proposed limits. Engineering Services staff and Enforcement Services staff have no concerns with the installation of the proposed No Parking signs at this location.

The Toronto Region Conservation Authority lands west of Kirby Road are a woodlot area, however, pedestrian accessible walkways are not provided nor promoted from Kirby Road. Engineering Services staff have contacted the Toronto Region Conservation Authority regarding the parking prohibition proposal on Kirby Road, who have advised that they have no concerns with the prohibition.

Relationship to Vaughan Vision 2020/Strategic Plan

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

- Enhance and Ensure Community Safety, Health and Wellness

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

Regional Implications

Not Applicable.

Conclusion

Based on Engineering Services staff's review, it is recommended that a 'No Parking Anytime' prohibition be installed on the north and south sides of Kirby Road from the east limit of property #6363 Kirby Road to the westerly limit of Kirby Road.

Attachments

1. Location Map

Report prepared by:

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

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 7, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

7

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-031
OWNER: PINEVIEW AUTO SALES
LOCATION: 3790 HIGHWAY 7
LOT 6, 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 October 25, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-031, Pineview Auto Sales, be APPROVED subject to the removal of the existing steel structure along Weston Road..

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 alter existing two pylon signs with a height of 8 meters and less than 1 meter to property lines and driveways on 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.

6.5 (a) Ground signs shall be set back a minimum of 1.0m from all street lines.

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.

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6.5 (f) A ground sign including any part of its structure shall not be located closer than 1.0m to any driveway.

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 has applied to the Committee to allow for the alteration of two existing pylon signs as shown on the attached drawings. The alterations are associated with the re-branding of an existing automobile dealership. Sign permits were issued several years ago for the two existing pylon signs and Building/Sign Permits were never issued for the existing steel structure along Weston Road.

The members of the Sign Variance Committee have reviewed the application and have no objections to the variance application subject to the existing steel structure and associated signage located along Weston Road being removed. 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. Proposed Sign along Highway No 7
3. Proposed Sign along Weston Road

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/as

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 8, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

8

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-033
OWNER: THE TORGAN GROUP
LOCATION: 800 STEELES AVENUE WEST
BLOCK 334, PLAN M-2240
WARD 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated October 25, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-033, The Torgan Group, be APPROVED subject to the following changes:

- i) that banner sign not be allowed and removed; and
- ii) that the "Pharmacy" sign be cut-out letters on an aluminum backing.

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) illuminated wall signs 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.

Section 5.10 Prohibited Signs - Banners Signs as defined.

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Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

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

Conclusion

The applicant has applied to the Committee to allow for the construction of four (4) wall signs on the front elevation of the building, as shown on the attached drawings. The four new wall signs are associated with a new tenant for the commercial space and are to replace the existing signage from the former tenant.

Members of the Sign Variance Committee have reviewed the application and have no objections to the approval subject to the banner sign not being approved (Prohibited Sign Type in the Sign By-Law.) and the "Pharmacy" sign being reconfigured to be a similar sign type/style to match the other proposed signs.

Accordingly, members of the the Sign Variance Committee are recommending:

That Sign Variance Application SV.11-033, The Torgan Group, be APPROVED subject to the following changes:

- i) that banner sign not be allowed and removed; and
- ii) that the "Pharmacy" sign be cut-out letters on an aluminum backing.

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

Attachments

1. Site Plan and Sketch of Signs
2. Existing elevation with Proposed signage

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 NOVEMBER 8, 2011

Item 9, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

9

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-037
OWNER: RIOCAN MANAGEMENT INC.
LOCATION: 7575 WESTON ROAD, UNIT NO. 118
LOTS 4-5, CONCESSION 5
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated October 25, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-037, Riocan Management Inc., be APPROVED subject to the following conditions:

- i) that sign be constructed with cut-out letters and the black sign backing be removed.

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

To permit the installation of one (1) sign 7.7 sqm. wall sign on the rear of the 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.

CITY OF VAUGHAN

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Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

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

Conclusion

The applicant has applied to the Committee to allow for the construction a 7.7 sqm wall sign as shown on the attached drawings. The site plan approved with the development does not show the proposed sign.

Members of the Sign Variance Committee have reviewed the application and have no objections to the approval subject to the type/style of the proposed sign being reconfigured to match the existing signs located on the building's elevation.

Accordingly, Members of the Committee are recommending that the proposed sign be constructed with cut-out letters and the proposed black sign backing be removed.

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

Attachments

1. Site Plan
2. Sketch of Sign
3. Photo of Rear Elevation - Sign Location

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 NOVEMBER 8, 2011

Item 10, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

10

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-038
OWNER: FCHT HOLDINGS (ONT.) CORP.
LOCATION: 9360 BATHURST STREET, UNITS 4-8
BLOCK 23, PLAN 65M-3918
WARD 4**

The Committee of the Whole recommends:

- 1) That the Sign Variance Application SV.11-038, FCHT Holdings (Ont.) Corp., be approved for 2 years, pending the Sign Variance By-law review;
- 2) That the deputation of Ms. Gilda Collins, Permit World Inc., 57 William Street West, Waterloo, N2L 1J6, on behalf of the applicant, be received; and
- 3) That the following report of the Sign Variance Committee, dated October 25, 2011, be received.

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-038, FCHT Holdings (Ont.) Corp., 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

To permit the installation of additional four (4) 0.9 sqm. promotional window signs on the south and east building elevations as shown 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.

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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.

Regional Implications

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

Conclusion

The applicant has applied to the Committee to allow for the construction of four (4) additional) 0.9 sqm. promotional window signs on the south and east building elevations as shown on the attached drawings.

Members of the Sign Variance Committee do not support the sign variance application. The additional signs are used for special promotions or advertising by the bank and are in addition to those signs that advertise/identify the business premises itself.

As with previous applications, Members of the Sign Variance Committee do not support those applications proposing additional permanent signs used for special promotions or advertising. In Committee's opinion this type of sign should be restricted to portable/temporary signs permitted by the City's Sign By-Law. (e.g. Mobile or "A"-Frame Signs)

Accordingly, Members of the Signs Variance Committee are recommending that the application 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 Sign – South Elevation
3. Sketch of Sign – East Elevation
4. Sketch of Sign
5. Photo - Typical Examples of the Proposed Signs.
6. Photo - Sign Location

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 NOVEMBER 8, 2011

Item 11, Report No. 47, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 8, 2011, as follows:

By approving:

That consideration of this matter be deferred to the Committee of the Whole meeting of December 6, 2011; and

That the City Solicitor provide Council with a report on annual income generating opportunities from licensing of these signs, and that this report be provided to Council prior to the December Committee of the Whole meeting.

11 **SIGN VARIANCE APPLICATION**
 FILE NO: SV.11-002
 OWNER: CP RAIL
 LOCATION: 55 RUTHERFORD ROAD
SOUTH SIDE OF RUTHERFORD (460M WEST OF HWY 27)
 LOT 15, CONCESSION 9
 WARD 2

The Committee of the Whole recommends:

- 1) That the proposed signage in the vicinity of Rutherford Road and the CP Rail line be approved for a period of 5 years, and that the City be allowed the free use of the west facing side of the said signage for a total of 12 months of the 60 months of the approved period;
- 2) That the following report of the Sign Variance Committee, dated October 25, 2011, be received; and
- 3) That the deputation of Mr. Sid Catalano, Pattison Outdoor, 2700 Matheson Boulevard East, Mississauga, L4W 4V9, be received.

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-002, CP Rail, 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.

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Purpose

Request to install a Poster Panel (3rd Party Billboard) sign on the subject property, as shown on the attached drawings.

Background - Analysis and Options

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

Section 15.1 a) Poster Panel Signs shall be located within the limits of the Permitted Employment Areas as shown on Schedule “E”.

Section 15.1 h) Poster Panel shall be setback 100 meters from lands zoned Residential and all buildings containing residential units.

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 the City to construct a 3rd Part Poster Panel Sign (Billboard) outside the prescribed area of the City. The proposed sign is located on the west side of the CPR Right-of way crossing on the south side of Rutherford Road just west of Simmons Street and Highway No.27.

Members of the Sign Variance Committee do not support the application. The proposed sign is located outside the prescribed area for Poster Panels on lands zoned Agricultural, as shown on the attached plan. The area is predominately zoned agricultural and open space with residentially zoned lands to the east. The proposed sign is setback approx. 20 meters for the residential zone and 60 meters from a building containing a residential unit.

Members of the Sign Variance Committee are concerned with the overall impact of the proposed 3rd party sign on the surrounding agricultural/residential area and do not support the application.

Accordingly, Members of the Committee are recommending that the application be refused.

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

Attachments

1. Photo – Sign Location
2. City Zoning Map – Sign Location
3. Sketch of Sign

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 11, CW Report No. 47 – Page 3

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/as

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

CITY OF VAUGHAN

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Item 12, Report No. 47, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 8, 2011, as follows:

By receiving Communication C3 from Mr. Sid Catalano, Pattison Outdoor Advertising, 2700 Matheson Boulevard East, Suite 500, West Tower, Mississauga, L4W 4V9, dated October 27, 2011.

12

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-003
OWNER: CP RAIL
LOCATION: WEST SIDE OF HWY 27
(455M NORTH OF MARTIN GROVE ROAD)
LOT 15, 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 October 25, 2011:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-003, CP Rail, 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 Poster Panel (3rd Party Billboard) sign on the subject property, as shown on the attached drawings.

Background - Analysis and Options

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

Section 15.1 a) Poster Panel Signs shall be located within the limits of the Permitted Employment Areas as shown on Schedule "E".

Section 15.1 h) Poster Panel shall be setback 100 meters from lands zoned Residential and all buildings containing residential units.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 12, CW Report No. 47 – 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 the City to construct a Poster Panel Sign (3rd Party Billboard) outside the prescribed area of the City. The proposed sign is located south side of the bridge on the CPR Right-of way crossing on the west side of Highway No 27 north of Martin Grove Road as shown on the attached plans.

Members of the Sign Variance Committee do not support the application. The proposed sign is located outside the prescribed area for Poster Panels on lands zoned Residential. The area is predominately zoned residential with agricultural zoned land to the west as shown on the attached plan. The proposed sign is directly across the street from a residential plan of subdivision and is setback approx. 70 meters from the nearest building containing a residential unit.

Members of the Sign Variance Committee are concerned with the overall impact of the proposed 3rd party sign on the surrounding agricultural/residential area and do not support the application.

Accordingly, Members of the Committee are recommending that the application be refused.

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

Attachments

1. Photo – Sign Location
2. City Zone Map – 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 NOVEMBER 8, 2011

Item 13, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

13

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-004
OWNER: CP RAIL
LOCATION: SOUTH SIDE OF MAJOR MACKENZIE DRIVE
(EAST SIDE OF HWY 50), LOT 20, CONCESSION 10)
LOT 15, CONCESSION 9
WARD 2**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Sign Variance Committee, dated October 25, 2011, be approved subject to making the sign proposed at the south west corner of Major Mackenzie Drive and Huntington Road for a temporary 5 year period conditional on surrounding applications and an appropriate security deposit to cover removal; and
- 2) That the deputation of Mr. Sid Catalano, Pattison Outdoor, 2700 Matheson Boulevard East, Mississauga, L4W 4V9, be received.

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-004, CP Rail, be APPROVED subject to TRCA's approval.

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 (3) Poster Panel (3rd Party Billboard) signs on the subject property as shown on the attached drawings.

Background - Analysis and Options

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

Section 15.1 A maximum of one (1) Poster Panel Sign (Billboard) may be permitted on a developed lot zoned industrial or commercial.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 13, CW Report No. 47 – 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 has applied to the City to construct three (3) Poster Panel Signs (3rd Party Billboard) on a lot zoned agricultural and open space. The three (3) signs are located on the CPR Intermodal Yards on south side of Major Mackenzie Drive between Highway No 50 and Huntington Road.

Members of the Sign Variance Committee have no objections to the application and are of the opinion the intent and purpose of the Sign By-law is being maintained.

The subject property is within the prescribed area of the City for Poster Panel Signs and the property is being used for industrial purposes (CPR Intermodal Railway Yard) The location of the proposed 3rd party signs meet the minimum 600 meters separation between signs, as required by the City's Sign By-law.

It is noted that one of the proposed signs is located within lands zoned "OS1" (Open Space Conservation Zone) and if the application is approved by Council, the TRCA's approval will be required prior to the issuance on the sign permit.

Accordingly, Members of the Committee have no objections to the application subject to the approval of the TRCA.

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

Attachments

1. Photo – Sign Location
2. City Zoning Map – Sign Location
3. Sketch of Sign (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 NOVEMBER 8, 2011

Item 14, Report No. 47, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 8, 2011, as follows:

By approving:

That consideration of this matter be deferred to the Committee of the Whole meeting of December 6, 2011; and

That the City Solicitor provide Council with a report on annual income generating opportunities from licensing of these signs, and that this report be provided to Council prior to the December Committee of the Whole meeting.

14

**SIGN VARIANCE APPLICATION
FILE NO: SV.11-005
OWNER: CP RAIL
LOCATION: SOUTH SIDE OF MAJOR MACKENZIE DRIVE
(EAST SIDE OF HUNTINGTON ROAD)
LOT 20, CONCESSION 9
WARD 2**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Sign Variance Committee, dated October 25, 2011, be approved subject to adding, "conditional on surrounding applications and an appropriate security deposit to cover removal" after the word "period"; and
- 2) That the deputation of Mr. Sid Catalano, Pattison Outdoor, 2700 Matheson Boulevard East, Mississauga, L4W 4V9, be received.

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.11-005, CP Rail, be APPROVED for a temporary 5 year period and at which time an additional Sign Variance Application will be required to be approved by Council to allow the sign to remain.

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 Poster Panel (3rd Party Billboard) sign on the subject property as shown on the attached drawings.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 14, CW Report No. 47 – Page 2

Background - Analysis and Options

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

- Section 15.1 Poster Panel Signs shall be located on vacant lands zoned industrial or commercial.
- Section 15.1 a) Poster Panel Signs shall be located within the limits of the Permitted Employment Areas as shown on Schedule "E" .

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 the City to construct a 3rd Part Poster Panel Sign (Billboard) outside the prescribed area of the City. The proposed sign is located on the west side on the CPR Right-of Way crossing on the north side of Major Mackenzie Drive approximately half way between Huntington Road and Highway No. 27.

Members of the Sign Variance Committee have reviewed the application and have no objections to the proposed sign being approved for a temporary period of time and that the subject sign is removed when the lands to the north or east are developed. The proposed sign is located outside the prescribed area of the City. The area is predominately zoned agricultural and open space as shown on the attached plan. There are Employment area uses proposed to the south and Residential uses proposed for the lands north and east of the proposed sign that are in various stages of approval. Construction/occupancy of the residential homes is not expected in the immediate future.

Members of the Committee are prepared to recommend approval for a temporary period of time and that the present application/approval will expire and an additional Sign Variance Application will be required and to be approved by Council. Failing the additional approval of Council, the sign must be removed by the owner.

Accordingly, Members of the Committee are recommending that the approval be for a temporary 5 year period and at which time an additional Sign Variance Application will be required to be approved by Council to allow the sign to remain.

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

Attachments

1. Photo – Sign Location
2. City Zoning Map – Sign Location
3. Sketch of Sign

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 14, CW Report No. 47 – Page 3

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 NOVEMBER 8, 2011

Item 15, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

15 FENCE HEIGHT EXEMPTION - 143 BROOKE STREET - WARD 5

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Enforcement Services, dated October 25, 2011:

Recommendation

The Director of Enforcement Services recommends:

1. That the fence height exemption application for 143 Brooke Street be approved.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

Notification/Request for Comment letters were sent to surrounding neighbours within a 60 metre radius, no objections were received.

Purpose

This report is to provide information for the consideration of a fence height exemption application.

Background - Analysis and Options

The property owner of 143 Brooke Street has applied for a fence height exemption as provided for in the City of Vaughan Fence By-law 80-90.

The Applicant is making application to permit an existing rear yard wooden fence.

The By-law permits a fence height of 6 feet in rear yards. The property in question is on a corner lot, the address is on Brooke with the front of the house facing Old Jane Street. The Applicant has requested an exemption to permit a wooden fence in the rear and exterior rear yards ranging in height from 5'6" to 9'3". The Applicant advises that the panels and posts were installed with the intention of the finished fence being 7 feet in height.

The Applicant advises that due to the grade the fence currently measures higher than the intended 7 feet and he has intentions of raising the grade which will bring the fence height to 7 feet (see photos of exterior side yard showing elevation changes).

Enforcement Services staff inspected the Applicant's property and also reviewed other properties within the 60 metre radius. There is one other fence of similar height and design in the immediate area.

There are no site plan requirements for regarding fencing for this location.

The fence height does not pose a sight line issue for neighbouring properties.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 15, CW Report No. 47 – Page 2

This application is outside of the parameters of the delegated authority passed by Council.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is in keeping with the Vaughan Vision as it speaks to Service Delivery and Community Safety.

Regional Implications

N/A

Conclusion

Fence Height Exemption requests brought before Council should be granted or denied based on the potential impact to neighbour relations, comparables in the specific area, site plan requirements, history, and safety impacts. This case supports a fence height exemption for this location at its current height.

Attachments

1. Map of area
2. Photographs

Report prepared by:

Janice Heron
Office Coordinator, Enforcement Services

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 16, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

16 FENCE HEIGHT EXEMPTION - 126 DIANA WOOD RIDGE - WARD 3

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Enforcement Services, dated October 25, 2011:

Recommendation

The Director of Enforcement Services recommends:

1. That the fence height exemption application for 126 Dianawood Ridge be approved.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

Notification/Request for Comment letters were sent to surrounding neighbours within a 60 metre radius, no objections were received.

Purpose

This report is to provide information for the consideration of a fence height exemption application.

Background - Analysis and Options

The property owner of 126 Dianawood Ridge has applied for a fence height exemption as provided for in the City of Vaughan Fence By-law 80-90.

The Applicant is making application to permit an existing front yard wrought iron fence with pillars and double gates.

The By-law permits a fence height of 4 feet in front yards. The Applicant has requested an exemption to permit a wrought iron fence in the front yard ranging in height from 6'3" to 6'11", with two concrete columns/pillars ranging in height from 6'4¾" to 6'11" high and two gates ranging in height from 8'4" to 8'11" high.

Enforcement Services staff inspected the Applicant's property and also reviewed other properties within the 60 metre radius. There are 3 other fences of similar height and design in the immediate area.

There are no site plan requirements for a front yard fence for this location.

The fence height does not pose a sight line issue for neighbouring properties.

This application is outside of the parameters of the delegated authority passed by Council.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 16, CW Report No. 47 – Page 2

Relationship to Vaughan Vision 2020/Strategic Plan

This report is in keeping with the Vaughan Vision as it speaks to Service Delivery and Community Safety.

Regional Implications

N/A

Conclusion

Fence Height Exemption requests brought before Council should be granted or denied based on the potential impact to neighbour relations, comparables in the specific area, site plan requirements, history, and safety impacts. This case supports a fence height exemption for this location at its current height.

Attachments

1. Map of area
2. Photographs

Report prepared by:

Janice Heron
Office Coordinator, Enforcement Services

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 17, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

17

**ZONING BY-LAW AMENDMENT FILE Z.11.021
1711479 ONTARIO INC.
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated October 25, 2011:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.11.021 (1711479 Ontario Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically Exception 9(1334) to rezone the subject lands shown on Attachments #1 and #2 from RT1(H) Residential Townhouse Zone (townhouses) with the Holding Symbol "(H)" to the following zone categories in the manner shown on Attachment #4:
 - a) rezone Lots 11 to 14 inclusive to RD3 Residential Detached Zone Three to permit 4 single-detached dwelling units on lots with minimum 12m frontages;
 - b) rezone Lots 15 to 32 inclusive to RD4 Residential Detached Zone Four to permit 18 single-detached dwelling units on lots with minimum 7.5m frontages together with the site-specific zoning exceptions identified in Table 1 of this report; and,
 - c) remove the Holding Symbol "(H)" from the subject lands, thereby effectively zoning the subject lands RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four in the manner shown on Attachment #4.

Contribution to Sustainability

N/A

Economic Impact

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

Communications Plan

On August 19, 2011, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands, and to the Millwood Woodend Ratepayers Association. No written comments were received through the notice circulation. The recommendation of the Committee of the Whole on September 13, 2011, to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on September 27, 2011.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 17, CW Report No. 47 – Page 2

Purpose

The Owner has submitted Zoning By-law Amendment File Z.11.021 to rezone the subject lands shown Attachments #1 and #2, from RT1(H) Residential Townhouse Zone (townhouses) with the Holding Symbol “(H)” to the following zone categories:

- i) RD3 Residential Detached Zone Three (Lots 11 to 14 inclusive) to permit 4 single-detached dwelling units on lots with minimum 12m frontages as shown on Attachment #4;
- ii) RD4 Residential Detached Zone Four (Lots 15 to 32 inclusive) to permit 18 single-detached dwelling units on lots with proposed 7.5m frontages as shown on Attachment #4, together with site-specific zoning exceptions identified in Table 1 of this report; and,
- iii) remove the Holding Symbol “(H)” from the subject lands, thereby effectively zoning the subject lands RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four in the manner shown on Attachment #4.

The proposed amendments to Zoning By-law 1-88 will serve to rezone the lands to residential detached zone categories (RD3 and RD4 Zones) in order to facilitate the development of 22 detached dwelling units instead of 27 street townhouse units, and to remove the Holding Symbol “(H)” on the subject lands.

Background - Analysis and Options

Location

North side of Major Mackenzie Drive, between Weston Road and Pine Valley Drive, in Planning Block 40 South, City of Vaughan, shown as “Subject Lands” on Attachments #1 and #2. Specifically, the lands subject to the application include Blocks 54 to 59 inclusive within approved Draft Plan of Subdivision File 19T-07V06 as shown on Attachment #3. The surrounding land uses are shown on Attachment #2.

Official Plan

The subject lands are designated “Medium Density Residential/Commercial” by OPA #600, which permits detached, semi-detached and street townhouse dwelling units, respectively. The subject lands are also designated “Low-Rise Mixed-Use” by the new City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010, and is pending approval from the Region of York. The application conforms to the Official Plans.

Zoning

The subject lands are zoned RT1(H) Residential Townhouse Zone with the Holding Symbol “(H)” by Zoning By-law 1-88, subject to Exception 9(1334) as shown on Attachment #2. A Zoning By-law Amendment is required to rezone the subject lands as follows:

- i) Lots 11 to 14 inclusive to RD3 Residential Detached Zone Three to permit 4 single-detached dwelling units on lots with 12m frontages; and,
- ii) Lots 15 to 32 inclusive to RD4 Residential Detached Zone Four to permit 18 single-detached dwelling units with the following site-specific zoning exceptions identified in Table 1 below:

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EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

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TABLE 1

	By-law Standard	By-law 1-88, RD4 Residential Detached Zone Four Requirements	Proposed Exceptions to the RD4 Residential Detached Zone Four
a.	Minimum Lot Frontage	9.0m	7.5m
b.	Minimum Lot Area	243 m ²	225 m ²
c.	Minimum Front Yard Specific Zone Note	4.5m ⁽¹⁾ (1) The minimum front or exterior side yard setback to an attached garage that faces a lot line shall be 6.0m	4.5m ⁽¹⁾ (1) The minimum front yard setback to an attached garage that faces the lot line shall be 5.8m
d.	Minimum Rear Yard	7.5m	7.0m
e.	Minimum Interior Side Yard Specific Zone Notes	1.2m ⁽²⁾⁽³⁾ (2) The minimum interior side yard shall be: i) 3.5m on a lot abutting a non-residential use including a walkway, greenway, buffer block or stormwater management pond; ii) 2.0m where the detached garage is located in the rear yard accessed by a mutual driveway; and, iii) 3.5m to the dwelling on the driveway side of the lot where a detached garage is located to the rear of the dwelling and accessed by a driveway crossing the front lot line. (3) For lots with a frontage equal to or less than 9.5m, or in the case of a corner lot where the frontage is equal to or less than 14m, the minimum interior side yard on one side may be reduced to 0.6m, where it abuts a yard of 1.2m, except if it abuts a non-residential use including a walkway, greenway, buffer block or stormwater management pond, in which case the minimum side yard shall be 3.5m. A permitted encroachment feature (except an air conditioner) may establish the reduced minimum interior side yard provided it abuts a minimum side yard of 1.2m.	1.2m ⁽²⁾⁽³⁾ (2) N/A (3) The minimum interior side yard setback on one side may be reduced to 0.45m where it abuts a minimum yard of 1.2m

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EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

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f.	Minimum Exterior Side Yard	4.5m	4.0m
g.	Maximum Building Height	11m	10m (proposal to lower maximum building height in light of proposed reduction to side yard)
h.	Maximum Interior Garage Width	3.048m	The maximum interior garage width may be increased on a lot with a frontage less than 11m provided the increase in width shall: i) Only occur on an interior wall; ii) Be a maximum of 1.8m in width, beyond the maximum permitted 3.048m; and, iii) Not occur with the first 1.2m immediately behind the garage face or door.

The Owner is also requesting that the Holding Symbol “(H)” be removed from the subject lands, thereby effectively zoning the lands RD3 Residential Detached Zone Three and RD4 Residential Detached Four in the manner shown on Attachment #4.

Planning Considerations

The subject lands are currently vacant and are zoned RT1(H) Residential Townhouse Zone with the Holding Symbol “(H)”, subject to Exception 9(1334) which permits street townhouse dwelling units on 4.5m frontage lots (6 units/block). The Owner is proposing to rezone the subject lands to permit four single detached lots with 12m frontages (Lots 11-14 inclusive) and eighteen lots with 7.5m frontages (Lots 15-32 inclusive) to meet the current market demands. Zoning By-law 1-88 does not include standards to facilitate detached dwelling units on lots with 7.5m lot frontages, therefore, the Owner has requested the site-specific development standards noted in Table 1 above.

The proposed zoning exceptions are generally consistent with those approved for single detached dwelling units on minimum 7.5 m lot frontages in Planning Block 12 (e.g. Torah Gate), Block 18 (e.g. Laramie Crescent) and Block 33W (e.g. Ozner Crescent). The zone category in these examples was RS1 Residential Semi-Detached Zone which permits semi-detached units on 7.5m frontage lots, and an exception to permit single-detached dwellings was approved. In comparison, the proposed zoning exceptions for the subject lands are consistent with those found in the above-noted examples, with the exception of Exceptions c), d) and f) noted in Table 1 above, as follows:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 17, CW Report No. 47 – Page 5

- i) the minimum front or exterior side yard setback to an attached garage that faces a lot line is proposed to be 5.8 m whereas 6.0 m is required;
- ii) rear yard reduction to 7.0m whereas 7.5m is required; and,
- iii) exterior side yard reduction to 4.0m whereas 4.5m is required.

To illustrate the proposed exceptions, a typical site plan and streetscape perspective that includes the proposed building envelopes is shown on Attachment #5. The Development Planning Department is of the opinion that the reductions are minor and would result in a development form that is consistent and compatible with the surrounding land uses.

There are no proposed changes to the road pattern, however, as a result of this application the overall unit count on the subject lands would be reduced by 5 units (27 to 22 units) from the original approved Plan of Subdivision File 19T-07V06, as shown on Attachment 3. The proposed zoning amendment would introduce a housing form shown on Attachments #4 and #5, being a single-detached unit on a 7.5 m lot that is not readily available within the Block 40 Planning Area.

The Development Planning Department has no objections to the proposed rezoning to RD3 Zone to facilitate the 4 lots for single-detached dwellings, which does not require any site-specific exceptions.

In light of the above, the Development Planning Department can support the proposed rezoning of the subject lands and the site-specific exceptions noted above.

Architectural Design Guidelines

If approved, the dwelling designs must meet the criteria provided in the Block 40 South Architectural Design Guidelines prepared by John G. Williams Limited, which includes provisions for single-detached units for 7.5m lots.

Subdivision Design

The road pattern for the approved subdivision plan remains unchanged and the original conditions of subdivision approval dated March 31, 2009, will remain in effect.

Servicing

On May 24, 2011, Vaughan Council approved the Development/Transportation Engineering and Development Planning Department's servicing allocation strategy report, which reserved the allocation of sewage capacity on the subject lands for 52 units for Phase 2. There is no change to the allocation of servicing capacity to approved Plan of Subdivision File 19T-07V06 other than a reduction of 5 units.

The condition to removing the "H" Holding Symbol on the subject lands is the allocation of servicing capacity, which has been satisfied, and therefore, the Development Planning Department is satisfied the Holding provision can be removed.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The proposed zoning amendments are internal to the subdivision, and therefore, there are no Regional implications.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 17, CW Report No. 47 – Page 6

Conclusion

The Vaughan Development Planning Department has reviewed the Zoning By-law Amendment Application in consideration of Official Plan Amendment #600, the new City of Vaughan Official Plan 2010, Zoning By-law 1-88, and the proposed land use context, and has identified that this application would facilitate single detached dwelling units on a 7.5m frontage lot (RD4 Zone) with site-specific development standards consistent with similar approvals in Planning Blocks 12, 18 and 33W, and single-detached units on lots with 12 m frontages (RD3 Zone). The proposed zoning standards would facilitate appropriate development that is compatible with the surrounding land uses, particularly from a built form perspective. In addition, there are no changes to the road pattern in the approved Plan of Subdivision File 19T-07V06. The requirement for the removal of the "H" Holding provision has also been satisfied with the allocation of servicing capacity for the subject lands. For these reasons, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

Attachments

1. Context Location Map
2. Location Map
3. Approved Draft Plan of Subdivision 19T-07V06
4. Proposed Zoning
5. Proposed Typical Site Plan & Streetscape Perspective for 7.5m Lot Frontages

Report prepared by:

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

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 18, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

18 GREEN FLEET STRATEGY AND PURE ELECTRIC VEHICLE FEASIBILITY PROGRAM

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Manager of Environmental Sustainability and the Commissioner of Community Services, dated October 25, 2011:

Recommendation

The Manager of Environmental Sustainability and the Commissioner of Community Services, in consultation with the Director of Building and Facilities recommend:

1. That the report on the Green Fleet Strategy be received; and
2. That the City of Vaughan enter into a partnership with other Ontario municipalities in a Pure Electric Vehicle Municipal Feasibility Program, where each municipality would pilot the use of two pure electric vehicles for a 24 month period and collect and share information on best practices.

Contribution to Sustainability

Leadership and action are core principles that guide our actions on sustainability. This report is consistent with the priorities previously set by Council in the *Green Directions Vaughan*, Community Sustainability Environmental Master Plan:

Goal 1, Objective 1.1: to reduce greenhouse gas emissions and move towards carbon neutrality for the City of Vaughan's facilities and infrastructure. Action 1.1.6 makes reference to developing a comprehensive green fleet strategy.

Economic Impact

To be successful, the Green Fleet Strategy must consider both the City of Vaughan's financial constraints and operational need to continue delivering services. As a result, the initial economic impact of implementing the Green Fleet Strategy will be absorbed in existing departmental budgets. Should components of the Strategy require funding above and beyond existing budgets, these components will proceed only when additional external funding resources have been secured. To that end, early estimations for the operational phase of Pure Electric Vehicle Municipal Feasibility Program are \$ 180 K per municipal partner. The project proponents are actively exploring various funding avenues to negate the financial impact on the municipal partners. The project proponents have had positive discussions with the Federation of Canadian Municipalities Green Municipal Fund and the Association of Municipalities of Ontario about accessing funding. Further investigation is ongoing to confirm the costs of the three phase Program. It should be noted that there are no anticipated infrastructure costs for the Pure Electric Vehicle Municipal Feasibility Program as existing infrastructure will be used.

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Communications Plan

A more detailed communications strategy will be developed as we consider partnerships to explore initiatives outlined in the Green Fleet Strategy. Internally, the initiatives within the Strategy will be communicated directly to the operational departments most affected by implementation. The Green Fleet Strategy will also be posted internally on Vaughan On-line. Implementation progress on the Strategy will be tracked and reported on along with other actions specified within *Green Directions Vaughan*, our Community Sustainability and Environmental Master Plan, on an annual basis.

Purpose

The purpose of this report is to update Members of Council of the development of a Green Fleet Strategy and seek approval to investigate the feasibility of partnering with other Ontario municipalities in a Pure Electric Vehicle Municipal Feasibility Program.

Background - Analysis and Options

Transportation is the second largest source of greenhouse gases (GHGs) in Canada (behind energy production), accounting for 27 percent of Canada's emissions growth from 1990 to 2005. Over this timeframe, transportation carbon dioxide emissions increased by 33 percent, from 150 megatonnes (Mt) to 200 Mt. In addition, pollutants from vehicles such as nitrous oxides and carbon monoxide contribute to poor air quality within the community.

Although newer vehicles often emit fewer pollutants, there are an increased number of vehicles on the road, increasing overall emissions. It is estimated that Ontario's municipal fleets, including transit fleets, contribute approximately 0.8 megatonnes (MT) GHG emissions – or about 43 per cent of Canada's estimated 1.74 MT of municipal fleet emissions. With growing public concern over air pollution and climate change, municipalities are at the forefront of taking action on fleet emissions.

The Fleet Department has made some progress on greening the fleet by introducing green vehicle and equipment replacement, green practices in the maintenance shop and staff awareness on driving practices. The department will continue to achieve the objectives of the Green Fleet Strategy by continuing to introduce programs and initiatives that reduce the environmental impact of the fleet. Some of those initiatives further improvements to vehicle replacements, monitoring the advancement of technology and piloting new approaches in green practices

Pure Electric Vehicle(PEV) Municipal Feasibility Program

One of the initiatives within the Green Fleet Strategy involves integrating electric vehicles into the City fleet. The City of Vaughan has been invited to participate in the Pure Electric Vehicle Municipal Feasibility Program with several Ontario municipalities. An Electric vehicle (EV) is a vehicle that is powered by electricity and contains a battery to store energy. There are two main types of EVs: conventional hybrid electric vehicles (HEVs) and grid-connected vehicles that include plug-in hybrid battery electric vehicles (PHEVs) and pure electric vehicles (PEVs). PHEVs and PEVs have larger capacity batteries that can be recharged by plugging into the electricity grid.

The Pure Electric Vehicle Municipal Feasibility Program is being championed by Project EVE which is comprised of a consortium of Canadian companies focussed on designing, developing and deploying next generation pure electric vehicles. Vecture, a Vaughan based battery manufacturer, is a member of the consortium.

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As part of the Feasibility Program, the City of Vaughan would have access to two PEVs for a 24 month period in order to better understand key aspects of electric mobility from an operational and economic perspective. The PEV available include a light duty pick-up truck and a subcompact car. There would be an aggregated sharing of data on the use, application and capabilities of electric vehicles between municipal partners to assist with planning for the selection, implementation, maintenance and support for various types of EVs in the future fleet of municipalities. The program is also designed to assist municipalities in generally understanding the impact of having PEV's in their municipality.

Benefits of Electric Mobility for Municipalities

A number of benefits are associated with this project including:

- Environmental. Reducing the ecological footprint of municipal fleet operations by replacing gas powered internal combustion engines with electric vehicles. Greenhouse gas emissions are dramatically reduced as a result. PEVs are designed for long life cycles with fewer moving parts which results in reduced natural resource use.
- Economic. PEVs powered by electricity from municipally owned power distribution companies keep local transportation spending in the community. PEVs with fewer moving parts have lower operating costs which allows municipalities to devote more money to other areas. The cost to power a PEV is approximately 85% less than a vehicle with an internal combustion engine. PEVs can avoid significant electrical capacity capital expenses for future generations if their design and resulting range allow them to be charged when the grid has excess capacity. Finally, Vecture, a Vaughan based battery manufacturer, is a member of the Project EVE's Canadian consortium and has strong potential for expansion creating new jobs in our local economy should the electric mobility sector grow significantly.
- Social. PEVs can be designed to optimize transportation routes and throughput for a given volume of traffic thereby making better use of existing transportation infrastructure. The potential for new jobs at the local level has obvious social benefits. In addition, municipalities can play a leadership role in influencing people to adopt electric mobility solutions if the infrastructure is available and economically rewarding.

The Pure Electric Vehicle Municipal Feasibility Program enables the municipal partners to leverage spending to create a deeper understanding of the outcomes that will assist with future decisions on electric mobility in communities.

Relationship to Vaughan Vision 20|20 Strategic Plan

This report is consistent with the Vaughan Vision 20|20 strategic goal of providing service excellence to citizens and the strategic objective to 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

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Conclusion

The Green Fleet Strategy will enable the City of Vaughan to continue to make progress on reducing the environmental impact of our corporate fleet while balancing fiscal constraints and operational needs to deliver services. Initiatives within the Green Fleet Strategy build upon existing efforts, involve monitoring the advancement of technology and piloting new approaches. The Green Fleet Strategy is strongly connected to the City's commitment to the Federation of Canadian Municipalities Partners for Climate Protection Program to reduce greenhouse gases. Integration of electric vehicles into the City fleet is one of the initiatives in the Green Fleet Strategy. The Pure Electric Vehicle Municipal Feasibility Program involves partnering with other municipalities to explore the usage of electric vehicles in the municipal fleet in order to a better understand key aspects of electric mobility from an operational and economic perspective. The Pure Electric Vehicle Municipal Feasibility Program has numerous environmental, economic and social benefits.

Attachments

City of Vaughan Green Fleet Strategy

Report prepared by:

Chris Wolnik
Manager of Environmental Sustainability
ext. 8633

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

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Item 19, Report No. 47, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 8, 2011, as follows:

By approving the following:

That the City of Vaughan continue to work in conjunction with Toronto and Region Conservation Authority (TRCA) and others to explore opportunities to celebrate the rich Aboriginal history of the City of Vaughan; and

That the City and TRCA staff develop short, medium and long term options for the consideration of Council; and

By receiving Communication C1 from Mr. Chris Barnett, Davis LLP, 1 First Canadian Place, Suite 6000, P.O. Box 367, 100 King Street West, Toronto, M5X 1E2, dated October 13, 2011.

**19 INTERNATIONAL PARTNERSHIPS - HURON-WENDAT NATION, WENDAKE, QUEBEC AND
CITY OF VAUGHAN**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Director of Economic Development, dated October 25, 2011, be approved; and**
- 2) **That the following deputations and Communication, be received:**
 1. **Chief Sandra D. Moore, Hiawatha First Nation, 123 Paudash Street, RR #2, Keene, K0L 2G0 and Communication C11, dated October 25, 2011; and**
 2. **Councillor Dave Mowat, Alderville First Nation, 11696 2nd Line, PO Box 46 Roseneath, K0K 2X0.**

Recommendation

The Director of Economic Development recommends:

1. That this report be received.

Contribution to Sustainability

Sustainability means that we make decisions and take actions that ensure a healthy environment, vibrant communities and economic vitality for current and future generations. Advancing and participating in international partnerships promotes greater understanding and respect of the diversity, cultural and economic resources of each city through the planning and implementation of programs that foster mutual understanding, respect and goodwill.

Economic Impact

There are no financial implications resulting from the adoption of this report.

Communications Plan

Not applicable.

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Purpose

Committee of the Whole approved the resolution submitted by Regional Councillor Di Biase, dated September 13, 2011 requesting that the Economic Development Department advise and report with respect to a Sister City Relationship with the Huron-Wendat Nation, Wendake, Quebec as it relates to the present City policy on Cultural and Social International Partnerships. The current framework on Cultural and Social International Partnerships was adopted by Council on May 24, 2011.

Background – Analysis and Options

Huron-Wendat Nation, Wendake, Quebec

Wendake is the name for the Huron-Wendat reserve located in Quebec City, PQ. The population of Wendake is approximately 1,500 and encompasses a land area of approximately 350 acres.

As described in the official Wendake Tourist Guide, the “Huron-Wendats of today are proud artisan and merchants. From their skilled hand come snowshoes, moccasins, jewellery, baskets and canoes.”

The Huron-Wendat Nation originally occupied a vast territory south of Georgian Bay and Lake Huron, in what is now Ontario, the Huron-Wendat had developed a trading empire that covered most of Ontario, more than half of Quebec, and a good portion of the United States. For the first Europeans, they were known as “Hurons” and lived in the “Huronie”. However, they referred to themselves as “Wendat” and their territory “Wendake”.

Furthermore, the Huron-Wendat Nation’s heritage across central Ontario, including the Skandatut site in Vaughan is evidenced by many village and ossuary sites, sacred places and significant landforms used by their ancestors.

City of Vaughan Partnerships

As a basis to evaluate the proposed partnership with Wendake, Quebec, staff used principal objectives outlined in the report titled “Cultural and Social International Partnerships” which was adopted by Council, on May 24, 2011. The report provides a list of requirements that establishes an equitable and transparent process to guide Staff, Council and the public in establishing and maintaining international partnerships that have a cultural and social affiliation.

The six requirements were built on the understanding that the “Twinning” is international in nature and has been introduced by the citizens of both communities. In addition, the underlying goal of the social and cultural relationship would further the international understanding at all levels of the community on a continuing long-term basis. Within the twinning program, cities and our citizens exchange ideas, people and culture in a variety of educational, municipal, professional, technical and youth projects.

Therefore, at the foundation of every successful sister city partnership that Vaughan may enter into lies a strong local program with volunteers who are willing to commit time, talent and resources to develop a long-term relationship with their counterparts abroad.

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Twining Requirements

To be considered as “Twin” or “Sister” city, the approved framework identified that each cultural and social international city relationship request must meet the following requirements;

1. A proposal to establish a cultural and social international partnership relationship shall be submitted to the City Clerk’s Office.
2. Be sponsored by a community association/group or an individual member of the community;
3. A list of individuals and/or community groups both in the City of Vaughan and in the prospective city who have a sincere desire to actively support and commit to a long-term relationship must be submitted as evidence for a strong relationship which would endure changes in elected government officials;
4. Demonstrate support and commitment from the cultural and social international partnership city in terms of community interest and active participation;
5. A community profile of the prospective city must be submitted and strong consideration will be given to compatibility of the cities in such areas as population and where there is a strong presence of local support association/group;
6. The community association/group must present a four-year plan of action that demonstrates the ability to support various visits, receptions, delegations and other similar functions such as a relationship entails with minimal financial contributions from the City of Vaughan.

Relationship to Vaughan Vision 2020

Preserve our Heritage and Support, Diversity, Arts & Culture
Plan and Manage Growth & Economic Vitality

Regional Implications

Not applicable

Conclusion

Social and cultural international partnerships can be one of the many valuable mechanisms used to enhance Vaughan’s international relations. As Wendake, PQ is not an international city, does not have a large local citizen-based support group and has not fulfilled the six requirements as outlined, staff at this time does not support the notion that the City establish a “Twining/Sister” City relationship with Wendake, Quebec as a formal partnership

A formal “Twining/Sister” City relationship with Wendake, Quebec would not fit within the Cultural and Social International Partnership Policy.

Attachments

Not Applicable

Report prepared by:

Tim Simmonds, Director of Economic Development

CITY OF VAUGHAN

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Item 20, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

20

VAUGHAN DAY

The Committee of the Whole recommends that the recommendation contained in the following resolution submitted by Councillor Shefman, dated October 25, 2011, be approved subject to adding the following:

9. That staff report back to Council during the 2012 Budget deliberations regarding the financial implications.

Member's Resolution

Whereas, the recent opening of the new City Hall was a very positive celebration of our City, and

Whereas, the residents who attended the event expressed their appreciation for being given the opportunity to take part in the celebration and suggested that an annual event of this type be initiated, and

Whereas, while the City celebrates a variety of events, there isn't a singular event that brings our residents together to celebrate the City of Vaughan itself,

It is therefore recommended that:

1. As of September 2012, a yearly celebratory event be scheduled at an appropriate date within the month as Vaughan Day, and
2. That the purpose of the event is to celebrate and instill pride in the City, as well as give residents the opportunity to learn about how the City works on their behalf,
3. That the event take place at the Civic Centre,
4. That the events taking place during the celebration include an address to the people of the City by the Mayor,
5. That on that day various forms of entertainment and refreshments be provided for those attending,
6. That the City Hall be open for residents to tour and meet City Officials and Members of Council
7. That during the course of the event information be made available to those attending on the programs and activities carried out by the City.
8. That staff report to Council on the specifics of this event on a yearly basis by February 1st of each year.

CITY OF VAUGHAN

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Item 21, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

21

CTV TOY MOUNTAIN EVENT REQUEST

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Racco, dated October 25, 2011:

Member's Resolution

Whereas, in December 2010, the City of Vaughan hosted a CTV Toy Mountain event at the North Thornhill Community Centre; and

Whereas, CTV News and the Toy Mountain Drive have formally requested of the Ward 4 Council office that the City of Vaughan host another Toy Mountain drive at the North Thornhill Community Centre in December 2011; and

Whereas, the local ratepayers association has also approached the Ward 4 Council office to express an interest in hosting a goodwill event, such as the CTV Toy Mountain drive, in the Concord/North Thornhill area that will benefit the greater community; and

Whereas, the CTV Toy Mountain Drive is in keeping with the spirit of generosity and community giving that the City of Vaughan promotes, and is therefore in keeping with priorities previously set by Council;

Be it therefore resolved that the City of Vaughan officially support the CTV Toy Mountain Drive for 2011; and

That the City of Vaughan provide a permit at no charge for a Toy Mountain drop box to be set up at the North Thornhill Community Centre for the month of December 2011; and

That the permit for the facility and the services-in-kind be provided at no charge for the evening that CTV News schedules for the live onsite taping of the 6:00 pm news Toy Mountain Drive event; and

That Recreation and Culture staff, in conjunction with the Ward 4 Council office and CTV News staff, organize a subsidized recreational swim night at the North Thornhill Community Centre, where a toy donation can be used in lieu of payment for recreational swim; and

That Buildings and Facilities staff and Recreation and Culture staff provide support as needed for the set up, clean up and organization of the above noted events; and

That the Corporate Communications Department advertise the Toy Mountain Drive via the City's website and social networking sites, a media advisory, and a news release.

CITY OF VAUGHAN

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Item 22, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

22 FLOODING OF RESIDENTIAL HOMES ON ANTHONY LANE

The Committee of the Whole recommends:

- 1) **That the following resolution submitted by Councillor Shefman, dated October 25, 2011, be approved subject to deleting the following from clause 1:**
 "and implement improvements on Anthony Lane if these are determined to be effective"; and

- 2) **That the following deputations be received:**
 1. **Ms. Besie Deris, 110 Anthony Lane, Concord, L4K 3R8; and**
 2. **Mrs. Taherie, 104 Anthony Lane, Concord, L4K 3R8.**

Member's Resolution

Whereas there has been a pattern of residential flooding for a number of years for homes situated on the north side of Anthony Lane in Ward 5, and

Whereas, a recent study by the Ontario Government relating to the lands to the north of these homes determined that the flooding did not originate from that site, and

Whereas, it is important for the safety and the well being of the residents of this street to determine the source of the ongoing flooding problem,

It is therefore recommended:

1. That staff be directed to explore potential drainage solutions to this situation with the residents, and implement improvements on Anthony Lane if these are determined to be effective, and;

2. That the results of staff's efforts be presented to Committee of the Whole no later than January 31, 2012

Attachments

Email/Correspondence

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

CITY OF VAUGHAN

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Item 23, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

23 CITY SUPPORT OF THE CP24 CHUM CHRISTMAS WISH PROGRAM

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Mayor Bevilacqua, dated October 25, 2011:

Member's Resolution

Whereas, the City organized a successful Toy Drive in support of the CP24 CHUM Christmas Wish Program in 2010;

Whereas, the CP24 CHUM Christmas Wish Program supplies registered charitable organizations, social service agencies, churches and community centres with financial donations and unwrapped toys which will in turn be distributed to families of many faiths and cultures who require support;

Whereas, this initiative reflects the values and principles promoted by the City to support those who are in need and is consistent with the priorities previously set by Council to foster a city with strong social cohesion;

Whereas, this initiative demonstrates Vaughan's spirit of generosity and support for our local community as well as our municipal partners and residents across the GTA;

It is therefore recommended that the City of Vaughan officially support the CP24 CHUM Christmas Wish Program on an annual basis; and

That the Recreation and Culture Department (Events team) organize drop off centres at all City of Vaughan buildings including Community Centres, Libraries, Fire Stations, the Joint Operations Centre, Vaughan City Hall as well as other local businesses and organizations who have agreed to participate; and

That the Building and Facilities Department and Recreation and Culture Department provide support as needed, including the organization of donation pick-ups at drop-off centres, as well as support for any event that may be organized to promote the Toy Drive; and

That the Corporate Communications Department promote this initiative on the City website, formulate news releases and media advisories as required, advertise as required, and promote through social media avenues such as Facebook and Twitter.

CITY OF VAUGHAN

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Item 24, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

**24 PRESENTATION – MR. DANIELE ZANOTTI, CEO, UNITED WAY OF YORK REGION,
UPDATE ON KEY INITIATIVES**

The Committee of the Whole recommends that the presentation by Mr. Daniele Zanotti, CEO, United Way of York Region, be received.

CITY OF VAUGHAN

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Item 25, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

25 DEPUTATION – MS. ERLINDA INSIGNE, PRESIDENT, FILIPINO-CANADIAN ASSOCIATION OF VAUGHAN, LEASING THE PATRICIA KEMP COMMUNITY CENTRE

The Committee of the Whole recommends:

- 1) That staff be directed to enter into negotiations with the Filipino Canadian Association of Vaughan to investigate a long term lease agreement of the Patricia Kemp Community Centre and bring back a report to Council for approval;**
- 2) That the following deputations and Communications be received:
 - 1. Ms. Erlinda Insigne and Communications C1, dated September 8, 2011 and C14;
 and**
 - 2. Mr. Mathew John; and****
- 3) That Communication C7 Confidential Memorandum from the Director of Legal Services, dated October 21, 2011, be received.**

CITY OF VAUGHAN

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Item 26, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

26 DEPUTATION – MR. ANDREW WHITELEY, CITY TAXI, EXCLUSIVE CONCESSION AGREEMENTS WITH ANY LICENSED TAXI DRIVER, OWNER OR BROKERAGE

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Andrew Whiteley, City Taxi, and Communications C2, dated September 29, 2011, C6, dated October 12, 2011 and C15, dated October 25, 2011, be received; and**

- 2) That Communication C10 Confidential Memorandum from the Commissioner of Legal & Administrative Services and City Solicitor, dated October 21, 2011, be received.**

CITY OF VAUGHAN

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Item 27, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

27 DEPUTATION – MR. PETER KOSTOPOULOS, AMALFI COURT IN WOODBRIDGE

This deputation requested in Communication C3, dated October 4, 2011 was cancelled – refer to Communication C8, dated October 21, 2011.

CITY OF VAUGHAN

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Item 29, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

**29 DEPUTATION – MR. TAAVO ROSENBERG, BUILDING DEMOLITION OF
 THE GLEN SHIELDS ACTIVITY CENTRE**

No action was taken with respect to this deputation (refer to Communication C5) as the deputant did not appear.

CITY OF VAUGHAN

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Item 30, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

30

DEPUTATION – MS. ROSETTA CONFORTI, PARKING

The Committee of the Whole recommends that the deputation of Ms. Rosetta Conforti and Communication C16, dated October 11, 2011, be received and that a staff report on the new urbanism (as referenced in the Outstanding Reports List) be brought forward to a future Committee of the Whole (Working Session) meeting before the end of March 2012.

CITY OF VAUGHAN

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Item 31, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

31

OTHER ITEMS CONSIDERED BY THE COMMITTEE

31.1 CONSIDERATION OF AD HOC COMMITTEE REPORTS

The Committee of the Whole recommends:

That the following Ad Hoc Committee reports be received:

- 1. Heritage Vaughan meeting of September 21, 2011 (Report No. 7)**
- 2. Accessibility Advisory Committee meeting of June 27, 2011 (Report No. 3)**

CITY OF VAUGHAN

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Item 32, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

32

NEW BUSINESS – AMALFI COURT

The Committee of the Whole recommends that the questions generated at a meeting of the Mayor and Members of Council (Regional Councillor Rosati, Regional Councillor Schulte, Councillor DeFrancesca and Councillor Carella) with residents of Amalfi Court and as recorded by Councillor Carella be referred to appropriate staff for a response by way of memorandum no later than November 30, 2011.

The foregoing matter was brought to the attention of the Committee by Councillor Carella.

CITY OF VAUGHAN

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Item 33, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

33

NEW BUSINESS – MAYOR'S GALA AND GOLF TOURNAMENT

The Mayor thanked everyone involved in the Mayor's Gala and Golf Tournament and requested staff to report to the Committee of the Whole meeting of November 15, 2011 on the disbursement of proceeds from the two events.

The foregoing matter was brought to the attention of the Committee by Mayor Bevilacqua.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 34, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

34

NEW BUSINESS – STAFF ATTENDANCE AT MEETING

The Committee of the Whole recommends that staff be permitted to attend a community meeting regarding the CN concrete walls in the Thornhill area.

The foregoing matter was brought to the attention of the Committee by Councillor Shefman.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 8, 2011

Item 35, Report No. 47, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 8, 2011.

**35 COMMITTEE OF THE WHOLE (CLOSED SESSION) RESOLUTION
OCTOBER 25, 2011**

The Committee of the Whole passed the following resolution to resolve into closed session for the purpose of discussing the following:

1. **PROPERTY MATTER
SALE OF CITY LANDS
PART OF LOT 1, REGISTERED PLAN 2951
CENTRE STREET - WARD 5**
(acquisition or disposition of land)

2. **PROPERTY MATTER
LEASE OF CITY LANDS
SWEETRIVER BOULEVARD - WARD 1**
(acquisition or disposition of land)

3. **PROPERTY MATTER
SALE OF CITY LANDS
PART OF BLOCK A REGISTERED PLAN 66M-1597
WEST SIDE OF BRUCE STREET – WARD 2**
(acquisition or disposition of land)

4. **UPDATE ON RIZMI MEDIATION**
(litigation or potential litigation)

Councillor DeFrancesca declared an interest with respect to Item 4, UPDATE ON RIZMI MEDIATION, as she is a respondent to a Compliance Audit application brought by Mrs. Milani.