

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 29, 2011

Item 1, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

1 LEARNING AND DEVELOPMENT POLICIES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor, and the Director of Human Resources, dated November 15, 2011:

Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor, and the Director of Human Resources, in conjunction with the Senior Management Team, recommend:

1. That the Learning and Development Policy be adopted, and
2. That the revised Educational Assistance Policy (formerly Continuous Learning Policy) be adopted.

Sustainability

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

Economic Impact

There is no cost associated with implementing the recommendations.

Communications Plan

The revised policy will be made available on VOL, in the Employee Handbook and through the Clerk's Department.

Purpose

This report introduces the new Learning and Development Policy and provides information on the updated Educational Assistance Policy (formerly Continuous Learning Policy) which complements the Learning & Development Policy.

Background and Analysis

The Vaughan Vision 2020 establishes strategic initiatives in support of the City becoming a lifelong learning organization. In 2008 a Human Resources Strategy was developed which included the creation of a Learning and Development section within the Human Resources department to support the implementation of the related Vaughan Vision 2020 initiatives.

In March 2010 the Learning and Development Strategy was presented to SMT. The Learning and Development Strategy supports the commitment to encourage and support lifelong learning and participation in a wide variety of staff events and in the standardization of a focused corporate learning approach to staff education to encourage service excellence. The Learning and Development Strategy supports a variety of learning throughout an employee's career. Policies and procedures have been developed to support the implementation of the strategic initiatives in accordance with the Policy on Corporate Policy Development.

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High performing organizations invest in and embrace learning and development resulting in a high level of employee engagement. Investing in learning and development produces positive results such as increased productivity, greater innovation, higher employee morale and increased attraction and retention of staff and impacts the City's ability to achieve service excellence, staff excellence and management excellence.

Developing staff is closely linked with other strategic initiatives detailed in Vaughan Vision 2020 such as;

- Pursuing Excellence in Service Delivery;
- Value and Encourage a Highly Motivated Workforce;
- Attracting, Retaining, and Promoting Skilled Staff; and
- Supporting the Professional Development of Staff.

Learning and development is an essential business investment that enables the City to maintain and extend our employee's knowledge and skills as the City evolves. The investment that the City makes in partnership with employees in their continuing career development allows us to achieve maximum flexibility in meeting our current and future skills requirements thereby assisting the City in achieving operational excellence and becoming a recognized Employer of Choice organization.

Learning and Development Policy

The purpose of this policy is to support and provide robust solutions enabling lifelong learning and development of our leaders and employees in achieving the City's Vision and Mission. These learning and development opportunities, which are offered internally through the Human Resources Department, will support the implementation of the City's Learning and Development Strategy and support the achievement of the City's strategic initiatives.

Educational Assistance Policy

The purpose of the Educational Assistance Policy is to outline the opportunities for financial assistance for tuition fees for employees participating in self-initiated, external, educational opportunities, resulting in a diploma, degree or academic certificate, on their own time, which is directly related to their current position or a realistic future career path. These educational opportunities occur at an institution of higher learning including but not limited to colleges and universities.

Relationship to Vaughan Vision 2020

In a constantly changing and evolving municipal environment and with Vaughan Vision 2020 in mind, which places "people first," the Learning & Development Policy and the Educational Assistance Policy will assist us in increasing the skill set of our staff base to keep up with the ever changing demands and needs of our citizens resulting in the City being able to achieve operational excellence.

Regional Implications

There are no regional implications to the implementation of the revisions.

Conclusion

The development and implementation of these policies demonstrates to employees that we value them and therefore we provide a supportive and informed work environment with a goal of achieving operational excellence.

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Attachments

- I – Learning & Development Policy
- II – Educational Assistance Policy

Report Prepared By

Janet Ashfield, Director of Human Resources

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

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Item 2, Report No. 50, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 29, 2011, as follows:

By receiving the presentation of Ms. Meenu Sikand, Chair of the Vaughan Accessibility Advisory Committee.

2 INTERNATIONAL DAY OF PERSONS WITH DISABILITIES- DECEMBER 3, 2011

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 15, 2011:

Recommendation

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

1. That December 3, 2011 be proclaimed International Day of Persons with Disabilities in the City of Vaughan; and,
2. That Meenu Sikand, Chair of the Vaughan Accessibility Advisory Committee, make a presentation at the Council meeting of November 29, 2011.

Contribution to Sustainability

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

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

Economic Impact

Costs associated with the promotion and delivery of this presentation will be covered by the 2011 Vaughan Accessibility Advisory Committee budget.

Communications Plan

The City of Vaughan in cooperation with the Vaughan Accessibility Advisory Committee (VAAC) will communicate the observance of the International Day of Persons with Disabilities December 3, 2011 date through the City's website.

Purpose

The purpose of this report is to inform Council of the International Day of Persons with Disabilities December 3, 2011 date as proclaimed by the United Nations and present an outline of the programs and initiatives supported by the City of Vaughan.

Background - Analysis and Options

People with disabilities represent 10 per cent of the world's population. *"Together for a better world for all: Including persons with disabilities in development"* is the international theme celebrated in 2011 by the United Nations. The purpose of the annual observance of the International Day of Persons with Disabilities is to promote an understanding of disability issues, to increase awareness of the benefits to be derived from the integration of persons with disabilities into every aspect of political, social, economic and cultural life.

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The barriers persons with disabilities face are more prevalent as a result of the environment in which they live in rather than their impairment. Obstacles to participation in society grows more from the environment in which people live and not within the individual's perception of their abilities. These barriers can be prevented, reduced or eliminated.

The City of Vaughan plays a significant role in ensuring access to programs for people with disabilities living in our community and through the Vaughan Accessibility Advisory Committee (VAAC). VAAC's role is to make recommendations to Council on the preparation and implementation of the annual Accessibility Plan; to advise council on the planning and accessibility of municipal buildings and services; and to address and identify the needs of the community by the removal and prevention of barriers in the City of Vaughan's by-laws, polices, program and practices. The inclusivity of citizens with disabilities is a corporate-wide vision shared by Council and staff and identified in Vaughan's corporate strategic plan.

In conjunction with the Chair of the Vaughan Accessibility Advisory Committee, a PowerPoint presentation will be presented to Council at the November 29, 2011 Council meeting that will outline the significance of celebrating International Day of Persons with Disabilities. The presentation will conclude with a song by participants from Vaughan's recreational programs.

In the last several years there have been a number of initiatives by the City of Vaughan as it relates to accessibility including the following:

- Accessibility Plan updated and approved by Council in 2010,
- Filed compliance report with the Ministry of community and Social Services for the Accessibility for Customer Service Regulation, On. Reg. 429/ 07,
- Raised awareness through public events and activities during the yearly celebrations of the National Access Awareness Week and the International Day of Persons with Disabilities,
- Addressed accessibility issues through public consultation meeting "Improving our services with you"; in partnership with YRT Mobility Plus,
- Completed the installation of the TEXTNET in Access Vaughan to assist callers with cognitive and hearing impairments.
- Provide public information and education as it relates to accessibility during Canada Day and Winterfest;
- Vaughan Accessibility Standards for Customer Service Training for all staff by the Human Resources Department,
- Organized "Transition Fair" in collaboration York Support Services Network.
- Purchased assistive devices: FM William System, UbiDuo, Trail Rider and Moto Med for the community's use.
- Established a staff Technical Advisory Committee (TAC) to deal with accessibility standards regulations.
- Retrofitted the information desks at Al Palladini, Maple, and Garnet A. Williams Community Centres to improve accessibility.

The Recreation and Culture Department provides a number of programs and services for people with disabilities and regularly identifies and creates new opportunities to reflect the diverse and growing program needs of the community. Recreation opportunities for persons with disabilities are vast and include the creative arts, health and wellness, life and social skills, performing arts, sports and leadership programs.

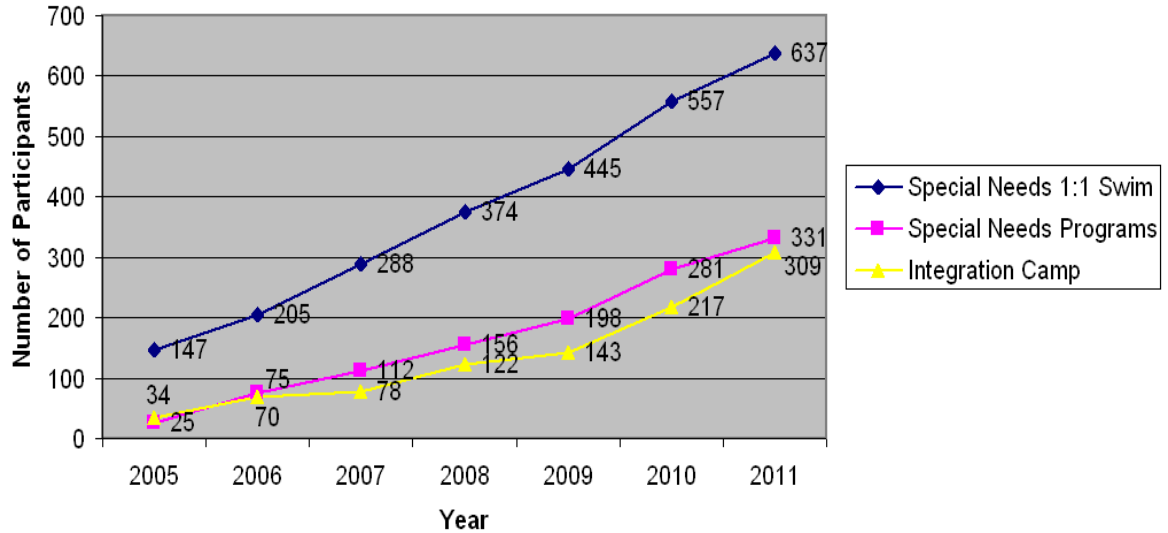
The following chart identifies the growth in the participation within City of Vaughan special needs programs and increase in programs and services realized in the past 7 years:

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Participation in Special Needs Programs 2005-2011



Recreation and Culture staff continue to work with community partners in order to address service and program gaps. These partners include: Alternatives, Community Living York South, Early Intervention Services, Children’s Treatment Network, META Centre, MS Society, Kinark, Kerry’s Place, VITA Community Living Services, York Support Services Network and ParaSport Ontario. Further, the department continues to conduct awareness-raising and educational initiatives for the public and specific groups of professionals, and continues to implement a system of community services and support for persons with disabilities.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

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

Regional Implications

There are no regional implications

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Conclusion

The inclusivity of persons with disabilities is a matter of human rights and an essential investment in the future of our society. A testament to the City of Vaughan's work and achievements for our special needs community is defined by the increase in special needs programs, the increased participation of children, youth and adults with special needs in recreation programs, the purchase of assistive devices by the City, the funding support for low income residents with special needs through the Vaughan RecAssist program and the increased number of partnerships with community organizations servicing Vaughan's special needs community within the City's recreation centres. Importantly, Vaughan's Accessibility Plan outlines corporate and departmental objectives related to addressing accessibility issues and services.

Attachments

N/A

Report Prepared By

Mary Reali, Director of Recreation and Culture, ext. 8234
Angela Palermo, Manager, Cultural Services, ext. 8139
Mihaela Neagoe, Active Living Coordinator for Special Needs and Volunteers, ext. 7405

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Item 3, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

**3 ALL-WAY STOP CONTROL REVIEW
PETER RUPERT AVENUE AND GOLDEN FOREST ROAD/CARRIER CRESCENT
WARD 4**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 15, 2011, be approved: and
- 2) That a by-law be enacted at the Council meeting of November 29, 2011.

Recommendation

The Commissioner of Engineering and Public Works recommends that:

A By-law be enacted to install an all-way stop control at the intersection of Peter Rupert Avenue and Golden Forest Road/Carrier Crescent.

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 and St. Cecilia Catholic Elementary School on the outcome of Council's decision in this matter.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Peter Rupert Avenue and Golden Forest Road/Carrier Crescent, in response to a request received from an area resident.

Background - Analysis and Options

Staff carried out a review of the traffic activity at the intersection of Peter Rupert Avenue and Golden Forest Road/Carrier Crescent.

Peter Rupert Avenue is a minor collector roadway with a 26.0 metre right-of-way and an 11.5 metre pavement width. Golden Forest Road and Carrier Crescent are classified as local roadways with a 17.5 metre right-of-way and an 8.0 metre pavement width. The intersection of Peter Rupert Avenue and Golden Forest Road/Carrier Crescent is a four-leg intersection with the existing stop controls on Golden Forest Road and Carrier Crescent. St. Cecilia Catholic Elementary School is located on the southwest corner of the intersection. The existing school crossing guard is located on the west side of the intersection of Peter Rupert Avenue and Golden Forest Road/Carrier Crescent. The area is shown in Attachment No.1.

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Staff conducted a turning movement count on September 27, 2011 at this intersection. The study was conducted during the peak traffic periods of 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. Staff also reviewed accident records for 2010 and sight lines at the approaches to the intersection. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

• Warrant 1 – Minimum Vehicular Volumes	Warranted	225%
• Warrant 2 – Accident Hazard	Warranted	25%
• Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants is satisfied to 100% or more. As shown above, existing traffic volumes exceed Warrant #1 requirements. There was one recorded vehicle collision at this intersection in the past 12 month period. There are no sight restrictions at this intersection. As the information above indicates, this intersection meets the minimum requirements of the Provincial Warrant for All-way Stop Control.

St. Cecilia Catholic Elementary School and the residents who live in close proximity of the intersection support the proposed all-way stop control. The proposed all-way stop would also benefit both vehicular and pedestrian movements to/from the school.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommended all-way stop will improve traffic flow for both drivers and pedestrians at the intersection, thus enhancing community design.

Regional Implications

Not Applicable.

Conclusion

It is recommended that an all-way stop control be installed at the intersection of Peter Rupert Avenue and Golden Forest Road/Carrier Crescent, as the minimum requirement of the Provincial Warrant for All-way Stop Control is met.

Attachments

1. Location Map

Report prepared by:

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

WT:mc

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

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Item 4, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

4 **ALL-WAY STOP CONTROL REVIEW**
THOMAS COOK AVENUE AND LEBOVIC CAMPUS DRIVE
WARD 4

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 15, 2011, be approved: and**
- 2) That a by-law be enacted at the Council meeting of November 29, 2011.**

Recommendation

The Commissioner of Engineering and Public Works recommends that:

A By-law be enacted to install an all-way stop control at the intersection of Thomas Cook Avenue and Lebovic Campus 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 and Nellie McClung Public School 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 Thomas Cook Avenue and Lebovic Campus Drive, in response to a resident's request.

Background - Analysis and Options

Staff carried out a review of the traffic activity at the intersection of Thomas Cook Avenue and Lebovic Campus Drive.

Thomas Cook Avenue is a minor collector roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. Lebovic Campus Drive is a major collector roadway with a 26.0 metre right-of-way and a 14.0 metre pavement width. The intersection of Thomas Cook Avenue and Lebovic Campus Drive is a three-leg intersection with the existing stop control on Lebovic Campus Drive. An existing school crossing guard assists students crossing the intersection on the east and north sides. The area is shown in Attachment No.1.

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Staff conducted a turning movement count on September 29, 2011 at this intersection. The study was conducted during the peak traffic periods of 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. Staff also reviewed accident records for 2010 and sight lines at the approaches to the intersection. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

• Warrant 1 – Minimum Vehicular Volumes	Warranted	216%
• Warrant 2 – Accident Hazard	Warranted	25%
• Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. As shown above, existing traffic volumes exceed Warrant #1 requirements. There was 1 recorded vehicle collision at this intersection in the past 12 month period. There are no sight restrictions at this intersection. As the information above indicates, this intersection meets the minimum requirements of the Provincial Warrant for All-way Stop Control.

Staff have contacted the Principal of Nellie McClung Public School, who supports the proposed all-way stop control. The proposed all-way stop would also benefit both vehicular and pedestrian movements to/from the school.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommended all-way stop will improve traffic flow for both drivers and pedestrians at the intersection, thus enhancing community design.

Regional Implications

Not Applicable.

Conclusion

It is recommended that an all-way stop control be installed at the intersection of Thomas Cook Avenue and Lebovic Campus Drive as the minimum requirement of the Provincial Warrant for All-Way Stop Control is met.

Attachments

1. Location Map.

Report prepared by:

David Fan, Traffic Analyst, Ext 8444
Mike Dokman, Supervisor, Traffic Engineering, Ext. 8745

DF:mc

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

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Item 5, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

5

**AWARD OF TENDER T11-219
SHINGLE REPLACEMENT OF TWO (2) SALT DOMES
AT THE JOINT OPERATIONS CENTRE - WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 15, 2011:

Recommendation

The Commissioner of Community Services, in consultation with the Directors of Building and Facilities, Purchasing Services, and Budget and Financial Planning recommends:

1. That T11-219, Shingle Replacement of two (2) Salt Domes at the Joint Operations Centre be awarded to Heather & Little Limited, for the amount of \$130,389.57 (including HST); and,
2. That a contingency allowance in the amount of 10% be approved within which the Director of Building and Facilities is authorized to approve amendments to the contract; and,
3. That the Mayor and the City Clerk be authorized to sign the necessary documents.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions, Vaughan, Community Sustainability Environmental Master Plan, and Objective 1.5:

- To reduce the amount of waste generated in City owned facilities and procure sustainable products for the City's use.

Economic Impact

Project BF-8269-10, Joint Operations Centre Re-roof Two (2) Salt Domes was approved in the Capital Budget and there is sufficient funding for this Project.

Communications Plan

N/A

Purpose

Approval to award tender T11-219 Shingle Replacement of two (2) Salt Domes at The Joint Operations Centre.

Background - Analysis and Options

The salt domes are of the original construction and are over fifteen years old. Inspections indicate evidence of water penetrating the roof with shingles lifting. Blisters are evident over various locations of the roof. Routine repairs were performed when necessary and leaks are repaired. However, there are indicators of typical aging, a break down of the roofing components and potential future membrane failures of larger proportions with larger financial implications. The project involves removal of the roof shingles, the replacement of rotted wood sheeting, applying ice water shield and new 30 year shingles.

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The tender was advertised in the Ontario Public Buyers Association (OPBA) website and Biddingo, Daily Commercial News and The City Webpage. Nine (9) bids were issued. Tenders were closed and publicly opened on Wednesday, October 12, 2011 at 3:30 p.m. with six (6) bids received, with one deemed non-compliant by Purchasing Services. The bid results are as follows:

<u>Contractor</u>	<u>Tendered Price (including HST)</u>
Heather & Little Limited Markham, Ontario	\$130,389.57
Cordeiro Roofing Ltd. Toronto, Ontario	\$155,940.00
E-D Roofing Limited Toronto, Ontario	\$160,850.98
Triumph Aluminum & Sheet Metal Inc. Toronto, Ontario	\$200,581.78
Hamlet Roofing Limited Pickering, Ontario	\$201,969.98

The estimated cost for this project, including a 10% contingency allowance and all applicable taxes is rounded to \$133,040.00.

Financial Summary	
Tender Cost T11-219 (excluding HST)	115,389.00
Contingency (10%)	11,538.90
HST (1.76%)	2,233.93
3% administration fees	3,874.85
Total Cost	133,036.69
BF-8269-10 Budget	226,600.00
Less: Commitments/Expenses to Date	26,671.92
3% administration fees	800.16
Tender Total Cost T11-219	133,036.69
Budget Remaining for future expenses	66,091.24

Relationship to Vaughan Vision 2020/Strategic Plan

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

- STRATEGIC GOAL:
Management Excellence - Providing excellence in the management of our city.

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- **STRATEGIC OBJECTIVE:**
Maintain Assets and Infrastructure - To optimize existing infrastructure through sound asset management.

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

Regional Implications

None

Conclusion

Building and Facilities Department and Purchasing Services staff have reviewed the bid submissions and have determined that the low bid contractor Heather & Little Ltd, has met the requirements of the contract. The low bid is within the approved Capital Budget.

This project will commence immediately after approval is granted and the completion of the necessary documents.

Attachments

None

Report Prepared By

Angelo Cioffi, Manager Building and Facilities, Ext. 8101
Jeff Peyton, Director Building and Facilities, Ext. 8173

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Item 6, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

6

**SITE DEVELOPMENT FILE DA.11.045
CATHOLIC CEMETERIES ARCHDIOCESE OF TORONTO
WARD 2**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 15, 2011, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.11.045 (Catholic Cemeteries Archdiocese of Toronto) BE APPROVED, to facilitate development of a three-storey, 4770 m² expansion to the northwest and southwest corners of the existing mausoleum, 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, landscape plan, and building elevations shall be approved by the Vaughan Development Planning Department;
 - ii) the related Minor Variance Application (File A194/11) shall be approved by the Vaughan Committee of Adjustment, and shall be final and binding; and,
 - iii) the final Site Servicing and Grading Plan shall be approved by the Vaughan Development/Transportation Engineering Department.
2. THAT the City Clerk forward a copy of the Council Minutes and Staff Report to the Owner and to the Registrar at the Ministry of Consumer Services, in accordance with the requirements of the Cemeteries Act (Revised).
3. THAT notice of the Council decision be placed in a local newspaper by the City Clerk, within 15 days of the decision date, in accordance with the requirements of the Cemeteries Act (Revised), at the cost of the Owner.

Contribution to Sustainability

The applicant has advised that the following sustainable features and initiatives will be implemented in the development:

- i) low maintenance, reinforced concrete building foundation;
- ii) polyurethane sprayed insulation to eliminate thermal bridges and provide a vapour and air barrier;
- iii) double-glazed low E argon windows;
- iv) energy efficient HVAC systems;
- v) monitored interior lighting and indoor temperatures;
- vi) diversion/recycling of qualifying construction waste;

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- vii) drought-tolerant, water-efficient landscaping;
- viii) overland storm flow sheet run-off helps recharge groundwater and promote water balance; and
- ix) water from the on-site stormwater management pond is used for seasonal irrigation of the cemetery grounds.

Economic Impact

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

Communications Plan

Cemeteries Act (Revised)

Pursuant to Section 5.3 of the Cemeteries Act (Revised), the City is required to undertake the following notification requirements upon Council rendering a decision for a cemetery or mausoleum use:

- i) Send a copy of the Council decision together with reasons for it to the Applicant, and to the Registrar appointed under the Cemeteries Act (Revised) at the Ministry of Consumer Services; and,
- ii) Publish notice of the decision in a local newspaper. The Applicant, Registrar, or any person with an interest therein may appeal Council's decision to the Ontario Municipal Board within 15 days of the notice of decision being published.

The notice is to be published at the expense of the applicant. Conditions of approval are included in the recommendation of this report with respect to these requirements.

Purpose

To permit development of a three-storey, 4770 m² expansion to the existing St. Anthony's Mausoleum at the Queen of Heaven Cemetery, as shown on Attachment #3. The proposed northwest and southwest additions constitute the final phases (5 + 6) of the development for the mausoleum, resulting in a total gross floor area of 22,000 m² on the 46.1 ha site.

Background - Analysis and Options

Location

The subject lands shown on Attachments #1 and #2 are located on the west side of Regional Road 27 through to Highway 427, north of Highway 407, municipally known as 7300 Regional Road 27, City of Vaughan. The surrounding land uses are shown on Attachment #2.

Official Plan

The subject lands are designated "General Complementary Use Area" by the Provincial Parkway Belt West Plan, which the City adopted as its Official Plan for lands in the Parkway Belt. The subject lands were subsequently deleted from the Parkway Belt West Plan by Amendment No. 129, which was approved by the Ministry of Municipal Affairs and Housing on October 23, 1997, however, the subject lands were not redesignated. The proposal conforms to the policies in the "General Complementary Use Area" designation.

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The subject lands are designated “Private Open Space” and “Natural Area” by the City of Vaughan Official Plan 2010, which was adopted by Council on September 7, 2010, and is pending approval from York Region. The proposal conforms to the policies of the Official Plan.

Zoning

The subject lands are zoned PB2 Parkway Belt Complementary Use Zone by Zoning By-law 1-88, which permits a cemetery and mausoleum use. The Applicant has filed a concurrent Minor Variance Application (File A194/11) to permit the following variances:

	By-law Standard	By-law 1-88 PB2 Zone Requirements	Proposed Exceptions to PB2 Zone
a.	Maximum building height	▪ 11 m	▪ 13.65 m
b.	Minimum number of parking spaces	▪ 736 spaces	▪ 65 spaces

The Vaughan Development Planning Department can support the proposed 13.65 m building height, which is consistent with the existing mausoleum height. In addition, the Owner submitted a Parking Demand Study completed by Augusta National Inc. on March 28, 2011, in support of the proposed parking reduction. The Development/Transportation Engineering Department has reviewed the Parking Demand Study, and is satisfied that the on-site parking supply of 65 spaces is sufficient for the mausoleum and cemetery use.

The required minor variances must be approved by the Vaughan Committee of Adjustment, and must be final and binding, prior to the execution of a Site Plan Letter of Undertaking. A condition to this effect is included in the recommendation of this report.

Site Plan Review

The site is currently developed with a 17,230 m² mausoleum, located approximately in the centre of the 46.1 ha Queen of Heaven Cemetery, as shown on Attachment #2. The proposed three-storey, 4770 m² expansion (phases five and six) will be added to the northwest and southwest portions of the existing mausoleum, as shown on Attachment #3, resulting in a total gross floor area of 22,000 m².

The Development Planning Department is satisfied with the proposed site plan, building elevations and landscape plan, as shown on Attachments #3 to #7. The building materials and colours (white stone veneer and white acrylic stucco on precast concrete) are consistent with the existing mausoleum. Additional landscaping is also proposed along the west portion of the mausoleum, as shown on Attachments #3 and #4. The existing approved internal driveways and parking area will remain unchanged.

The Vaughan Development/Transportation Engineering Department is satisfied with the servicing, grading and stormwater management on site. The final Site Servicing and Grading Plan must be approved by the Vaughan Development/Transportation Engineering Department.

The Vaughan Real Estate Division has advised that no cash-in-lieu of parkland dedication is required for the 4770 m² expansion to the existing mausoleum building.

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Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the application and has no objections to the development. A TRCA permit is not required, as the existing mausoleum and proposed addition are located beyond the TRCA regulated area of the subject lands. In addition, the TRCA has noted there are no natural features located within the proposed development area.

Ministry of Transportation (MTO)

The MTO has reviewed the application and noted that the proposed building addition is located beyond their permit control area. Any future development of the site must be circulated to MTO for review and approval.

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 Region of York of York has reviewed the application and has no objections to the proposed development.

Conclusion

The Vaughan Development Planning Department has reviewed Site Development File DA.11.045 in consideration of the Provincial Parkway Belt West Plan, the City of Vaughan Official Plan 2010, 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 three-storey, 4770m² expansion to the existing mausoleum is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support approval of the Site Development Application, subject to the recommendations in this report.

Attachments

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

Report prepared by:

Erika Ivanic, Planner, ext. 8485
Carmela Marrelli, Senior Planner, ext. 8791
Mauro Peverini, Manager of Development Planning, ext. 8407

/LG

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

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Item 7, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

7

**OFFICIAL PLAN AMENDMENT FILE OP.11.004
ZONING BY-LAW AMENDMENT FILE Z.11.014
RAVINES OF ISLINGTON LTD.
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated November 15, 2011:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.11.004 (Ravines of Islington Holdings Ltd.) BE APPROVED, to amend OPA #240 (Woodbridge Community Plan), as amended by OPA #597 (Islington Avenue Corridor Study) to redesignate the subject lands shown on Attachments #1 and #2 from "Low Density Residential" and "Environmental Protection Area" to "Medium Density Residential" and "Environmental Protection Area" to permit a maximum 11 unit common element condominium townhouse development (freehold units with access to a private condominium road and visitor parking) with a maximum building height of 3-storeys, as shown on Attachment #3.
2. THAT Zoning By-law Amendment File Z.11.014 (Ravines of Islington Holdings Ltd.) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #1 and #2 from R2 Residential Zone and OS1 Open Space Conservation Zone to RM2(H) Multiple Residential Zone with the addition of the Holding Symbol (H) and OS1 Open Space Conservation Zone, in the manner shown on Attachment #3, together with the zoning exceptions identified in Table 1 of this report, to facilitate the development shown on Attachment #3.
3. THAT the Holding Symbol "(H)" shall not be removed from the portion of the subject lands zoned RM2(H) Multiple Residential Zone until the following conditions are satisfied:
 - a) that a Site Development Application for the subject lands is approved by Vaughan Council pursuant to Section 41 of the Planning Act; and,
 - b) the City approves the allocation of servicing capacity for the subject lands.

Economic Impact

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

Communications Plan

On May 20, 2011, a Notice of Public Hearing was circulated to all land owners within 150m of the subject lands and to those requesting notification.

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At the Public Hearing on June 14, 2011, several residents appeared in opposition to the proposed development and expressed the following concerns (in part):

- a) Toronto and Region Conservation Authority (TRCA) approval is required;
- b) townhomes are permitted, however, 11 may be too dense for the lands;
- c) proper setbacks to Islington Avenue and the open space areas should be established;
- d) existing trees should be saved if possible, as the area is home to wildlife; and,
- e) the existing hedgerow along the south lot line should be preserved.

In response to those concerns, the Owner's agent indicated that the appropriate studies have been submitted for TRCA's review.

The recommendation of the Committee of the Whole to receive the Public Hearing report of June 14, 2011, was ratified by Vaughan Council on June 28, 2011.

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachments #1 and #2, to facilitate the development of eleven (11) freehold townhouse units served by a private condominium road and visitor parking as shown on Attachment #3:

1. Official Plan Amendment File OP.11.004, to amend OPA #240 (Woodbridge Community Plan) as amended by OPA #597 (Islington Avenue Corridor Study), to redesignate the subject lands from "Low Density Residential" and "Environmental Protection Area" to "Medium Density Residential" and "Environmental Protection Area".
2. Zoning By-law Amendment File Z.11.014 to amend Zoning By-law 1-88, specifically to rezone the subject lands from R2 Residential Zone and OS1 Open Space Conservation Zone to RM2(H) Multiple Residential Zone with the addition of the Holding Symbol "(H)" and OS1 Open Space Conservation Zone, in the manner shown on Attachment #3, and to permit the site-specific exceptions identified in Table 1 of this report, to implement the site plan shown on Attachment #3.

Background and Analysis and Options

The subject lands shown on Attachments #1 and #2 are located on the east side of Islington Avenue, south of Langstaff Road, being Lot 7 on Registered Plan M-1113, known municipally as 8469 Islington Avenue, City of Vaughan. The surrounding land uses are shown on Attachment #2.

The 0.49 ha parcel has 30.4 m frontage on Islington Avenue and extends east towards the Humber River with a gradual undulating eastward slope. The parcel is currently developed with one residential dwelling that is proposed to be demolished. The easterly approximate one-third of the site is heavily treed and will form part of the proposed open space block.

The Owner originally submitted a Draft Plan of Subdivision File 19T-11V001 in support of the proposed development, which has since been deferred by the Owner, however, Planning Staff advise that the subdivision application is not required since the property is already within a registered plan of subdivision, and can be closed. If the subject Official Plan and Zoning By-law Amendment applications are approved, a future Site Plan Development Application must be submitted for review and approval by Vaughan Council. A future Draft Plan Condominium and Part Lot Control (PLC) applications will also be required to facilitate the creation of the lot lines (PLC) and condominium tenure (private road and visitor parking).

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Land Use Policies/Planning Considerations

The Vaughan Development Planning Department has reviewed the Official Plan and Zoning By-law Amendment applications in consideration of the following land use policies:

a) Provincial Policy Statement 2005 (PPS)

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. The PPS includes policies that direct new growth to urban areas which contributes to the creation of strong and safe communities, healthy environments and long term economic growth.

Policy 1.1.1 states (in part) that healthy, liveable and safe communities are sustained by:

- i) promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term;
- ii) accommodating an appropriate range of housing mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;
- iii) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- iv) avoiding development and land use patterns which would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,
- v) promoting cost effective development standards to minimize land consumption and servicing costs.

The PPS promotes a full range of housing types and densities to meet projected demographic and market requirements of current and future residents, by ensuring all forms of residential intensification in parts of built-up areas have sufficient infrastructure to create a potential supply of new housing units. The PPS is supportive of intensification that is planned and coordinated within built-up areas that have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The Development Planning Department is satisfied that the proposal meets the intent of the PPS with respect to efficient use of land and infrastructure, and providing a range of housing types on lands that are environmentally safe and will not compromise public safety.

b) Provincial Growth Plan-Places to Grow

The Province's Places to Grow Plan sets out a framework to provide overall leadership and guidance to municipalities as they plan for growth in their communities. The plan sets out policy on a wide range of issues including, managing growth, general intensification, infrastructure planning, among other policies. The plan states that intensification makes more efficient use of land by accommodating growth within existing urban areas and that intensification is the key to revitalizing city centres and making them more people focused and liveable. The inherent goal of the Growth Plan is to manage growth by directing and focusing it to a hierarchy of intensification areas including urban growth centres, major transit stations, intensification corridors and local corridors.

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The subject lands are located on a local corridor which is intended to provide some level of intensification, supportive of the existing residential built-form and transit movement in accordance with the Provincial Growth Plan. This area was not intended to function as an Urban Growth Centre, Major Transit Station or Intensification Corridor and although intensification can be supported, the level of new growth must be managed to ensure an appropriate type and scale of development for the area.

c) Regional Official Plan (YROP)

The Region of York Official Plan (YROP) identifies the subject lands as an “Urban Area” and Islington Avenue as a “Local Corridor”. The objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The appropriate level of development and density will depend on site-specific circumstances and the nature of the surrounding area. The new YROP, adopted by Regional Council on December 16, 2009 (but not yet in effect), identifies the subject lands within the Local Centres and Corridors of the urban structure. Section 5.3 indicates that intensification will occur in strategic locations in the built-up areas based on the Regional Intensification Matrix (IMF), which recognizes that the highest density and scale of development will occur in Regional Centres followed by Regional Corridors. Based on the IMF, the subject lands can be considered to be a Local Centre, Local Corridor or as a Local Infill area where the level of intensification is appropriate for the existing built-up area and built form within the immediate surroundings. The proposal is consistent with the Region’s adopted Official Plan.

d) City of Vaughan Official Plan

The subject lands are designated “Low Density Residential” and “environmental Protection Area” by OPA #240 (Woodbridge Community Plan), as amended by OPA #597 (Islington Avenue Corridor Secondary Plan). On June 23, 2003, Vaughan Council adopted OPA #597 to implement the recommendations of the study and guide development within the Islington Avenue Corridor. On May 31, 2006, the Region of York approved OPA #597.

OPA #597 is centred on the historic hamlet settlement of Pine Grove and provides an overall framework for the future orderly growth of the Islington Avenue corridor in accordance with sound and reasonable land use planning policies and urban design principles. The policies are meant to be responsive to the needs of the area residents, while having regard for the Provincial and Regional policy objectives. The intent of the secondary plan is to maintain and strengthen the existing community structure through appropriate and contemporary planning policies and design guidelines, to accommodate limited residential intensification in keeping with the character of the area.

A general goal of OPA #597 is to augment and compliment the existing residential community and surrounding area in a manner which respects the existing scale and residential character of the area, and to respond to development pressures by identifying suitable redevelopment opportunities, while having regard for the environment, traffic, urban design and parks. Another goal of OPA #597 is to implement the intent of the Provincial Policy Statement and Regional Official Plan as it relates to intensification, and to identify a range of suitable residential densities and built forms that would provide a compatible integration to the existing community, while respecting the area’s existing scale and residential character.

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The “Low Density Residential” designation permits single and semi-detached dwelling units at a maximum permitted density of 8.6 units/ha, which would yield a maximum of 5 units on the overall 0.49 ha property, including the required road widening along Islington Avenue. The “Medium Density Residential” designation in OPA #597 that is proposed for the subject lands permits en-bloc, stacked or street townhouses, garden courts or low rise apartments, with a maximum building height of 3.5 storeys. The maximum density permitted in the “Medium Density Residential” designation is 35 unit/ha, which would yield a maximum of 11 residential units on the developable tableland portion of the subject lands (0.3097 ha including road widening x 35uph = 10.84).

An Official Plan Amendment is required as the Owner is requesting to redesignate the tableland portion of the subject lands from “Low Density Residential” to “Medium Density Residential” to permit a block townhouse development comprised of 11 units with a maximum building height of 3-storeys.

The OS1 Open Space Conservation Zone, as shown on Attachment #3, has been increased to include a 30 m wide buffer protection area, adjacent to the Environmental Protection Area, which prohibits development. This block will be identified as “Environmental Protection Area” in the implementing Official Plan Amendment and will be dedicated to the TRCA, and will not be included in the overall density calculation. A policy to this effect will be included in the site-specific Official Plan Amendment and Zoning By-law Amendment, respectively, should the applications be approved.

e) The City Of Vaughan Official Plan 2010 (VOP 2010)

On September 7, 2010, Vaughan Council adopted the new City of Vaughan Official Plan 2010 (VOP 2010, modified on September 27, 2011), which includes the Woodbridge Centre Secondary Plan. The plan provides a focused framework for the orderly growth of the Woodbridge Centre having regard for Provincial, Regional and Municipal policies and their objectives as outlined in the Provincial Policy Statement (PPS), Places to Grow and the Region of York Official Plan. The new Official Plan maintains a “Low Rise Residential” designation for the subject lands, and permits a maximum density of 0.3 FSI on the property and a maximum height of 2-storeys. The FSI for the proposed development comprised of 3 and 2 ½-storey units (total GFA of 3,010 m²) and based on the developable area (2,800 m²) is 1.08 (calculated as follows: 3010 m²/2,800 m²). The new official plan is pending final approval from the Region of York. The applicant is amending the current in-effect Official Plan (OPA #597).

Conceptual Context Plan

The lands on the east and west sides of Islington Avenue between Langstaff Road and Woodbridge Avenue are in transition, evidenced by the number of developments (existing and proposed) that provide for intensification in this area.

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The immediate area, specifically the properties on the east side of Islington Avenue from the subject lands to Langstaff Road have certain development constraints including the Humber River Valley to the east, Islington Avenue to the west and the general topography of these lands which limit the development potential for the area. The applicant has submitted a Conceptual Context Plan shown on Attachment #4, which is intended to show how this area could develop in a co-ordinated manner. The main road serving the subject lands is proposed to be extended to the south, tying in the adjacent properties and reducing the number of access points onto Islington Avenue. The road has not been extended to include the immediate northerly adjacent property (8473 Islington Avenue) since this lot would develop either with a building(s) fronting onto Islington Avenue or in conjunction with the subject lands. The property at 8477 Islington Avenue is developed with a recently constructed two-storey dwelling, which is unlikely to develop in the near future. The plan identifies the environmental limits, however, this will be confirmed as individual Site Development Applications are considered. It is recognized that the plan could be modified to accommodate future development proposals.

The Conceptual Context Plan proposes a shared road network with the adjacent properties and any cross easements required to facilitate the plan with respect to parking, access and emergency vehicle movement purposes will be implemented as individual Site Development Applications are filed by each landowner in the area. The plan as shown proposes a development potential of approximately 30 units for the entire context area. Amendments to the Official Plan and Zoning By-law would be required to facilitate development that proposes density beyond the current Official Plan permissions on the balance of the lands within the Conceptual Context Plan.

The plan has been circulated for comments with respect to the road design and proper functioning of the site. The final conceptual context plan will be perfected during the site development process to ensure that the road system can appropriately function, and that, if required, pedestrian connection to the open space system can be provided.

Conceptual Site Plan

The Owner has submitted a conceptual site plan for the proposed development of the subject lands, as shown on Attachment #3. The conceptual site plan is consistent with the conceptual context plan. The main private road runs east from Islington Avenue towards the Humber River open space valley, bending south and terminating with a temporary vehicle turnaround facility. There are two freehold townhouse blocks proposed for the site including: one block (Block 1) comprised of 6 townhouse units with maximum building height of 3-storeys; and, one block (Block 2) that is comprised of five, 2½-storey townhouse units located at the rear of the property, abutting the open space zone. Block 1 has been oriented in a manner whereby the exterior side elevation of the proposed townhouse unit would face Islington Avenue. In order to improve this façade, the flanking elevation for Block 1, includes a functional door entry and windows as shown on Attachment #5.

Each townhouse unit will provide a parking space in the garage and on the driveway, and there will be 3 visitor parking spaces adjacent to the vehicle turnaround area, in compliance with By-law 1-88.

The development is designed in a traditional manner with each townhouse unit having front and rear yard amenity areas. Block 1 includes larger units with a rear yard amenity area in the range of 34 m² in size and backing onto a regional storm sewer easement with an existing mature hedgerow. The rear yards for the townhouse units on Block 2 range in depth from 5 m to 9 m and back onto an open space block.

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If the applications are approved, a future Site Development Application is required to facilitate the conceptual site plan shown on Attachment #3. The following matters, but not limited to, will be considered through the review of the Site Development Application:

- i) pedestrian accessibility into the site including a sidewalk;
- ii) proper vehicular (including service vehicles such as fire and garbage trucks) turning movements on the proposed private road;
- iii) accessibility of the proposed parking spaces;
- iv) snow storage areas;
- v) the extension of the road network to the north and south;
- vi) architecture style, details and design, as it applies to all building elevations; and,
- vii) sustainable site and development features.

Surrounding Land Uses

The surrounding land uses are shown on Attachment #2. The land use to the north and south of the subject lands is comprised of single family detached residential dwellings, townhouse units and institutional uses that are designated "Low Density Residential" by OPA #240 as amended by OPA #597, and zoned R2 Residential Zone and OSI Open Space Conservation Zone by Zoning By-law 1-88. Forming part of the property is an open space corridor which includes the Humber River. On the west side of Islington Avenue, directly opposite of the subject lands, a Site Development Application has been approved for 6 duplex buildings comprised of 12 residential apartment units with direct access onto Islington Avenue.

The proposed 11 unit townhouse development is located within a land use context comprised of single detached, multiple residential and institutional uses. In particular, similar built forms comprised of 6 duplex units (12 apartment units) and 10 townhouse units have been approved in the vicinity of the proposed development. The proposed development would provide a built form that is compatible with the existing development in the area

Zoning

The subject lands are zoned R2 Residential Zone and OS1 Open Space Conservation Zone by Zoning By-law 1-88, and are proposed to be rezoned to RM2(H) Multiple Residential Zone with the Holding Symbol "(H)" and OS1 Open Space Conservation Zone with the necessary exceptions to facilitate the proposed development. The following zoning exceptions to the RM2 Multiple Residential Zone standards identified in Table 1 below are required to facilitate the conceptual Site Plan shown on Attachment #3:

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Table 1:

	By-law Standard	By-law 1-88 RM2 Multiple Residential Zone Requirements	Proposed Exceptions to RM2 Multiple Residential Zone
a.	Permitted Uses	Block Townhouse Dwelling (condominium units and private condominium road)	Freehold Townhouse Dwelling on a private common element condominium road
b.	Minimum Setback from Garage to a Lot line.	6.4 m	6.05 m
c.	Minimum Landscaping Adjacent to a Parking Area	A minimum 3 m wide landscape strip shall be provided on the subject lands and around the periphery of an outdoor parking area.	A minimum 1.5 m wide landscape strip on the subject lands shall be provided around the periphery of an outdoor parking area.
d.	Minimum Lot Area Per Unit	230 m ² per unit	148 m ² per unit
e.	Minimum Front Yard Setback (Islington Avenue)	4.5 m	3.0 m

The proposed zoning exceptions would facilitate a development that conforms to Vaughan's new Official Plan with respect to land use and is compatible with the existing and planned built form in the area. The proposed zoning exceptions can be supported by the Development Planning Department.

The Vaughan Development/Transportation Engineering Department has advised that allocation of servicing for the proposed additional units is not available at this time. Accordingly, the Development Planning Department recommends that the lands be zoned RM2(H) Multiple Residential Zone with the Holding Symbol "(H)", which will restrict any development from occurring on the subject lands until servicing is available, and a Site Development Application is approved by Council, at which time the Holding Symbol(H) can be removed.

Vaughan Development/Transportation Engineering Department

a) Servicing

In accordance with the City's Servicing Capacity Distribution Protocol, which was adopted by Council on May 24, 2011, servicing allocation capacity for the proposed development applications have not been reserved nor assigned potential future capacity at this time. Therefore, servicing allocation capacity is currently not available to support the proposed development concept. The City intends to undertake an annual review of the status of the available and unused servicing capacity affecting the Distribution Protocol. The availability of servicing allocation capacity for this application may be revisited based on the status of the subject development application at that time.

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The above-noted development applications are situated within the limits of the Woodbridge Focused Area Secondary Plan. The Woodbridge Focused Area Secondary Plan area will be analyzed in detail as part of the City's city-wide servicing (water, waste water and stormwater management) and transportation master plan updates.

Therefore, the Owner shall agree to provide financial contribution, if required, towards municipal infrastructure upgrades as recommended in the following Environmental Assessment studies to the satisfaction of the City:

- i) City-Wide Water/Wastewater Master Plan EA and associated final servicing strategy;
- ii) City-Wide Storm Drainage and Stormwater Management Master Plan EA; and,
- iii) City-Wide Transportation Master Plan EA

b) Traffic/Transportation

The Vaughan Development/Transportation Engineering Department has reviewed the latest conceptual site plan submitted by the applicant showing a vehicle turnaround as shown on Attachment #3. The details of the turnaround must be provided at the site plan application stage to the satisfaction of the Vaughan Development/Transportation Engineering Department.

Staff have also reviewed the Conceptual Context Plan and have no comments with regards to the site traffic circulation, however, access on Regional Roads must be approved by the Region of York. The applicant is required to include dimensions of the proposed road, including road width and curb radii. Additional details on the Conceptual Context Plan shown on Attachment #4 must be provided at the site plan application stage, to the satisfaction of the City.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposed development applications and supporting material and have provided comments to be addressed, to the satisfactory resolution of the TRCA. In particular, the TRCA advised the applicant to revise the flood limit and contact the Ministry of Natural Resources (MNR) with respect to any potential requirements under the ESA, as these issues may impact development limits on this site. The applicant has since contacted the MNR and has forwarded additional information to the TRCA for approval. Final conditions required by the TRCA will be included in the implementing Official Plan Amendment and Zoning By-law Amendment.

Vaughan Parks Development Department

The Vaughan Parks Development Department has advised that the lands proposed to be rezoned to "Open Space" or designated "Environmental Protection Area" shall be conveyed into public ownership to either the City of Vaughan or the Toronto and Region Conservation Authority.

Cash-in-Lieu of Parkland Dedication

The Vaughan Real Estate Division has indicated that the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act and the City's Cash-in-Lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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Relationship to Vaughan Vision 2020

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

Regional Implications

The Region of York Planning Department has reviewed the applications and indicate that the subject lands are designated “Urban Area” by the York Region Official Plan (2010), which permits a wide range of residential, industrial, commercial and institutional uses. Further, the proposed amendment will assist in ensuring that by the year 2015 and for each year thereafter, a minimum of 40% of all residential development will occur within the built-up area. The proposed Official Plan Amendment conforms to the policy direction of the new Regional Official Plan.

The Region of York Transportation Services Department has provided the following comments (in part):

- that they have no objections to the approval of the Official Plan Amendment and Zoning By-law Amendment applications;
- a 30 m right-of-way for this section of Islington Avenue be required and that all setbacks be referenced from a point 15 m from the centreline of construction of Islington Avenue; and,
- the Owner shall convey a 1.5 m widening along the entire frontage of the site adjacent to Islington Avenue, to the Regional Municipality of York, free of all costs and encumbrances.

Additional Regional comments will be provided at the Site Plan approval stage.

The Region of York has not granted an exemption from Regional approval of the proposed Official Plan Amendment. Accordingly, the implementing Official Plan Amendment must be approved by the Region.

Conclusion

The Vaughan Development Planning Department has reviewed Official Plan and Zoning By-law Amendment Files OP.11 004 and Z.11.014 (Ravines of Islington Holdings Inc.) in the context of the applicable Provincial policies, Regional and City Official Plan policies, the requirements of Zoning By-law 1-88, the surrounding land use context and recent development approvals.

The proposal involves the intensification of an existing single lot with an 11 unit freehold townhouse development to be serviced by a private common element condominium road from Islington Avenue as shown on Attachment #3. A Conceptual Context Plan (Attachment #4) was submitted to demonstrate how the lands in the vicinity of the subject property could be developed in a co-ordinated manner and thereby achieve a reduced number of driveways on Islington Avenue and protection of the Humber River Valley corridor, which has been reviewed to the satisfaction of the Development Planning Department.

The Official Plan Amendment application proposes to redesignate the subject lands under the current in-effect OPA #597 from “Low Density Residential” and “Environmental Protection Area” to “Medium Density Residential” and “Environmental Protection Area” to permit the proposed development in the manner shown on Attachment #3, which is in keeping with the existing and planned land uses and the general low density character of the area.

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In light of the current Provincial policies, and Regional and City of Vaughan policies, intensification can be supported on the subject lands. The proposed small cluster design with a maximum building height of 3 storeys provides a built form that is compatible to the existing single family detached homes and approved multiple family dwelling that have been recently approved and built within the area.

On this basis, the Development Planning Department can support the approval of Official Plan Amendment File OP.11.004 and Zoning By-law Amendment File Z.11.014, to permit the proposed townhouse development, subject to the conditions in the recommendation of this report.

Attachments

1. Context Location Map
2. Location Map
3. Proposed Rezoning and Conceptual Site Plan
4. Conceptual Context Plan
5. Front and Islington Avenue Elevation – Block 1
6. Front Elevation – Block 3

Report prepared by:

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Mauro Peverini, Manager of Development Planning, ext 8407

/CM

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

CITY OF VAUGHAN

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Item 8, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

8 **ASSUMPTION – HEATHERWOOD PROPERTIES INC., PHASE 1
19T-89118 & 19T-00V16 / 65M-3685 & 65M-3686
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 15, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3685 & 65M-3686, and that the Municipal Services Letter of Credit be released.

Contribution to Sustainability

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

Economic Impact

Upon assumption of this residential subdivision, approximately 2.8 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

Communications Plan

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

Purpose

This report pertains to the assumption of the municipal services in Plan of Subdivision Plan 65M-3685 & 65M-3686 by the City.

Background - Analysis and Options

The Heatherwood Properties Inc. – Phase 1, Plan of Subdivision 65M-3685 & 65M-3686 is a 391 lot residential development comprised of 59 single, 154 semi and 178 townhouse lots, 3 neighbourhood park blocks, 3 commercial blocks and 1 school block, located on the south side of Rutherford Road and east of Dufferin Street, in Block 10 as shown on Attachment No.1.

The Subdivision Agreement with Heatherwood Properties Inc. was executed on April 2, 2003, and the Plan of Subdivision was subsequently registered on July 21, 2003. The construction of the roads and municipal services in Plan 65M-3685 & 65M-3686 was completed in October, 2005.

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

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

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

Relationship to Vaughan Vision 2020

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

Regional Implications

All regional implications have been satisfied as they have conducted their own inspection of the municipal services located Rutherford Road and have found the works to be satisfactory.

Conclusion

The construction of the roads and municipal services associated with the Heatherwood Properties Inc. – Phase 1 Plan of Subdivision 65M-3685 & 65M-3686 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3685 & 65M-3686 be assumed and the Municipal Services Letter of Credit be released.

Attachments

1. Location Map

Report prepared by:

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

FS/kw

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

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Item 9, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

9 **ASSUMPTION – HEATHERWOOD PROPERTIES INC., PHASE 2**
 19T-89118 / 65M-3776
 WARD 4

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 15, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3776, and that the Municipal Services Letter of Credit be released.

Contribution to Sustainability

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

Economic Impact

Upon assumption of this residential subdivision, approximately 0.94 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

Communications Plan

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

Purpose

This report pertains to the assumption of the municipal services in Plan of Subdivision Plan 65M-3776 by the City.

Background - Analysis and Options

The Heatherwood Properties Inc. – Phase 2, Plan of Subdivision 65M-3776 is a 143 lot residential development comprised of 51 single, 18 semi and 74 townhouse lots, located on the south side of Rutherford Road and east of Dufferin Street, in Block 10 as shown on Attachment No.1.

The Subdivision Agreement with Heatherwood Properties Inc. was executed on July 26, 2004, and the Plan of Subdivision was subsequently registered on September 24, 2004. The construction of the roads and municipal services in Plan 65M-3776 was completed in September, 2007.

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

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

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

Relationship to Vaughan Vision 2020

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

Regional Implications

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

Conclusion

The construction of the roads and municipal services associated with the Heatherwood Properties Inc. – Phase 2 Plan of Subdivision 65M-3776 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3776 be assumed and the Municipal Services Letter of Credit be released.

Attachments

1. Location Map

Report prepared by:

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

FS/kw

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 29, 2011

Item 10, Report No. 50, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 29, 2011, as follows:

By approving the following in accordance with Communication C4 from the Commissioner of Planning, dated November 29, 2011:

1. ***That staff proceed with the preparation of the Precinct Plan in accordance with the initial process outlined in this memorandum.***

**10 CITY-INITIATED AMENDMENT FILE OP.11.005
AMENDMENT TO OPA 715: THE HEALTHCARE CAMPUS CENTRE PLAN
WARD 1**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated November 15, 2011, be approved; and**
- 2) **That staff report back to the Council meeting of November 29, 2011 with recommendations on moving the precinct plan forward.**

Recommendation

The Commissioner of Planning recommends that:

1. Official Plan Amendment Application OP.11.005 (City of Vaughan) BE APPROVED;
2. The proposed Official Plan Amendment (OPA 725), amending OPA 715 for the Healthcare Campus Centre Plan be submitted for adoption by Council subject to final the incorporation of any input as may be directed by the Committee of the Whole; and
3. That all relevant Sections in Volume 2 of the new Vaughan Official Plan 2010 be modified in a manner consistent with the amendments to OPA 715.

Economic Impact

There is no economic impact associated with this amendment.

Contribution to Sustainability

Green Directions Vaughan, the Community Sustainability and Environmental Master Plan provides as follows:

Goal 2: To ensure sustainable development and redevelopment

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

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Communication Plan

The City's consultation process included a statutory Public Hearing as per the *Planning Act* requirements. Further public consultation will take place as a result of the Precinct Plan prescribed by OPA 715, as amended by OPA 725 and implementing planning applications (e.g. Zoning by-law amendment). Prior to commencing the Precinct Plan a public consultation program will be developed in consultation with York Central Hospital and other community stakeholders to ensure continued outreach to the public and other stakeholders.

Public Hearing

The proposed amendment to OPA 715 (The Healthcare Campus Centre) was the subject of Committee of the Whole Public Hearing on October 4, 2011. No written communications were received in advance of the public hearing. One (1) oral deputation was received at the October 4, 2011 public hearing regarding next steps required in the planning process for the development of a hospital. This will be addressed later in the "Next Steps" section of the report.

Purpose

To obtain direction to proceed with the adoption of the proposed Official Plan Amendment 725, amending OPA 715, for the Healthcare Campus Centre Plan area based on this Technical Report.

Background

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

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

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

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

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

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In August 2009, the City acquired the subject property to facilitate the development of a hospital and healthcare campus.

On July 13, 2010 Council adopted Official Plan Amendment 715, re-designating the lands from “Theme Park” to “Hospital Precinct Plan” and “Special Study Area”. OPA 715 was subsequently approved by the Region of York on September 23, 2010 with some modifications.

On June 28, 2011 Council directed staff to proceed with a public hearing on an amendment to OPA 715 which was the result of the changing circumstances surrounding the nature of development of the Healthcare Campus Centre Plan area.

On October 4, 2011 a Public Hearing was held in respect to the proposed Amendment to OPA 715 (OPA.11.005, City of Vaughan application) to re-designate the eastern portion of the lands from ‘Special Study Area’ to “Hospital Precinct Plan”. The recommendation to receive the staff report was ratified by Council on October 18, 2011.

Analysis and Options

Provincial Policy Statement (2005):

The policies in the Healthcare Campus Centre Plan Secondary Plan (OPA 715), as amended by OPA 725, are consistent with the Provincial Policy Statement (PPS). The PPS encourages the promotion of efficient land use and development patterns to support strong, liveable and healthy communities, protection of the environment and public health and safety, economic growth; and requires that the necessary infrastructure and public service facilities are available or will be available to meet current or projected needs. ‘Public Service Facilities’ as defined by the PPS means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as health programs.

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

The Growth Plan was approved by the Province of Ontario in 2006 and provides more refined policies that build on the Provincial Policy Statement. It requires prescribed intensification targets at the Regional level, which are to be implemented through the local planning process.

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

York Region Official Plan

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

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

York Region Council adopted its new Official Plan in December 2009. It was approved by the Ministry of Municipal Affairs and Housing September of 2010. The Regional Plan has been appealed and is currently undergoing mediation as part of the Ontario Municipal Board hearing process. The subject lands are designated as “Urban”. Both Jane Street (south of Major Mackenzie Drive) and Major Mackenzie Drive are identified as “Regional Rapid Transit Corridors”. Growth is to be concentrated along Regional Corridors and in Regional Centres and Local Corridors and Local Centres where future transit is planned.

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

City of Vaughan Official Plan

Current Official Plan (OPA 715)

The purpose of OPA 715 is to guide the development of an urban centre focused on a health campus of care to serve the City of Vaughan and the broader region. The plan covers 33 ha (82 acres) and is bounded on the west by Highway 400; Major Mackenzie Drive on the south; Jane Street on the east; and the Block 33 East residential community to the north. OPA 715, the Health Care Campus Centre plan, was adopted by Council on July 13, 2011 and was approved by the Region of York on September 2, 2010.

i) Hospital Precinct Plan Area (Westerly 24 ha)

The Hospital Precinct Plan is a comprehensive development plan for the purpose of coordinating development details across a range of disciplines. The Council approved Hospital Precinct Plan would be used as the basis for the implementing zoning by-law and draft plan of subdivision.

OPA 715 was developed on the basis of certain assumptions about the future land uses, which were reasonable at the time. Of the 33 ha (82 acres), it was assumed that approximately 24 ha (60 acres) would be devoted to the health care campus under the “Hospital Precinct Plan” designation, which would be anchored by the hospital. These lands constitute the westerly three-quarters of the amendment area in OPA 715.

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The following uses are provided for within the Hospital Precinct Plan Area:

- A hospital with a full range of care;
- Rehabilitation facilities and long-term care and other forms of residential use related to healthcare;
- Research and development facilities;
- Medical and dental offices of all types;
- Laboratories;
- Facilities that construct or repair medical devices;
- Education, training, meeting or conference facilities related to healthcare;
- Businesses or health facilities that promote wellness;
- Ancillary uses may include: child or adult daycare; retail facilities; a chapel or small place of worship; accommodation facilities, parking areas or structures; utilities and maintenance operations; a district energy plant; and recreational uses associated with a healthcare use.

Prior to the development of this area through individual site plans, draft plan of subdivision and zoning by-law, the preparation of a "Hospital Precinct Plan" is required. It will require approval by the City after consultation with the Region, Provincial agencies, TRCA and the public. It will not require a further amendment to the Official Plan. The Precinct Plan will include the following elements:

- A Master Servicing Strategy;
- The definition and enhancements of the Natural Areas;
- A Functional Transportation Plan;
- A Community Energy Plan;
- An Urban Design Framework;
- An Archaeological Investigation;
- Provision for a transition of height, massing and intensity of land use to protect the low density neighbourhood to the north;
- Establishing more specific locations for differing land uses;
- A Phasing Plan.

ii) The Special Study Area (Easterly 9 ha)

The Special Study was to be undertaken after Council approval of the Hospital Precinct Plan. In addition, the study was to identify the range and types of land use permitted, influenced by the distribution of uses in the Hospital Precinct Plan and proximity to the low density residential neighbourhood to the north. However, it is now proposed that the entire site be made subject to the Hospital Precinct Plan uses and the requirement for the preparation of the Precinct Plan as set out above.

Vaughan Official Plan 2010

Vaughan's new draft Official Plan establishes the City's urban structure and identifies the subject lands as a "Primary Centre" in the urban structure, which is consistent with Regional policies respecting intensification and higher-order transit along Jane Street and Major Mackenzie Drive. The site is designated "Major Institutional" which permits a healthcare campus and related uses and requires that the balance of the site be subject to further study in order to assess the appropriate uses for the land. The Healthcare Campus Centre Plan is subject to Site-Specific Policies as set-out in Section 13 of Volume 2 and identified in Schedule 14-C as 'Areas Subject to Site Specific Plans'.

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It is recommended that Section 13 in Volume 2 be updated to reflect the changes in a manner consistent with any changes made to OPA 715. Attachment 3, describes the amendments to OPA 715 proposed by OPA 725.

Changing Circumstances Necessitate a Reconsideration of the Plan

There are two primary reasons why it is appropriate to reconsider the policies of OPA No. 715.

- Due to a greater requirement for land to be solely dedicated to the hospital development (approximately 40 acres or 16.18 ha), and the need for lands to accommodate stormwater pond(s) and streets has resulted in an easterly shift in the location of the hospital. As a result, there is potential that all of the site may need to be devoted to hospital and related uses. Such uses were identified as being permitted in the Hospital Precinct Plan area. Therefore, the preparation of a Secondary Plan will not be required to determine the future land use. The uses specified for the Hospital Precinct Plan area are now valid for the entire site.
- The preparation of a comprehensive servicing plan for the entire site will help assure the Province of the timely availability of the site for hospital development. The preparation of the precinct plan is significant in light of the recent announcement by the Province that construction of the hospital could begin as early as 2015.

Therefore, it is necessary to consider amendments to OPA No. 715 to advance the approval process for the hospital, while achieving the related community objectives of economic development; high quality urban design on the site and in relation to Major Mackenzie Drive, Jane Street and Highway 400 and sensitivity to and compatibility with the residential development to the north.

Official Plan Amendment No. 725 for Vaughan Healthcare Campus Centre (amending OPA 715)

The proposed amendment to OPA 715 will permit the re-designation of the easterly 9 hectares (22 acres) lands from “Special Study Area” to “Hospital Precinct Plan”. The effect of the amendment will:

- i) Bring the entire site under the “Hospital Precinct Plan” designation resulting in the lands having the same range of permitted uses under the “Hospital Precinct Plan” designation currently applying to the westerly part of the site;
- ii) Eliminate the requirement for a further secondary plan for the lands formerly designated as “Special Study Area”;
- iii) Extend the requirement for the preparation of a Hospital Precinct Plan to the entire site prior to development.

The amendment will help set the stage for the proposed hospital development by creating greater certainty over the policy framework which applies to these lands.

Relationship to Vaughan Vision 2020

This report is consistent with Vaughan Vision 2020's Strategic Initiatives respecting planning and managing growth and economic vitality, specifically “Complete and Implement the Growth Management Strategy”; and providing continuing support for the development of a future hospital for Vaughan and continuing to work with other level's of government and the Vaughan Health Campus of Care to provide comprehensive and integrated health care to residents in order to “Enhance and Ensure Community Safety, Health and Wellness”.

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Regional Implications

The Region of York is the approval authority for proposed amendment No. 725. The Region of York would also play an important role in the development of any future Hospital Precinct Plan.

Next Steps

The approval of the proposed amendment will bring the site under one designation and provide the opportunity to facilitate the preparation of a comprehensive Precinct Plan for the entire site. As set out in OPA 715, the more detailed planning of the Healthcare Campus Centre will occur through more intensive studies that will involve transportation and servicing analyses, consultation with higher levels of government and public consultation as well as approval by Council.

City staff envision the following process being followed to facilitate development of the hospital:

- i) Approval of OPA 725 (amending OPA 715);
- ii) The preparation of a Precinct Plan in 2012 in consultation with stakeholders and the community;
- iii) A draft plan of subdivision and zoning by-law amendment will be prepared in consultation with stakeholders and the community (approximately 2013-2014);
- iv) A preliminary site plan will be prepared by in 2014 (approximately) to facilitate construction.

Through this process the appropriate distribution of land uses, massing, streets, blocks and open space areas will be determined in the context of available and planned infrastructure, sensitivity to adjoining land uses, its contribution to a sense of place at Major Mackenzie Drive and Jane Street, the planning intent for the Healthcare Campus Centre and the input of the residents and other stakeholders.

It should be noted that opportunities may exist to expedite infrastructure development such as required stormwater management pond and access improvements and that such improvements may be pursued concurrently.

Conclusion

The goal of the proposed Official Plan Amendment is to facilitate the development of a Hospital and associated uses through a comprehensive "Precinct Planning" process. Should the Committee of the Whole concur with the policy amendments proposed, the recommendation in this report should be adopted.

Attachments

1. Location Map / Context Plan
2. Area Subject to Re-designation to "Hospital Precinct Plan"
3. Summary Table of Proposed Text Amendment to OPA 715

Report prepared by:

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

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

CITY OF VAUGHAN

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Item 11, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

11

**ALL-WAY STOP CONTROL REVIEW
ILAN RAMON BOULEVARD AND LINDVEST CRESCENT/
UPPER THORNHILL CENTRE ACCESS
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 15, 2011:

Recommendation

The Commissioner of Engineering and Public Works recommends that:

A By-Law be enacted to install an all-way stop control at the intersection of Ilan Ramon Boulevard and Lindvest Crescent/Upper Thornhill Centre Access.

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 and the businesses within the Upper Thornhill Centre plaza on the outcome of Council's decision in this matter.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Ilan Ramon Boulevard and Lindvest Crescent/Upper Thornhill Centre Access, in response to a resident's request.

Background - Analysis and Options

Staff carried out a review of the traffic activity at the intersection of Ilan Ramon Boulevard and Lindvest Crescent/Upper Thornhill Centre Access.

Ilan Ramon Boulevard is a minor collector roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. Lindvest Crescent is classified as a local roadway with a 17.5 metre right-of-way and an 8.0 metre pavement width. The intersection of Ilan Ramon Boulevard and Lindvest Crescent is a four-leg intersection with the existing stop controls on Lindvest Crescent and the Upper Thornhill Centre Access. The Upper Thornhill Centre features a variety of uses, including York Central Hospital, a medical clinic, a day care facility and several restaurants. The area is shown in Attachment No.1.

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Staff conducted a turning movement count on September 27, 2011 at this intersection. The study was conducted during the peak traffic periods of 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. Staff also reviewed accident records for 2010 and sight lines at the approaches to the intersection. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

- | | | |
|---|-----------|------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted | 112% |
| • Warrant 2 – Accident Hazard | Warranted | 0% |
| • Warrant 3 – Sight Restriction | Warranted | 0% |

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. As shown above, existing traffic volumes exceed Warrant #1 requirements. There were no recorded vehicle collisions at this intersection in the past 12 month period. There are no sight restrictions at this intersection. As the information above indicates, this intersection meets the minimum requirements of the Provincial Warrant for All-way Stop Control.

Residents, business owners within the plaza and customers would benefit from the installation of an all-way stop control. The resident who requested this review has been contacted and is glad that the all-way stop has been recommended.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommended all-way stop will improve traffic flow for both drivers and pedestrians at the intersection, thus enhancing community design.

Regional Implications

Not Applicable.

Conclusion

It is recommended that an all-way stop control be installed at the intersection of Ilan Ramon Boulevard and Lindvest Crescent/Upper Thornhill Centre Access, as the minimum requirement of the Provincial Warrant for All-way Stop Control is met.

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

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Item 12, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

**12 SCHOOL CROSSING GUARD – ANNUAL LOCATION REVIEW
THORNHILL WOODS DRIVE AND AUTUMN HILL BOULEVARD
WARD 4**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 15, 2011, be approved; and
- 2) That the deputation of Ms. Maxine Povering, Thornhill Woods Community Association, 48 Ohr Menachem Way, Thornhill, L4J 8X7 and Communications C3, dated November 14, 2011 and C4, dated November 15, 2011, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends that:

That the school crossing guard location on the east side of the intersection of Thornhill Woods Drive and Autumn Hill Boulevard be removed from the City's list of approved school crossing guard locations.

Contribution to Sustainability

Not Applicable.

Economic Impact

The proposed elimination of the non-warranted crossing guard reduce the annual Operating Budget within the Human Resources Department by \$9,000.

Communications Plan

This report will be provided to the York Region District School Board. Staff will also notify the Principal and the Parent Council of Thornhill Woods Public School to advise of any change to the crossing guard.

Purpose

This report addresses the crossing guard study conducted at the intersection of Thornhill Woods Drive and Autumn Hill Boulevard.

Background – Analysis and Options

At its meeting on June 28, 2011, Council approved the removal of a number of non-warranted school crossing guards at a number of locations, but excluded the existing school crossing guard at Thornhill Woods Public School, located on the east side of Thornhill Woods Drive, south of Autumn Hill Boulevard pending a further review. The intersection of Thornhill Woods Drive and Autumn Hill Boulevard is operating under all-way stop control. There are existing sidewalk connections on all sides of this intersection. The area is shown in Attachment No. 1.

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Staff conducted a pedestrian study on September 21, 2011 at the intersection of Thornhill Woods Drive and Autumn Hill Boulevard to determine the number of crossings. There were a total of 13 student crossings on the east side of the intersection.

Staff conducted a follow-up pedestrian study on October 19, 2011 at this intersection. The school principal and the Parent Council President had been notified of the September study results and that a follow-up study would be conducted the week of October 17. There were a total of 7 student crossings on the east side of the intersection during the October 19, 2011 study. The following chart summarizes the results of the crossing studies conducted at this intersection.

DATE OF STUDY	NUMBER OF UNASSISTED CROSSINGS
October 19, 2011	7
September 21, 2011	13
June 11, 2011	23
May 17, 2011	9
May 14, 2010	33

A school crossing guard is recommended in accordance with the Council approved criteria when the number of unassisted elementary school students crossing the road exceeds 50 in the peak hours (a.m. and p.m. combined). Based on the total number of students crossing the east side of the intersection (13 and 7 from the September and October studies, respectively), the warrant of 50 students crossing is not met. Staff recommends that the school crossing guard be removed on the east side of the intersection of Thornhill Woods Drive and Autumn Hill Boulevard.

Relationship to Vaughan Visions 2020/Strategic Plan

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

- Pursue Excellence in Service Delivery

To meet and maintain an appropriate budget, the annual review is required to ensure that suitable locations for crossing guards are identified and the associated funds are allocated in a fiscally prudent manner. This report is consistent with the priorities previously set by Council.

Regional Implications

The York Region District School Board will be advised on the outcome of this matter.

Conclusion

Based on technical review, it is recommended that the east side of Thornhill Woods Drive and Autumn Hill Boulevard, be removed from the City’s list of approved school crossing guard locations, as the school crossing guard criteria in the School Crossing Guard Policy and Procedure are not met.

Attachments

1. Location Map

CITY OF VAUGHAN

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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.)

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Contribution to Sustainability

The proposed Block Plan is consistent with *Green Directions Vaughan* through the following:

- Goal 2: To ensure sustainable development and redevelopment.
Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact.

Block 61 West Block Plan is the first Block Plan approved since the revised *Provincial Policy Statement* (2005) and *Growth Plan* legislation emphasizing “complete pedestrian oriented communities” and more “compact development”. The Block 61 Plan has integrated important aspects of sustainability including:

- enhancement of central watercourse and other natural features such as woodlots totaling approximately 14 ha of open space and approximately 4 ha of preserved woodlot features, in addition to the creation of a green-link between natural features within the Block;
- inclusion of linear-parks and multi-use trails, and incorporation of sidewalks on either side of the street throughout most of the community, including the potential for a pedestrian crossing over the CP rail line connecting to the Block 61 east community, to ensure accessibility and connectivity among pedestrians and cyclists;
- inclusion of a variety of mixed-use housing choices from low, medium and medium-mixed use residential housing stock, encouraging live-work opportunities as encouraged in the *Provincial Policy Statement* and *Growth Plan*;
- the location of schools, parks and retail that are central to the community providing opportunities for increased walkability;
- a “grid-like” design street network that creates porosity facilitating movement within the community;
- the provision of Transportation Demand Management framework in the governing policies (i.e. OPA and Block Plan) to promote increased long-term use of public transit within the community;
- a density target of approximately 51 people and jobs per hectare, above the required minimum Regional average of 50 persons and jobs per hectare;
- the incorporation and preservation of existing Heritage buildings (Agar House) within the community providing character and a sense of “place”.
- proposed enhanced energy reduction through Energy Star and Low Impact Development approaches through the plan of subdivision process.

Economic Impact

There is no direct financial impact arising from this report. The Block Plan is a major step in the City’s development approval process. The Plan will provide for additional lands for commercial, institutional and residential development and the services referenced in this report will be constructed by the developer. Its approval will ultimately result in an increase in the City’s tax base, as well as growth related expenses for the City.

Communications Plan

The Public Hearing for the Block 61 West Block Plan was held February 1, 2011. The Block Plan was conditionally approved by Council on May 25, 2011.

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Purpose

This report describes the status of the clearance of conditions required for the Block 61 West Block Plan (Nashville Heights) based on the work completed subsequent to Council approval on May 25, 2011.

Location

Block 61 West is located in the south-west corner of the Kleinburg-Nashville Community Plan (OPA 601) amendment area and is bounded by Major Mackenzie Drive to the south, the Canadian Pacific (CP) Mactier Rail Line to the east, the existing hamlet of Nashville (part of the Kleinburg-Nashville Heritage District) to the north, and Huntington Road to the west. The subject lands are shown on Attachment 1.

Background - Analysis and Options

Submission of the Block Plan Application

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

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

On May 10, 2011 staff brought forward a report to Committee of the Whole (Attachment 2) recommending approval of the Block 61 West Block Plan subject to issues identified in Section D of the report being addressed. On May 25, 2011, Council approved the Block 61 West Block Plan (Nashville Heights) and the recommended conditions as follows:

- 1) *That the Block Plan forming Attachment 4 to this report BE APPROVED: and is the basis for the submission of the implementing draft plans of subdivision and zoning by-law amendment applications for the Block 61 West area (File BL.61.2009).*
- 2) *That the Block Plan application technical submissions and supporting studies be updated, as may be necessary, to reflect the measures taken to establish the Block Plan as illustrated in Attachment 4, prior to the draft plan approval of the first plan of subdivision in the Block 61 Plan area.*
- 3) *The outstanding issues discussed in Section D, 3) of this report, be addressed prior to the draft approval of the first draft plan of subdivision in Block 61 West.*
- 4) *That staff prepare a Terms of Reference for the preparation of a feasibility and pre-design study for the construction of a pedestrian crossing of the CP Rail Line to link Block 61 east and west for inclusion as a capital project in 2012, with funding from Block 61 West landowners group.*

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Status of Block 61 West Block Plan Conditions

Since Council's conditional approval on May 25, 2011, additional work has been submitted by the applicant and circulated to the commenting departments and agencies for review and approval. The following provides a summary of the current status of the issues that need to be addressed prior to the draft approval of the first plan of subdivision in the Block Plan area. All other matters will be addressed by way of normal draft plan conditions emerging from the pertinent department and agencies.

1) Pedestrian & Cycle Crossing

Condition:

That staff prepare a Terms of Reference for the preparation of a feasibility and pre-design study for the construction of a pedestrian crossing of the CP rail Line to link Block 61 east and west for inclusion as a capital project in 2012, with funding from the Block 61 West landowners group.

Status:

Staff have prepared a Terms of Reference for the preparation of a feasibility and pre-design study as per Council direction on May 25, 2011. This has been provided to the Block 61 West developer and staff is awaiting the final study report. The Toronto and Region Conservation Authority (TRCA) has requested to be party to and to offer their expertise throughout the study process as work in certain areas would require permit approval from the TRCA.

2) Toronto Region Conservation Authority (TRCA) Requirements

Condition:

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

- i. That the infiltration facilities are of a size and structural nature that they can be constructed in the designated locations and within the space available for their construction in a manner that maintains the integrity and function of the buffers and related features.*
- ii. That surface water flows will be maintained to the natural features to ensure they can be maintained post-development.*
- iii. That the corridor and channel size of the tributary contained within the central north to south open space designation, is appropriate to accommodate the relocated tributary and related natural heritage, bio-swale (including flood flow accommodation, surface water supplementation, meander belt and wetland pockets) and trail functions.*

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- iv. *That the tributary shown in the southwest corner of the Block Plan, within the "Major Mackenzie Drive Special Study Area" (MMDSSA), is recognized as a surface water feature within the Environmental Assessments completed for the highway and road improvements. It is anticipated that it will be accommodated within an appropriately sized valley and stream corridor.*
- v. *That the habitat losses and gains have are identified and the features recognized by the Block Plan are anticipated to demonstrate a net benefit to the environment. The details required to comprehensively conclude whether the proposed restoration/mitigation/compensation is adequate will be confirmed prior to subdivision approval.*
- vi. *That a 7.5-metre buffer on either side of the realigned portion of the central watercourse and a 10-metre buffer to all other natural features and hazards are to be provided.*
- vii. *That the storm water management blocks are conceptually of sufficient size to allow for construction of these facilities. Due to the timing of the advancement of this development proposal, wording is to be incorporated into the Block Plan/MESP to ensure opportunity for a contingency plan in the event Regional peak flow control is required within the Block Plan. This determination will be made based on technical studies currently being undertaken by the TRCA that may conclude that the development of Block 61 West without Regional storm peak flow controls would result in unacceptable impacts to hydraulics and flood risk downstream of the development. The MESP subdivision approvals need to ensure that flexibility within and north of, the Special Study Area is maintained in the event larger ponds are required.*

Status:

On September 6, 2011, the TRCA provided written correspondence to the Policy Planning Department indicating that a tertiary revision was completed with respect to the following documents subsequent to Council's approval of the Block 61 West Plan on May 25, 2011:

- *Master Environmental Servicing Plan, by Shaeffers Consulting Engineers (revised July 2011);*
- *Hydrogeologic Investigation, by Terraprobe (August 3, 2011);*
- *Nashville Heights natural Heritage Evaluation and Environmental Impact Study, by Beacon Environmental (July 2011);*
- *Nashville Heights Geomorphic Assessment – Existing Conditions, by Parish Geomorphic (March 2011);*
- *Urban Design Guidelines, by STLA Design Strategies and John G. Williams Architect Inc. (June 2011);*
- *Landscape Master Plan, by NAK STLA Design Strategies (July 28, 2011).*

The TRCA continues to have outstanding comments on the aforementioned materials, and would prefer to have them addressed through a revision or an addendum to the reports prior to draft approval of the first plan of subdivision in the plan area. However, TRCA is prepared to defer all outstanding comments on the Block Plan / MESP technical submission and supporting studies to the draft plan approval stage.

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- 3) Traffic Management Master Plan (TMMP)
Reference: Section D 3) ii, May 25, 2011 report to Council

Condition:

A Transportation Management Plan (TMMP) for the Block 61 West area be prepared for Council approval. The plan shall include all future traffic controls (signs & signals, roundabouts), cycling networks, location, traffic calming measures, lay-bys and traffic tables/raised intersections. The Block 61 West TMMP should ensure that the recommended traffic calming measures will not affect public transit, emergency/service vehicles and private driveways, and compare variations of traffic calming measures, and include a complete sidewalk plan to the satisfaction of the City.

Status:

In response to Council direction, the Block 61 West traffic consultant (Poulos and Chung) prepared a comprehensive Traffic Management Master Plan (TMMP) in consultation with the Development / Transportation Engineering Department.

The Block 61 West community has been designed with “complete streets” in mind, enabling safe access for all street users and encouraging a healthier, more livable community. Pedestrians, cyclists, transit riders and motorists of all ages and abilities will be able to travel safely and comfortable through the community. The features of complete streets include sidewalks on every street (on at least one side), bike lanes, accessible transit stops, and roundabouts. As well, there are no cul-de-sacs, which will facilitate community connectivity.

Through the Block Plan process it was recognized that all modes of transportation must be able to operate without having a negative impact on the residential environment and non-motorized traffic that shares the street network. Careful planning went into structuring a local and collector road network, which resulted in calming motorized modes of transportation while enhancing pedestrian and bicycle movements.

With regard to the proposed traffic calming measures, it is important to note that they are influenced by local conditions and it is difficult to recommend specific traffic calming requirements for every newly-constructed subdivision.

The resultant Block 61 West Traffic Management Master Plan is illustrated on Attachment No. 3 to this report. A brief description and location of each proposed element is provided below.

A) Traffic Calming Measures

i. Roundabouts

A roundabout is a circular intersection where the entering traffic yields the right-of-way to traffic already in the intersection. There is a raised island located in the centre, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island. Roundabouts also have raised median islands on all approaches. Yielding takes place on all entries, so traffic is stored outside the intersection, rather than in the roundabout.

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Roundabouts reduce vehicle speeds and conflicts at intersections, delays, crash frequency and severity, improve safety for pedestrians as they have to look in one direction for traffic and improve aesthetics. The TMMP proposes three roundabouts located at the following intersections:

- Street A/Street QQ/Street RR (TransCanada Pipeline)
- Street A/Street B
- Street B/ Street QQ/Street RR (TransCanada Pipeline)

The proposed roundabout designs have also been subject to an AutoTURN review to ensure they can accommodate the predicted magnitude and type of vehicle flow.

ii. Curb Extensions and Lay-By Parking

A curb extension is a horizontal enlargement of the curb into the roadway resulting in a narrower section of roadway. Similar geometric conditions are achieved with the use of lay-by parking, where the indented space is used to accommodate on-street parking. The purpose of curb extensions is to reduce vehicle speeds, reduce crossing distance for pedestrians increase pedestrian visibility, and prevent parking close to an intersection.

Lay-by parking protected with curb extensions is provided on Street A, Street B, Street D, Street E, Street QQ / Street RR (TransCanada Pipeline).

The effects of permitting lay-by parking are reductions in vehicle speeds and possible reduction in short-cutting or through traffic. The provision of lay-by parking near schools and parks also minimizes illegal standing or parking.

iii. Raised Intersections

A raised intersection is an intersection constructed at a higher elevation than the adjacent roadways. The purpose of raised intersections is to reduce vehicle speeds, reduce pedestrian conflicts and provide a step-free pedestrian crossing. Within the Block 61 West, raised intersections are proposed at the following intersections:

- Street B / Street OO/ Street NN
- Street B / south Street MM
- Street B / Street X
- Street B / Street I
- Street E / Street FF
- Street D / Street CC
- Street C / Street R

B) Transit Routes

York Region Transit has approved the proposed transit route and bus stop locations as identified on the TMMP. The proposed transit route within the community is located on Street A. In addition to the community transit route, transit service has been identified for Major Mackenzie Drive, Huntington Road and Nashville Road.

C) Traffic Control Devices

Block 61 West requires numerous types of traffic signs to inform, guide and control all modes of transportation. These control devices are based upon and follow the standard requirements contained in the Ontario Traffic Manual and the City of Vaughan standards.

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D) Sidewalk and Multi-Use Trail Plan

The proposed pedestrian network in Block 61 West is comprehensive and provides sidewalks on at least one side of every street. The developer has worked in consultation with the Development / Transportation Engineering Department to ensure that the Block has an effective network of sidewalks and multi-use trails that satisfies the active transportation policies in the new Official Plan. For this reason, the level of service exceeds the City's current sidewalk warrant policy requirements. The proposed sidewalks will improve accessibility for pedestrians and create a community with "complete streets" that provide for all modes of transportation. The proposed sidewalk and multi-use trail plan connects the residential community internally to all schools, community facilities, shopping, recreational activities and transit stops, and provides options for potential pedestrian crossings of Major Mackenzie Drive to the south, and the CP Rail Line to the east to connect to Block 61 East (shown on the TMMP). Multi-use trails are provided through or adjacent to parks and open spaces to maximize both on and off-street connectivity.

E) Cycling Infrastructure

The proposed cycling infrastructure builds on the approved City of Vaughan and Region of York Pedestrian and Bicycle Master Plans. The Block 61 West TMMP identifies bike lanes on Street A, Street B (between Street A and Street OO), and Street QQ/Street RR (TransCanada Pipeline). The Master Plan also identifies signed bike routes on all (or part of) Street Z, Street AA, Street Q, Street T, Street R, Street C, and Street B. In addition to on-street cycling infrastructure, there are also multi-use trails throughout the Block (shown on the TMMP). Altogether, the cycling infrastructure provides a continuous network, which will promote more efficient use of the transportation system and provide a greater balance in the travel modal-share by supporting cycling and "complete streets".

F) School Zone Treatments

In addition to measures being implemented during the Block Plan stage, signage and other traffic control devices will be implemented once schools are constructed and opening date is known. The location of school zone maximum signs (40 km/h) and school crossing guards in the vicinity of a school will be identified and implemented before schools are opened. These measures, and other non-physical measures/treatments, improve conditions for non-motorized street users and may be effective measures in reducing speeding and congestion in vicinity of schools (even though they are not traffic calming measures).

- 4) Transportation Demand Management Framework
Reference: Section D 3) iii, May 25, 2011 report to Council

Condition

A Transportation Demand Management framework be submitted for the Community, School and Commercial uses as part of the Block Plan approval process. The TDM framework should provide the basis for the TDM Plan, listing potential measures for the development and an outlined budget.

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Status

The developer has submitted "Travel Demand Management (TDM) Plan Guidelines" for Block 61 West with a package of proposed TDM measures for each land use. Additional TDM measures should be provided to Development / Transportation Engineering, particularly incentive measures such as marketing and awareness raising. A list of possible TDM measures has been provided to the developer for investigation. All TDM measures shall be identified in the TDM Plan, and addressed through the draft plan of subdivision by way of conditions of approval.

- 5) Landscape Master Plan
Reference: Section D 3) iv, May 25, 2011 report to Council

Condition

That a Landscape Master Plan be submitted and approved by the City. That the plan should consider, among other things, lay-by lanes along park blocks, schools and storm water management ponds where appropriate to ensure on-street parking.

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

Status

The Landscape Master Plan (First Draft) for Block 61 West was submitted in August 2011 and is currently under review by City staff. It has been confirmed by the Urban Design Division and Development Planning that the requirement for the Urban Design Guidelines, Landscape Master Plan can be addressed as a condition of draft plan approval for any subdivision plans in Block 61 West.

The first draft of the Architectural Design Guidelines and proposed Control Architect for the Block 61 community was submitted in September 2011 and is currently under review by the City staff. The City's Urban Design staff has confirmed that the content will not alter the proposed effect on the core structure of the Block. Therefore, the document could therefore be brought forward for Council's approval as a condition of draft approval for any plan of subdivision in the Block 61 West community.

- 6) Development and Infrastructure Phasing Plan

Condition

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

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

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Status:

An initial phasing plan was submitted in December 2009 (as shown on Attachment 4). Additional updates were submitted in July 2011 and October 2011. The development phasing will generally develop in a south to north manner based on extension of services northward and is anticipated to proceed in five phases. The Development/Transportation Engineering Department is satisfied with the phasing plan which identifies the sanitary, water, stormwater management and transportation facilities required for each phase of development.

Phase one of the proposed draft plan of subdivision 19T-10V004 proposes to include a total of 870 units, although only 400 units have approved reserved allocation by Council. The Huntington Landowner's Group proposes to accommodate the remaining 370 units by undertaking an Inflow/Infiltration Reduction Pilot project within the City with the objective of identifying additional service capacity for the development of Block 61 West.

Water Servicing – Phase One

The phase one lands are located within Pressure District 6 (PD 6) of the York Water Supply System service area and will be serviced by connecting to the Regional 750mm diameter watermain which is currently under construction along Huntington Road by the Region of York and is anticipated to be in service by Q3-2012. The 750mm diameter watermain connects to the 1800mm diameter York-Peel Feedermain on Rutherford Road. Local internal watermains will connect to the 750mm diameter watermain on Huntington Road and provide for security of supply and looping during all phases of development.

Sanitary Servicing – Phase One

The phase one lands will be serviced via the recently constructed sanitary sub-trunk sewer on Huntington Road. There is a remaining segment of sewer on Huntington Road between Trade Valley Drive and Rutherford Road which is required to be constructed to service the Block 61W lands. The Huntington Road Sanitary sewer discharges downstream into to the Zenway/Fogal Trunk sanitary sewer, which is a tributary to the Woodbridge Service Area.

Storm Drainage – Phase One

The site generally slopes from north to south and currently discharges to three watercourses which are all part of the East Robinson Creek, a tributary of the Humber River. The storm water management plan for Phase one proposes the establishment of two (2) storm water management facilities located at the south end of the Block adjacent to Major Mackenzie Drive. The SWM facilities are proposed to include quantity, quality and erosion control for the urban storm water runoff in the Block to the target release rates established for the Humber River watershed. In addition, a natural channel connecting the open space blocks at the north end of the development plan to Major Mackenzie Drive at the south, will be maintained and enhanced in conjunction with the development of the Block.

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Servicing Allocation Capacity

On May 24, 2011, Council reserved servicing allocation capacity for a total of 579 residential units for Block 61 in its entirety (this includes both Block 61 east and west communities), of which 400 residential units were designated for the Block 61 West community. In accordance with the City's Servicing Capacity Distribution Protocol, formal allocation of this capacity will be required in conjunction with draft plan approval.

The servicing capacity reserved for Block 61 West is subject to the completion of the Regional improvements to the Kleinburg-Nashville Water Supply System currently under construction and anticipated to be in-service by Q3 of 2012. Accordingly, the pre-sale of units within the Block may occur no sooner than 12 months prior to the anticipated in-service date and registration of any plan of subdivision within the Block may occur no sooner than 6 months prior.

To date, York Regional clearance for no pre-sale of units has not been received, therefore all plans proceeding to draft approval shall agree to enter into a no pre-sale agreement with the City and appropriate holding provisions shall be included in site specific zoning by-laws.

Allocation capacity for Block 61 West beyond 400 residential units has not been identified at this time. As a result, the initial phase of development within the Block shall be restricted to a maximum of 400 units. Additional capacity may be identified through the Infiltration and Inflow Reduction Pilot Project currently underway by the Block 61 Developers' Group.

Street Network – Phase One

A Traffic Impact Assessment in support of phase one lands was submitted in August 2011. Included in the assessment are detailed analyses addressing all street functions and operations with the intention of verifying that the available boundary street network has sufficient capacity to adequately accommodate phase one travel demands. The phase one lands will be serviced by two boundary road intersections; Major Mackenzie Drive and Street A, and Huntington Road and TransCanada Pipeline (Street QQ and Street RR) intersection. The assessment concluded that the provision of an effective short term roadway will require certain strategic improvements and additions. These include elimination of the Major Mackenzie Drive jog at Huntington Road, lane configuration improvements at the Major Mackenzie Drive intersections with Highway 50 and Highway 27, and introduction of temporary traffic signals at the Highway 27 and Humber Trail intersection. In the conclusion, assessment provided that the proposed short term street network improvements can accommodate phase one lands, however the details will require further discussions with the Region of York and the City of Vaughan.

The Phase one lands will generally develop in a south to north manner based on extension of services northward to TransCanada Pipeline. Phase one is proposed to have 870 units of which 400 units have been reserved allocation by Council. An additional analysis / roadway plans may be required to identify internal street network required to support allocated units prior to the full development of phase one lands.

Future Phases

Several factors such as the final alignment and timing of construction for Major Mackenzie Drive and the Highway 427 extension may have an impact on phasing through out the full build out of the Block. As development proceeds beyond Phase one, there will be a requirement to update the phasing plan accordingly.

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Remaining Conditions of Approval for Block 61 West Plan

The Block 61 West Plan was approved, subject to a number of outstanding issues (see Attachment 2). Most of these conditions have now been met, with the exception of the outstanding issues which are carried forward in the recommendation section of the report, as conditions draft plan of subdivision.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Service Excellence:

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

Management Excellence:

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

Regional Implications

The Block Plan has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of the Regional Official Plan (ROP). Regional implications may include requirements for infrastructure improvements to accommodate phasing, these include:

- i. Huntington Road realignment at Major Mackenzie Drive;
- ii. Intersection with Highway 427 off-ramp;
- iii. Major Mackenzie Drive re-alignment and road improvements; and
- iv. Availability of additional servicing allocation capacity.

Conclusion

Subsequent to Council's approval of the Block 61 West Plan on May 25, 2011, the applicant has continued to work with the City, Region and TRCA to provide the revisions needed to satisfy the outstanding issues identified in the May 10, 2011 report to Committee of the Whole to the draft approved process as recommended herein. Based on the confirmation received from the respective commenting agencies, staff support the clearance and / or deferral of outstanding issues. Not all issues have been fully resolved at this time, however staff have been advised by respective commenting agencies that they are satisfied with the level of work submitted, and support the deferral of remaining outstanding issues where recommended in this report. This will allow the implementing draft plans of subdivision to proceed to approval.

The draft plans of subdivisions will provide the opportunity to impose conditions of approval which will, among other things, facilitate the detailed design and construction of infrastructure and the delivery of the necessary public lands through subdivision agreements with the individual owners.

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

Therefore it is recommended that the remaining outstanding issues identified in Section D of the May 10, 2011 staff report to Committee of the Whole be cleared and/or deferred to conditions of draft plan of subdivision where recommended.

Attachments

1. Block 61 West Plan
2. Council Extracts May 25, 2011 Report to Committee of the Whole – Block 61
3. Proposed Block 61 Traffic Management Master Plan (TMMP)
4. Block 61 West – Phasing Plan

Report prepared by:

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

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

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Item 14, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

14

**AWARD OF TENDER T11-321
SUPPLY & DELIVERY OF ONE (1) CURRENT YEAR TRAILER TOW BEHIND
MOBILE GENERATOR**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated November 15, 2011:

Recommendation

The Commissioner of Community Services, in consultation with the Director of Purchasing Services, the Director of Building and Facilities, the Director of Public Works and the Director of Budgeting and Financial Planning recommends:

1. That Tender T11-321, supply & delivery of one (1) current year trailer and mobile generator be awarded to Pump Systems Interface, for the amount of \$149,160.00 (including HST), plus administration fees; and,
2. That the Mayor and the City Clerk be authorized to sign the necessary documents.

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions, Vaughan, Community Sustainability Environmental Master Plan, Goal 1, Objectives 1.2 and 1.5:

- To promote reduction of greenhouse gas emissions in the City of Vaughan.
- To reduce the amount of waste generated in City owned facilities and procure sustainable products for the City's use.

Economic Impact

The emergency mobile generator and the trailer is in the Capital Budget in the amount of \$139,000.00 in approved funding.

Communications Plan

N/A.

Purpose

To award Tender T11-321 for the supply and delivery of one (1) current year trailer and mobile generator.

Background – Analysis and Options

The purchase of one (1) current year trailer tow behind mobile generator to come with tandem axle as part of the ongoing equipment program, and is funded from the Development Charges and Taxation. This will be used in the waste water division to supply emergency power for pumping station and water main servicing. This new piece of equipment will be more versatile and meet the department's operational requirements.

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Tender T11-321, was advertised in the Bidding, Ontario Public Buyers Association and the City of Vaughan website. A total of two (2) bidders picked up bid documents and two (2) bids were received with one (1) bid being deemed as non-complaint was received by Purchasing Services on the closing date of July 19, 2011.

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

<u>Supplier</u>	<u>Bid (including HST)</u>
Pump Systems Interface	\$149,160.00

Financial Summary	
Tender Cost T11-321 (excluding HST)	132,000.00
HST (1.76%)	2,323.20
3% administration fees	4,029.70
Total Cost	138,352.90
FL-5120-09 Budget	195,700.00
Less: Commitments/Expenses to Date	54,218.00
3% administration fees	1,626.54
Tender Total Cost T11-321	138,352.90
Budget Remaining for future expenses	1,502.56

Relationship to Vaughan Vision 2020

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

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

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

Regional Implications

N/A.

Conclusion

Staff has reviewed the submission and based on the Tender results, and the ability of the manufacturer to supply the required trailer, it is recommended that the Tender be awarded to Pump Systems Interface.

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

Attachments

None.

Report Prepared by:

Jeff Peyton, Director of Building and Facilities, ext. 8173
Alvin Boyce, Fleet Manager, ext. 6141

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Item 15, Report No. 50, of the Committee of the Whole, which was considered, by the Council of the City of Vaughan on November 29, 2011, was dealt with by approving:

That this matter be deferred to a future Committee of the Whole meeting to allow for a meeting between staff and the proponent to take place; and

That Communication C5 from the Commissioner of Planning, date November 25, 2011, be received.

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**VAUGHAN OFFICIAL PLAN – VOLUME 1
REQUEST FOR MODIFICATION
ANLAND GROUP INC.
7386 ISLINGTON AVENUE
WARD 2**

The Committee of the Whole recommends:

- 1) That consideration of this matter be deferred to the Council meeting of November 29, 2011; and
- 2) That the deputation of Mr. Yuriy M. Pelech, EMC Group Ltd., 7577 Keele Street, Suite 200, Vaughan, L4K 4X3 and Communication C3, dated November 15, 2011, on behalf of the applicant, be received.

Recommendation

The Commissioner of Planning recommends that:

1. As per the recommendation contained in Item 522 YR in Attachment 1 to the Special Committee of the Whole report at the meeting of September 12, 2011, Schedule 13 and Schedule 13-Q be modified to show a land use designation of Low-Rise Residential and a maximum density of 1.5 FSI (D1.5) and building height of 4 storeys (H4) on the portion of the subject lands not designated "Natural Areas"; and
2. This report be forwarded to the Region of York, as a recommended modification to VOP 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.

Economic Impact

There are no immediate economic impacts associated with this report.

Communications Plan

Direction to proceed to Committee of the Whole on November 15, 2011 with this report was given at the Council meeting of September 27, 2011. This report was posted on the City's website as part of the Committee of the Whole Agenda on November 4, 2011.

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Purpose

This report provides the supplementary review of development potential in respect of the lands located at 7386 Islington Avenue (Item 522YR in Attachment 1 of the Special Committee of the Whole report on September 12, 2011). Council provided the following direction on September 27, 2011:

“That Item 522YR (west side of Islington Avenue north of Hwy. 407, Ward 2) be deferred to the Committee of the Whole meeting of November 15, 2011, to permit further consultation by staff, the applicant, and any required consultants of the most appropriate land use designation whether low, medium or high rise residential, particularly in light of the proposed Hwy. 407 GO Station immediately to the south;”

Background – Analysis and Options

Background

A letter dated May 24, 2011 was submitted to the Region of York by EMC Group Limited on behalf of the Anland Group Inc. in respect of 7386 Islington Avenue. The respondent requested modifications to the Vaughan Official Plan 2010 (Volume 1) as adopted by Council on September 7, 2010, as follows:

1. That a land use designation change be made for the developable portion of the parcel, from the current "Low-Rise Mixed-Use" (height provision of 4 storeys, density provision of 1.5 FSI), to "High-Rise Residential" (Height 16 storeys, Density 4.0 FSI).
2. The extent of the "Natural Areas" designation as it applies to the subject lands.

On June 13, 2011 staff from the Region of York and City of Vaughan met with the EMC Group Limited to discuss issues and concerns associated with the subject property. A follow up letter dated June 17, 2011 was submitted by EMC Group Limited to the Region of York reiterating the request for high density residential with an associated height of 16 storeys and density of 4 FSI.

A staff report to the Special Committee of the Whole Meeting on September 12, 2011 recommended that Schedule 13-Q of the Vaughan Official Plan (Volume 1) be modified to redesignate the subject lands from “Low-Rise Mixed Use” to “Low-Rise Residential” recognizing that due to limited frontage a mixed use development is likely not feasible at this location. However, the original maximum height of 4 storeys and FSI of 1.5 would remain with no further changes to the “Natural Area” designation.

At the September 27, 2011 Council Meeting, staff was directed to meet with the proponent to discuss options as to the most appropriate land use designation and density for the subject lands. On October 19, 2011 a meeting was held with the EMC Group Limited and Vaughan staff.

Upon further review of the subject lands, with consideration of the input from the proponent, staff can provide the following comments.

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Existing Site Conditions and Context

The subject site is located in an isolated pocket of land bounded by Islington Avenue to the east and the Parkway Belt West, “Natural Areas”, and the Hydro corridor to the north, west and south. Due to the topography of the parcel, access to the site is limited to a single shared driveway with the parcel to the north. The property to the north is designated Parkway Belt West Lands and it is situated at a significantly higher elevation, which necessitates a major retaining wall facing Islington Avenue. Visibility for southbound traffic at the entrance of the property is limited by this existing retaining wall. The curvilinear alignment of Islington Avenue, particularly further north and south of the site, creates traffic conditions that will be challenging for access and egress to and from Islington Avenue. Any future development on the site will need to coordinate access with future development on the east side of Islington Avenue to the satisfaction of the Region of York. In addition to the physical constraints of the site, the following issues will require more information and detailed review through the process of a complete development application:

- Approval from the Ministry of Municipal Affairs and Housing may be required for any redevelopment on lands affecting the existing shared access to the abutting lands covered by the Parkway Belt West Plan or subject to provincial encumbrances to the north.
- Approval from the Toronto and Regional Conservation Authority for any conditions required for Fill-Regulated Areas and TRCA policies including the TRCA Valley and Stream Corridor policies.
- Confirm the extent of the Hydro Corridor in relation to planned upgrades of existing towers and transmission infrastructure to include a 4th tower line and if the expropriation of additional lands on the subject property is required.
- The urban design approach to a uniquely situated site adjacent to a valley system.

Transportation

Schedule 9 - Future Transportation Network, identifies Islington Avenue as a “Major Arterial (Regional)”. It is currently served by a York Region Transit (YRT) bus route. On the Schedule 10 - Transit Network, a proposed north-south Metrolinx – Bolton GO commuter rail service is shown, along with 5 proposed stations in Vaughan. One of the proposed stations is located at the southwest corner of Islington Avenue and Highway 407.

As a result, the proponent has noted that higher density development should be considered for the subject property which falls within a 500 metres radius of the proposed commuter station. Aside from the parcels immediately opposite the subject lands, there are no developable areas identified in the new Vaughan Official Plan up to Pioneer Lane/Legion Court north of the CN Rail Line.

Recently, the Development/Transportation Engineering Department brought forward a report to Council dated May 17, 2011 with a summary and staff comments on the Metrolinx presentation on the Bolton Commuter Rail Service Feasibility Study. It was noted in the report that the commuter rail line is a long term objective of GO/Metrolinx and further assessment is needed:

“Prior to the implementation of the Bolton commuter rail service, a Benefits Case, Environmental Assessment and Detail Design must be completed. Metrolinx has advised that these studies are unlikely to occur within the next 10 years given the projected modest 2031 ridership within the corridor and competing transit priorities in the Metrolinx Regional Transportation Plan.”

While GO Rail Service on the on the Bolton Rail Line remains a prospect for the future, it may be many years before it is implemented.

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Areas of Intensification and Land Use

Schedule 1 – Urban Structure, shows the overall urban structure plan for the City and identifies appropriate locations for intensification. The heights and densities are strategically located in areas throughout Vaughan in support of the planned investments in public transit infrastructure. Islington Avenue was not identified as an Intensification Corridor. The subject lands are approximately 1.77 hectares in size. Approximately 1.43 hectares has been identified as Natural Areas which leaves approximately 0.34 hectares of developable lands.

In the new Vaughan Official Plan as proposed for modification on September 12, 2011, the site is given a new designation of Low-Rise Residential with a maximum height of 4 storeys and 1.5 FSI. The limited frontage on the site, along Islington Avenue, likely precludes a mixed-use development and should therefore be reconsidered for residential use only. The lands immediately opposite on Islington Avenue have been designated low-rise mixed use and also have a maximum height of 4 storeys and 1.5 FSI. A rezoning application for a proposed seniors building with a height of 3 to 4 storeys has been submitted based on the provisions of the current Official Plan and is under review by the Development Planning Department.

Given the restricted access, the size of the developable area, the location of the site in context of the urban structure plan, and the uncertain timing of the design and funding of the GO/Metrolinx commuter rail line the proposed density of 16 storeys and 4 FSI to the lands is not appropriate. However, with its current assigned density of maximum 4 storeys and 1.5 FSI, a mid-rise building form (apartments) on the site may be consistent with the intent of the new Official Plan. It would also be consistent with the density being proposed on the opposite side of Islington Avenue. The current Low-Rise Residential designation only permits the following building types:

- Detached House;
- Semi-Detached House;
- Townhouse; and,
- Public and Private Institutional Buildings

It is recognized that the “Low-Rise Residential” designation only permits ground related dwelling units, up to and including townhouses. Given the character of the site, there may be an opportunity for a low-rise apartment building, within the 1.5 FSI and 4 storey intensity envelope, subject to the applicant securing approvals from the Region, TRCA and Province. Should the owner wish to pursue this opportunity it is recommended that a site specific Official Plan amendment application be submitted (possibly in conjunction with the implementing zoning amendment application) to permit this type of building form.

As a result, staff continues to recommend Low-Rise Residential as the land use designation on the subject site and to retain the maximum height of 4 storeys, and 1.5 FSI.

Regional Implications

Islington Avenue is a Regional road. As future development occurs on the subject site the land owner will need to resolve issues involving access to the site to the satisfaction of the Region of York.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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Conclusion

The staff recommendation to the Special Committee of the Whole meeting on September 12, 2011 supported a “Low-Rise Residential” designation with a maximum FSI of 1.5 and maximum building height of 4 storeys. This designation would permit detached houses, semi-detached houses and townhouses.

In discussion with the owner, staff further agreed to consider a change in the land use designation to “Mid-Rise Residential”, while maintaining the maximum height of 4 storeys. This would allow for the introduction of a building form that would provide additional flexibility in site development by permitting “Mid-Rise Buildings”, i.e. residential apartment buildings. Staff have decided not to recommend this approach given that the Mid-Rise Residential designation permits 5 – 12 storeys in height, potentially leading a land owner to have greater expectations for height than could be supported by a more detailed property analysis. Instead, the apartment building form could be pursued through a site-specific official plan amendment.

The recommended density of 1.5 FSI is considered to be a level of development potentially appropriate to this site and the immediate area. Islington Avenue is not defined as a “Primary Intensification Corridor”. As such VOP 2010 does not target this area for substantial densities. The site is relatively isolated, located between the Humber Valley to the north and major infrastructure to the south (CN and CP Rail, Highway 407 and the Hydro Corridor). It is some distance from local amenities in the Woodbridge Community and Islington Avenue through this section is constructed as a five-lane arterial road, without sidewalks. These factors limit walkability and promote automobile dependence, thereby making it a less attractive area for higher densities.

Based on the position of Metrolinx emerging from the Bolton Commuter Rail Feasibility Study, the introduction of GO Rail services on the Bolton line appears to be well into the future. While an area to the south of the subject lands has been identified as a potential station site it would be premature at this point to base a current land use decision on the prospect of GO Rail service on the Bolton line being initiated and the station being in place. Further, there is no opportunity for achieving substantial densities in this area due to the valleylands.

As noted the site has a number of challenges that will have to be addressed before the actual intensity of development and development form can be established. These considerations include access to the site, the extent of any environmental constraints on the land, topography, the availability of services and ensuring that the ultimate design on the site respects and complements the unique valleyland setting of the subject lands.

Staff is of the opinion that these issues can only be dealt with by way of a complete application with the necessary supporting studies. Therefore, the staff recommendation contained in the September 12, 2011 Special Committee of the Whole report on the VOP 2010 should be maintained. It recommends the redesignation of portions of the subject lands outside of the “Natural Areas” to “Low-Rise Residential”.

It is recognized that the “Low-Rise Residential” designation only permits ground related dwelling units, up to and including townhouses. Given the character of the site, there may be an opportunity for a low-rise apartment building, within the 1.5 FSI and 4 storey intensity envelope, subject to the applicant securing approvals from the Region, TRCA and Province. Should the owner wish to pursue this opportunity it is recommended that a site specific Official Plan amendment application be submitted (possibly in conjunction with the implementing zoning amendment application) to permit this type of building form. This would be part of a “complete” application package that would address the issues identified in this report and allow for the determination of the appropriate development forms for the site.

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Attachments

1. Location Map
2. Schedule 13-Q, "Land Use" – VOP 2010

Report prepared by:

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

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

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- ii) Prior to final approval of any lands beyond Phase 1, the Owner shall provide an update or addendum to the Travel Demand Management (TDM) Program, for each subsequent phase of development. The update or addendum shall reflect the results of the monitoring reports associated with the TDM Program and shall be submitted to the Regional Infrastructure Planning Branch for review and approval.
 - iii) That all lands beyond Phase 1 shall be placed under a Holding Symbol “(H)” pursuant to the provisions of Section 36 of the Ontario Planning Act, which shall prohibit the development of the lands until the “(H)” symbol has been lifted. The conditions for lifting the “(H)” Holding Symbol shall include:
 - a) That Regional Infrastructure Planning staff have advised, in writing, that they have reviewed and approved a Functional Transportation Report/Plan; and,
 - b) That Regional Infrastructure Planning staff have advised, in writing, that they have reviewed and approved an update or addendum to the Travel Demand Management Program.
 - iv) Prior to final approval of any lands beyond Phase 1, the Owner shall provide an updated Functional Transportation Report/Plan, for each subsequent phase of development, outlining all required road improvements and transportation infrastructure. The Report/Plan shall be submitted to the Regional Transportation Services Department and Regional Infrastructure Planning Branch for review and approval, and shall explain all transportation issues and recommend mitigative measures for these issues.
 - v) Prior to final approval, the Owner shall enter into an agreement with the Region outlining the details of the proposed jog elimination at Major Mackenzie Drive West and Huntington Road, which will include, but are not limited to, the identification, acquisition and reconveyance of the required lands, and the construction and removal of the roadway. Furthermore, the Owner shall acknowledge and agree that they will provide the required lands to the Region free of cost, and shall not be compensated for the construction or removal of the temporary road or the restoration of the lands once they are to be reconveyed to the Owner at a future date.
 - vi) Prior to final approval, the Owner shall convey to York Region, on a temporary basis, sufficient lands required for the interim jog elimination at Major Mackenzie Drive West and Huntington Road, including all required daylight triangles at the intersection, free of cost to the Region.”
- 3) That the Block 61 Traffic Management Plan be amended to provide lay-by parking on the single loaded streets abutting public spaces, where possible, to the satisfaction of the Development and Transportation Engineering Department; and
- 4) That the deputation of Mr. Don Given, Malone Given Parsons, 140 Renfrew Drive, Suite 201, Markham, L3R 6B3, on behalf of the applicant, be received.

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Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.10.031 (Nashville Developments Inc. Et Al) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3, from A Agricultural Zone to the following zone categories in the manner shown on Attachment #5, together with the zoning exceptions identified in Table 2 of this report, and subject to the following:
 - a) rezone the subject lands to RD3(H) Residential Detached Zone Three, RD4(H) Residential Detached Zone Four, RS1(H) Residential Semi-Detached Zone One, RT1(H) Residential Townhouse Zone, RVM2(H) Residential Urban Village Multiple Zone Two, as per Table 1, all with the addition of the Holding Symbol “(H)”, and OS1 Open Space Conservation Zone and OS2 Open Space Park Zone;
 - b) that the implementing Zoning By-law shall not be enacted until the Toronto and Region Conservation Authority’s (TRCA) conditions in Attachment #1 to this report have been addressed to the satisfaction of the TRCA, in consultation with the City;
 - c) that the implementing Zoning By-law include the following development standards:
 - i) the following minimum setbacks for buildings and structures from the TransCanada Pipeline right-of-way as follows:
 - 7 m to any permanent building or structure;
 - 3 m to any accessory structure; and,
 - No building or structure shall be permitted within 3 m of the TransCanada Pipeline right-of-way;
 - ii) a minimum 30 m setback to any building or structure from the CP Rail right-of-way;
 - iii) a minimum 4.5 m front yard setback for all buildings in the RS1 Residential Semi-Detached Zone One, and RT1 Residential Townhouse Zone;
 - d) i) require that prior to the removal of the Holding Symbol “(H)” the following conditions shall be addressed:
 - A. the City of Vaughan shall approve a transfer of servicing allocation to this development that is not dependent upon the completion of infrastructure; or,
 - B. 1) that York Region has advised, in writing, that it is no earlier than twelve (12) months prior to the expected completion of the Kleinburg Additional Water Supply Works in Kleinburg, the Kleinburg Water Pollution Control Plant (WPCP) Expansion, the West Vaughan Sewage Servicing, and the Pressure District 6 Reservoir and Watermain; or,

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- 2) the City of Vaughan has allocated adequate available water supply and sewage servicing capacity to the subject development; or,
 - 3) the Regional Commissioner of Environmental Services confirms servicing capacity for this development by a suitable alternative method and the City of Vaughan allocates the capacity to this development; and,
- e) the implementing Zoning By-law shall include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
2. THAT Draft Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. Et Al), as red-line revised (November 15, 2011), and shown on Attachment #4, BE APPROVED, subject to the pre-conditions and conditions set out in Attachment #1 to this report.
 3. THAT for the purpose of notice, the implementing subdivision agreement for Draft Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. Et Al), shall contain the following provision:
 - a) parkland shall be dedicated equivalent to 5% or 1 ha per 300 units, prior to the issuance of a Building Permit, in accordance with the Planning Act.
 4. THAT Vaughan Council adopt the following resolution with respect to the allocation of sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated May 24, 2011:

“IT IS HEREBY RESOLVED THAT Plan of Subdivision File 19T-10V004 (Nashville Developments Inc. Et Al), be allocated sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System for a total of 400 residential units, subject to written confirmation from the Region of York that the Kleinburg-Nashville Water Supply Project is on schedule and that adequate water supply and sewage treatment capacity for the development is available for the Plan.”

Contribution to Sustainability

The sustainable features proposed for the subject lands are as follows:

- i) low impact development (LID) measures are proposed for the development's stormwater management, the design(s) of which will be finalized through the detailed engineering during the finalization of the plan of subdivision. Infiltration trenches are proposed adjacent to open spaces and watercourses resulting in a net reduction of runoff to the stormwater management ponds while enhancing the recharge of the local groundwater system and the flow of the central watercourse. The proposed lot grading, where possible, will convey overland flow to the central watercourse resulting in less treatment and adequate water supply for the watercourse and wetlands;
- ii) pedestrian and cycling connections on the multi-use paths (sidewalks and curb cycling lane on Street “A”) to transit stops (90% of the planned population is to be within 500 m² of a transit stop), commercial and recreational facilities;
- iii) building materials which include, the use of low volatile organic compound (VOC) paints, varnishes, stains and sealers; energy efficient appliances; Energy Star homes;

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- iv) hiring a construction waste management company to collect and stream construction waste; and,
- v) homeowner education package respecting sustainable features incorporated into the development.

Economic Impact

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

Communications Plan

On February 25, 2011, a Notice of Public Hearing was circulated to all property Owners within 150 m of the subject lands and to the Kleinburg and Area Ratepayers' Association. The Public Hearing was held on March 22, 2011, and the recommendation to receive the Public Hearing was ratified by Vaughan Council on April 5, 2011. As of October 3, 2011, one anonymous written comment was received on March 16, 2011, respecting the impact of the proposed development on the natural environment and noise.

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.10.031 to amend Zoning By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone to RD3(H) Residential Detached Zone Three, RD4(H) Residential Detached Zone Four, RS1(H) Residential Semi-Detached Zone One, RT1(H) Residential Townhouse Zone, RVM2(H) Residential Urban Village Multiple Zone Two, all with the addition of the Holding Symbol "(H)", OS1 Open Space Conservation Zone and OS2 Open Space Park Zone, as per Table 1, in the manner shown on Attachment #5, together with site-specific zoning exceptions listed on Table 2.
2. Draft Plan of Subdivision File 19T-10V004 for Phases 1, 2A and 2B to facilitate a plan of subdivision consisting of residential, mixed-use residential, elementary school, park, and valleylands/open space uses on approximately 87.92 ha for the subject lands shown on Attachment #4. The plan of subdivision development statistics are as follows:

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Lots/ Blocks	Land Use (Phases 1, 2A & 2B)	Area (ha)	Number of Units (Phase 1, 2A and 2B)
	Detached Residential Units (9.2m - 13.4m lot frontages)	26.59	809
	Semi-Detached Residential Units with Lane Access (8.5 m frontage/unit)		88
	Semi-Detached Residential Units (8.5m frontage/unit)		116
	Street Townhouses with Lane Access (6.0 m - 7.0m lot frontages)	4.47	212
	Medium Density Residential @ 25 - 150 units per hectare	1.38	35-207
	Mixed-Use Medium Density Residential-Commercial @ 35 - 150 units per hectare	0.75	25-149
	Residential Part Lots (To develop with part lots in adjacent lands)	0.35	
1154	Elementary School	2.80	
1155-1157	Neighbourhood Parks	3.65	
1158	CPR Greenway	1.87	
1159-1160	Stormwater Management Ponds	6.45	
1164-1166	Open Space	5.96	
1171	Piazas	0.15	
1172-1174	TransCanada Pipeline	1.57	
1175	12.5m CPR Berm	1.47	
1179-1181	Landscape Buffers	0.61	
1183	Road Widening	0.28	
1185	Temporary Road R.O.W.	0.08	
	0.3 m Reserves	0.03	
	Streets (Primary, Local & Laneways)	29.46	
	Total	87.92	1285-1581

Background - Analysis and Options

Location

The subject lands shown on Attachments #2 and #3 are located on the north side of Major Mackenzie Drive and east side of Huntington Road, in Part of Lots 21 to 24, Concession 9, City of Vaughan.

Block Plan - Vaughan Council Resolution

In December 2009, the City received a Block Plan Application (File BL.61.2009) for Block 61 West, which includes the subject lands, to provide the basis for the land uses, housing mixes and densities, environmental protection, servicing infrastructure, transportation (road) network, public transit, urban design, and phasing for the Block to provide for managed growth. The Block 61 West Draft Block Plan, shown on Attachment #6, was approved by Vaughan Council on May 24, 2011, subject to the following conditions (in part).

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D3) Issues remaining to be addressed prior to Draft Plan of Subdivision Approval

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

- i) That the Block Plan application technical submissions and supporting studies be updated as may be necessary to reflect the measures taken to establish the Block Plan. This would include addressing all outstanding technical comments provided by all City departments.
- ii) A Transportation Management Plan (TMP) for the Block 61 West area be prepared for Council approval. The plan shall include all future traffic controls (signs & signals, roundabouts), cycling networks location, traffic calming measures, lay-bys and traffic tables/raised intersections. The Block 61 West TMP should ensure that the recommended traffic calming measures will not affect public transit, emergency/service vehicles and private driveways, and compare variations of traffic calming measures, and include a complete sidewalk plan to the satisfaction of the City.
- iii) A Transportation Demand Management framework be submitted for the Community, School and Commercial uses as part of the Block Plan approval process. The TDM framework should provide the basis for the TDM Plan, listing potential measures for the development and an outline budget.
- iv) That a Landscape Master Plan be submitted and approved by the City. That the plan should consider, among other things, lay-by lanes along park blocks, schools and storm water management ponds where appropriate to ensure on street parking.
- v) That a pedestrian promenade (enhanced sidewalk) be proposed on the east side of the main North/South mid block collector to promote defined pedestrian access to the denser commercial/mixed use development proposed in south limit of the block.
- vi) That a Development and Infrastructure Phasing Plan be provided. The plan should identify the infrastructure required to adequately service all the phases of the Block development including sanitary, water, storm water management facilities, and Regional infrastructure such as road widening and water and wastewater system improvements to the satisfaction of the City. The phasing plan should also address the impact of the non-participating landowners on the overall servicing of the Block, and what interim servicing measures will be required. Details of each phase are to be outlined on the Phasing Plan.

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

The Policy Planning Department, in a separate report (Block 61 West (Nashville Heights), Block Plan Conditions Report File BL.61.2009) to the Committee of the Whole on November 15, 2011, identified the matters that have been resolved and the following remaining matters to be addressed through the detailed design stage for the draft plan of subdivision applications and have been included as draft plan conditions in Attachment #1 to this report:

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- a) the detailed design work respecting the Transportation Management Plan (TMP) by Poulos & Chung Limited and Malone Given Parsons Limited, which considers all future traffic controls, cycling networks and traffic calming measures, among other items;
- b) the details to provide the design and infrastructure to promote alternatives to single passenger cars such as car pooling and bike lanes, and the costs associated with these measures respecting the Transportation Management Framework by Poulos & Chung Limited and Malone Given Parsons Limited; and,
- c) the details for the appropriate landscape treatment for landscape buffers and pedestrian connections between streets, built forms and parks/open spaces respecting the Landscape Master Plan, and the appropriate built and natural environment for a new community respecting the Urban Design Guidelines.

Supporting Documents

The following lists some of the reports that were submitted in support of the subject applications and additional reports were submitted as part of the Official Plan Amendment (OPA #699) and the Block 61 West Plan:

- *Nashville Developments Inc. Draft Plan of Subdivision Planning Justification*, dated December 10, 2010, by Malone Given Parsons Limited;
- *Master Environmental Servicing Plan*, dated December 2009 and revised to July 2011, by Schaeffers Consulting Engineers;
- *Natural Environment*, dated April 2008, by Beacon Environmental;
- *Nashville Heights Natural Heritage Evaluation and Environmental Impact Study*, dated July 2011, by Beacon Environmental;
- *Preliminary Hydrogeological Investigation*, dated April 9, 2008, by Terraprobe Limited;
- *Hydrogeologic Investigation, Proposed Nashville Heights Development*, dated August 3, 2011, by Terraprobe Inc.,
- *Transportation Master Plan*, dated April 2008, by Poulos & Chung Limited;
- *Transportation Management Plan & Travel Demand Management Guidelines*, dated August 2011, by Malone Given Parsons Limited and Poulos & Chung Limited;
- *Nashville Heights LandOwners Group, Nashville Heights Community Traffic Impact Assessment*, dated March 2011, by Poulos & Chung Limited;
- *Report on the 2005-2009 Stage 1-2 Archaeological Assessment of the Proposed Subdivision, Part of Lots 21, 22, 23, 24 & 25*, dated June 2009, by AMICK Consultants Limited;
- *Environmental Noise Feasibility Study, Nashville West Community*, dated December 16, 2009 and revised to November 9, 2010, by Valcoustics Canada Ltd.;
- *Nashville Heights Architectural Design Guidelines*, dated September 5, 2011, by John G. Williams Limited, Architect;
- *Nashville Heights Urban Design Guidelines*, revised to June 2011, by STLA Design Strategies and John G. Williams Architect Inc.; and,
- *Nashville Heights Landscape Master Plan*, dated August 4, 2011, by NAK STLA Design Strategies.

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Kleinburg-Nashville Community Plan (OPA #601, as amended by OPA #699)

i) Land Use Designation

The subject lands are designated “Low Density Residential”, “Medium Density Residential”, “Mixed-Use Residential-Commercial Area ‘A’ and Area ‘B’”, “General Commercial” and “Valley and Stream Corridor”, and includes “Neighbourhood Park”, “Linear Park”, “Greenway”, “Elementary School” and “Stormwater Management” uses by OPA #601 (Kleinburg-Nashville Community Plan), as amended by OPA #699 (Nashville Heights Secondary Plan) as shown on Attachment #7.

OPA #699 has been incorporated into Volume 2 of the City of Vaughan Official Plan 2010 as an Area Specific Policy under Section 12.8, and the subject lands are designated “Low-Rise Residential”, “Mid-Rise Residential”, “Mid-Rise Mixed-Use ‘A’”, “Mid-Rise Mixed Use ‘B’”, “Natural Areas”, and includes “Neighbourhood Parks”, “Parks”, “Elementary School” and “Stormwater Management”. The City of Vaughan Official Plan 2010 was adopted by Vaughan Council on September 7, 2010 (as modified on September 27, 2011), and is pending approval from the Region of York.

ii) Residential Density and Land Uses

The proposed Draft Plan of Subdivision File 19T-10V004, as red-line revised, is shown on Attachment #4. The subject draft plan is proposed to be developed in several phases. This report considers development in Phases 1, 2A and 2B as shown on Attachment #4. These phases propose a range of residential units between 1285 to 1581 units on 87.92 ha of land. The total build out for all the phases within Draft Plan of Subdivision File 19T-10V004 will result in approximately 1,495 to 1,970 residential units on 110 ha. The Block 61 West Plan intends to provide approximately 2,400 to 2,800 residential units to accommodate a population of approximately 8,000 people on approximately 185 ha.

The Official Plan calculates the density for the subject lands on a Block Plan basis. The area included in the calculation of residential density for the Block 61 West lands is based on a net residential hectare, which includes the lands for local and primary roads, dwelling units, and stormwater management pond facilities, and excludes lands associated with protected natural features such as woodlots, valleylands and wetlands, and the Nashville Cemetery.

The “Low Density Residential” designation permits a residential density ranging from a minimum of 15 units per net residential hectare to a maximum of 25 units per net residential hectare, and permits uses such as detached dwellings, semi-detached dwellings, street townhouse dwellings, and duplex, triplex and fourplex dwellings, limited to a maximum building height of four (4) storeys.

The “Medium Density Residential” designation permits a residential density ranging from a minimum of 25 units per net residential hectare to a maximum of 150 units per net residential hectare detached dwellings, and permits semi-detached dwellings, street townhouse dwellings, block street townhouse dwellings, multiple dwellings, and apartment dwellings in buildings, limited to a maximum height of ten (10) storeys.

The “Mixed-Use Residential-Commercial Areas ‘A’ and ‘B’” designations permit a residential density ranging from a minimum of 25 units per net residential hectare up to a maximum of 150 units per net residential hectare and 35 units per net residential hectare up to a maximum of 150 units per net residential hectare, respectively. Each designation permits street townhouse dwellings, block townhouse dwellings, multiple dwellings, apartment dwellings in buildings, limited to a maximum height of ten (10) storeys, and commercial uses (e.g. retail store, and personal service shop) and identified in Table 2 of this report.

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The approved Block 61 West Plan is comprised of 1,140 low density residential units on 73 ha yielding a density of 15 units per net residential hectare; 706 medium density residential units on 27.24 ha resulting in a density of 25.92 units per net residential hectare; and, 955 mixed-use residential-commercial units on 18.08 ha yielding a density of 52.82 units per hectare. The uses and densities proposed for the subject lands conform to the Official Plan and the Block Plan.

iii) Natural Features/Open Space

The subject lands, shown on Attachment #4, are located within the Upper Humber River Subwatershed, and include Watercourse "A" and a woodlot. The portion of Watercourse "A", south of the TransCanada Pipeline, is proposed to be realigned to the east and to be relocated within Open Space Blocks 1164 to 1166 inclusive. The natural feature (woodlot), which is located within a portion of the Neighbourhood Park (Block 1155) and CPR Berm (Block 1175), and is to be restored and protected with the appropriate buffers. The Owner must address the Toronto and Region Conservation Authority (TRCA) requirements respecting the realignment of Watercourse "A", and the restoration and protection of the natural feature, as a requirement of the Official Plan and Block Plan, as well as being included as conditions of draft approval in Attachment #1 to this report, prior to the enactment of an implementing zoning by-law. A recommendation to this effect has been included in this respect.

iv) Transportation

The following transportation studies, which are currently being undertaken, impact the Block 61 West lands:

- i) the Highway 427 Environmental Assessment (EA) Corridor Study Area by the Ministry of Transportation, respecting the preferred corridor and terminus for the north expansion of Highway 427;
- ii) the Western Vaughan Transportation Individual Environmental Assessment (IEA), respecting the alignment of Major Mackenzie Drive, including the interchange of the future north expansion of Highway 427 and Major Mackenzie Drive, and the preferred alignment for Major Mackenzie Drive and the associated grade separation of the CP Railway Line; and,
- iii) the City-wide Vaughan Transportation Master Plan Class Environmental Assessment (EA) respecting the overall layout and alignment of the collector and local road network, including road connectivity to the western portion of Vaughan and mid-block collector and community local road connectivity, and the protection of the future Huntington Road realignment on the east side of Huntington Road.

Notwithstanding these transportation studies, Phases 1, 2A and 2B of this draft plan of subdivision can proceed, subject to addressing any required transportation issues included as conditions of approval on Attachment #1.

v) Servicing Infrastructure

The Official Plan servicing policies require all development to be on full municipal water supply and sanitary sewer services and that the appropriate reviews of the servicing strategies are undertaken to accommodate growth. The City, through its Kleinburg-Nashville Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study, has identified the servicing infrastructure improvements and requirements for the Kleinburg-Nashville Area to accommodate the proposed population for the subject lands and planned population for the Kleinburg-Nashville Area. The servicing requirements will be discussed in further detail later in this report.

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Zoning

The subject lands are currently zoned A Agricultural Zone by Zoning By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #4, an amendment to Zoning By-law 1-88 is required to rezone the subject lands and provide the zoning standards to implement the proposed plan. Table 1 identifies the proposed zone categories for all Lots and Blocks within the draft plan of subdivision, and the proposed zoning is shown on Attachment #5. Table 2 identifies the permitted land uses and zoning exceptions proposed to implement the draft plan of subdivision:

Table 1 - Proposed Zone Categories

	<u>Proposed Zone Categories</u>	<u>Lots and Blocks to be Rezoned</u>
a.	<p><u>RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate 105 lots in Phase 1, 45 lots in Phase 2A, and 1 lot and 1 block in Phase 2B with a Minimum Lot Frontage of 12 m, a Minimum Lot Area of 324 m² and a Minimum Lot Depth of 27 m (total of 151 lots and 1 block for detached dwelling units).</p>	<p>i) <u>Phase 1:</u> Lots 737 to 742 inclusive, Lots 745 to 766 inclusive, Lots 790 to 796 inclusive, Lots 830 to 833 inclusive, Lots 850 and 851, Lots 871 to 878 inclusive, Lots 918 to 921 inclusive, Lots 945 to 959 inclusive, Lots 974 to 986 inclusive, Lots 993 to 1008 inclusive, and Lots 1019 to 1026 inclusive;</p> <p>ii) <u>Phase 2A:</u> Lots 110 to 112 inclusive, Lots 201 to 206 inclusive, Lots 250 to 257 inclusive, Lots 265 to 267 inclusive, Lot 275, Lots 318 to 329 inclusive, Lots 415 to 420 inclusive, Lots 425 to 428 inclusive, and Lots 433 and 434; and,</p> <p>iii) <u>Phase 2B:</u> Lot 258 and Block 1152.</p>
b.	<p><u>RD4(H) Residential Detached Zone Four with the addition of the Holding Symbol "(H)":</u></p> <p>To facilitate 448 lots in Phase 1, 203 lots in Phase 2A, and 7 lots and 7 blocks in Phase 2B for a total of 658 lots and 7 blocks with a Minimum Lot Frontage of 9.0m, a Minimum Lot Area of 243 m² and a Minimum Lot Depth of 27 m for detached dwelling units.</p>	<p>i) <u>Phase 1:</u> Lots 447 to 451 inclusive, Lots 454 to 459 inclusive, Lots 462 to 470 inclusive, Lots 473 to 532 inclusive, Lots 535 and 538 inclusive, Lots 540 and 544 inclusive, Lots 553 and 555 inclusive, Lots 563 to 589 inclusive, Lots 592 to 629 inclusive, Lots 634 to 642 inclusive, Lots 659 to 663 inclusive, Lots 666 to 673 inclusive, Lots 682 to 692 inclusive, Lots 697 to 709 inclusive, Lots 712 to 736 inclusive, Lots 743 and 744, Lots 767 to 789 inclusive, Lots 797 to 829 inclusive, Lots 834 to 838 inclusive, Lots 841 to 845 inclusive, Lots 852 to 870 inclusive, Lots 879 to 917 inclusive, Lots 922 to 944 inclusive, Lots 960 to 973 inclusive, Lots 987 to 992 inclusive, Lots 1009 to 1018 inclusive, and Lots 1027 to 1067 inclusive;</p> <p>ii) <u>Phase 2A:</u> Lots 113 to 200 inclusive, Lots 207 to 249 inclusive, Lots 268 to 274 inclusive, Lots 276 to 317 inclusive, Lots 330 to 332 inclusive, Lots 335 to 337 inclusive, Lots 389 to 393 inclusive, Lots 401 to 404 inclusive, Lots 421 to 424 inclusive, and Lots 429 to 432 inclusive; and,</p> <p>iii) <u>Phase 2B:</u> Lots 259 to 264 inclusive, and Blocks 1145 to 1151 inclusive.</p>

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c.	<p><u>RS1(H) Residential Semi-Detached Zone One with the addition of the Holding Symbol “(H)”:</u></p> <p>To facilitate 38 lots for 76 semi-detached dwelling units in Phase 1, and 20 lots for 40 semi-detached dwelling units in Phase 2B with a Minimum Lot Frontage of 8.5 m per lot, a Minimum Lot Area of 243 m² and a Minimum Lot Depth of 27 m (total of 116 semi-detached dwelling units).</p>	<p>i) <u>Phase 1:</u> Lots 452, 453, 471, 472 and 539, Lots 556 to 562 inclusive, Lots 630 to 633 inclusive, Lots 643 to 646 inclusive, Lots 664 and 665, Lots 674 to 681 inclusive, Lots 693 to 696 inclusive, Lots 710 to 711 inclusive, Lots 839 and 840; and,</p> <p>ii) <u>Phase 2B:</u> Lots 333 and 334, Lots 386 to 388 inclusive, Lots 394 to 400 inclusive, Lots 405 and 406, and Lots 409 to 414 inclusive.</p>
d.	<p><u>RS1(H) Residential Semi-Detached Zone One with the addition of the Holding Symbol “(H)”:</u></p> <p>To facilitate 33 lots for 66 semi-detached dwelling units in Phase 1, and 11 lots for 22 semi-detached units in Phase 2B with a Minimum Lot Frontage of 6 m, a Minimum Lot Area of 243 m² and a Minimum Lot Depth of 27 m (total of 88 semi-detached dwelling units accessed by a lane with a building for a detached garage in the rear yard with exceptions to Zoning By-law 1-88 shown on Table 2).</p>	<p>i) <u>Phase 1:</u> Lots 444 to 446 inclusive, Lots 460, 461, 533 and 534, Lots 545 to 552 inclusive, Lots 590 and 591, Lots 647 to 658 inclusive, and Lots 846 to 849 inclusive; and,</p> <p>ii) <u>Phase 2B:</u> Lots 497 and 408, and Lots 435 to 443 inclusive.</p>
e.	<p><u>RT1(H) Residential Townhouse Zone with the addition of the Holding Symbol “(H)”:</u></p> <p>To facilitate 38 blocks for 168 townhouse dwelling units in Phase 1, and 9 blocks for 44 townhouse dwelling units in Phase 2A with a Minimum Lot Frontage of 9 m, a Minimum Lot Area of 243 m² and a Minimum Lot Depth of 27 m (total of 212 townhouse dwelling units accessed by a lane with a building for a detached garage in the rear yard with exceptions to Zoning By-law 1-88 shown on Table 2).</p>	<p>i) <u>Phase 1:</u> Blocks 1077 to 1110 inclusive; and,</p> <p>ii) <u>Phase 2A:</u> Blocks 1068 to 1076 inclusive.</p>
f.	<p><u>RVM2(H) Residential Urban Village Multiple Zone Two with the addition of the Holding Symbol “(H)”:</u></p> <p>To facilitate a mixed-use residential-commercial development on 1.36 ha with exceptions to Zoning By-law 1-88 shown on Table 2.</p>	<p><u>Phase 1:</u> Block 1111</p>
g.	<p><u>RVM2(H) Residential Urban Village Multiple Zone Two with the addition of the Holding Symbol “(H)”:</u></p> <p>To facilitate a mixed-use residential-commercial development on 0.75 ha with exceptions to Zoning By-law 1-88 shown on Table 2.</p>	<p><u>Phase 2B:</u> Block 1113</p>
h.	<p><u>RD4(H) Residential Detached Zone Four with the addition of the Holding Symbol “(H)”:</u></p> <p>To facilitate a future elementary school on 2.80 ha.</p>	<p><u>Phase 1:</u> Block 1154</p>
i.	<p><u>OS1 Open Space Conservation Zone:</u></p> <p>To facilitate two stormwater management ponds on a total of 6.45 ha.</p>	<p><u>Phase 1:</u> Blocks 1159 and 1160 on 4.50 ha and 1.95 ha respectively.</p>

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j.	<p><u>OS1 Open Space Conservation Zone:</u></p> <p>To maintain the valley/stream lands on a total of 5.96 ha.</p>	<p>i) <u>Phase 1:</u> 1165 and 1166 on 4.95 ha; and,</p> <p>ii) <u>Phase 2A:</u> Block 1164 on 1.01 ha.</p>
k.	<p><u>OS2 Open Space Park Zone:</u></p> <p>To facilitate neighbourhood parks on a total of 3.65 ha, and that any grading and/or buildings or structures shall be prohibited on Block 1155 (Neighbourhood Park) unless prior written approval has been granted by the Toronto and Region Conservation Authority (TRCA) to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA.</p>	<p>i) <u>Phase 1:</u> Block 1157 in on 1.69 ha; and,</p> <p>ii) <u>Phase 2A:</u> Blocks 1156 and 1155 on 0.80 ha and 1.16 ha respectively.</p>
l.	<p><u>OS2 Open Space Park Zone:</u></p> <p>i) To facilitate a linear park/greenway on 1.87 ha near the railway right-of-way, and that any grading and/or buildings or structures shall be prohibited on Block 1158 (CPR Greenway) unless prior written approval has been granted by the TRCA to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA.</p> <p>ii) To facilitate a linear park along the TransCanada pipeline on 1.57 ha, and that any grading and/or buildings or structures shall be prohibited on Block 1174 (TCPL Pipeline) unless prior written approval has been granted by the TRCA to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA.</p> <p>iii) To facilitate a landscape buffer to the TransCanada pipeline on 1.36 ha.</p> <p>iv) To facilitate a 12.5 m wide buffer to the CP railway on 1.32 ha, and that any grading and/or buildings or structures shall be prohibited on Blocks 1175 and 1176 (12.5 m CPR Berm) unless prior written approval has been granted by the TRCA to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA.</p> <p>v) To facilitate landscape buffers on 0.61 ha.</p>	<p>i) <u>Phase 1:</u> Block 1175</p> <p>ii) <u>Phase 1:</u> Blocks 1172 to 1174 inclusive</p> <p>iii) <u>Phase 1:</u> Block 1176</p> <p>iv) <u>Phase 1:</u> Block 1158</p> <p>v) <u>Phase 1:</u> Block 1179 to 1181 inclusive</p>

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Table 2 - Proposed Exceptions to Zoning By-law 1-88

	<u>By-law Standard</u>	<u>By-law Requirements</u>	<u>Proposed Exceptions To Zoning By-law 1-88</u>
a.	<p>RS1 Residential Semi-Detached Zone One for a Lot Accessed by a Lane for Semi-Detached Dwelling Units in Schedule "A3"</p> <p>(Phase 1: Lots 444 to 446 inclusive, Lots 460, 461, 533 and 534, Lots 545 to 552 inclusive, Lots 590 and 591, Lots 647 to 658 inclusive, and Lots 846 to 849 inclusive; and Phase 2B: Lots 497 and 408, and Lots 435 to 443 inclusive.)</p>	<p>i) Minimum Lot Area - 225 m² ii) Minimum Front Yard Setback - 4.5 m iii) Minimum Rear Yard Setback - 15 m</p>	<p>i) 202 m² ii) 3 m iii) 4.5 m</p>
b.	<p>RT1 Residential Townhouse Zone for a Lot Accessed by a Lane for Townhouse Dwelling Units in Schedule "A3"</p> <p>(Phase 1: Blocks 1077 to 1110 inclusive, and Phase 2: Blocks 1068 to 1076 inclusive.)</p>	<p>i) Minimum Lot Area - 180 m² ii) Minimum Front Yard Setback - 4.5 m iii) Minimum Rear Yard Setback - 15 m</p>	<p>i) 162 m² ii) 3 m iii) 4.5 m</p>
c.	<p>Detached Garage Located in the Rear Yard - RS1 Residential Semi Detached Zone One and RT1 Residential Townhouse Zone in a) and b) above.</p>	<p>Zoning By-law 1-88 (Schedule A3) does not specifically identify that Note 7 (respecting detached garages) applies to the RS1 Residential Semi-Detached Zone and the RT1 Residential Townhouse Zone.</p>	<p>The following standards shall apply to detached garages located in the rear yard:</p> <p>i) minimum rear yard: distance between detached garage in the rear yard and nearest wall of dwelling - 7.5 m; ii) minimum rear yard setback of detached garage located in the rear yard accessed by a lane - 1 m minimum interior yard setback, and detached garage located in the rear yard accessed by a lane - 2.5 m; iii) minimum interior yard setback of detached garage located in the rear yard accessed by a lane where attached to another garage - 0 m; iv) minimum exterior side yard setback of detached garage located in the rear yard accessed by a lane - 4.5 m; v) minimum lot depth - 27 m</p> <p>See Note respecting Detached Garage Located in Rear Yard in Section a. in Table 2.</p> <p>Notes 1, 2, 3, 4 and 5 in Schedule "A3" of Zoning By-law 1-88 shall apply where applicable.</p>

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<p>d.</p>	<p>RVM2 Residential Urban Village Multiple Dwelling Zone Two in Schedule "A1" (Phase 1: Block 1111)</p>	<p>Permitted Uses in an RVM2 Residential Urban Village Multiple Dwelling Zone Two include:</p> <ul style="list-style-type: none"> • Apartment Dwelling • Multiple Dwelling • Block Townhouse Dwelling 	<p>Permitted Uses shall include:</p> <ol style="list-style-type: none"> i) detached dwellings, subject to the RD4 Residential Detached Zone Four requirements; ii) semi-detached dwellings, subject to the RS1 Residential Semi-Detached Zone One requirements; iii) street townhouse dwellings, subject to the RT1 Residential Townhouse Zone requirements; iv) block townhouse dwellings, subject to the RVM2 Residential Urban Village Multiple Zone Two requirements; v) multiple dwellings, subject to the RVM2 Residential Urban Village Multiple Zone Two requirements; vi) apartment dwellings in buildings, limited to a maximum building height of 33 m (ten (10) storeys), subject to the RVM2 Residential Urban Village Multiple Zone Two requirements; and, vii) hospice associated with a hospital or other regulated medical health care/support facility. <p>For the purposes of this exception, a "hospice" shall be defined as follows:</p> <p>"A residential unit (home based) or an institutional facility, such as a nursing home or hospital or other specialized facility on an in-patient or out-patient basis, where a program of palliative and/or supportive services is provided to terminally ill or critically ill patients."</p>
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<p>e.</p>	<p>RVM2 Residential Urban Village Multiple Dwelling Zone Two (Phase 2B: rezone Block 1113)</p>	<p>Permitted Uses in an RVM2 Residential Urban Village Multiple Dwelling Zone Two include:</p> <ul style="list-style-type: none"> • Apartment Dwelling • Multiple Dwelling • Block Townhouse Dwelling 	<p>Permitted Uses shall include:</p> <p>i) street townhouse dwellings, subject to the RT1 Residential Townhouse Zone requirements; which may permit the following additional commercial uses:</p> <ul style="list-style-type: none"> - business or professional office; - personal service shop; <p>and,</p> <ul style="list-style-type: none"> - retail store, <p>Provided that:</p> <ol style="list-style-type: none"> 1) the business or professional office use shall not include a body-rub parlour or veterinary clinic; 2) the office of a physician, dentist or regulated health professional shall be used for consultation and emergency treatment only and not as a clinic or hospital; 3) the use shall not exceed a maximum of three (3) persons engaged in the use; 4) a maximum of one commercial use may be permitted and shall be limited to not exceeding a maximum of 25% of the gross floor area of the dwelling unit; and, 5) the home occupation parking space requirement in Sub-Paragraphs 3.8 a) and 4.1.4 a) ii) of Zoning By-law 1-88 shall apply; <p>ii) block townhouse dwellings, subject to the RVM1 Residential Urban Village Multiple Dwelling Zone Two requirements, and commercial uses in i) above respecting street townhouse dwellings;</p> <p>iii) multiple dwellings, subject to the RVM2 Residential Urban Village Multiple Dwelling Zone Two requirements, and commercial uses in i) above respecting street townhouse dwellings;</p> <p>iv) apartment dwellings, subject to the RVM2 Residential Urban Village Multiple Zone Two requirements, unless otherwise indicated; which may permit the following additional commercial uses:</p> <ul style="list-style-type: none"> - bank or financial institution; - business or professional office; - eating establishment; - eating establishment, convenience; - eating establishment, take-out;
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			<ul style="list-style-type: none">- personal service shop;- photography studio;- retail store;- service or repair shop; and,- video store, <p>where the commercial uses are located in a building that includes residential dwelling units, the commercial uses shall not be located on the same floor, and shall require that:</p> <ol style="list-style-type: none">1) the maximum gross floor area for the combined commercial uses shall not exceed 5000 m² of the building's GFA (gross floor area), of which up to a maximum of 20% may be used for the eating establishment, eating establishment, convenience, and eating establishment, take-out uses;2) the business or professional office use shall not include a body-rub parlour or veterinary clinic;3) there shall be no loading between a building and Huntington Road;4) the minimum parking standard for the commercial uses shall be 4.5 parking spaces per 100 m² of GFA; and,5) the following exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Two requirements:<ol style="list-style-type: none">i) Minimum Yard (Huntington Road or Major Mackenzie Drive) 15 mii) Minimum Rear Yard – 9 miii) Minimum Interior Side Yard – 9 miv) Minimum Exterior Side Yard – 9 mv) maximum building height – 14 m (four (4) storeys); and,vi) hospice associated with a hospital or other regulated medical health care/support facility may be permitted. <p>For the purposes of this exception, a "hospice" shall be defined as follows:</p> <p>"A residential unit (home based) or an institutional facility, such as a nursing home or hospital or other specialized facility on an in-patient or out-patient basis, where a program of palliative and/or supportive services is provided to terminally ill or critically ill patients."</p>
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f.	All Residential, Mixed-Use Residential-Commercial and Commercial Zones	Zoning By-law 1-88 does not include a minimum setback from a building or structure to a railway right-of-way.	Minimum setback of 30 m from the CP railway right-of-way.
g.	All Residential, Mixed-Use Residential-Commercial and Commercial Zones	<ul style="list-style-type: none"> • No specific development standard in Zoning By-law 1-88 respecting building/structure setbacks to the TransCanada Pipeline. The standards proposed are provided by TransCanada Pipelines. 	<ul style="list-style-type: none"> i) No permanent building or structure shall be located within 7 m of the TransCanada pipeline right-of-way; ii) Accessory structures shall have a minimum setback of 3 m from the TransCanada pipeline right-of-way; and, iii) No building or structure shall be permitted within 3m of the TransCanada pipeline right-of-way.

i) Residential and Mixed-Use Residential-Commercial Lands

Zoning By-law 1-88 does not include a specific category to accommodate mixed-use residential-commercial uses as provided for in this draft plan. Specific use and development standards identified in Tables 1 and 2 are required to implement this plan, in accordance with the Official Plan, which provides for a range of land uses and densities to support vibrant communities, sustainable development and opportunities for transit, walking and cycling.

The RS1 Semi-Detached Zone One and RT1 Residential Townhouse Zone, where the lots and blocks are to be accessed by a lane with a building for a detached garage in the rear yard require exceptions to the lot depth from 30 m to 27 m as a result of providing 8 m laneways to meet City road design standards. The front (main) entrance of the dwelling units on lots and blocks with rear lane access face Streets “A”, “Z”, “QQ” and “RR”, shown on Attachment #4, which are the main streets (collector and primary roads) providing multi-use paths for the movement of vehicular, pedestrian and cycling activity entering, leaving and within the block. The provision of lots and blocks with rear lane access, allows for the movement of vehicular, pedestrian and cycling activity to not be impeded by vehicular ingress and egress on driveways for these multi-use paths. The additional exceptions respecting lot area and yards are to facilitate the lane access for the lots and blocks.

The RVM2 Residential Urban Village Zone Two category only permits apartment, multiple and block townhouse dwelling units. The proposal includes 2 blocks (Block 1111 and 1113), which provide for a wide range of residential uses, as well as, mixed-use residential uses. The differences in the uses provided is due to the Official Plan designation that affects the blocks. Block 1111 is designated “Medium Density Residential” and abuts Huntington Road, and therefore may have buildings up to ten (10) storeys for apartment dwelling units. In the case of Block 1113, which is designated “Mixed-Use Residential-Commercial Area ‘A’”, it may have both residential uses and mixed-use residential-commercial uses. The zoning exceptions propose to provide limited commercial uses for street townhouses, block townhouses and multiple dwelling units, and are being considered in the same manner as home occupation uses, where there are restrictions for the amount of gross floor area devoted to the commercial use due to the limitation in available parking for the dwelling units, and to be compatible with the surrounding generally low-rise residential buildings. Block 1113, may have buildings up to four (4) storeys for apartment dwelling units, as the site does not abut an arterial road, in accordance with the Official Plan.

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The Canadian Pacific Railway requires that a minimum 30 m building setback from the railway right-of-way be provided for all residential dwelling units. This requirement shall be included in all residential and mixed-use residential-commercial zones, including commercial zones as the commercial zones also may permit residential dwellings.

TransCanada requires that the implementing zoning by-law for the subject lands include the following setback requirements to address its safety concerns:

- a) No permanent building or structure shall be located within 7 m of the pipeline right-of-way;
- b) Accessory structures shall have a minimum setback of 3 m from the pipeline right-of-way; and,
- c) No building or structure shall be permitted within 3 m of the pipeline right-of-way.

The Owner is proposing a 3.0 m front yard setback for dwellings in the RS1 Residential Semi-Detached Zone One and RT1 Residential Townhouse Zone. The Owner has been advised in meetings throughout the processing of the Block 61 Plan, the Zoning By-law Amendment and Draft plan of Subdivision Application that the Development Planning Department does not support the proposed 3.0 m front yard setback. This setback has been used in the City previously and has resulted in poor streetscapes due to the limited space for landscaping, the proximity of the dwellings to the property line and the encroachment of stairs into the 3.0 m front yard. A condition of approval is included to require a minimum 4.5 m front yard setback consistent with Schedule "A3" of Zoning By-law 1-88.

All of the lots and blocks in Phases 1, 2A and 2B, will be zoned with the addition of the Holding Symbol "(H)", as shown on Attachment #5, and the implementing Zoning By-law will require that prior to the removal of the Holding Symbol "(H)" that water supply and sewage servicing capacity shall be identified and allocated by the City.

ii) Non-Residential Lands

Tables 1 and 2 identify uses and exceptions for the non-residential uses such as the school block, open spaces and parks. Specific uses as the Neighbourhood Park (Block 1155) and the 12.5 m CPR Berm Block 1175 are to be rezoned to OS2 Open Space Park Zone. However, an implementing zoning by-law shall not be enacted nor any grading shall occur and/or buildings or structures erected on these lands unless prior written approval has been granted by the Toronto and Region Conservation Authority (TRCA) to ensure that the natural features and hazards in the park, which are part of the valley corridor are protected and buffered to the satisfaction of the TRCA. A recommendation is included in this report and in Attachment #1.

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Subdivision Design

The 87.92 ha draft plan of subdivision, as red-line revised, is shown on Attachment #4. The draft plan of subdivision includes a north-south traversing collector road (Street "A") with a right-of-way ranging from 26 m in width where it intersects with Major Mackenzie Drive, at the southerly limit of the draft plan, and which tapers to a 23 m wide right-of-way at the north limits of the draft plan to connect to future developments. Street "A" will be designed to accommodate transit vehicles. A primary ring road (Street "B") with a 23 m wide right-of-way, where it intersects with Street "A" at the south end of the draft plan, traverses north along the easterly limits of the draft plan to intersect with Huntington Road at the north end of the draft plan, where the right-of-way increases to a width of 26 m. The draft plan includes the east-west traversing roads (Streets "QQ" and "RR") from Huntington Road, which terminate at Street "B", and will flank the linear park, as shown on Attachment #4. Pedestrian and cycling connections are to be provided throughout the draft plan on greenway systems along Streets "QQ" and "RR", the TransCanada Pipeline and along the CPR Buffer, and on multi-use paths along Streets "A" and "B". The proposed land uses for the draft plan are indicated on Attachment #4.

As a condition of Block Plan approval for Block 61 West, the following was adopted by Council:

"That staff prepare a Terms of Reference for the preparation of a feasibility and pre-design study for the construction of a pedestrian crossing of the CP rail line to link Block 61 East and West for inclusion as a capital project in 2012, with funding from the Block 61 West landowners group."

When the Block 61 West Plan was approved, two conceptual locations for the pedestrian crossing were identified as shown on Attachment #6. In order to satisfy this condition, the Owner will be required to submit a feasibility and pre-design study prior to approval of the Phase 1 development. A Terms of Reference for the preparation of a feasibility and pre-design study was prepared by the Vaughan Development/Transportation Engineering Department, as per Council direction on May 10, 2011, and has been provided to the Block 61 West Owner and staff are awaiting the final study report. The Toronto and Region Conservation Authority (TRCA) has requested to be party to, to offer their expertise throughout the study process as work in certain areas would require permit approval from the TRCA. A condition of approval is included in Attachment #1 requiring that the Owner carry out the recommendations of the Feasibility Study to the satisfaction of the City, CP Rail and TRCA.

The draft plan has been red-line revised, as shown on Attachment #4 to remove the temporary turning circle from the Neighbourhood Park (Block 1155), as the parkland is to be free of all encumbrances. A condition in this respect is included in Attachment #1.

The draft plan is to be red-line revised to clearly show and define the land for the 7.5 m buffer block and Watercourse "A" which are all shown as Open Space, as shown on Attachment #1.

All development within the draft plan is subject to Architectural Control. Prior to final approval, the Owner is required to submit architectural design guidelines. The guidelines and the control architect must be approved by Vaughan Council. A condition in this respect is included in Attachment #1.

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Prior to final approval, the Owner is required to submit urban design guidelines and a Block landscape plan. The urban design guidelines and Block landscape plan are to address items, including but not limited to, the urban design/streetscape elements including entrance features, parkettes and fencing, community edge treatment along Huntington Road, landscape treatment with a multi-use pedestrian trail along the CPR Buffer and TransCanada Pipeline, pond configuration and landscape treatment for stormwater management ponds, pedestrian urban connections between street, built forms, promenades, parks and open spaces, as well as, incorporate sustainability design elements into the overall urban fabric, and the telecommunication and hydro utility buildings and easements. Any telecommunication and hydro buildings and easements will be required to be included in the draft plan.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comments and red-line revisions in this report, and the pre-conditions and conditions of approval in Attachment #1.

Energy Star Homes

ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. ENERGY STAR certification of the homes, along with other subdivision design standards addressing sustainability, such as low impact development (LID) measures, will be explored through the implementation process of the subdivision. A condition of draft approval is included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed.

Developer's Group Agreement

It is a standard condition of draft plan of subdivision approval that the participating landowners for the block execute a developer's group agreement respecting the provision of servicing infrastructure, roads for the Block parks and open spaces.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the proposed draft plan of subdivision, dated October 12, 2011, prepared by Malone Given Parsons Ltd. (draft plan), and the Master Environmental and Servicing Plan for Nashville Heights (MESP) prepared by Schaeffers Consulting Engineers, dated July 2011, and provides the following comments:

i) TransCanada Pipeline

A TransCanada pipeline easement, shown on Attachment #4, bisects the subdivision in an east-west direction, which contains high pressure gas pipelines. This existing easement has been incorporated into the plan as a wide centre median along the main east-west Streets "QQ" and "RR". This design is similar to "The Boulevard" in the Humberplex Developments Inc. Subdivision (Plan 19T-01V04) just north Nashville Road, on the east side of Highway 27.

ii) Road Network

Nashville Developments is bounded on the east side by the Canadian Pacific Railway line, Major Mackenzie Drive to the south, Huntington Road to the west and Nashville Road to the north. Local collector road connections to the bordering arterial roads for the plan include one future connection on the north limit onto Nashville Road, three to the west onto Huntington Road and one to the south onto Major Mackenzie Drive.

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The proposed roadways within the draft plan have been laid out in accordance with the approved Block 61 West Plan, the recommendations of the Block Traffic Studies and the City design standards. The road network in the plan consists mainly of 17.5 m wide local roads. A number of local roads in the plan are wider to accommodate sidewalks on both sides of the street. These wider local roads are generally located near school and park blocks. There are three collector roads in the Plan; Streets “A”, “B”, and “QQ” and “RR”, as shown on Attachment #4. These collector roads have been designed as “Complete Streets” that accommodate all modes of transportation including transit, cycling, walking and on-street parking. These collector roads range in width from 23 to 30 m.

The plan also includes a number of rear laneways, which generally parallel the collector roads. The application of laneways reduces the number of driveways onto the main streets. This has the benefit of providing a better streetscape, improves the operation of the main streets and provides greater opportunity for on-street parking. The design of the laneways in this plan includes a small daylight triangle at the intersections with the local road to improve driver sightlines.

Three roundabouts are proposed within the plan at the intersections of Street, “B” and “A”, Street “A” with Streets “QQ” and “RR”, and Street “B” with Streets “QQ” and “RR”. A roundabout is a circular intersection where the entering traffic yields to the right-of-way of traffic already within the intersection. There is a raised island located in the centre, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island. Roundabouts also have raised median islands on all approaches. Yielding takes place on all entries, so traffic is stored outside the intersection, rather than in the roundabout. Motorists are directed around the central island, which slows traffic, promotes yielding and increase safety. Studies have shown that roundabouts reduce vehicle speeds, delays, crash frequency and severity, and improve aesthetics.

Streets “QQ” and “RR” are non-standard one-way roads located north and south of the TransCanada pipeline. The proposed roads are to be constructed at 13 m right-of-ways and will accommodate a sidewalk on one side of the boulevard and provide for lay-by parking and a bike lane. There are a number of lots that have direct frontage and driveway access onto this street. Given that the street is one-way, a warning statement will need to be included in all offers of purchase and sale advising purchasers that access to the lot will be restricted to a right-in/right-out movement.

iii) Street “C” and Huntington Road Intersection

Street “C” in the draft plan is a 20 m local street which intersects with Huntington Road about 350 m north of the main Streets “QQ” and “RR”. The alignment of Street “C” in the vicinity of Huntington Road, curves northerly resulting in about 5 m of the right-of-way falling onto the adjacent property to the north of the plan. Accordingly, the road allowance at the intersection of Street “C” and Huntington Road is incomplete and additional lands external to the draft plan may be required to construct the intersection. Accordingly, the Owner shall be required to acquire the necessary land to provide a safe and functional intersection to the satisfaction of the City.

iv) Huntington Road Widening

Huntington Road currently has a right-of-way width of approximately 20 m. Pursuant to the City’s new Official Plan 2010 and the Transportation Master Plan, Huntington Road is designated as a 30 m collector road. The draft plan provides a 5 m road widening along the Huntington Road frontage, which should be adequate to provide the ultimate right-of-way that measures 15 m from the existing centre of the roadway. In addition, extra right-of-ways will be required at each intersection to provide for turn lanes. The road widening requirements along Huntington Road will be more accurately calculated based on survey information prior to final approval of the plan.

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v) Huntington Road Improvements

Huntington Road between Nashville Road and Major Mackenzie Drive is currently a two lane paved rural roadway. Huntington Road, in its current form, is considered adequate to support the initial phase of the development in Block 61 West, however, there will be a need to widen and upgrade Huntington Road to adequately service the development area. These improvements will include urbanization, streetscaping, sidewalks, streetlighting, additional travel lanes, cycling facilities, etc. The trigger, mechanism and timing of the Huntington Road improvements will be established through the phasing of the development, and addressed in the subdivision agreement(s).

The Vaughan Development/Transportation Engineering Department intends to initiate the Environmental Assessment for the Huntington Road improvements in Winter 2011/Spring 2012. The Environmental Assessment will take into consideration the development of the detailed design work, which includes establishing profiles, cross-sections and design criteria for the northerly extension of Highway 427, by the Ministry of Transportation, along with the findings and recommendations of the City's Transportation Master Plan, to determine the timing of the Huntington Road improvements.

vi) Major Mackenzie Drive Realignment and Reconstruction

Presently, Major Mackenzie Drive between Highway 50 and Highway 27 is a two lane paved rural roadway under the jurisdiction of the Region of York. The Western Vaughan Individual Environmental Assessment recommended that Major Mackenzie Drive (between Highway 50 to Highway 400) be expanded to six lanes including two dedicated transit/high occupancy vehicle lanes and bicycle lanes. In addition, Major Mackenzie Drive will be realigned in the vicinity of Huntington Road to accommodate the future Highway 427/Major Mackenzie interchange. The proposed draft plan considers this road realignment. It is staff's understanding that the Region is programming these improvements to Major Mackenzie Drive for around 2016.

A Traffic Impact Assessment in support of the phase one lands was submitted in August 2011. Included in the assessment are detailed analyses addressing all road functions and operations with the intention of verifying that the available boundary road network has sufficient capacity to adequately accommodate phase one travel demands. According to this report, the phase one lands will be serviced by two boundary road intersections, Major Mackenzie Drive and Street A, and Huntington Road and TransCanada pipeline (Street "QQ" and "RR") intersection. The assessment concluded that the provision of an effective short term roadway will require certain strategic improvements and additions.

These include the elimination of the Major Mackenzie Drive jog at Huntington Road, lane configuration improvements at the Major Mackenzie Drive intersections with Highway 50 and Highway 27, and introduction of temporary traffic signals at the Highway 27/Major Mackenzie Drive/Humber Trail intersection. The report concluded that these proposed short term network improvements can accommodate the phase one lands, however, the details will require further discussions with the Region of York and the City of Vaughan.

The phase one lands will generally develop in a south to north manner based on the extension of services northward to TransCanada pipeline. Phase one is proposed to have 870 units of which 400 units have been allocated servicing by Council. An additional analysis/roadway plans may be required to identify the internal roadway network required to support allocated units prior to the full development of phase one lands.

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vii) Highway 427 Extension

In 2010, the Ministry of Transportation completed the 427 Transportation Corridor Environmental Assessment Study, which recommended a 6.6 km northerly extension of Highway 427 to Major Mackenzie Drive including interchanges at Langstaff Road, Rutherford Road and Major Mackenzie Drive. The timing of the construction of this highway extension is not known at this time. Given this subdivision is in proximity to this planned highway extension, it is appropriate that a warning statement be included in all offers of purchase and sale in regards to this future highway.

viii) GTA West Environmental Assessment

The Ministry of Transportation is currently undertaking an Environmental Assessment (EA) Study for the GTA West Transportation Corridor. In 2011, the GTA West EA reached the completion of Stage 1 in developing the Draft Transportation Development Strategy (TDS). The TDS identified the need for a new transportation corridor from Highway 400 westerly to Highway 401 west of Milton. The preliminary route Planning study area of this new corridor is in proximity to Block 61 West, accordingly, it is appropriate that a warning statement be included in all offers of purchase and sale in regards to the GTA West EA and the potential future highway.

ix) Sidewalk Plan

The proposed pedestrian network in Block 61 West is comprehensive and provides sidewalks on at least one side of every street. This level of service exceeds the City's current sidewalk warrant policy requirements but is being proposed to improve accessibility for pedestrians and to create a community with "Complete Streets" that provide for all modes of transportation. The proposed sidewalk network connects the residential community internally to all schools, community facilities, shopping, recreational activities and transit stops, and provides options for potential pedestrian crossings of Major Mackenzie Drive to the south, and the CP railway to the east to connect to Block 61 East.

x) Cycling Infrastructure

The proposed cycling infrastructure builds on the City's approved Pedestrian and Bicycle Master Plan. The draft plan identifies bike lanes on Street "A", Street "B" (between Streets "A" and "OO"), and Streets "QQ" and "RR" (TransCanada pipeline). The plan also identifies signed bike routes on all (or part of) Streets "B", "C", "Q", "R", "T", "Z" and "AA". In addition to on-street cycling infrastructure, there are also multi-use trails provided throughout the Block Plan. Altogether, the cycling infrastructure provides a continuous network, which will promote more efficient use of the transportation system and provide a greater balance in the travel modal-share by supporting cycling and "Complete Streets". The proposed cycling network is reflected in more detail on the Block 61 Traffic Management Plan.

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xi) Water Servicing

The subject lands are located within the Pressure District 6 (PD 6) of the York Water Supply System. The MESP confirms that the draft plan will be serviced within PD 6 by connecting to the Regional 750 mm diameter watermain which is currently under construction along Huntington Road. The 750 mm diameter connects to the 1800 mm diameter York-Peel Feedermain on Rutherford Road. In addition, the Draft Kleinburg-Nashville Servicing Strategy Master Plan EA Study identified the requirement for a 400 mm diameter watermain on Major Mackenzie Drive (Huntington Road to Highway 27) and a 600 mm diameter watermain on Nashville Road from Huntington Road to the existing Regional elevated tank on Highway 27. The proposed water system within the plan will connect at multiple points to the 750 mm diameter watermain along Huntington Road to provide for the necessary supply, pressure and looping for all phases of the development. It is important to note that the development within Block 61 West including this draft plan is dependant on the completion of the Regional 750 mm diameter watermain on Huntington Road, which is expected to be in service by Q3-2012.

The City's Kleinburg-Nashville Servicing Strategy Master Plan EA Study has identified the requirement for City water system improvements to service the planned growth in the community. These water system improvements will be considered for inclusion in the next update of the City's Development Charges By-laws.

xii) Sanitary Servicing

According to the Kleinburg-Nashville Servicing Strategy Master Plan EA Study, the Nashville Heights subdivision and other lands in Block 61 are to be serviced via the Woodbridge Service Area of the York-Durham Sewage System. The closest gravity sewer to the subject lands is the City's 750 mm diameter trunk sanitary sewer on Huntington Road that was recently constructed to service the employment lands in Block 64. This trunk sewer currently terminates at Trade Valley Drive, and drains into to the Regional West Rainbow Creek Sanitary Trunk.

Accordingly, the northerly extension of the Huntington Road Trunk Sewer from its current termination point at Trade Valley Drive to Major Mackenzie Drive is required to service the development in Block 61 including the subject draft plan. In 2011, the Huntington Landowners group (Huntington Landowners Trustee Inc.) entered into a servicing agreement with the City to construct a segment of the Huntington Road Trunk Sanitary Sewer extension between Rutherford Road and Major Mackenzie Drive. This segment of the trunk sewer is scheduled for completion before the end of 2011. The remaining section of the sewer extension between Trade Valley and Rutherford will need to be constructed to service the development in Block 61 including this plan.

The proposed trunk sanitary sewers internal to the plan shall be sized to accommodate external lands west and north of Block 61W as per the final conclusions and recommendations of the City-Wide Water / Waste Water Master Plan EA and associated final servicing strategy for the West Vaughan Employment Area Secondary Plan.

xiii) Sewage and Water Allocation

On May 24, 2011, Vaughan Council approved the staff recommendation to "reserve" 579 residential units for development in Block 61, of which 400 residential units were designated for Block 61 West. The Block 61 Trustee has confirmed that all 400 units will be committed to Phase 1 of the Plan of Subdivision 19T-10V004.

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on May 24, 2011, formal allocation of servicing capacity will be required in conjunction with draft plan approval. The recommended wording for allocation to 19T-10V004 is as follows:

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

IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision Application 19T-10V004 is allocated sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System for a total of 400 residential units, subject to written confirmation from the Region of York that the Kleinburg-Nashville Water Supply Project is on schedule and that adequate water supply and sewage treatment capacity is available for the Plan.”

The above noted servicing capacity is subject to the completion of the Regional improvements to the Kleinburg-Nashville Water Supply system, which is anticipated to be in-service by Q3-2012 as per the latest Region of York update. Accordingly, as a pre-condition to draft plan approval, the Owner shall enter into an agreement of no-sale with the City and the Region that restricts unit sales until servicing capacity is available, in addition to the appropriate “Holding” provision being included in the site specific zoning by-law.

The Huntington Landowners Group is currently undertaking an Inflow/Infiltration Reduction Pilot project in the City with the objective to identify additional servicing capacity for the development in Block 61.

xiv) Storm Drainage

Block 61 West is located within the Humber River watershed. The site generally slopes from north to south and currently discharges to three watercourses which are all part of the East Robinson Creek which is a tributary of the Humber River. The stormwater management Plan for Block 61 West proposes the establishment of two (2) stormwater management facilities located at the south end of the Block adjacent to Major Mackenzie Drive. The stormwater management facilities are proposed to provide quantity and quality controls for the urban stormwater runoff in the Block to the target release rates established for the Humber River watershed.

According to the MESP, the existing drainage patterns within the developments will generally be maintained under a post-development condition. A naturalized open channel is proposed to be constructed traversing the Nashville Heights development to drain the off-line stormwater management facilities and portions of the rear lot drainage. This open channel will form part of the East Robinson Creek watercourse and become a focal point in the community.

In addition, the MESP proposed the implementation of low impact development (LID) techniques to augment the water quantity and quality controls and erosion controls, which include roof leaders that drain into rainwater barrels and increased topsoil depth within the lot limits. Infiltration trenches and swales are also being proposed along the edges of the open space areas and woodlot located at the north end of the Block. These infiltration trenches will be fed with clean stormwater from rooftops via a third pipe in the road allowance or in cases where lots back on to the features via direct drainage from downspouts conveyed by overland flow over the rear yards. The hydrogeologic study for the Block concludes that the in-situ soils support the use of infiltration trenches.

As part of the engineering design and prior to the initiation of any grading on the draft plan, the Owner shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands. This report shall describe the proposed drainage system to develop the subject lands and include, but not be limited to, the following items:

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- i) Plans illustrating the proposed system and its connection into the existing storm system;
- ii) Stormwater management techniques that may be required to control minor or major flows;
- iii) Detail all external tributary lands, include the existing development(s); and,
- iv) Proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

The municipal servicing design shall conform to the approved Block 61 West Block Plan and MESP.

xv) Geotechnical

The Owner is required to submit a geotechnical investigation report and/or a slope stability report for review and approval by the City as part of the detailed engineering submission. The report(s) shall provide information about subsoil and groundwater condition and shall provide recommendations for the construction of municipal services, pavement, earthberm/safety-berm and methods for any required slope stabilization within the draft plan.

xvi) Environmental Site Assessment

On March 1, 2011, the Vaughan Development/Transportation Engineering Department confirmed the acceptance of the Environmental Site Assessment report for the proposed residential development.

xvii) Environmental Noise Impact

The Owner has provided a preliminary noise report and railway vibration report both dated November 9, 2010, that identify noise sources that will impact the draft plan as railway noise from the CP railway and roadway noise from Huntington Road, Nashville Road, Major Mackenzie Drive and the future Highway 427. These reports provide recommendations that include typical measures to develop the proposed lots and mitigate the noise sources such as single loaded roads, acoustic barriers, safety berm, air conditioning, warning clauses and potentially upgraded building components and foundations. In addition, lots abutting Huntington Road, Nashville Road, Major Mackenzie Drive and Highway 427, are being proposed with acoustic barriers ranging in heights between 1.8m to 3.6m at different locations.

The applicant is required to submit final noise and railway vibration reports for review and approval by the City as part of the detailed engineering submission when grading design is typically established. The City requires all dwelling units that abut or face a railway and/or arterial roads such as Huntington Road, Nashville Road, Major Mackenzie Drive, and the future Highway 427 shall be constructed with mandatory central air-conditioning. 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.

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xviii) Street-lighting

The design and type of street lighting in the plan shall meet City standards, which includes the illumination of the local to arterial road intersections. In April 2010, Council directed staff to undertake a review of the City's engineering design criteria and standards with respect to the use of LED luminaire technology in new developments. This review is currently underway so there may be a requirement to use of LED streetlighting in the plan. This matter will be addressed in at the detailed engineering design stage.

xix) Draft Plan

The Vaughan Development/Transportation Engineering Department has reviewed the proposal and requires the following red-lined revisions to the proposed draft plan of subdivision, as shown on Attachment #4:

- a) provide 0.3 m reserve returns at the intersection of Street "B" and Huntington Road, and Street "C" and Huntington Road as per Standard Drawing D-1; and,
- b) provide additional road widenings on Huntington Road at the intersections of Streets "B", "C", and "QQ" and "RR" to provide for turn lanes in accordance with City Standards.

The Vaughan Development/Transportation Engineering Department has no objections to the development, subject to the red-line revisions in the report, the pre-conditions, and the conditions of approval in Attachment #1.

Vaughan Cultural Services Division

The Cultural Services Division has advised that the Richard Agar House, located within the Phase 2A portion of the draft plan shown on Attachment #4, is included in the *Listing of Architectural and Historical Value*, the City of Vaughan's Register of Property of Cultural Heritage Value as per Part IV, Subsection 27 of the Ontario Heritage Act. The Richard Agar House was constructed in 1854 and features an example of early Ontario architecture, with Georgian Neo Classical and Gothic architectural characteristics. The Cultural Services Division has advised the Richard Agar House remain in its current location or be relocated within the proposed plan of subdivision, and requires a conservation plan and Letter of Credit respecting the preservation and rehabilitation of the Richard Agar House. A condition of draft approval has been included in Attachment #1 in this respect.

The Cultural Services Division has advised that the Ministry of Tourism and Culture has cleared the subject lands of any archaeological resources, subject to any archaeological resources or human remains being located during construction. This condition has been included as a condition in Attachment #1.

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the proposal, and advised that the Neighbourhood Parks (Blocks 1155, 1156 and 1157), CPR Greenway (Block 1158), and the proposed piazzas (Blocks 1170 and 1171) are acceptable to the City for ensuring adequate parkland for the draft plan. Additional parkland will be required, as shown on the Block 61 West Plan or payment will be required at a future date, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy".

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Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that the Owner has provided the required amount of parkland for the subject draft plan of subdivision lands, and therefore there will be no requirement to pay cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". This is included in the recommendation of this report and conditions of approval in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposed draft plan of subdivision, and advised in their letter to the Vaughan Policy Planning Department, dated September 6, 2011, that TRCA staff indicated that there were outstanding issues respecting the Block 61 West Block Plan/MESP technical submission and supporting studies, which must be addressed through a revision or an addendum to the reports prior to draft plan approval of the first plan of subdivision in the Block. The TRCA has indicated that they have no objection to deferring all outstanding comments on the Block Plan/MESP technical submission and supporting studies to the detailed design stage of the draft plan. The TRCA has provided conditions to address the outstanding comments that have been incorporated as conditions of draft plan approval and conditions for the zoning by-law amendment.

The Owner must address the TRCA's outstanding comments, which includes, but not limited to, the protection of the natural features, addressing the strategy associated with the realignment of Watercourse "A" and submitting the detailed plans respecting stormwater management. The TRCA staff recommends approval of Draft Plan of Subdivision File 19T-10V004, subject to the conditions of draft approval in Attachment #1.

TransCanada Pipelines Limited (TransCanada)

TransCanada advises that it has one high pressure natural gas pipelines crossing the subject lands. TransCanada reviews all development within 200 m of the pipeline facilities to ensure that development does not affect the safety and integrity of those facilities. TransCanada advises that its regulatory and development conditions are to be included as conditions of draft plan approval and in the subdivision agreement. TransCanada requires that the implementing zoning by-law for the subject lands include the following setback requirements:

- a) No permanent building or structure shall be located within 7 m of the pipeline right-of-way;
- b) Accessory structures shall have a minimum setback of 3 m from the pipeline right-of-way; and,
- c) No building or structure shall be permitted within 3 m of the pipeline right-of-way.

TransCanada conditions are included in Attachment #1.

Ministry of Transportation Ontario

The Ministry of Transportation advises that the environmental approval for the extension of Highway 427 from Regional Road 7 to Major Mackenzie Drive has recently been completed. A further extension of Highway 427 north of Major Mackenzie Drive is not part of the Province's Growth Plan and, as such, is not being considered at this time. However, the Highway 427 extension north of Major Mackenzie Drive is identified as a "Planning for the Future" project in the Ministry's Southern Highways Program for 2011 to 2015.

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Earlier, the Ministry advised that they object to the proposed location of the direct access opposite the Highway 427 northbound off-ramp due to concerns regarding the traffic operations, intersection capacity and interchange ramp operations, as detailed in the Ministry's *427 Transportation Corridor Environmental Assessment Report*, dated January 29, 2010.

However, the Ministry has now reviewed the Traffic Report for the Nashville Community, where the analysis indicates that a single road connection to Major Mackenzie Drive approximately 650 m east of the Highway 427 ramp terminal can operate at an acceptable level of service with a double eastbound left turn and single southbound left turn lane arrangement (no direct access), which is to be included in the conditions of draft plan approval. The Ministry advises that the Owner is required to provide the Ministry with a stormwater management report, and grading and servicing plans, addressing the intended treatment of calculated stormwater runoff. A condition to this effect is included in Attachment #1.

Canadian Pacific Railway (CPR)

Canadian Pacific Railway is not in favour of residential developments adjacent to their right-of-way located adjacent to their MacTier Subdivision, which is classified as a principle main line, as this land use is not compatible with railway operations. CPR has indicated their concern that the health, safety and welfare of future residents could be adversely affected by railway activities.

However, to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, CPR requires that its requirements, including providing a 30 m building setback from the railway right-of-way be included as conditions of draft approval. The setback requirement is to be included in the proposed Zoning By-law, and CPR's conditions respecting safety concerns are included in Attachment #1.

Metrolinx (Formerly GO Transit)

Metrolinx has reviewed the proposal and advises that they completed a study in December 2010 examining the feasibility for commuter rail service to Bolton, which would make use of the existing and adjacent CP rail corridor. The study determined that it is technically feasible to provide peak direction rail service, but this would come at a considerable cost and would serve a relatively small amount of forecasted riders. Given these circumstances, in combination with competing priorities as well as the fact that Bolton service is not in Metrolinx's 15-year plan, Metrolinx will not be pursuing additional analyses at this time. Metrolinx are, however, supportive of any action on the part of area municipalities to protect station sites.

Metrolinx further advises that the updated *Environmental Noise Feasibility Study*, dated November 9, 2010, by Valcoustics Canada, does not include GO Transit rail traffic associated with the Bolton service. As noted above, the implementation date and scope of service have yet to be finalized. Regardless of these circumstances, an analysis to ensure that any noise associated with potential GO service, shown on Attachment #4, is suitably mitigated by any recommended measures must be provided. The consultant must contact Metrolinx for additional information in this regard so that the acoustic analysis can be updated as appropriate. Metrolinx also states that *The Railway Vibration Analysis*, dated November 9, 2010, by Valcoustics Canada, identifies mitigation requirements for some residential dwellings on the development lands. The consultant must confirm if the analysis suitably captures potential vibration levels associated with GO trains. The requirements for further analysis are included in the conditions of approval in Attachment #1.

With respect to the commercial block proposed on the subject lands just west of the proposed GO station, Metrolinx encourages the Owner to incorporate transit-oriented development features to the greatest degree possible, promoting access by pedestrians and cyclists while discouraging private automobile use (minimizing parking).

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School Boards

i) York Catholic District School Board

The York Catholic District School Board has advised that they require an elementary school site (Block 1154), which is 2.8 ha in size. The proposed school site is adjacent to a proposed neighbourhood park. The location of the proposed school site meets the School Board's requirements with respect to the lands abutting two street frontages and a site area of 2.8 ha. The York Catholic District School Board is satisfied with the proposed site, subject to the conditions of approval in Attachment #1.

ii) York Region District (Public) School Board/Conseil Scolaire de District Catholique Centre- Sud

The York Region District (Public) School Board and the Conseil Scolaire de District Catholique Centre-Sud have reviewed the applications and advise that they have no objection to the proposal.

Enbridge Gas Distribution

Enbridge Gas Distribution has reviewed the proposal and has no objections to the applications. Enbridge advises that at this time, there is not a commitment by Enbridge Gas Distribution to service this site, or to service this site by a given date or that there will be no costs for servicing this site. The Owner is to contact the Enbridge Customer Connections Department at their earliest convenience to discuss installation and clearance requirements for service and metering facilities. This is included in the conditions of approval in Attachment #1.

Canada Post

Canada Post has no objections to the proposal subject to the Owner installing mail facilities and equipment to the satisfaction of Canada Post, which will be subject to the conditions of approval in Attachment #1.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Region of York provides the following comments:

1. Inflow and Infiltration Reduction Pilot Program

The Owner will be participating in a pilot program aimed at the reduction of inflow and infiltration on a local municipal-wide basis. The program will award supplementary water and sanitary servicing allocation to this development where there has been a measured and proven reduction in inflow and infiltration into the local municipal and regional wastewater system. The Owner is required to execute a tri-party agreement with York Region and the City of Vaughan agreeing to the terms of the Inflow and Infiltration Reduction Pilot Program. This program contributes to the requirements of the MOE approval for the Southeast Collector Sewer to reduce wastewater flows through water conservation and inflow and infiltration reduction.

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2. Water and Sanitary Servicing

The City of Vaughan is currently undertaking a master servicing plan for the community of Nashville-Kleinburg to determine how to best meet the needs of the growth within the community including the Block 61 West lands and others. This development will be serviced by municipal water supply and municipal wastewater collection. York Region is currently undertaking projects to increase the water supply and wastewater treatment capacity in the Kleinburg area.

a) Water Supply

The Environmental Assessment (EA) to increase the Regional water servicing capacity in Kleinburg was completed to service a planned community up to approximately 7,700 people including those connected to the current system. The recommended solution in the EA was the following:

i) Additional Water Supply Works in Kleinburg - Q2 2012 expected completion

This application (File 19T-10V04) lies within the Block 61 West area. The area was considered “rural” in the EA completed for water supply. Accordingly, with the increased densities proposed in Kleinburg, additional servicing capacity may be required. However, this development may be serviced by the infrastructure identified in the current EA, provided the City of Vaughan allocates to it.

b) Sanitary Servicing

The Environmental Assessment (EA) for increasing the Regional wastewater servicing capacity in Kleinburg was completed to service a planned community up to approximately 7,500 people, including those hooked up to the current system. The recommended solution in the EA was the following:

i) Kleinburg WPCP Expansion - Q4 2011 expected completion

This application (19T-10V04) lies within the Block 61 West area. The area was considered “rural” in the recently completed EA for sanitary servicing. Accordingly, with the increased densities proposed in Kleinburg, additional servicing capacity may be required. However, this development may be serviced by the infrastructure identified in the current EA, provided the City of Vaughan allocates to it. If the City does not fully allocate to it, the development will have to be provided additional servicing capacity by a further expansion to the sewage treatment plant, a connection to the YDSS or another feasible alternative. An EA is currently ongoing to determine the best solution and the expected project construction completion date is as follows:

ii) West Vaughan Sewage Servicing - 2017 expected completion

On May 10, 2011, the City of Vaughan Council passed a resolution reserving capacity for Block 61 from the York Sewage Servicing/Water Supply System for a total of 1,969 persons equivalent. Further, it is understood that the Owner has agreed to an inflow and infiltration pilot program which may result in additional capacity being made available to this proposed development. The amount of servicing capacity to be made available will depend on the level of reduction achieved through this pilot program. Servicing capacity for this development beyond what is achieved through the Inflow and Infiltration Reduction Pilot Program will come from allocation to be made available upon completion of the Southeast Collector Sewer (expected completion date - late 2014). The timing of this infrastructure is the current estimate and may change as the infrastructure project progresses and is provided for information purposes only.

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In accordance with York Region's servicing protocol respecting draft plans receiving approval prior to servicing allocation being available, staff request that all residential lands be subject to various restrictions (i.e., Holding Symbol "(H)") to ensure that the water and sewer servicing are available prior to occupancy. These restrictions are found within the requested pre-conditions (to be satisfied prior to or concurrent with draft plan approval) and schedule of conditions below. In addition, York Region requests that the City of Vaughan apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

3. Transportation

a) Realignment of Major Mackenzie Drive West

Portions of land within the proposed draft plan lie within the Major Mackenzie Drive Alignment Special Study Area of OPA #699. The Special Study Area is intended to restrict development until the alignment of the extension of Highway 427 and the re-alignment of Major Mackenzie Drive West have been determined. Policy 4.5.2.4 (4) of OPA 699, as modified and approved by the Region, stipulates that prior to draft approval of a plan of subdivision the extent and delineation of land uses within the Major Mackenzie Drive Alignment Special Study Area shall coincide with the preferred alignment of Major Mackenzie Drive West as identified through an Environmental Assessment. Even with the Environmental Assessment substantially complete, Regional staff are unable to accurately identify all land requirements within the Special Study Area. Accordingly, staff recommend that prior to the registration of land within the Special Study Area, the Region shall confirm that the limits of development are consistent with the detailed design for the realignment.

Nevertheless, it is understood that the stormwater management ponds within the Major Mackenzie Drive Alignment Special Study Area are required as part of Phase 1 of this development. Regional staff will permit the registration of lands which include the stormwater management ponds, with the understanding that any property required from these blocks for road purposes shall be conveyed to the Region free of all costs and encumbrances, and furthermore alterations required to the temporary stormwater management facilities as a result of the re-alignment of Major Mackenzie Drive West shall be undertaken by the applicant and at no cost to York Region.

b) Realignment of Huntington Road

Subsection 4.5.2.4 1) v) of the modified and approved OPA #699 stipulates that Huntington Road, between Major Mackenzie Drive and the existing Huntington Road shall be aligned in a continuous manner. The proposed draft plan does not conform to this policy. Accordingly, Regional staff are requesting, as a condition of draft approval, that the Medium Density Residential Block 1111 and Landscape Buffers Block 1181 shall not be released for registration until Regional staff confirm that a design for Huntington Road, between Major Mackenzie Drive and the existing Huntington Road, which identifies all necessary land requirements, has been complete. A portion of these blocks may be registered, if the lands to be registered do not preclude the ability to provide a continuous Huntington Road connection.

Regional Infrastructure Planning Branch staff have reviewed the Phase 1 Traffic Impact Assessment and Transportation Management Plan and Travel Demand Management Plan and require that their concerns included as conditions of draft plan approval in Attachment #1, be addressed.

York Region has no objection to draft plan approval of the plan of subdivision subject to the attached schedule of pre-conditions and conditions of approval in Attachment #1.

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Conclusion

The Zoning By-law Amendment and Draft Plan of Subdivision applications propose to implement a development which meets the objectives of the Provincial policies, and Regional and City Official Plan policies for the efficient use of developable land, which provides sustainable community objectives that can be implemented through neighbourhood designs that provide bicycling and walking opportunities, ensures neighbourhood connectivity to the broader community, and provides water and energy efficiencies, energy alternatives and green building design and site development. The sustainable objectives for the subject lands propose low impact development (LID) measures such as infiltration trenches.

The draft plan of subdivision proposes residential, mixed-use residential and commercial, elementary school, park and open space uses on 87.92 ha for the Phase 1, 2A and 2B lands. The uses and density proposed for the subject lands conform to the Official Plan. The implementing Zoning By-law will zone the development with the Holding Symbol "(H)", which will not be removed until the water supply and sewage servicing capacity is identified. Conditions of draft plan of subdivision approval are included in Attachment #1 to address the detailed design work respecting transportation and the protection of ecological features.

The Vaughan Development Planning Department is satisfied that the proposed development as shown on Attachment #4 is appropriate and compatible with the existing and permitted uses in the surrounding area and can be developed in a manner that is appropriate and compatible with the existing community. The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed Draft Plan of Subdivision as red-line revised, subject to the recommendations in this report, and the pre-conditions and conditions of approval as set out in Attachment #1.

Attachments

1. Pre-Conditions and Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-10V004 - Redline Revised
5. Proposed Zoning - Plan of Subdivision File 19T-10V004
6. Block 61 West Plan
7. OPA #699 Land Use Schedule

Report prepared by:

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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 17, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

**17 ALLWAY STOP CONTROL AT MARIA ANTONIA ROAD AND AMYWOOD ROAD
 AS WELL AS MARIA ANTONIA ROAD AND VIA CAMPANILE**

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Councillor Defrancesca, dated November 15, 2011:

Member's Resolution

Whereas, a number of residents from Maria Antonia Road have met with staff onsite to communicate concerns regarding safety issues with this section of road

Whereas, Maria Antonia Road is a primary feeder roadway that intersects with Via Campanile that has recently opened up to Major Mackenzie Road

Whereas, this subdivision found within Block 39 is still an area under development, with much development to occur in and around these intersections

It is therefore recommended that an allway stop control be installed at the intersection of Maria Antonia Road and Amywood Road as well as Maria Antonia Road and Via Campanile

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Item 18, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

18

MAYOR'S 2011 GALA AND GOLF CLASSIC

The Committee of the Whole recommends approval of the recommendation contained in the following resolution submitted by Mayor Bevilacqua, dated November 15, 2011:

Member's Resolution

Whereas, the City is committed to the development of the hospital in Vaughan; and

Whereas, on May 3, 2011 Council resolved that recipients for the net proceeds raised from the City of Vaughan 2011 Mayor's Gala and the Mayor's Golf Classic, include the Vaughan Health Care Foundation;

Whereas, the funds for the recommendation are available from the net proceeds of the 2011 Mayor's Gala and 2011 Mayor's Golf Classic; and

Whereas, allocating a portion of the proceeds from the 2011 Mayor's Gala and Golf Classic to support the construction of the hospital in Vaughan reconfirms the City's commitment to this important undertaking,

It is therefore recommended:

1. THAT \$200,000, being a portion of the proceeds from the 2011 Mayor's Gala and the Mayor's Golf Classic, be donated to the Vaughan Health Care Foundation towards the cost of construction of the Vaughan hospital and counted towards the \$200 million capital campaign; and
2. That a communication plan which includes a cheque presentation and a media release be developed.

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Item 19, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

19

VAUGHAN PUBLIC LIBRARIES

The Committee of the Whole recommends that this matter be referred to the Vaughan Public Library Board.

Member's Resolution

Whereas, there have been discussions with respect to the need for library services in Block 39 (Vellore Village), adjacent to the Vellore Village Community Centre;

Whereas, the Library Board has recently requested that the City pursue any opportunities with respect to the possibility of this library;

It is therefore recommended that the City of Vaughan undertake a feasibility study regarding the addition of a library to be built adjacent to the Vellore Village Community Centre, and that a report is brought back to the Council within six months.

Attachments

Letter from Vaughan Public Libraries dated November 2, 2011

(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 20, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

20 CEREMONIAL PRESENTATION – CP24 CHUM CITY CHRISTMAS WISH

The Mayor introduced the CP24 Chum Christmas Wish, a Citywide initiative and reported with respect to the kick-off at St. John Bosco Catholic Elementary School.

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Item 21, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

**21 DEPUTATION – MR. MARK MALINOWICZ, UJA FEDERATION
 WITH RESPECT TO SIGN VARIANCE APPLICATION**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. David Sadowski, UJA Federation of Greater Toronto, 4600 Bathurst Street, Toronto, M2R 3V2, be received and referred to staff for a report to be brought to the Committee of the Whole meeting of January 17, 2012; and**
- 2) That Communications C1, dated October 26, 2011 and C6 from Mr. Mark Malinowicz, be received.**

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Item 22, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

22

NEW BUSINESS – STAFF ATTENDANCE AT MEETING

The Committee of the Whole recommends staff be permitted to attend a community meeting in December 2011 or January 2012 to address issues concerning the community regarding parking in Ward 3.

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

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Item 23, Report No. 50, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 29, 2011.

**23 COMMITTEE OF THE WHOLE (CLOSED SESSION) RESOLUTION
NOVEMBER 15, 2011**

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

1. **WARD 4 CIVIC HERO AWARD 2011**
(personal matters about an identifiable individual)
2. **PROPERTY MATTER
SALE OF CITY LANDS PART OF RIGHT OF WAY
PART OF LOT 34, CONCESSION 1
BEING PART 2 PLAN 65R-19817 – WARD 5**
(acquisition or disposition of land)
3. **CONTRIBUTION AGREEMENT BETWEEN THE
CITY OF VAUGHAN AND THE VAUGHAN HEALTH CAMPUS OF CARE
LEGAL ADVICE SUBJECT TO SOLICITOR/CLIENT PRIVILEGE**
(advice subject to solicitor-client privilege)
4. **PROPERTY MATTER
ACQUISITION OF LANDS
NORTH MAPLE REGIONAL PARK – WARD 1**
(acquisition or disposition of land)
5. **APPOINTMENT OF TWO NEW MEMBERS AND REVISION TO THE TERMS OF
REFERENCE FOR THE TASK FORCE ON THE CITY'S ROLE IN FESTIVALS AND
COMMUNITY EVENTS**
(personal matters about identifiable individuals)
6. **SECURITY OF CONFIDENTIAL COMMUNICATIONS**
(security of the property of the municipality or local board)
7. **MEMBERSHIP INCREASE AND REVISION TO THE TERMS OF REFERENCE
FOR THE TELECOMMUNICATION FACILITY SITING PROTOCOL TASK FORCE**
(personal matters about identifiable individuals)