



**CITY OF VAUGHAN
COUNCIL MINUTES
APRIL 15, 2002**

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CITY OF VAUGHAN

COUNCIL MEETING

MONDAY, APRIL 15, 2002

MINUTES

1:00 P.M.

Council convened in the Municipal Council Chambers in Vaughan, Ontario, at 1:55 p.m.

The following members were present:

Acting Mayor M. Di Biase, Chair
Regional Councillor J. Frustaglio
Councillor B. Di Vona
Councillor M. Ferri
Councillor S. Kadis
Councillor M. G. Racco
Councillor G. Rosati

ONE MINUTE SILENCE

Members of Council individually paid tribute to the late Mayor Lorna D. Jackson and commended staff for their efforts in organizing her funeral service. Vaughan Council observed a moment of silence in remembrance of the late Mayor.

PRESENTATION

The following staff volunteers were recognized for their contribution to a successful 2001 United Way Campaign:

Angela Addario-Petruzzo	Paula Gennara
Karen Cameron	Heather Heagle
Mirella Compagno	Gareth Leung
Rick DeMedeiros	Lucy Marone
Rose DePaolis	Guilia Morra
Antonette DiNovo	Lidia Mastrolacasa
Sue Fox	Dee Sutters
Michael Frieri	Mary Rita

The 2001 target was surpassed with \$14,000 raised through various fund-raising events and payroll deductions. Staff volunteers present received a Certificate of Appreciation from Acting Mayor Di Biase.

MOVED by Councillor Racco
seconded by Regional Councillor Frustaglio

THAT the Rules of Procedure with respect to start time be waived to permit the meeting to commence at 1:55 p.m.

CARRIED

95. CONFIRMATION OF AGENDA

MOVED by Regional Councillor Frustaglio
seconded by Councillor Ferri

COUNCIL MEETING MINUTES – APRIL 15 2002

THAT the agenda be confirmed.

CARRIED

MOVED by Regional Councillor Frustaglio
seconded by Councillor Ferri

THAT Council resolve into Committee of the Whole for the purpose of dealing with the Committee of the Whole, April 8, 2002 Agenda.

CARRIED

Council recessed at 2:00 p.m.

MOVED by Councillor Racco
seconded by Regional Councillor Frustaglio

THAT Council reconvene at 4:26 p.m.

CARRIED

Council reconvened at 4:26 p.m. with all members present.

96. DISCLOSURE OF INTEREST

There was no disclosure of interest by any member.

97. ADOPTION OR CORRECTION OF MINUTES

MOVED by Councillor Kadis
seconded by Councillor Di Vona

THAT the Minutes of the meeting of March 18, 2002 be adopted as presented.

CARRIED

98. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION

The following item was identified for separate discussion:

Special Committee of the Whole (Closed Session) Report No. 23

Item 1

MOVED by Councillor Di Vona
seconded by Councillor Ferri

THAT Items 1 to 3 of the Committee of the Whole (Working Session) Report No. 22 BE APPROVED and the recommendations therein be adopted;

THAT Items 1 to 2 of the Special Committee of the Whole (Closed Session) Report No. 23, with the exception of the item identified for separate discussion, BE APPROVED and the recommendations

therein be adopted;

THAT Items 1 to 9 of the Special Committee of the Whole (Closed Session) Report No.27 BE APPROVED and the recommendations therein be adopted; and

THAT Items 1 to 42 of the Committee of the Whole Report No. 28 BE APPROVED and the recommendations therein be adopted.

CARRIED

99. CONSIDERATION OF ITEMS REQUIRING SEPARATE DISCUSSION

SPECIAL COMMITTEE OF THE WHOLE (CLOSED SESSION) REPORT NO. 23

(Refer to Committee Report for complete recommendations and documentation on all Committee items.)

ITEM - 1 COMPENSATION REVIEW

MOVED by Councillor Di Vona
seconded by Regional Councillor Frustaglio

THAT Item 1, Special Committee of the Whole (Closed Session) Report No. 23 be adopted, and amended, as follows:

By receiving the confidential memorandum from the Commissioner of Corporate Services, dated April 15, 2002.

CARRIED

MOVED by Councillor Di Vona
seconded by Regional Councillor Frustaglio

THAT the provisions of the Council remuneration by-law respecting remuneration of Members of Council other than the Mayor shall not apply to the Councillor for Ward 5 for the 2000 – 2003 term, and the remuneration for said Councillor for said term shall remain at \$38,005.00.

CARRIED

(Please also refer to Minute No.108).

SPECIAL COMMITTEE OF THE WHOLE (CLOSED SESSION) REPORT NO. 27

**100. WOODBRIIDGE PALLET LTD./SEASONAL TREASURES INC.
9230 ISLINGTON AVENUE**

Item 1, Special Committee of the Whole (Closed Session) Report No. 27
(Please refer to Minute No. 98)

The Special Committee of the Whole (Closed Session) recommends:

- 1) **That no further investigation be conducted regarding the request from the Wycliffe Ratepayers Association;**
- 2) **That the City Clerk forward a letter to the Wycliffe Ratepayers Association to provide information as approved by Council; and**

- 3) That the report of the Director of Legal Services and the Solicitor/Litigation dated April 8, 2002 be received.

101. TRAFFIC ENFORCEMENT

Item 2, Special Committee of the Whole (Closed Session) Report No. 27
(Please refer to Minute No. 98)

- 1) That Council adopt the resolution of the Town of Markham dated February 26, 2002 regarding Highway Traffic Act enforcement by municipalities;
- 2) That Vaughan's resolution be forwarded to the Regional Municipality of York Police Services Board; and
- 3) That up to five by-law enforcement officers be hired for parking enforcement and parks patrol subject to a report being received from the Senior Manager - By-law Enforcement indicating that the hiring would be revenue-neutral.

102. BASEMENT APARTMENTS

Item 3, Special Committee of the Whole (Closed Session) Report No. 27
(Please refer to Minute No. 98)

The Special Committee of the Whole (Closed Session) recommends that the confidential recommendation of the Special Committee of the Whole (Closed Session) be approved.

**103. ONTARIO MUNICIPAL BOARD HEARING
JANESVILLE DEVELOPMENT LIMITED
531 ATKINSON AVENUE
VARIANCE APPLICATION FILE A128/01**

Item 4, Special Committee of the Whole (Closed Session) Report No. 27
(Please refer to Minute No. 98)

The Special Committee of the Whole (Closed Session) recommends that staff attend the Ontario Municipal Board Hearing in support of the Committee of Adjustment's refusal.
(Please also refer to Minute No. 135)

104. METHANE MONITORING – MELVILLE PARK

Item 5, Special Committee of the Whole (Closed Session) Report No. 27
(Please refer to Minute No. 98)

The Special Committee of the Whole (Closed Session) recommends that the confidential recommendation of the Special Committee of the Whole (Closed Session) be approved.

105. 2002 VAUGHAN BUSINESS ACHIEVEMENT AWARDS

Item 6, Special Committee of the Whole (Closed Session) Report No. 27
(Please refer to Minute No. 98)

The Special Committee of the Whole (Closed Session) recommends that Council approve and support the nomination of Weston Consulting Group Inc., as the recipient of the "2002 Mayor's Corporate Community Involvement Award".

106. **PERSONNEL MATTER – CORRESPONDENCE FROM COUNCILLOR DI VONA**

Item 7, Special Committee of the Whole (Closed Session) Report No. 27
(Please refer to Minute No. 98)

The Special Committee of the Whole (Closed Session) recommends that the confidential recommendation of the Special Committee of the Whole (Closed Session) be approved.

107. **DIRECTORS OF HUMAN RESOURCES AND PARKS INTERVIEW**

Item 8, Special Committee of the Whole (Closed Session) Report No. 27
(Please refer to Minute No. 98)

The Special Committee of the Whole (Closed Session) recommends:

- 1) **That Councillors Rosati and Ferri participate in the interviews for the Director of Human Resources; and**
- 2) **That Acting Mayor Di Biase and Councillors Rosati and Ferri participate in the interviews for the Director of Parks.**

108. **COMPENSATION REVIEW**

Item 9, Special Committee of the Whole (Closed Session) Report No. 27
(Please refer to Minute No. 98)

The Special Committee of the Whole (Closed Session) recommends that the confidential recommendation of the Special Committee of the Whole (Closed Session) be approved.

(Please also refer to Minute No. 99).

COMMITTEE OF THE WHOLE REPORT NO. 28

109. **STAFF ATTENDANCE AT COMMUNITY MEETING**

Item 1, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Racco, dated April 8, 2002:

Recommendation

Councillor Mario G. Racco recommends:

THAT Staff be directed to attend a community meeting in respect of applications OP.02.002 and Z.01.084 (Algem Properties Ltd.).

Location

Southeast corner of Dufferin Street and King High Drive, being Part of Lots 57 and 58 on Registered Plan 3541, 7851 Dufferin Street, in Lot 6, Concession 2, City of Vaughan.

Background

A statutory public hearing was held on February 18, 2002, to consider applications to amend the Official Plan and Zoning By-law, to redesignate and rezone a 0.268 ha property from residential to commercial. The purpose of the applications was to facilitate a 989 sq m (including basement) 2-

storey business and professional office building, with limited retail commercial uses on the ground floor.

Further to the public hearing, I wish to hold a community meeting for the surrounding residents and would like Staff to attend this meeting. The details of the meeting date, place and time are being determined by my office.

**110. REQUEST FOR FENCE HEIGHT EXEMPTION
74 HAMMERSTONE CRESCENT**

Item 2, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends:

- 1) **That this matter be deferred to the Committee of the Whole meeting on April 22, 2002, to provide the Local Councillor an opportunity to meet with both parties; and**
- 2) **That the following deputations be received:**
 - a) **Mr. Leon Levy, 74 Hammerstone Crescent, Thornhill, L4J 8B4; and**
 - b) **Mr. Farrel Potok, 78 Hammerstone Crescent, Thornhill, L4J 8B4.**

Recommendation

The City Clerk requests direction on this matter.

Purpose

To grant a fence height exemption pursuant to Section 3.5 of By-Law 80-90.

Background - Analysis and Options

The owner of the above noted property has requested an exemption to the existing fence height restrictions pursuant to Section 3.5 of By-Law 80-90 to permit the maintenance of an existing front yard fence. The by-law permits a fence height of four feet (4') feet in the front yard.

The fence consists of five sections running from the front corner of the house to the front property line. Each section has been measured by the by-law enforcement officer.

The average height of the fence boards for each section is as follows:

- | | |
|------------------------|------------------------------------|
| Section –1-49 ½ inches | |
| 2-48 ¾ inches | |
| 3-50 inches | |
| 4-50 ¼ inches | |
| 5-50 ¾ inches | Average board height - 49 ¾ inches |

There are five supporting posts the height of which are as follows:

- | |
|---------------------|
| Post 1- 54 ½ inches |
| 2- 54 ¾ inches |
| 3- 56 ¾ inches |
| 4- 59 ½ inches |

5- 58 inches

The average height of the posts is 56 ¾ inches which exceeds the maximum height permitted by approximately 8 ¾ inches.

Conclusion

Council direction is required as to whether a fence height exemption should be granted.

Attachments

1. Three photographs of the subject fence.

Report prepared by:

Joseph A.V. Chiarelli
Manager Special Projects, Licensing and Permits

(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.)

111. **ANNUAL REPORT – 2001**
MUNICIPAL FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT
Item 3, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 8, 2002:

Recommendation

The City Clerk recommends:

That this report be received for information purposes.

Purpose

This report provides a general up-date for the year 2001 concerning the City of Vaughan's experience under the Municipal Freedom of Information and Protection of Privacy Act (the Act).

Background - Analysis and Options

The Municipal Freedom of Information and Protection of Privacy Act applies to all municipalities, local boards and commissions. This legislation is based on the principles that information held by the City should be available to the public, necessary exemptions from this right of access should be limited and specific, decisions on the disclosure of information should be open to independent review, and the City must protect personal information under its custody and control and provide individuals with a right of access to that information. Only when someone is denied access to a record should a request in writing be submitted under the Act. When this occurs, the provisions of the Act will come into play and certain procedures must then be followed.

The City must respond to a request within 30 days. A \$5.00 access fee must be paid with each formal freedom of information access request to obtain general records or records contained within a personal information bank. The City may charge fees to locate and prepare records for disclosure. Recorded information includes hard copy records, electronic records, sound recordings, video tapes, etc.

The public has a right of access to records held by the City of Vaughan. Exemptions to this right of access should be limited and specific. Refusal to disclose a record may result in an investigation by the Office of the Information and Privacy Commissioner/Ontario. The record must be disclosed unless the Act specifically states that disclosure can be refused. In the event that portions of a record are exempted from disclosure, the City must make a reasonable effort to extract those portions and disclose the remainder of the record as requested. There are two types of exemptions, mandatory and discretionary. When the exemption is mandatory, the City shall not disclose the record. Mandatory exemptions include relations with other government agencies, third party information and personal information. When the exemption is discretionary, the City may disclose the record. Discretionary exemptions include draft by-laws, record of closed meetings, advice or recommendations, law enforcement, economic and other interests, solicitor/client privilege, danger to safety or health and information soon to be published.

Personal information must be retained as prescribed by the Act to permit the individual to whom the information relates access to it. City staff shall not disclose personal information under its custody and control unless the Act specifically authorizes the disclosure. Section 36 of the Act provides that a person has a right of access to their personal information under the City's custody and control and the right to correct the information where the individual believes there is an error or omission.

Every City employee has been made aware of the basic principles of the Act. Training sessions have been held with staff to determine which records should be routinely disclosed and which records can only be disclosed through a formal access request. The Records Management Coordinator is available to assist staff in this regard.

THE CITY OF VAUGHAN EXPERIENCE FOR 2001

The City of Vaughan received twenty-nine formal access requests for information under the Act. Information was requested on a variety of topics including building permits and inspections, by-law enforcement investigations, fire inspections, various City prosecutions, etc. Twenty-eight access requests were received for access to general records. One request was received for records contained within a personal information bank. This request was for an employee personnel file. The number of requests is consistent with the number of requests received during the past five years as shown in Figure 1.

Figure 1

Year	1997	1998	1999	2000	2001
Number of General Requests	22	10	13	24	28
Number of Personal Information Requests	1	1	0	2	1
Total Number of Access Requests	23	11	13	26	29

Most requests were received from individuals. Ninety percent of the requests were processed within 30 days. An extension of time was required in a few instances due to the volume of records requested, the complexity of the request or it was necessary to consult with some outside of the organization prior to making a disclosure decision. There were two appeals to the Office of the Information and Privacy Commissioner/Ontario. These appeals have not been resolved. The City of Vaughan collected \$395.00 in fees pursuant to the Act. In 2001, the Records Management

Coordinator allocated about twenty percent of his time to perform necessary duties under the Act at an annual cost of about \$12,000.00.

Conclusion

The City of Vaughan received 28 access requests in 2001. This is normal volume. We continue to respond successfully to the formal access requests that we receive under the Municipal Freedom of Information and Protection of Privacy Act.

Attachments

A copy of the Information and Privacy Commissioner/Ontario 2001 Annual Report for the City of Vaughan is attached for information purposes.

Report prepared by:

Ray Barber
Records Management Coordinator

(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.)

112. FESTIVAL OF THE ARTS – APPOINTMENT OF A FESTIVAL AD HOC COMMITTEE

Item 4, Committee of the Whole Report No. 28
((Please refer to Minute No. 98))

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 8, 2002:

Recommendation

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

That Council approve a Festival of the Arts to be held on October 27, 2002 at the City Playhouse Theatre;

That staff proceed with the recruitment of 10 to 12 community members for appointment to the Festival of the Arts ad hoc committee; and

That Councillor Susan Kadis be appointed to the Festival of the Arts ad hoc committee as Council's representative.

Purpose

To seek Council endorsement of the Festival of the Arts and approval to establish the Festival of the Arts ad hoc committee.

Background - Analysis and Options

During the last appointment of statutory and advisory committees, few applications were received for appointment to the Arts and Culture Advisory Committee, a committee first established in 1993 to support and promote the City's arts and culture community. Throughout the years, the committee achieved a number of goals including the production and distribution of a York Region arts directory, an arts and Culture newsletter and an enhanced relationship with the McMichael Canadian Art Collection. In addition, for two consecutive years, the Arts and Culture Committee organized the

Festival of the Arts, an event held at the City Playhouse Theatre, that showcased the City's visual and performing artists.

The last Festival of the Arts, in 2000, was a successful event with over 50 Vaughan artists participating in the Festival and receiving hundreds of visitors to the event. Local artists received great visibility in the community and had an opportunity to network with other artists. Additionally, artists and performers had a chance to sell their artwork or recording C.D.s. Overall, the event received positive feedback from both artists and visitors alike.

Recognizing the Festival's significance and its support in the community, Council resolved the following at its April 17, 2001 meeting: "That the standing Arts and Culture Committee be replaced with an ad hoc committee dedicated to the production of one annual event such as the Festival of the Arts and that Councillor Kadis be appointed to this committee."

A budget of \$7,000 has been assigned to the 2002 Operating Budget for the Festival's production. The appointed Festival of the Arts ad hoc committee may also fundraise for any additional monies required for the Festival.

Conclusion

It is, therefore, recommended that an ad hoc committee be established that will be dedicated to the production of the 2002 Festival of the Arts. Staff will advertise for appointees to sit on the Festival of the Arts ad hoc committee in local newspapers and contact former Arts and Culture Committee members and other community members to seek out interested individuals for appointment to the Festival of the Arts ad hoc committee. Furthermore, it is recommended that Councillor Susan Kadis be appointed to the Festival of the Arts ad hoc committee as Council's representative as directed by Council's April 17, 2001 resolution.

Attachments

None

Report prepared by

Joyce Epstein, Director of Recreation and Culture.

**113. WOODBIDGE EXPANSION AREA OPEN SPACE
PERMISSION TO HOLD A PLANTING DAY BY A COMMUNITY GROUP**

Item 5, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 8, 2002:

Recommendation

The Commissioner of Community Services in consultation with the Commissioner of Planning recommends:

That the Woodbridge Expansion Open Space Community Action Site Committee be permitted to plant within the open space as part of their community stewardship activities.

Purpose

To provide permission to the Woodbridge Open Space Community Action Site (WEOS) Committee to undertake a planting day in May 2002 on city owned lands at Regional Road 27 and Rutherford Road.

Background - Analysis and Options

The Woodbridge open space lands referred to in the request were acquired by the City of Vaughan as a part of the development of the Woodbridge Expansion Area. The subject parcel is at the northeast corner of Regional Road 27 and Rutherford Road. These lands are contained within the study area for the Regional Road 27 Valley Corridor Study. Since the study is ongoing, permission to undertake the planting prior to the completion and approval of the final study is being sought.

The location of the proposed planting is well away from any residential property boundaries and is in keeping with the recommendations of the Background Study for OPA 601, the precursor to the current Study process.

The T.R.C.A. Watershed Management Advisory Board approved this site as an Action Site at the February 8, 2002 meeting, and funding and services will be provided by the T.R.C.A. for the event. City staff have consulted with the WEOS Committee and are supportive of activities of this nature to promote stewardship of the open space by the community.

Conclusion

Staff recommend that permission be granted to the WEOS Committee to undertake a planting event in the Woodbridge Expansion Area Open Space.

Attachments

1. Resolution A35/02 T.R.C.A. Watershed Management Advisory Board
2. Letter from WEOS Community Action Site Committee

Report prepared by:

Linda Laflamme, Landscape Architect, ext. 3210

(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.)

114. SOCCER FIELD POLICIES

Item 6, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 8, 2002:

Recommendation

The Commissioner of Community Services in consultation with the Executive Director of Building Facilities and Parks recommends that Council approve the following policies.

- a) Wet Field (Revised from 1996)
- b) Managing Use On Premium Fields

Purpose

To address the overuse of premium fields and to extend the life of the turf and reduce maintenance costs/repair on all fields.

Background

On March 19, 2002, a meeting was held with the Soccer Club Representatives, Members of Council and Staff to discuss soccer usage on soccer fields with a view to maximize the life of the turf and reduce costs. The two policies were discussed and the clubs had an opportunity to provide input.

The original Wet Field Policy was revised to reflect the following changes from the original 1996 policy:

- a) Increased communication to club presidents with respect to closures via hot line number, signage on fields, locked gates and night supervision
- b) Clubs not complying will be required to meet with senior management to discuss compensation for damaged field and they may be subject to fines.
- c) Major Tournaments involving out of town teams may be played on senior practice fields as a last resort.

The premium fields are used heavily throughout the week and on the weekends. Although maintenance standards are high on these fields, they cannot withstand the constant play without showing stress. Most clubs are in agreement with staff that regulation of the fields is necessary to reduce excessive wear and soil compaction and maintain a high quality of turf.

The Managing Use on Premium Fields new policy is designed to reduce overuse on the premium fields. A premium field is defined as a senior size regulation field that is fenced, irrigated, lit for nighttime use, and is highly maintained as per the Parks Quality Standards.

The Managing Use on Premium Fields Policy introduces the following:

- a) Two days/week is reserved for **rest and maintenance**
- b) Available time slots have been reduced
- c) Commencing in Spring 2003, large tournaments will not be scheduled during the wet seasons.

Conclusion

Soccer fields require a high quality turf to ensure a safe playing field for the players. The revised “Wet Field Policy” in combination with “The Managing Use Of Soccer Fields Policy” will extend the life of the turf by reducing excessive wear and therefore reduce maintenance and repair costs.

Attachments

- 1. Wet Field Policy
- 2. Managing Use on Premium Fields Policy

Report Prepared By:

Marlon Kallideen, Executive Director of Buildings, Facilities and Parks. Ext. 6126

(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.)

- 115. **DEVELOPMENT CHARGES STATEMENT FOR 2000**
Item 7, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Corporate Services/Treasurer, dated April 8, 2002:

Recommendation

The Commissioner of Corporate Services/Treasurer recommends:

That the report be received for information purposes.

Purpose

To provide Council with the 2000 development charges statement pursuant to Section 43 of the Development Charges Act RSO 1997.

Background - Analysis and Options

Development charge payments received by the municipality are to be maintained in a separate reserve fund or funds and shall be used only to meet growth related net capital costs for which the development charge was imposed. Under Section 43 of the Development Charges Act RSO 1997, the Treasurer of the Municipality shall, furnish to the Council at statement in respect of each reserve fund established for development charges.

The Treasurer's statement shall contain the following information in respect of each service for which the development charge is being imposed:

- 1) A description of the service for which the fund is established.
- 2) The balance as of the first day of January.
- 3) The distribution of the development charge proceeds received during the year.
- 4) The amount transferred to the capital fund.
- 5) Any credits provided in relation to service or services category.
- 6) The development charge amounts refunded or allocated to other sources.
- 7) The apportionment of accrued interest.
- 8) The closing balance as of the 31st day of December.
- 9) An addendum indicating for each project the intended application of the amount and source of any other money that is spent on the project.

Attachment 1 provides for the statutory requirement under the development charges legislation for 1999. The development charges revenue is provided as a summary for each reserve; whereas, the capital expenditures are detailed by capital project.

Conclusion

To receive the development charges statement for 2000.

Attachments

Attachment 1 – Development Charge Reserves

(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.)

116. **THE IMPACT OF THE AUTOMOTIVE SECTOR SLOWDOWN ON VAUGHAN'S ECONOMY**
Item 8, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Development Services and Public Works, dated April 8, 2002:

Recommendation

The Commissioner of Development Services and Public Works recommends:

That the following report be received for information purpose only.

Purpose

To provide Council with an analysis of “The IMPACT OF THE AUTOMOTIVE SECTOR SLOWDOWN ON VAUGHAN’S ECONOMY”

Background - Analysis and Options

In February 2001, an 86 page study “The Impact of The Automotive Sector Slowdown on Vaughan’s Economy” was prepared by staff. It is significant to note that the predictions contained in last year’s study have come true. This study is available from Technology Development Division upon request. The following is an executive summary update to the study. It incorporates the key events which have occurred in the past year, and staff’s economic predictions for the coming year.

Executive Summary Update of “The Impact of The Automotive Sector Slowdown on Vaughan’s Economy” – February 2002:

The impact of economic downturn is a ripple effect. At its worst, it eliminates jobs, construction, development, and so on... The ripples began from the beginning of 2001. The epicenters were the auto industry and hi-tech industries, especially the telecommunication industry. It started with DaimlerChrysler’s announcement on January 29, 2001: “The company is shaving 26,000 jobs worldwide, a disproportionately high 4,300 of these jobs in Canada”. From the moment of the announcement, ripples fanned out from the DaimlerChrysler plants to the hundreds of primary suppliers that feed them - parts factories flung far and wide across Ontario and the U.S.

Production slowdowns at the factories then multiplied into smaller ripples of scaled-back orders for the secondary companies that supply the suppliers. Those Tier 2 suppliers, in turn, were dependent on more suppliers. All, ultimately, felt the pull of an auto industry on the ebb, and the North American economy entered into recession.

This effect was strongly enhanced by:

- the events of “September 11”,
- the news which Ford announced on January 11, 2002 (Ford said it would slash 35,000 jobs worldwide. Of those, 22,000 will be in North America, including Ford’s Ontario Oakville Truck plant where approximately 1,400 hourly and 100 salaried jobs will be eliminated.);
- and the news which GM announced on February 4, 2002 (General Motors Corp. is eliminating 932 jobs at two St. Catharines’ plants).

Recent various economic indices (i.e. unemployment rate, inventory rate, quarterly GDP...), suggest that the economic situation is stabilizing, and possibly beginning to start recovery. It is not clear how robust the North American economic recovery will be. It is still quite possible that the economy may follow the same pattern as the Japanese economy did in the past decade, because there are so many similarities between today’s North American economic situation and the Japanese economic situation a decade ago. The Japanese economy recovery pattern for the past decade was an “up and down”, “up and down” pattern.

Naturally, the City of Vaughan's automotive businesses and overall local economy will not be able to avoid this ripple effect. Staff through their research have attempted to address several important questions in their report:

- What is the exact economic picture that we have today?
- What is the degree of concern and impact for automotive related companies in the City of Vaughan?
- What is the impact of this economic downturn on the City of Vaughan's economy?

Conclusion

- The Canadian economy will grow between 0 to 1.5 per cent in the first half of the year 2002, and 1 to 2.9 per cent in the second half of the year 2002;
- Year 2002 automotive production in Canada will be reduced by further 4 to 8 per cent, from year 2001 reduction of 10 to 15 per cent;
- Vaughan companies eliminated about 500 to 750 automotive parts and accessories manufacturing jobs in 2001, and may eliminate a forecasted 350 to 500 automotive parts and accessories manufacturing jobs in 2002;
- Total eliminated jobs in the City of Vaughan for the year 2001 and 2002 combined (caused by this economic downturn) will be approximately 1200 to 2800, which is 0.9 to 2.2% of total number of jobs in the City of Vaughan;
- The most effected employment areas in the City of Vaughan will be:
 - Tudor East Employment Area
 - Keele Employment Area
 - Tudor West Employment Area
 - Emery Creek Employment Area
 - Pine Valley Employment Area

(In Vaughan, automotive related businesses are concentrated in these employment areas.)

- City of Vaughan Economic Base Multiplier: $M = 3.1205$
Meaning: in the City of Vaughan, 1 (one) basic sector job (i.e. automotive manufacturing job) loss or addition will result in a total loss or addition respectively of 3.1 jobs city wide (including the 1 (one) BASIC sector job (i.e. automotive manufacturing job) plus 2.1 non basic (i.e. health care job) City wide jobs).

Attachments

Background information from "The Impact of The Automotive Sector Slowdown on Vaughan's Economy – Feb. 2001"

I. Background Premises

1. Definitions
2. Automotive Industry Employment Snapshot (Canada and Vaughan)
3. Relation Between Automotive Related Industry and Its Employment
4. Relation Between Production and Employment in the Manufacturing Industry

II. Related Charts and Graphs

1. Distribution of Business By Employment Area in the City of Vaughan
2. City of Vaughan Automotive Related Companies
3. Automotive Related Employees in Vaughan – by employment area & by automotive related industry group

4. Automotive Related Companies in Vaughan – by employment area & by automotive related industry group
5. Automotive Manufacturing Companies in Vaughan – by number of employees
6. Automotive Wholesale Trade Companies in Vaughan – by number of employees
7. Automotive Retail Trade Companies in Vaughan – by number of employees
8. Automotive Manufacturing Companies in Vaughan – by number of employees

III. Table of Contents of the Study “ The Impact of The Automotive Sector Slowdown on Vaughan’s Economy – Feb. 2001” (full study available upon request from Technology Development Division, ETDD)

Report prepared by:

Lucille King, Manager of Technology Development Division, ext. 8653
Fan Cheng, Senior Economic Researcher/Technology Specialist, ext. 8430

(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.)

117. EXEMPTION TO THE NOISE CONTROL BY-LAW AND TEMPORARY PARKING RESTRICTIONS FOR THE RECONSTRUCTION OF BOWES ROAD

Item 9, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Development Services and Public Works, dated April 8, 2002:

Recommendation

The Commissioner of Development Services and Public Works recommends:

1. That an exemption to the City’s Noise Control By-law 270-81 be granted to permit the operation of construction equipment in connection with the reconstruction of Bowes Road (between Highway 7 and Keele Street), between the hours of 19:00 and 07:00, and on Sundays and Statutory Holidays, for the duration of the project.
2. That a by-law be enacted to temporarily prohibit parking from April 1, 2002 to September 30, 2002, at anytime, on both sides of Bowes Road from a point 226 metres north of Rayette Road south to Highway 7.

Purpose

To provide the City’s contractor with the flexibility to extend working hours and days of work, and to employ parking restrictions as required, in order to complete the reconstruction of Bowes Road (Contract T01-155, Capital Project No. 1389) on schedule and with minimal disruption to businesses.

Background - Analysis and Options

The Bowes Road reconstruction project includes the installation of a new storm sewer, replacement of portions of the existing sanitary sewer and replacement of the old watermain.

In addition, new road construction is planned including new curbs and gutters and sidewalks. Construction is planned to commence the week of April 1, 2002, with completion scheduled for September 30, 2002, not including allowances for poor weather or other unforeseen circumstances.

Traffic Management

In order to ensure that vehicular traffic on Bowes Road, Oster Lane, Rivermede Road and Rayette Road and all driveways is maintained at all times, the contractor has forwarded a comprehensive Traffic Control Plan for review and approval by the City of Vaughan, Region of York, and the consulting engineer. With the daily traffic volumes on Bowes Road of 3300 vehicles, the Traffic Control Plan will address domestic and commercial traffic for the duration of the project.

Hours of Work

Providing the contractor with the flexibility to work between 19:00 and 07:00, and on Sundays and Statutory Holidays, will greatly assist the contractor in maintaining the construction schedule. By working outside normal business hours, traffic disruption to area business hours may be minimized.

The land use in the immediate vicinity of the construction zone is an industrial/commercial area (with the nearest residential area located south of Highway 7), and would therefore not be adversely affected by the nighttime, Sunday or Statutory Holiday construction noise. The contractor will only use these extended hours of work as required.

Parking Restrictions

Schedule 'A', Part 1, of the City's Parking By-law (Number 1-96) stipulates that parking is prohibited at anytime on both sides of Bowes Road from Keele Street east to a point 226 metres north of Rayette Road. From this point south to Highway 7, parking is permitted.

In order for construction to proceed without disruption, parking must be prohibited on Bowes Road for the duration of the project, from April 2, 2002 through November 30, 2002. Accordingly, a By-law to prohibit parking should be enacted.

Conclusion

It is recommended that an exemption to the City's Noise Control By-law 270-81 be granted, and that a By-law prohibiting parking along Bowes Road be enacted to facilitate the timely completion of the City's capital project.

Attachments

1. Location Map

Report prepared by:

Bill Gould, Municipal Services Inspection Supervisor – ext. 8790
Robb Brown, Municipal Services Inspection Supervisor – ext. 8255
Dan Stevens, P. Eng., Manager of Engineering/Construction Services – ext. 8257

DS: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.)

118. **ANSLEY GROVE ROAD PEDESTRIAN SIGNAL**
Item 10, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends:

- 1) **That the pedestrian signal approved as Project #1335-0 “Pedestrian Signal East Side of Ansley Grove Road Front of Father Bressani” in the 2002 Capital Budget on February 25, 2002, is the desired form of traffic control at this location; and**
- 2) **That the following report of the Commissioner of Development Services and Public Works, dated April 8, 2002, be received.**

Recommendation

The Commissioner of Development Services and Public Works recommends:

That Council confirm the pedestrian signal approved as Project #1335-0 “Pedestrian Signal East Side of Ansley Grove Road Front of Father Bressani” in the 2002 Capital Budget on February 25, 2002, is the desired form of traffic control at this location.

Purpose

To obtain Council confirmation that a pedestrian signal is to be installed on Ansley Grove Road.

Background - Analysis and Options

In response to concerns with the number of high school students that cross Ansley Grove Road at Father Bressani Catholic High School north of Chancellor Drive, staff conducted a pedestrian count on November 13, 2001. The results of the count indicate that there were 107 students in the morning, and 121 students in the afternoon, crossing Ansley Grove Road at the walkway on the east side. Based on the count, and general observations in the area, staff recommended that a pedestrian signal be installed at this location. Refer to Attachment No. 1.

At its meeting of December 18, 2001, Council directed that a pedestrian crossover be installed at the walkway on the east side of Ansley Grove Road in front of Father Bressani Catholic High School. At its meeting of February 25, 2002, Council approved Capital Project #1335-0, in the amount of \$50,000, for the installation of a pedestrian signal at this location.

A pedestrian signal is a traffic signal that can be installed mid-block or at an intersection and which controls through street traffic using standard traffic signal heads. The signal is activated by a pedestrian. A pedestrian crossover consists of a horizontal display above the roadway that flashes amber lights when activated by a pedestrian. They are used in the City of Toronto but are rarely used elsewhere. Observations have shown that motorists do not always see the flashing amber lights when they have been activated, or appear to be aware that when they are they must stop for pedestrians, and that pedestrians do not always wait for motorists to stop before crossing the road.

Region of York experience at three locations having pedestrian crossovers revealed potential conflicts resulting from confusion and non-compliance on the part of pedestrians and motorists. In 1998 these pedestrian crossovers were replaced with pedestrian signals. At its meeting of February 6, 2002, the Region of York Transportation and Works Committee approved a recommendation that pedestrian signals “be adopted by Regional Council as the preferred pedestrian crossing facility for Regional roads.”

Other municipalities in Ontario have also replaced pedestrian crossovers with pedestrian signals. In 1999 the City of Vaughan replaced the pedestrian crossover at Hilda Avenue and Jonathan Gate with a pedestrian signal.

Conclusion

Because of safety concerns at pedestrian crossovers, it is recommended that Council confirm that a pedestrian signal is to be installed at the walkway on the east side of Ansley Grove Road in front of Father Bressani Catholic High School.

Attachments

1. Location Map

Report prepared by

Philip Weber, Transportation Engineer ext 8264
Brendan Holly, Senior Manager Development/Transportation Engineering, ext 8250

PW/mr

(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.)

**119. SIDEWALK DELETION
ON THE EAST SIDE OF EDWARD STREET
PONDVIEW ROAD SUBDIVISION**

Item 11, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends that this matter be deferred to the Committee of the Whole meeting of May 6, 2002.

Recommendation

The Commissioner of Development Services and Public Works recommends:

That the proposed sidewalk within the east boulevard of Edward Street not be constructed as provided for in the subject subdivision agreement and the City hold a non refundable payment from the Owner for its construction in the future if demands warrant it.

Purpose

This report represents a comprehensive review of the proposed sidewalk within Edward Street as it relates to the approved construction drawings for the Pondview Road Subdivision and the City of Vaughan Sidewalk Policy.

Background – Analysis and Options

As a condition of the subdivision agreement between the City and CCCCC Investment Corporation (Pondview Road Subdivision) dated January 4, 2000, the Developer was required to design and construct Edward Street with a sidewalk within the east boulevard. The design was to comply with the Engineering Department's guidelines for local roadways. Subsequent to the execution of the subdivision agreement, the Director of Engineering approved the construction drawings for this subdivision on January 20, 2000.

Presently, Edward Street and Pondview Road have been constructed as illustrated on Attachment No. 1. The homes fronting on the aforementioned roads are now occupied; however, the sidewalk proposed within Edward Street has not been constructed. Staff received a request from Mr. Sam Herzog (CCCCC Investment Corporation) on behalf of the residents of Edward Street and Pondview Road requesting the deletion of the sidewalk on Edward Street. The subject sidewalk abuts and/or

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fronts onto 2 lots on Edward Street. 10 residents in the area including the 2 that abut and/or front the sidewalk on the east side of Edward Street have signed a petition acknowledging and agreeing to the deletion of the subject sidewalk.

Council, at its February 26, 1996 meeting, adopted a Sidewalk Policy that authorized Staff to request Developers to install sidewalk(s) at the following locations:

1. Sidewalks are required where they will form part of a walkway system;
2. Sidewalks are required in locations where pedestrian routes connect with schools, parks transit routes, retail areas, etc as follows:
 - One sidewalk where 40 to 100 units are tributary to the sidewalk route
 - Two sidewalks where over 100 units are tributary to the sidewalk route

Where only one sidewalk is required, it shall be located on the side of the street, which provides the most direct route to local amenity areas.

3. Sidewalks are required on both sides of feeder, collector and arterial roads.

These roads normally service a transit route and generate higher pedestrian activity, which require sidewalks on both sides of the street.

4. Sidewalks are required on one side of industrial roads.

It is noted that, although the majority of people drive to and from their workplace, it is still necessary to accommodate pedestrian movement in industrial park areas.

5. Sidewalks may be located 1.2 metres from the curb for local and feeder residential roads as an alternative to the standard 3.25 metres offset.

Based on the Sidewalk Policy criteria, we summarize the observations as follows:

- Arnold Avenue is presently a rural road without sidewalk on either side;
- Pondview Road is presently a cul-de-sac without sidewalk on either side with approximately twelve residential lots fronting on it;
- Edward Street is a minor local road approximately 90 metres in length that connects Arnold Avenue and Pondview Road and has four residential lots abutting or fronting onto it; and
- There is no existing walkway system for the proposed sidewalk on Edward Street to connect to.

Conclusion

Since the proposed sidewalk within the east boulevard of Edward Street is not required to meet any of the criteria in the City's Sidewalk Policy and the Owner has agreed to provide the City with a non-refundable payment at the rate of \$64.00 per lineal metre of sidewalk, should Council concur, the subject sidewalk can be deleted. If the City decides to build the sidewalk in the future, the funds for it will be available.

Attachments

1. Location Map

Report prepared by

Mirella Doyle, Senior Engineering Assistant, Development Engineering Section ext 8256
Tony Ching, Development Engineer, Engineering Section, ext 8711

Brendan Holly, Senior Manager Development/Transportation Engineering, ext 8250

(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.)

**120. KLEINBURG HILLS ESTATES PHASE 2
1446258 ONTARIO INC.
19T-95008**

SERVICING ALLOCATION

Item 12, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Development Services and Public Works, dated April 8, 2002:

Recommendation

The Commissioner of Development Services and Public Works recommends:

That Council pass the following resolution allocating water servicing capacity to the proposed Plan of Subdivision 19T-95008 from the Kleinburg-Nashville Servicing System:

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Plan of Subdivision 19T-95008 is allocated water capacity from the Kleinburg-Nashville Water System of the York Water Supply System for a total of 16 residential units.”

Purpose

This report represents a review of the proposed servicing allocation for the subject subdivision.

Background - Analysis and Options

The Kleinburg Hills Estates Phase 2 subdivision is located on the north side of Nashville Road east of the CPR tracks as illustrated on Attachment No. 1. This proposed plan of subdivision was draft approved on March 19, 1999, and comprises of 16 estate residential lots serviced with municipal water and private sewage disposal systems.

Currently, the Owner is preservicing the subdivision. The subdivision agreement is being finalized and it is expected to be executed shortly. The Owner intends to clear all conditions of draft plan approval and proceed to registration of the plan in early spring of this year.

Conclusion

Staff recommends the allocation of water servicing capacity to the Kleinburg Hills Estates Phase 2, in order that the developer may proceed with registration of the Plan. Should Council concur, the recommended resolution may be passed.

Attachments

1. Location Map

Report prepared by

Mark Chiochio, Senior Engineering Assistant, ext. 8239
Tony Ching, Development Engineer, Development Review, ext 8711

Brendan Holly, Senior Manager Development/Transportation Engineering, ext 8250

MC/mr

(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.)

121. ASSUMPTION – FIELDGATE – TORVA

19T-86106 \ 65M-2884

Item 13, Committee of the Whole Report No. 28

(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Development Services and Public Works, dated April 8, 2002:

Recommendation

The Commissioner of Development Services and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-2884, and that the municipal letter of credit be released.

Purpose

The subdivision has been completed and is ready to be assumed by the City.

Background - Analysis and Options

The 208 lot development is a residential subdivision. The development is located on Worth Boulevard, west of Bathurst Street.

The Subdivision Agreement was signed on November 1, 1993.

The municipal services in Plan 65M-2884 were installed in February 1991 and the top course asphalt was placed in October 1998.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Executive Director of City Engineering and Public Works has received inspection clearance from all pertinent City Departments and the City Treasurer has confirmed that all of the City's financial requirements regarding this subdivision have been met.

Conclusion

It is therefore appropriate that the municipal services in 65M-2884 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

Vick Renold, C.E.T. – Sr. Engineering Assistant, ext. 8001

Robb Brown – Municipal Services Inspection Supervisor, ext. 8255

Dan Stevens, P. Eng. – Manager of Engineering/Construction Services, ext. 8257

VR: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.)

**122. AWARD OF TENDER T02-053
VICEROY ROAD EXTENSION AND
DUFFERIN STREET WIDENING**

Item 14, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Development Services and Public Works, dated April 8, 2002, be approved; and
- 2) That the following be approved in accordance with the memorandum from the Commissioner of Development Services and Public Works, dated April 11, 2002:
 - 1) That Tender T02-053 for the Viceroy Road Extension and Dufferin Street Widening be awarded to Vaughan Paving Ltd., in the amount of \$619, 819.47 plus G.S.T.;
 - 2) That a contingency allowance in the amount of \$62,000 be approved, within which the Executive Director of City Engineering and Public Works or his designate is authorized to approve amendments to the contract;
 - 3) That the Mayor and Clerk be authorized to sign the necessary documents; and
 - 4) That the engineering fees for Totten Sims Hubicki Associates (TSH) for detailed design be increased to \$85,000 plus G.S.T. and that TSH be further engaged to provide contract administration, inspection and geotechnical services in the estimated amount of \$40,500 plus G.S.T.; and
- 3) That the confidential memorandum from the Executive Director of City Engineering and Public Works, dated April 12, 2002, be received.

Recommendation

The Commissioner of Development Services and Public Works in consultation with the Director of Purchasing recommends:

That Tender T02-053 for Viceroy Road Extension and Dufferin Street Widening be awarded.

Purpose

Council approval to award contract T02-053.

Background - Analysis and Options

The work covered by this tender (Capital Budget Project No. 1388-0-01) includes the extension of Viceroy Road easterly to Dufferin Street, widening at Dufferin Street and the signalization of the intersection. (See attachment No. 1).

Tenders will close for this project on Thursday, April 4, 2002.

Staff will prepare an additional information report for this item after the bids have been evaluated for Council's consideration at the April 15, 2002 meeting.

Conclusion

To be submitted in the additional information after tender has closed.

Attachments

1. Location Map

Report prepared by:

John C. Zanchettin, C.E.T. – Sr. Engineering Assistant, ext. 8262
Fred Lam, P. Eng. – Design Engineer
Dan Stevens, P. Eng. – Manager of Engineering & Construction Services

JCZ: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.)

123. MAPLE LANDINGS NEIGHBOURHOOD TRAFFIC MANAGEMENT PLAN

Item 15, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Development Services and Public Works, dated April 8, 2002:

Recommendation

The Commissioner of Development Services and Public Works recommends:

1. That the Maple Landings Neighbourhood Traffic Management Plan be approved, with the exception of the allway stop controls proposed at the intersections of Avro Road and Hawker Road, and Hawker Road and Seafield Road;
2. That funds in the amount of \$140,000 for the implementation of the proposed Maple Landings plan be drawn from the 2001 Capital Budget; and
3. The Year 2001 Capital Budget has \$1,700,000 remaining for the implementation of traffic calming projects. To date, the following Traffic Management Plans that will be funded from the \$1,700,000 have been approved and total \$170,000:
 - Vaughanwood South Neighbourhood, estimated cost of \$50,000; and
 - Weston Downs North estimated cost of \$120,000.

Purpose

To report on the Maple Landings Neighbourhood Traffic Management Plan.

Background - Analysis and Options

The Maple Landings Neighbourhood Traffic Management Plan was presented to Committee of the Whole at its meeting of February 4, 2001 by the Maple Landings Traffic Committee in an attempt to address concerns with vehicle speeds, neighbourhood cut through traffic and stop sign compliance in

the area. The traffic committee area is south of Major Mackenzie Drive, east of Jane Street, north of Rutherford Road and west of the Don River. Refer to Attachment No. 1.

Public Participation

The initial meeting for the Maple Landings Neighbourhood Traffic Committee was held on September 26, 2000. Engineering Department staff outlined the concept of traffic calming and the types of measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

The final public meeting was held on December 6, 2001. The traffic committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the 19 residents in attendance. There were 11 votes received by telephone or e-mail. All the residents in attendance and by telephone or e-mail voted in favour of the plan.

Traffic Calming Plan - General

There are existing allway stop controls at the following intersections within the neighbourhood:

- Avro Road and Curtiss Court/Hudson Drive
- Avro Road and Caproni Drive (east intersection)
- Melville Avenue and Avro Road
- Melville Avenue and Springside Road
- Springside Road and Hawker Road
- Hawker Road and Villandry Crescent/Sylwood Crescent
- Hawker Road and Caproni Drive

The existing 40 km/hr speed limit zones are on Hawker Road and Avro Road. There is an existing raised intersection at the intersection of Hawker Road and Sylwood Crescent/Villandry Crescent that was constructed through the development of the subdivision. Le Petite Prince School is located on the east side of Avro Road south of Curtiss Court and Blessed Trinity Catholic School is located on the west side of Hawker Road south of Sylwood Crescent.

The proposed traffic management plan consists of four speed humps, two raised crosswalks, one flush to grade patterned crosswalk, three roadway centre medians, painted road narrowings and two proposed allway stop controls. Staff undertook field reviews to determine locations for the traffic calming measures that would be feasible.

The four speed humps can be placed at the following locations:

- on Hudson Drive, between #95 and #101 Hudson Drive,
- on Avro Road, between # 239 and # 243 Avro Road,
- on Parktree Drive, between #65 and #67 Parktree Drive, and
- on Springside Road, west of Broomlands Drive/Elena Crescent.

The two raised crosswalks can be placed at the following locations:

- on Avro Road, between #118 and #122 Avro Road, and
- on Hawker Road, on the south leg of the Hawker Road/Mountcharles Crescent (south) intersection.

The flush-to-grade patterned crosswalk is proposed on the east leg of the Springside Road/ Parktree Drive intersection. This measure has been proposed to identify that there are students crossing at this location to attend the new high school.

There are three roadway centre medians proposed on Melville Ave that can be placed at the following locations:

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- 100 metres south of the Melville Avenue/Avro Road intersection,
- 100 metres north of the Melville Avenue/Eddington Place intersection, and
- between Parktree Drive and Hawker Road.

The medians are proposed to control vehicle speeds on Melville Avenue and to not impact transit vehicle movement, emergency access or snow removal. The medians will also serve as refuges for pedestrians crossing Melville Avenue. Each median will be 30 metres long and 2.0 metres wide, leaving two 3.0 metre travel lanes in each direction. The typical travel lane width on collector roads such as Melville Avenue is 3.5 metres. No parking signs will be posted in the vicinity of the medians. There are no developments existing or proposed on either side of Melville Avenue that would have access driveways at the locations of the proposed medians.

Painted road narrowings are proposed on the south side of Springside Road from 50 metres west of Parktree Drive to 30 metres west of Melville Avenue.

The Plan includes allway stop controls to be installed at the following two intersections:

- Avro Road and Hawker Road; and
- Hawker Road and Seafield Road.

It should be recognized that the proposed allway stop controls will not meet the Provincial warrant due to low side street volumes. However, the committee members felt that the installation of stop controls would be an inexpensive way to break up several roadways in the neighbourhood. In general the Engineering Department does not support the introduction of allway stop control for the purposes of slowing traffic, due to concerns with low compliance and conflicts with pedestrians. The Engineering Department cannot recommend the installation of unwarranted stop signs.

At its meeting of December 18, 2001, Council approved a moratorium on the implementation of traffic calming measures, with the exception of those in existing traffic committees. As the Maple Landings Traffic Committee was formed in 2000, it is exempt from the moratorium.

Conclusion

With the exception of the two proposed allway stop controls, the Engineering Department supports and recommends for approval the Maple Landings Traffic Management Plan. The estimated cost of \$140,000 includes taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map

Report prepared by

Mike Dokman, Senior Transportation Technologist, ext 8031

Philip Weber, Transportation Engineer, ext 8264

Brendan Holly, Senior Manager Development/Transportation Engineering, ext 8250

MD/mr

(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.)

124. WESTON DOWNS NORTH TRAFFIC MANAGEMENT PLAN

Item 16, Committee of the Whole Report No. 28

(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Development Services and Public Works, dated April 8, 2002:

Recommendation

The Commissioner of Development Services and Public Works recommends:

1. That the Weston Downs North Traffic Management Plan be approved; and
2. That funds in the amount of \$120,000 as set aside by Council for the implementation of the proposed Weston Downs North plan be drawn from the 2001 Capital Budget to construct the traffic management works in 2002; and
3. That the City Clerk be directed to initiate the street renaming process to change that portion of "Valdorr Avenue" as shown on Attachment No. 2 to "Orr Avenue".

Purpose

To report on the Weston Downs North Neighbourhood Traffic Management Plan.

Background - Analysis and Options

At its meeting of January 28, 2002, Council directed:

1. "That the barrier on Valdorr Avenue/Orr Avenue be removed and allway stop controls be immediately installed at the intersections of Babak Boulevard and Deer Run Court, Babak Boulevard and Valdorr Avenue, Valdorr Avenue and Colucci Drive, Village Green Drive and Polo Crescent (east leg), and Village Green Drive and Wollacott Road concurrent with removal of the barrier on Valdorr Avenue/Orr Avenue; and
2. That funds in the amount of \$120,000 be set aside in the existing approved Traffic Calming Budget for implementation of a traffic management plan on Babak Boulevard, Valdorr Avenue, Orr Avenue and Village Green Drive as early as possible in 2002."

The barrier on Valdorr Avenue/Orr Avenue was removed and the five allway stop controls were installed using temporary signs on February 12, 2002. The temporary signs were replaced with permanent signs during the week of February 18, 2002. The hammerhead closure corresponding to the barrier on Valdorr Avenue/Orr Avenue has been eliminated. Staff will ensure that the boulevards, curbs and landscaping at this location, and at the hammerhead closure on Village Green Drive, will be reinstated to match the surrounding area.

Public Participation

The Weston Downs North Traffic Management Plan was developed through meetings held on January 24, 2002, and February 12, 2002, with a task force comprised of two residents from each of Village Green Drive, Orr Avenue/Valdorr Avenue, Novaview Crescent, Siderno Crescent and Babak Boulevard, two representatives of the Weston Downs Ratepayers Association, City staff and the Ward 3 Subcommittee.

A public meeting to present the proposed plan was held on March 6, 2002. Notices of the meeting were mailed to residents in Weston Downs north of, and including, Orr Avenue/Valdorr Avenue and Village Green Drive. Staff presented the proposed plan to the approximately 40 residents in attendance. Most voted in favour of an amended version of the plan having one additional speed hump on Orr Avenue/Valdorr Avenue.

Traffic Calming Plan - General

In addition to the five new allway stop controls, and the existing allway stop control at the intersection of Velmar Drive and Orr Avenue/Village Green Drive, the final version of the Weston Downs North Neighbourhood Traffic Management Plan consists of seven speed humps and two intersection treatments. Refer to Attachment No. 1. Staff undertook field reviews to determine exact locations for the traffic calming measures, and painted their outlines on the road.

Speed humps can be placed at the following locations:

- Babak Boulevard, on the property line between #15 and #23 Babak Boulevard
- Babak Boulevard, in front of #77 Babak Boulevard
- Valdorr Avenue, on the north side property line between Kimber Crescent (west leg) and Colucci Drive.
- Valdorr Avenue/Orr Avenue, on the north side property line between Kimber Crescent (east leg) and Siderno Crescent (west leg).
- Orr Avenue, on the north side property line between Siderno Crescent (east leg) and Colavita Court, adjacent to #43 Orr Avenue.
- Village Green Drive, between the two legs of Novaview Crescent (existing)
- Village Green Drive, on the property line on the west side of #176 Village Green Drive.

It should be noted that the speed hump on Village Green Drive between the two legs of Novaview Crescent has already been constructed by the developer of the subdivision.

Two curb extensions are proposed at the intersection of Babak Boulevard and Valdorr Avenue/Muzich Place. The curb extensions will extend from the east and west curbs of Babak Boulevard, and the north curb of Valdorr Avenue, to narrow the travelled portion of both roads from 11.5 metres to approximately 8 metres. The curb extensions are intended to slow motorists making turns at the intersection, and visually narrow the road pavement for motorists southbound on Babak Boulevard. No parking signs will be posted in the vicinity of the curb extensions.

Medians are proposed on all four approaches of the intersection of Velmar Drive and Orr Avenue/Village Green Drive. The medians will narrow the travelled portion of the road for all motorists approaching the intersection. Residents at the March 6, 2002, public meeting expressed the desire for landscaping within the medians. The Engineering Department will work with Urban Design staff to incorporate planter boxes in the medians. No parking signs will be posted in the vicinity of the medians.

The task force also requested the following traffic control measures:

- A barrier at the Rutherford Road/Babak Boulevard intersection to physically prevent motorists from travelling north-south through the intersection.
- An eastbound right turn prohibition at the Rutherford Road/Babak Boulevard intersection.

These requests will be forwarded by staff to the Region of York.

Other Weston Downs Traffic Calming Initiatives

The Weston Downs neighbourhood has several other traffic calming initiatives that have been implemented or are under development through the Weston Downs Phase 1 and Weston Downs Phase 2 Traffic Committees.

Three speed humps on Santa Barbara Place, and four speed humps on Blackburn Boulevard, have been constructed through the Weston Downs Phase 1 Traffic Committee. These measures were approved by Council at its meeting of November 12, 2001.

The remainder of the Phase 1 plan, as it pertains to Velmar Drive, was deferred by Council pending notification to residents of Velmar Drive advising them of the proposed traffic calming measures and

asking them to submit responses by March 28, 2002. The responses will be the subject of a report to Committee of the Whole for its meeting of April 22, 2002. The Velmar Drive portion of Phase 1 consists of seven speed humps and three allway stop control removals. If subsequently approved by Council the plan would be implemented in 2002.

The first meeting of the Weston Downs Phase 2 Traffic Committee was held on March 20, 2002. This committee will be considering traffic calming measures on those streets in Weston Downs not considered in the Phase 1 or Weston Downs North Traffic Management Plans. It is expected that a plan proposal will be developed by this committee and presented to Committee of the Whole within the next year.

Street Name Change

At its meeting of July 10, 2000, Council enacted a by-law to change a portion of Orr Avenue to Valdorr Avenue. Since the barrier on Valdorr Avenue/Orr Avenue has been removed, and in the interests of emergency response, it is appropriate to designate this portion as Orr Avenue as it is now a continuous roadway.

Conclusion

Staff support and recommend for approval the Weston Downs North Traffic Management Plan. The estimated cost of the plan is \$120,000 including taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map
2. Street to be renamed

Report prepared by

Philip Weber, Transportation Engineer, ext 8264
Brendan Holly, Senior Manager Development/Transportation Engineering, ext 8250

PW/mr

(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.)

125. THE CITY OF VAUGHAN NEW PROMOTIONAL VIDEO

Item 17, Committee of the Whole Report No. 28
((Please refer to Minute No. 98))

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Development Services and Public Works, dated April 8, 2002:

Recommendation

The Commissioner of Development Services and Public Works in consultation with the Manager of Technology Development recommends:

That the following report be received for information purposes only.

Purpose

To inform Council that a new City of Vaughan promotional video “A Letter to My Grandmother” has been produced and will shortly be available for distribution to, the City’s ambassadors, potential provincial, national and international investors and other organizations/agencies.

Background - Analysis and Options

To promote the City of Vaughan and its attributes, a new promotional video has been created by the Technology Development Division of Economic and Technology Development, with the assistance of the Development Services Communication Coordinator. An English narration version of the video has been produced in standard VHS videotape format. A DVD is being produced incorporating nine different language narration versions of the video (English, French, Italian, Chinese, Russian, Hebrew, German, Spanish and Japanese). The video will be loaded on the City of Vaughan’s web site also.

Staff pursued an innovative approach to the creation of this video, rather than following the traditional “Promotional Video” format. The theme of the video is a Grandmother reading a letter from her Granddaughter telling her about the new City (of Vaughan) to which she has recently moved.

From a child’s perspective, the video highlights many aspects of Vaughan’s community profile, such as:

- Economic development and growth occurring in the City of Vaughan;
- Vaughan’s Main transportation routes;
- The high quality of community life that the City of Vaughan offers;
- The City’s e-government and Smart City initiatives.

The video and DVD packaging showcases the art work of a five year old child, Catherine Kam, the background music is performed by Father Bressani Catholic High School Sr. Concert Band and the English narration is by a former Economic and Technology Development staff member, Joyce Jones.

The video, funded in part through Industry Canada’s PEMD-I funding program, (Program for Export Market Development-Investment) has been produced to:

- Attract, retain and expand local, national and foreign investment in the City of Vaughan
- Enhance the City of Vaughan’s business image
- Increase awareness of the City of Vaughan

Conclusion

As the cover text of this video states:

“This community profile of the City of Vaughan takes a whimsical look at the “City Above Toronto”. Here are the sights, the sounds, and the experiences that make Vaughan a great place to live and work.”

Report prepared by:

Lucille King, Manager of Technology Development, ext. 8653
Fan Cheng, Senior Economic Researcher/Technology Specialist, ext. 8430

126. **SIGN VARIANCE APPLICATION**

FILE NO.: SV.02-04

OWNER: ROYAL LANE HOMES (WESTON II) INC.

LOCATION: PART OF LOT 15, CONCESSION 6, FILES NOS. 19T-01V09, Z.01.071

Item 18, Committee of the Whole Report No. 28

(Please refer to Minute No. 98)

The Committee of the Whole recommends:

- 1) **That Sign Variance Application SV.02-04, Royal Lane Homes (Weston II) Inc., be approved; and**
- 2) **That the following report of the Sign Variance Committee, dated April 8, 2002, be received.**

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.02-04, Royal Lanes Homes (Weston II) Inc., be APPROVED, subject to the application being revised to reflect the removal of the single sided sign fronting on Rutherford Road.

Purpose

Applicant is requesting to install five development signs at the above noted location.

Background - Analysis and Options

By-Law Requirements (203-92, as amended)

Section 12.1 – Development Signs.

- 1 (c) Each builder is permitted a maximum of two (2) signs, with a combined sign face area not to exceed 20.0 sq.m.
- (e) No other signs shall be permitted within the subdivision or on the premises.

Conclusion

Applicant is requesting to install five signs, two “V” shaped signs and one single sided sign. The “V” shaped sign face measures 1.83m x 2.44m, sign face area is 4.47 per side, 8.94m² all sides combined (per “V” shaped sign). The single sided sign face measures 4.27m x 6.09m; total sign face area of 26.03m².

Attachments

1. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services

/pa

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

127. **SIGN VARIANCE APPLICATION**

FILE NO.: SV.02-05

OWNER: CATHOLIC CEMETERIES ARCHDIOCESE OF TORONTO

LOCATION: 7300 HIGHWAY #27, PARTS 2 & 3, REGISTERED PLAN 65R-3641

Item 19, Committee of the Whole Report No. 28

(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated April 8, 2002:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.02-05, Catholic Cemeteries Archdiocese of Toronto, be APPROVED.

Purpose

Applicant is requesting to install one "V" shaped sign at the above location.

Background - Analysis and Options

By-Law Requirements (203-92, as amended)

- 10.1 A maximum of two ground signs shall be permitted, each having a maximum sign area of 5.0 sq.m. Such signs shall advertise the name of the occupant of the agricultural or recreational use and shall not include any commercial advertising.

Conclusion

Applicant is requesting to install one "V" shaped sign. The top portion of the sign face measures 2.44m x 1.83m, sign face area being 4.47m². Bottom portion of the sign face measures 7.32m x 2.44m; sign face area being 17.86m². The total sign face area proposed is 22.33m².

Attachments

1. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services

/pa

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

128. **SITE DEVELOPMENT FILE DA.01.075**

DAN TRAN AND DIEP KIM DO

Item 20, Committee of the Whole Report No. 28

(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

THAT Site Development Application DA.01.075 (Dan Tran and Diep Kim Do) BE APPROVED, subject to the following conditions:

- a) That prior to the execution of the site plan agreement:
 - i) the final site plan and building elevations including signage, shall be approved by the Community Planning and Urban Design Departments;
 - ii) the final landscape plan and detailed landscape cost estimate shall be approved by the Urban Design Department;
 - iii) the final site grading and servicing plans, stormwater management report, parking and on-site circulation shall be approved by the Engineering Department;
 - iv) all hydro requirements shall be to the satisfaction of Hydro Vaughan Distribution Inc.; and,
 - v) access and road widening shall be to the satisfaction of the Region of York Transportation and Works Department; and,
- b) That the site plan agreement contain the following provision:
 - i) The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division and the approved appraisal shall form the basis of the cash-in-lieu payment.

Purpose

On September 20, 2001, the Owner submitted a Site Development Application for the conversion of the one-storey, 157.5m² residence to a business and professional office. The application includes the addition of a 58m² two-car garage and 7 external parking spaces.

Background - Analysis and Options

On February 22, 2000, the previous Owner (Amnon Levмор) submitted applications to amend the Official Plan and Zoning By-law (Files OP.00.004 and Z.00.011), to redesignate and rezone the subject lands to "General Commercial" and C1 Restricted Commercial Zone respectively, to facilitate an 800m², 2-storey office building at the southeast corner of the property, with 39 parking spaces. Council approved the applications on September 11, 2000 and OPA #541 was adopted by Council on August 27, 2001. The implementing zoning by-law was to be enacted upon approval of the site plan application.

Subsequently the subject lands were sold, and the present Owners have submitted the subject Site Plan Application to convert the residence to an office.

The site is located on the north side of Centre Street, west of Vaughan Boulevard, being Part of Lot 90 on Registered Plan 3541, and designated as Part 1 on Reference Plan 65R-20509 (1206 Centre Street), in Lot 6, Concession 2, City of Vaughan. The rectangular-shaped, 0.21 ha lot has 30.48m frontage on Centre Street and a depth of 71.63m. The surrounding land uses are:

North - detached residential on Lawrie Road (R3 Residential Zone)

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South- Centre Street; detached residential (R3 and R4 Residential Zones)
East - office (C1 Restricted Commercial Zone)
West - detached residential (R3 Residential Zone)

Official Plan

The site is designated “General Commercial” by OPA #210 (Vaughan-Thornhill Community Plan), as amended by site-specific OPA #541, which permits business and professional office uses only. The proposed development conforms to the Official Plan.

Zoning

The site is zoned R3 Residential Zone by By-law 1-88, which does not permit business or professional office uses.

On September 11, 2000, Council approved Zoning Amendment Application Z.00.011 to rezone the subject lands to C1 Restricted Commercial Zone, to permit business and professional office uses only. The implementing by-law will be based on the approved site plan, and is to include the following exceptions:

	<u>Required</u>	<u>Proposed</u>
Min. Setback from an R Zone (existing)	9.0m	0.0m (west)
Min. Landscape Strip Width abutting a Street	6.0m	2.4m (south)
Min. Landscape Strip Width abutting an R Zone	2.4m	0.2m (west)
Min. Driveway Aisle Width	6.0m	5.12m (south)

Site Design

The existing building and proposed double car garage are situated on the southern half of the lot. The dwelling is located close to the westerly lot line, with the eaves encroaching over into the adjacent property to the west. The northern half of the lot will remain as a grassed area.

The site is served by a 7.5m wide driveway access on Centre Street, which leads to a minimum 5.12m wide parking aisle. Seven of the 9 parking spaces are located adjacent to the 2.4m wide landscape strip abutting the south property line. The asphalt driveway extends around the east and north sides of the building to serve the 2 parking spaces within the detached garage at the rear of the building.

Building Elevations

The existing building has a brick façade with clear windows. A small company logo is provided on the south wall only. The building height to the top of the asphalt shingled roof will be maintained at a maximum of 3.68m. The proposed garage elevations will consist of a taupe coloured facade.

Landscaping

The existing landscaping is to be maintained and enhanced with additional planting along the front and interior side lot lines. Shrub planting is proposed along the front lot line and front half of the side lot lines with coniferous and deciduous trees placed in strategic spots along the perimeter of the south half of the lot. The trees in the north half of the site will be preserved. A wood privacy fence is proposed along the property lines on the rear yard. A 1.2m high modular metal fence is proposed along the front portion of the side lot lines. The final landscape plan shall be approved to the satisfaction of the Urban Design Department.

Access

The site plan shows a 7.5m wide full-movement driveway access in the westerly portion of the site on Centre Street. The access must be approved by the Region of York Transportation and Works Department.

The Region may require a road widening along Centre Street, consistent with the conveyance on the site to the east. The Region's conditions of approval will be included in the tri-party site plan agreement.

Parking

The site plan provides a total of 9 parking spaces, 7 of which are located at the front of the building and 2 in the double-car garage. Based on the By-law 1-88 requirement of 3.5 parking spaces per 100m² GFA devoted to business and professional office uses, the site requires a total of 6 spaces.

Servicing

The site has access to municipal services, including sanitary and storm sewers and water. There are no proposed changes to the existing site services. The final site servicing and grading plans, stormwater management report, noise report, parking and on-site circulation, must be approved by the Engineering Department. The Owner will need to apply to change the hydro metering rates to commercial, to the satisfaction of Hydro Vaughan Distribution Inc.

Conclusion

Staff has reviewed the site plan application in accordance with the policies of the Official Plan and the requirements of the Zoning By-law, and recommends approval of the application, subject to conditions. The proposed development is in keeping with similar sites on the north side of Centre Street, which have changed from residential to business and professional offices, while maintaining a residential appearance. Upon approval of the subject application, the implementing zoning by-law can be enacted to rezone the property to C1 Zone with the appropriate exceptions, to facilitate the business and professional office uses. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations

Report prepared by:

Arminé Hassakourians, Planner, ext.8368
Grant A. Uyeyama, Senior Planner, ext. 8635

/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.)

- 129. SITE DEVELOPMENT FILE DA.01.095**
8000 KEELE STREET HOLDINGS
Item 21, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

THAT the building elevations for Site Plan Application DA.01.095 (8000 Keele Street Holdings) BE APPROVED.

Purpose

On December 21, 2001, the Owner submitted a Site Development Application for a 9,909m², rectangular-shaped industrial building, on a 2.15ha site.

Background - Analysis and Options

The subject lands are located on the west side of Keele Street, north of Regional Road #7, being Part 2 on Reference Plan 65R-24236, in Lots 7 and 8, Concession 4, City of Vaughan.

The main elevation faces east and contains the office component of the building, which also wraps around a portion of the north elevation. This facade is comprised of green-tinted glass and white sandblasted pre-cast concrete panels. The front-entrance vestibule incorporates metal framing with clear and opaque striped glass. The warehouse portion of the east elevation consists of white-ribbed pre-cast concrete, with a horizontal smooth-finished band that runs through the mid-portion of the elevation. A 12m long retaining wall extends out from the east elevation wall, and is constructed of the same material. Roof-top mechanical units are screened from view using pre-finished metal screens.

The north, south and west elevations consist of the same white-ribbed architectural precast concrete panels, with a horizontal break to provide accent to the upper and lower portions of the wall. Glass windows are also provided on each of the elevations to further accentuate the façade. Eleven loading spaces and 2 customer service loading spaces are provided at the rear of the building.

Conclusion

Staff is satisfied with the proposed building elevations. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Site Plan
3. Elevations

Report prepared by:

Mark H. Kluge, Planner, ext. 8216
Grant A. Uyeyama, Senior Planner, ext. 8635

/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.)

130. **SITE DEVELOPMENT FILE DA.02.011**

GUSCON MACKENZIE LIMITED

Item 22, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

THAT Site Development Application DA.02.011 (Guscon Mackenzie Ltd.) BE APPROVED, subject to the following conditions:

1. Prior to the execution of the site plan agreement:
 - i) The site plan shall be to the satisfaction of the Community Planning and Urban Design Departments, including relocating the building in accordance with the comments of the Urban Design Department;
 - ii) The grading and servicing plans shall be to the satisfaction of the Engineering Department, including pre-servicing for municipal water and sewage services;
 - iii) The landscape plan shall be to the satisfaction of the Urban Design Department;
 - iv) The transportation impact study shall be to the satisfaction of the Region of York, Region of Peel, Town of Caledon and City of Vaughan Engineering Department;
 - v) Access to Major Mackenzie Drive shall be approved by the Region of York; and,
 - vi) Provision for road interconnection and land use coordination with the adjacent lands shall be completed to the satisfaction of the Region of York and City of Vaughan.

Purpose

On February 22, 2002, the Owner submitted a site development application for the development of a 1077.7m² Truck Service Garage and Office, along with outside storage of trailers and containers.

Background - Analysis and Options

The site is located on the north side of Major Mackenzie Drive, east of Highway #50, in Lot 21, Concession 10, City of Vaughan. The 15.88 ha site has approximately 405m of frontage on Major Mackenzie Drive and is currently vacant. The surrounding land uses are:

- North - farmland (A Agricultural Zone)
- South - Major Mackenzie Drive; CP Intermodal Yard, farmland (A Agricultural Zone)
- East - farmland farm dwelling (A Agricultural Zone)
- West - farmland (A Agricultural Zone)

Official Plan

The lands are designated "Employment Area" and "Valley and Stream Corridor" by OPA #600. On November 1, 2001, the Ontario Municipal Board approved sit-specific OPA #534, permitting a truck terminal consisting of an office, maintenance shop, warehouse, trailer parking areas and accessory uses, and a number of development policies. The proposed development conforms to the Official Plan.

Zoning

The subject lands are bi-sected by the Trans Canada Pipeline. The lands south of the Pipeline are zoned M2 General Industrial Zone by By-law 1-88, subject to exception 9(1130). The lands to the north of the pipeline are A Agricultural Zone, subject to the same exception. On November 1, 2001, the Ontario Municipal Board approved a site-specific M2 General Industrial Zone, which permits a truck terminal with outside storage.

Site Plan

The proposed development consists of a 1-storey garage and office building. Parking for employees is in front of the building and along the east side. A total of 24 spaces are provided (including 1 handicap space), whereas the zoning by-law requires 22 spaces.

The office has a gross floor area of 334.5m² and the garage has a floor area of 743.2m², for a total of 1077.7m². An 11,000m² gravel area to the rear of the building will be used for the outside storage of trailers and containers.

Site Specific

Official Plan Amendment #534 requires that provision for road interconnections and land use coordination with the adjacent lands be completed, prior to the execution of the site plan agreement, to the satisfaction of the Region of York and City of Vaughan.

Access and Traffic

In accordance with site specific OPA #534, a transportation study is required. One access to Major Mackenzie Drive is proposed, and is subject to approval by the Region of York. A transportation impact study has been submitted to the Region of Peel, Region of York, Town of Caledon and the City of Vaughan. Approval from these governments must be received prior to the registration of the site plan agreement.

The Owner shall be responsible for any improvements to Major Mackenzie Drive or the intersection of Major Mackenzie Drive and Highway #50, that are identified by the transportation impact study.

Services

There are no municipal services available to this property. The Owner must provide a well and septic system. In accordance with Official Plan Amendment #534 the development will be pre-serviced for municipal water and sewage services when they become available.

Landscaping

Landscaping is shown in a general manner along Major Mackenzie Drive. The landscape notes indicate that berms and plantings will be used. Landscaping will be required around the outside storage enclosure. A walkway from the main entrance to a future public sidewalk should be provided. The Urban Design Department must approve the landscape plans prior to registration of the site plan agreement.

Urban Design

The Urban Design Department has commented that the building should be moved closer to Major Mackenzie Drive, to the minimum setback of 25m from the centreline of the street. Locating buildings closer to the street is a widely accepted urban design practice, which may seem out of place in the current rural context; however, it is essential to establish the precedent with the first development in the area. The area is intended for employment uses in the future, and this building will act as a guide for future development.

Relocating the building will result in a re-design of the site. This will require the relocation of the septic system, oil interceptor and asphalt area. Although the parking would need to be relocated to the east side of the driveway/asphalt area, the parking area will remain accessible to the main entrance and to the street. These changes may assist in satisfying the OPA #534 policy that requires land use coordination prior to site plan approval, in that the eventual redevelopment of the area has been considered.

Outside Storage

By-law 1-88 requires that outside storage areas in the M2 General Industrial Zone be no more than 10% of the lot area and fully enclosed by a stone or masonry wall. Alternatively, a chain link fence with appropriate landscape screening may be permitted. The wall or fence shall be no less than 2m high.

The Urban Design Department requires that the outside storage area be screened with both hard and soft landscaping.

Elevations

The proposed building consists of 2 connected sections - the office and garage. The office, at the front of the building, will be clad in grey architectural split-faced block and have a flat roof. The front elevation will feature the main double-door, which will be glass, with windows above and on either side. A small canopy will project from the wall, over the doors, and there will be a sign above the canopy. A row of windows will run along the front wall, on either side of the doors, and will have an accent block strip above them. Both the east and west office elevations will have a row of windows and the accent blocks above them. The Urban Design Department has commented that the accent blocks should be removed and in turn, the windows be made larger.

The garage portion of the building will have a slightly peaked roof, covered with galvanized roof panels. The walls will be clad in blue pre-finished steel panels. The east and west elevations will be dominated by 5 large overhead doors on either side, that will permit access for the transport trucks into the garage. The rear elevation will be blue pre-finished steel panels and one small door.

Conclusion

Staff have reviewed the proposed site plan in accordance with the policies of the Official Plan and the requirements of the Zoning By-law, and have no objections. The Official Plan and Zoning By-law permits a truck terminal. The development policies in OPA #534, particularly road and land use connections, must be satisfied prior to the execution of the site plan agreement.

Should Committee concur, the "Recommendation" of this report can be adopted

Attachments

1. Location Map
2. Key Plan
3. Site Plan
4. Elevations

Report prepared by:

Todd Coles, Planner, ext. 8634
Art Tikiryan, Senior Planner, ext. 8212

/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.)

131. **SITE DEVELOPMENT APPLICATION DA.01.037
1315872 & 1327545 ONTARIO LTD.**

REPORT #P.1999.44

Item 23, Committee of the Whole Report No. 28

(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

THAT Site Development Application DA.01.037 (1315872 & 1327545 Ontario Ltd.) BE APPROVED subject to the following conditions:

1.
 - i) the final site plan, elevations and landscape plans shall be to the satisfaction of the Community Planning and Urban Design Departments; and specifically, the following shall be addressed to the satisfaction of the Urban Design Department:
 - a) the final design of the Fieldgate Drive elevation; and
 - b) landscaping and architecture treatment of the front yards on Keele Street.
 - ii) the final site servicing, grading and stormwater management plans shall be to the satisfaction of the Engineering Department;
 - iii) the comments of the Maple Streetscape Advisory Committee and Heritage Vaughan shall be addressed to the satisfaction of the Urban Design Department;
 - iv) the Owner shall satisfy the requirements of the Fire Department and Vaughan Hydro, and any transformer locations shall be to the satisfaction of the Urban Design Department;
 - v) the Owner shall satisfy the requirements of the Toronto and Region Conservation Authority; and
 - vi) prior to the execution of the site plan agreement:
 - a) a noise study shall be submitted to the satisfaction of the Engineering Department, and all recommendations shall be implemented through the agreement; and
 - b) a parking study shall be submitted to the satisfaction of the City's Engineering Department.
 - vii) that the site plan agreement include the following:
 - a) that the condominium agreement require that each pair of tandem parking spaces be allocated to a corresponding single unit; and
 - b) that prior to the issuance of a building or foundation permit, the applicant shall submit the following:
 - a report describing the results of the Verification Program following site clean-up; and
 - a Record of Site Condition acknowledged by a Provincial Officer of the Ministry of the Environment.
2. The Owner shall pay cash-in-lieu of parkland prior to the issuance of a building permit, in accordance with the *Planning Act* and to the satisfaction of the City of Vaughan;
3. That the Applicant request and obtain from the Ontario Municipal Board, an amending Order with respect to the following:

- i) an amendment to By-law 422-2000 to include a minimum parking standard of 155 spaces (including 8 tandem spaces), or the minimum number of parking spaces recommended by the approved parking study, whichever is greater;
 - ii) an amendment to Schedule “1” of By-law 422-2000, in the manner shown on Attachment No. 4; and
 - iii) any further zoning amendments as may be required to implement the final approved site plan.
4. That the Ontario Municipal Board be advised of Council’s endorsement of the matters contained in Condition 3.

Purpose

On May 14, 2001, the Owner submitted a site plan application for a three-storey seniors’ residential condominium building. The application was amended on October 3, 2001, and incorporates the following site statistics:

Total Number of Units	100
Total Site Area	1.14 ha
Total Gross Floor Area	13,168.37m ²
Proposed Parking	147 spaces (plus 8 tandem spaces)

Background - Analysis and Options

The site is located at the northeast corner of Keele Street and Fieldgate Drive, being Part of Lot 17, Concession 3, City of Vaughan. The site is designated “Office Commercial” by OPA No. 350 (Maple Community Plan) and zoned RA2 Apartment Residential Zone, subject to site-specific By-law 442-2000 (Exception 9(1098)).

The 1.14 ha vacant site slopes downward from Keele Street easterly towards the valley, with some mature and smaller trees. The surrounding land uses are:

- North - residential (R3 Residential Zone)
- South- Fieldgate Drive; commercial plaza (C1 Commercial Zone) and residential (R3 Residential Zone)
- East - valleyland (OS1 Zone) and existing residential (R3 Residential Zone)
- West - Keele Street; park (OS2 Zone) and residential (R3 Residential Zone)

OPA No. 350, as amended by OPA No. 533 (Maple Focused Review) permits “housing suitable for senior citizens” without an amendment to the Official Plan, subject to meeting certain criteria, including compatibility, traffic, service and amenity. Subject to the recommendations in this report, the plan conforms to the Official Plan.

On October 15, 2001, the proposed plan was circulated to the Maple Village Ratepayers Association. A notice of this Committee of the Whole meeting has been sent to those individuals on file having expressed interest.

The Maple Village Ratepayers Association has provided the following comments with respect to the proposed development:

- all parking must be underground;
- mature landscaping must be planted to buffer the east side of the development;
- garbage pickup must be from the rear of the building with a service entrance off of Keele Street;
- the maximum building height is 11m;
- the building should incorporate solariums instead of balconies;
- the east side of the building should incorporate a greater setback; and,
- the Association wishes to be involved in the selection of colours and building materials.

These comments have been taken into consideration in the review and requirements of the site plan.

Ontario Municipal Board

The Ontario Municipal Board refused an appeal by the Owner of Council's refusal decision (Order No. 0031 issued on January 11, 2000), citing that the proposed development did not meet the intent of the Official Plan and was not compatible with the adjacent residential development. However, the decision stated that the site is suitable for seniors' housing, but not at the density originally proposed, and that the decision is not a bar to a revised application being presented to the City.

The Owner filed a Notice of Motion for Leave to Appeal to the Ontario Supreme Court Justice (Divisional Court) and an appeal to the OMB to have its decision reviewed. In addition, the Owner filed a revised zoning amendment application for a three-storey, 100-unit seniors' residential condominium. The OMB allowed the Owner's motion for a review of its decision and ordered the hearing be reopened on July 19, 2000. On July 10, 2000, Council adopted a motion informing the OMB that it would support a maximum of 100 units.

On August 17, 2000, the OMB issued its decision (Order No. 1189) approving the proposed 100-unit seniors' residential condominium. The Board's decision includes an implementing zoning by-law, which was enacted by Council on December 18, 2000 as By-law 442-2000.

Site Plan

The site plan (Attachment No. 1) consists of a three-storey "U" shaped building, with the two main blocks configured in a north/south direction parallel to Keele Street. The west block is set back approximately 7.9m from the Keele Street property line, and the east block is separated from the existing residential development by a valley system. The west block is set back 25m from the northerly property line abutting residential rear yards. The two blocks are connected at the south end, along Fieldgate Drive, opposite the commercial development.

The building design includes common amenity areas, such as an on-site party, recreation, meeting and hobby rooms, a chapel and a lounge. A landscaped courtyard between the two buildings and a parkette at the northeast corner of the site provide the primary outdoor amenity areas.

Pedestrian access to the complex is provided from Keele Street and Fieldgate Drive. Staff recommends that the sidewalk on Fieldgate Drive be extended into the site to delineate a clear pedestrian path to the main entry points of the condominium. All vehicular access is from Fieldgate Drive, leading to underground and surface level parking on the site.

Elevations

The Keele Street elevation is three storeys in height, as shown on Attachment No. 3. The site slopes downward to the east and consequently, the Fieldgate Drive and east (valley) elevations have a four-storey appearance, at a maximum height of approximately 12.5m.

The original plan included exterior finishing materials consisting primarily of a taupe-coloured stucco, masonry veneer, glass windows and doors, and a dark blue asphalt shingle which, given the scale of the project, contrasted with the existing character of development in the area.

The site plan and elevations were reviewed by Heritage Vaughan, which provided the following comments:

- the architectural features of heritage structures in the Maple Core (former McNeil House and the Beaverbrook House) be examined and incorporated into the development;
- the proposed stucco be replaced with brick and a more appropriate colour scheme be used;
- the façade on Keele Street be given a more traditional treatment;
- the roofing material include shingles similar to the Maple Core Shoppers Drug Mart;

- the semi-circular shaped roofline and windows be replaced with a more traditional shaped gable roof and dormer;
- the “mall-like” entranceway be replaced with a more traditional heritage design;
- a traditional window design (2 over 2 pane arrangement or double-hung window design, etc.) be used.

The Maple Streetscape Community Advisory Committee (MSCAC) also reviewed the proposal and provided the following comments:

- that brick and stucco be used, and that detailing be provided around the windows and doors;
- that the roofing material be “chateau-look” asphalt shingles;
- that the ground floor units on Keele Street be treated as fronts with front entrances and front yards;
- that no steel materials be used on the roof or as building cladding;
- that the wrought iron balcony be designed to include greater variation;
- that the stucco be of earth-tone colours range;
- that consideration be given to screen the east wall with landscaping; and,
- that the MSCAC generally supports the recommendations made by Heritage Vaughan.

The Urban Design Department has reviewed the application in the context of the Maple Streetscape and Urban Design Guidelines and reiterated several of the comments made by MSCAC and Heritage Vaughan. In response to some of these comments, the Applicant submitted revised plans on November 9, 2001, which are included as Attachments #2 and #3. Some of the revisions include:

- brick sections have been introduced into the elevations on an alternating basis with the stucco;
- the semi-circular roof design has been and replaced with traditional peaks;
- brick accent bands have been provided around all the windows and doors; and,
- large picture windows have been replaced with smaller multi-pane windows.

Staff recommends that the balconies on the outer perimeter of the building be redesigned to form part of the unit, such as an enclosed solarium. Open balconies tend to become outdoor storage areas for household items and can become unsightly, which is not desirable on an arterial road.

The Urban Design Department has advised that they are generally satisfied with the revised elevations however, have recommended that changes be made to the Fieldgate Drive elevation to reconfigure the parking area located under the second floor of the building. The Urban Design Department has also requested that the Applicant address the landscaping and architectural treatments of the front yards of those units on Keele Street.

The plan should be revised to the satisfaction of the Urban Design Department and Heritage Vaughan.

Landscaping

In review the landscaping plan, the following comments were provided:

a) Maple Streetscape Community Advisory Committee

- that the fence along Keele Street and Fieldgate Drive be of brick and wrought iron, similar to the Beaverbrook House;
- that the daylight triangle landscaping corresponds to the Robson Park corner;
- that light fixtures be provided along Keele Street and Fieldgate Drive, and that street furniture be in accordance with the Maple Streetscape Guidelines.

b) Urban Design Department

- the wall between the underground and surface level parking areas along Fieldgate Drive should be detailed so it makes a positive contribution to the street; landscaping in the form of evergreens and deciduous shrubs and ornamental trees should be provided at the base of this wall;
- all proposed fencing and details must be indicated on the landscape plans;
- details of paving materials for the internal walkways and sidewalks must be provided;
- grading information along the east property line should be provided and any construction details (i.e. walls, fencing etc.) be submitted to the TRCA for comments;
- additional shrubs should be provided in the landscape strip along Fieldgate Drive;
- additional information respecting groundcover and quantities in the fountain/piazza area is required;
- additional planting and site layout details should be provided in the area south of the piazza;
- that the site plan agreement require that all existing trees to remain should be well treated and surviving upon completion of the construction process; If not, it is the Applicant's responsibility to plant equivalent caliper tree(s) on the site;
- existing trees intended to remain in the parkette should be identified; this area should have a different variety of plant materials and should have gazebo furniture; details must be submitted;
- snow storage areas should be identified on the plans at a rate of 2% of the total lot area;
- a structural engineer must provide certification at the time of Building Permit application to indicate that the underground garage has been designed to support a soil depth of 1.5m for plant material; and,
- a detailed landscape cost estimate is required.

Zoning

By-law 442-2000 was drafted on the basis of an earlier iteration of the site plan. The revised site plan shows the building within the envelope established in the By-law. The Building Standards Department has identified the following zoning compliance issues that must be addressed prior to the registration of the site plan agreement:

- a 3.0m setback is required from the site triangle;
- a 21.0m setback is required from Fieldgate Drive to the line of the building above;
- a minimum unit size of 80m² is required;
- a maximum of 100 units is permitted whereas the floor plans illustrate 101 units;
- the minimum amenity area must be illustrated on the plan;
- all parking spaces must be dimensioned and the tandem parking spaces require an exception;
- 175 parking spaces are required; 155 spaces are provided
- a 3.0m landscape strip is required around the outdoor parking area; and,
- the outdoor parking area must be screened in accordance with By-law 1-88.

A majority of these issues can be addressed either through minor revisions to the proposed plan or by additional information on the drawings. The revised plans address some of these issues, and the remaining exceptions can be identified upon a full zoning review of the final plan. Accordingly, if compliance with certain standards cannot be achieved, and provided the City is satisfied that the intent of the plan is being maintained, the OMB should be requested to modify By-law 442-2000, including Schedule "1" (Attachment 4), as required, to implement the final plan.

Parking

When the OMB considered this application, the Planner representing the Owner submitted evidence that 175 parking spaces would be provided, based on the multi-family standard of 1.75 spaces/units (1.5 spaces/unit + 25 space/unit for visitors). By-law 442-2000 was approved by the OMB on this basis.

By-law 1-88 includes a parking standard for a “senior citizen’s dwelling” of 1 space per unit, with no additional parking for visitors. The revised plan was prepared based on the By-law 1-88 standard, creating a zoning deficiency under By-law 442-2000.

The revised plan shows 155 parking spaces, consisting of 107 underground, 40 surface and 8 tandem parking stalls. The Building Standards Department has advised that 147 parking spaces comply with By-law 1-88, and that the eight tandem parking spaces are not recognized. Each unit is allocated one underground parking space (100 spaces), leaving 7 spaces available for tenants requiring an additional space. In addition, 40 surface visitor parking spaces are proposed, yielding 0.40 visitor spaces per unit, which exceeds the minimum “senior citizen’s dwelling” parking standard.

The proposed parking standard of 1 space/unit for a seniors’ project has been accepted in the past, based on a parking study. Consequently, Staff recommends that the Owner submit a parking study demonstrating that adequate parking is available, to the satisfaction of the City’s Engineering Department. As a condition of site plan application, Staff recommends that the City support the Applicant’s request to the OMB to modify By-law 442-2000 to include a specific minimum parking standard, including tandem spaces, based on the final approved parking study.

As noted above, 8 parking spaces are provided in tandem (i.e end to end with only one access aisle), and therefore will not be accessible at all times. Accordingly, Staff recommends that each pair of tandem parking spaces be sold to a single unit, which will be implemented through the condominium agreement.

Sun/Shadow Drawings

The Owner submitted shadow diagrams for the times of 9:00 A.M., 12:00 Noon and 3:00 P.M. for the 21st day in each of the months of March, June, and September. The March and September diagrams indicate that there will be a minor shadow impact at 9:00A.M. on the most easterly lot on Kelly Place, directly abutting the site. Shadow impacts are not anticipated at any of the other times reviewed.

Noise Study

The proposed development includes residential units abutting Keele Street, which may require that specific noise abatement features be designed into the construction of the building. Therefore, prior to the execution of a site plan agreement, the Owner is required to submit a noise study to the satisfaction of the City’s Engineering Department, and to implement the recommendations.

Phase 1 Environmental Report

The Owner has submitted the appropriate environmental reports which have been peer reviewed and approved.

The peer review consultant has recommended two clauses to be included in the site plan agreement relating to the production of a Verification Program and Record of Site Condition. A condition of approval has been included in this report.

Services and Utilities

The Owner has submitted site servicing and grading plans, which must be reviewed and approved by the City’s Engineering Department. Vaughan Hydro has provided several standard requirements comments, which must be met. Canada Post has advised that the Owner will be required to install and maintain a centralized mail facility. The proposed garbage storage area is located in the building, which is satisfactory.

Conclusion

The Ontario Municipal Board approved a zoning amendment application to permit a three-storey, 100-unit senior’s condominium building, subject to site plan approval. Staff has reviewed the site plan

application in accordance with the policies of the Official Plan, the OMB zoning decision and the Maple Streetscape and Urban Design Guidelines. Staff find the site plan and elevations to be generally satisfactory and in keeping with the policies, guidelines and zoning by-law. Revisions to the site plan and elevations will be required to address the comments in this report, and in particular, the minimum number of parking spaces provided will require an amendment to the site specific by-law by the request to the OMB. Subject to the conditions set out in the Recommendation of this report, Staff can recommend approval of this application.

Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Site Plan
3. Elevations
4. Revised Schedule "1" to By-law 422-2000

Report prepared by:

Mauro Peverini, Planner, ext. 8407
Art Tikiryani, Senior Planner, ext. 8212

/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.)

- 132. SITE DEVELOPMENT FILE DA.01.085**
STONEMARK INVESTMENTS INC.
Item 24, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

THAT the building elevations for Site Plan Application DA.01.085 (Stonemark Investments Inc.) BE APPROVED.

Purpose

On November 19, 2001, the Owner submitted a Site Development Application for two multi-unit industrial buildings, each comprising 8 units, with a total GFA of 8,470m² on a 2.14ha site.

Background - Analysis and Options

The subject lands are located southwest of Langstaff Road and Highway 400, being Lot 32 on Registered Plan 65M-2588 (641 and 631 Chrislea Road) in Lot 10, Concession 5, City of Vaughan.

The west building facing Chrislea Road will be constructed with a flat-roof to a height of 7.32m. The recessed entrances feature blue-tinted glass doors, concrete planters and glazed windows. The building material and colour consist of grey architectural precast concrete panels in a sandblast finish. The roof-line on the west elevation is accented with 1.2m high peaked roofs over the entryways, which further screen the roof-top mechanical equipment. The top half of the building is accented with

a horizontal smooth-finish band and decorative circles above the entryways. The north and south elevations consist of the same glazed windows and precast concrete panels as the west elevations.

The east building facing Highway 400 is similar to the west building, but includes additional architectural treatment, including expansive blue-tinted spandrel glassed areas over each entrance way, and flag poles mounted within the smooth-band decorative circles. The north elevation is consistent with the east elevation.

The loading areas for each building are located within a central courtyard, screened from the street by the buildings. Each internal elevation is finished in grey ribbed precast concrete panels.

Conclusion

Staff is satisfied with the proposed building elevations. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Site Plan
- 3a. Elevations - West Building
- 3b. Elevations - East Building

Report prepared by:

Mark H. Kluge, Planner, ext. 8216
Grant A. Uyeyama, Senior Planner, ext. 8635

/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.)

133. **SITE DEVELOPMENT APPLICATION FILE DA.01.078
RELATED ZONING BY-LAW AMENDMENT FILE Z.02.018
YORK MAJOR HOLDINGS INC. (EAGLE'S NEST GOLF COURSE)**
Item 25, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002, be approved, subject to deleting "Clause A" and replacing it with the following, in accordance with the memorandum from the Deputy City Manager and City Solicitor, and the Commissioner of Planning, dated April 5, 2002:**

"The site plan conforms to the requirements of the Oak Ridges Moraine Conservation Act, 2001, to the extent of its applicability, and the Oak Ridges Moraine Conservation Plan, to the extent of its applicability, upon its having been filed under the Regulations Act, pursuant to the Oak Ridges Moraine Conservation Act.";

- 2) **That the confidential memorandum from the Legal Department, dated April 12, 2002, be received; and**

- 3) That the deputation of Ms. Aurelia Bertocchi, Vaughan Cares, be received.

Recommendation

The Commissioner of Planning recommends:

THAT Site Development Application DA.01.078 (York Major Holdings Inc.) BE APPROVED, provided that:

- A. The site plan conforms to the requirements of the Oak Ridges Moraine Conservation Plan filed under the Regulations Act, pursuant to the Oak Ridges Moraine Conservation Act.
- B. The By-law to lift the (H) Holding Provision has been enacted for the portion of the lands, subject to the site plan agreement:

AND subject to the following:

- 1. That prior to the execution of the site plan agreement(s) for the respective buildings and related land area:
 - i) the final site plan and elevations for the clubhouse and maintenance facilities shall be approved by the Community Planning and Urban Design Departments;
 - ii) the final site servicing, stormwater management and grading plans shall be approved by the Engineering Department;
 - iii) the final landscape plans, including a detailed landscape cost estimate, and fencing details, shall be approved by the Urban Design Department; and,
 - iv) the Owner shall provide the City with the legal description and reference plan for the lands that are subject to the site plan agreement;
- 2. That the site plan agreement include provisions that:
 - i) prior to the issuance of a building permit(s), the required amendments to the Certificate of Approval for the portion of the lands pertaining to the site plan application shall have been approved by the Ministry of the Environment;
- 3. A copy of the Council minutes be forwarded to the Region of York, City of Toronto, Toronto and Region Conservation Authority, Ministry of the Environment and Ministry of Natural Resources.

Purpose

On October 31, 2001, the Owner submitted a site plan application to facilitate the development of a 2-storey clubhouse building totaling 2,433.8 m² with 211 parking spaces and access to Dufferin Street; two 1-storey maintenance buildings totaling 1221.47 m² with 80 parking spaces and access to the future McNaughton Road; and accessory buildings. These buildings are part of the overall plans to develop an 18-hole golf course.

This site plan application pertains **only** to the clubhouse and maintenance buildings and their related lands, the stormwater management pond and accessory buildings, as shown on Attachment 1. The golf course lands are discussed in a separate report on the April 8, 2002 Committee of the Whole agenda under Zoning By-law Amendment Application Z.02.018 (York Major Holdings Inc.), which concerns the lifting of the "H" Holding Symbol.

Background - Analysis and Options

Location

The golf course lands are located at the northwest corner of Dufferin Street and Major Mackenzie Drive, in Parts of Lots 21 to 25 inclusive, Concession 3, City of Vaughan, consisting of approximately 92 ha with 210 m frontage on Dufferin Street. The subject site for the clubhouse and maintenance buildings is located in Part of Lot 22, Concession 3, City of Vaughan (Attachment #1). The surrounding land uses are as follows:

- North - valley lands (OS1-H and OS1 Open Spaces Open Space Conservation Zones)
- South - residential, agricultural (A Agricultural Zone)
- West - vacant industrial (M1-H Restricted Commercial Zone)
- East - Dufferin Street; residential, valley lands, golf driving range (A Agricultural and OS1 Open Space Conservation Zones)

Official Plan

The lands concerning the clubhouse and maintenance buildings, which are the subject of this application, are designated “Open Space Policy Area 3” by OPA #332 as amended by OPA #535, which allows a golf course use and ancillary uses. The proposal conforms to the Official Plan. The broader golf course lands are designated “Open Space Special Policy Area 3”, Open Space Special Policy Area 2 (Primary Buffer Area)” and “Open Space” by OPA #332, as amended by OPA #535.

Maple Valley Plan

On July 10, 2000, Council approved OPA #535 (Maple Valley Plan), which established the future land use policies for the closing and rehabilitating of the Keele Valley Landfill site, Primary and Secondary Buffer lands, old Vaughan Landfill site, and Avondale Composting site. The Maple Valley Plan’s objectives were to integrate the Keele Valley Landfill site and surrounding lands into the Maple Community to allow for the creation of a major park/open space park system and develop policies to allow for the use of adjacent private land holdings primarily for open space, commercial and prestige industrial uses. On November 22, 2000, the Region of York approved OPA #535.

Zoning

By-law 427-2000 was enacted by Council on October 10, 2000, to implement the policies of OPA #535, the Maple Valley Plan. The subject lands are zoned OS2-H Open Space Park Zone with the “H” Holding Symbol, by By-law 1-88, as amended by By-law 427-2000, which allows golf course use and related buildings. The broader golf course lands are zoned OS2-H Open Space Park Zone, OS2-H Open Space Park Zone Area “A”, and OS1-H Open Space Conservation Zone, all with the “H” Holding Symbol, and OS1 Open Space Conservation Zone Primary Buffer Area.

“H” Holding Symbol

The lands pertaining to the clubhouse and maintenance facilities are subject to the “H” Holding Symbol under the Maple Valley Plan. The “H” Holding Symbol was placed on lands that are specifically subject to the “Waste Disposal Assessment Area” policies of the Plan. Any development of such land that is subject to Certificate of Approval with the Ministry of the Environment or a change of use from that allowed at the time of the enactment of the Maple Valley Plan and By-law, shall require the submission of reports, which include stormwater management, hydrogeology, infiltration and impact of the proposed use on the long-term environmental controls, monitoring and maintenance the Keele Valley Landfill site. The subject lands are currently subject to a Certificate of Approval and are vacant. The conditions for lifting the “H” Holding Symbol for the clubhouse and maintenance buildings and related lands have to be addressed to the satisfaction of the City, in consultation with the Ministry of the Environment.

Oak Ridges Moraine Conservation Act/Plan

The Oak Ridges Moraine Conservation Act received Royal Assent on December 14, 2001. The Act provides that the Minister of Municipal Affairs and Housing may by regulation establish the Oak Ridges Moraine Conservation Plan. Section 7 of the Act provides that decisions made under the Planning Act or Condominium Act shall conform to the Oak Ridges Moraine Conservation Plan. Section 15 of the Act includes transitional policies for applications commenced and decided upon, and applications commenced and not decided upon, prior to November 17, 2001.

Section 15(3) of the Act provides that Section 7 does not apply to an application, matter or proceeding commenced prior to November 17, 2001, if a decision has been made in respect of the application, matter or proceeding before that date.

The site plan application was submitted on October 31, 2001 and is considered under the Oak Ridges Moraine Conservation Act to have been commenced but not decided upon prior to November 17, 2001.

It is noted that the lands subject to the site plan application are located within the area defined as "Settlement Area" in the November 2001 draft of the Oak Ridges Moraine Conservation Plan. Section 5.2 of the draft Oak Ridges Moraine Conservation Plan states that all applications in Settlement Areas that were commenced but not decided upon before the Plan takes effect, are not subject to the Plan. Site plan approval should therefore only be given on the provision that the site plan conforms to the requirements of the Oak Ridges Moraine Conservation Plan filed under the Regulations Act, pursuant to the Oak Ridges Moraine Conservation Act.

Certificates of Approval – MOE

The Keele Valley Landfill site is scheduled to close at the end of 2002. As part of the process leading up to closure, the City of Toronto has made application to the Ministry of the Environment to amend Certificate of Approval A230610. This amendment is to define the lands needed to manage the site through its entire post closure phase for the potential contaminating life span of the site. The application to amend the site boundary includes the elimination of some portions of the Secondary Buffer Lands, and the addition of some current Secondary Buffer lands to the Primary Buffer. This will require the transfer of lands between Toronto and York Major Holdings who are the owners of the lands within the Secondary Buffer. Agreements between Toronto and York Major Holdings are being prepared to clarify and resolve any potential issues regarding land ownership and access rights necessary for closure.

On December 18, 2001, Council adopted a resolution supporting the amendments to the Certificate of Approval to define the lands that will make up the post closure site along with changes to the rapid stabilization program (leachate recirculation) at the Landfill site.

As part of the proposed redevelopment of the lands surrounding the Keele Valley Landfill site several other amendments to the MOE Certificate of Approval are proposed. The applications that are relevant to the golf course area and use include:

1. Reduction of secondary buffer area and deletion of leachate recirculation;
2. Grading of former Honey Pot Lands Secondary Buffer;
3. Grading of Southern Buffer Lands;
4. Grading of Toronto Burrow Lands adjacent to Dufferin Street;
5. Storm sewers and irrigation plan, Eagle's Nest Golf Course;
6. Maintenance Buildings, Eagle's Nest Golf Course;
7. Clubhouse Building, Eagle's Nest Golf Course;
8. McNaughton Road Realignment;
9. McNaughton Road Watermain; and,
10. Approval of Golf Course Use.

In addition to the Certificate of Approval applications, there are two applications filed with the Ministry of the Environment under Section 53 of the Ontario Water Resources Act for the construction of Stormwater Management Ponds B, E and G. Ponds E and G are located on the area to be used for the golf course. Pond E has an additional function of water storage facility for the irrigation of the golf course. Pond B, located in the Primary Buffer, is to be reconfigured. A permit has also been filed with the Toronto and Region Conservation Authority for alterations to the watercourse in the area south of Pond E.

The clubhouse and maintenance buildings and related lands are located within the Secondary Buffer area within the general Keele Valley Landfill site and are subject to the Certificate of Approval. The site plan agreement is to contain provisions that the required amendments to Certificate of Approval the lands forming part of this application, be approved prior to the issuance of a building permit.

Land Exchanges/Easements

The Owner is proposing to convey to the City of Vaughan:

1. approximately 20 ha ANSI/ESA lands in Part of Lot 25, Concession 3, free of charge and encumbrance; this is reviewed in more detail in the report addressing the lifting of the “H” Holding zone provision.
2. the road allowance for the extension of McNaughton Road to Major Mackenzie Drive; satisfactory arrangements with the City to ensure its conveyance and construction is a condition of the City lifting the “H” Holding zone provision.

Also, the Owner and City of Toronto are in the process of exchanging parcels of land and providing easements over lands within the Secondary Buffer area that are privately owned, and the Primary Buffer area that is owned by the City of Toronto, for the purposes of facilitating the golf course design and appropriate lands for the post-closure maintenance and monitoring of the Landfill site.

Environmental Impact Studies

The Owner has submitted to the City, two environmental impact studies (EIS), prepared by ESG International, addressing the north and south portions of the site. The reports were circulated to the Region of York, Toronto and Region Conservation Authority and Ministry of Natural Resources for comment. The City has had the reports peer-reviewed by LGL Limited and comments have been received from the Authority and the Region of York. Comments with respect to the EIS reports are included in the Committee Item on this agenda dealing with Application Z.02.018 (York Major Holdings Inc.) to lift the “H” Holding provision of the zoning by-law.

Irrigation Supply

Discussions have been ongoing between the Owner and the City with respect to the potential for obtaining water for irrigation purposes from Well Number 5 on the former MNR lands now owned by the City of Vaughan. Dixon Hydrogeology Ltd. has recently completed an assessment of the aquifer yield and a long-term aquifer test on Well 5 in support of a permit to take water application for the use of Well 5 for irrigation supply purposes for the golf course. The Ministry of Environment’s review and approval of the application is required. An agreement between the City and Owner will be required for the supply of the water from Well 5.

Clubhouse Building

a) Site Plan

The clubhouse is set back approximately 180m from Dufferin Street and accessed by a driveway from Dufferin Street. The 2-storey building proposes to provide a banquet hall, pro shop and café. The site statistics are as follows:

Total Gross Floor Area	2433.80m ²
Parking:	
- Required	120 parking spaces, includes 2 barrier free spaces
- Provided	211 parking spaces, excludes the required 3 barrier free spaces

The refuse area should be internal to the building and indicated on the site plan. The site plan also needs to provide the 3 barrier-free parking spaces that are required by the By-law, and their access from the parking area into the building.

b) Elevations

The main entrance of the rectangular clubhouse building, which projects into the front yard, is featured on the north elevation with a column covered terrace that wraps around the building from the north elevation along the west elevation and terminating in the south elevation. The west elevation includes an entrance that leads down the stairs to the 1st- hole of the golf course. The west elevation also features a walkout basement that leads from the clubhouse pro shop and café. The east elevation includes the service loading area. The south elevation includes golf cart loading area in the walkout/basement area, close to the 18th - hole.

Floor to ceiling windows cover most of the west, north and south elevations. Two chimneys are featured, one at the north end of the building and the other at the south end, in the pitched roof, with 4 dormer windows in the west elevation. The materials or colours to be used for the building are required.

Maintenance Buildings

a) Site Plan

On March 14, 2002, the Owner submitted a revised site plan proposal for the maintenance buildings to address Departments/Agencies comments from the first submission. Any comments generated by the review of the revised proposal will have to be addressed. A preliminary review of the proposal appears to indicate that the many of the Planning Department comments concerning the site plan and elevations have been addressed.

The site plan proposes a 1-storey, rectangular maintenance office building and maintenance storage/workshop building. The site statistics are as follows:

Total Buildings Gross Floor Area:	
- Office	300.24m ²
- Storage/Workshop	1,033.95m ²
- Chemical Storage	72.25m ²
Parking:	
- Required	47 parking spaces, includes 1 barrier-free space
- Provided	75 parking spaces, includes 2 barrier-free spaces

Access to the maintenance buildings is to be from a future cul-de-sac from the future McNaughton Road. There is no vehicular access to the clubhouse from the maintenance buildings. The proposal indicates the refuse bins will be kept inside the storage/workshop building.

b) Elevations

The maintenance office building features its main entrance on the east elevation with a barrier-free ramp. The west elevation, which will face the future McNaughton Road, features glazing across most of the façade. The north and south ends of the building both feature a cupola in the asphalt shingled pitched roof. The building's facades will consist of wood siding, with stone at the base.

Directly across from main entrance of the maintenance office building is the 1-storey rectangular maintenance storage/workshop building. The main entrance for this building is located on the north

elevation, along with 3 overhead doors into the storage area. The south elevation includes one overhead door. Small windows are dispersed along the north and south elevations in between the overhead doors. The pitched roof is metal and the façades consist of metal siding, with poured concrete at the base.

Next to the south elevation of the workshop/storage building, is the golf cart wash and fuel pads area. East of the workshop/storage building is the 1-storey chemical storage building and storage bays (sand, fertilizer, etc.). The chemical storage building has a metal roof and concrete block facades, with 2 door entrances and an overhead door in the west elevation.

c) Future Uses

The site plan proposal indicates future parking areas at the north and east ends of the maintenance area site that will accommodate 146 parking spaces. Modifications will be required to the proposed parking area to eliminating 4 parking spaces to accommodate a driveway to access the easterly future parking area, and to provide a driveway off of the main driveway to access the northerly parking area. The proposal indicates that there will be a future golf course nursery to occupy an area of approximately 1141 m². Further details are required on any buildings (greenhouse) that may be part of the nursery.

Accessory Buildings/Structures

To the west of the clubhouse, near Stormwater Management Pond E, is the 1-storey, 46.75m² irrigation pumphouse building. The building features a removable, pitched metal roof and metal siding façades. The proposal also includes other accessory buildings such as the 30.10m² concession building, two 17.00m² washroom facilities and 14m² entrance gatehouse that are required to support the proposed use. All of these buildings, except for the gatehouse, are within the lands that are being considered as part of the 18-hole golf course. These buildings will require building permits as they are over 9.94m² and will be required to be included in the site plan agreement for the clubhouse and maintenance buildings.

Future McNaughton Road

The maintenance buildings area is to be accessed by a future cul-de-sac, from the future McNaughton Road, which will extend northwest from Major Mackenzie Drive to connect to Keele Street via the currently private Eagle Rock Way road. The Owner will be building the road, which is intended to be a Development Charge project. The City's Engineering Staff have reviewed the draft reference plan dated October 18, 2001, prepared by Holding and Jones Limited, O.L.S. and advised that they have no objections to the proposed future McNaughton Road alignment.

A development agreement between the Owner and the City is to be executed and registered for the construction of the future McNaughton Road. As access to the maintenance facilities is dependent upon the future McNaughton Road, an alternative or temporary access to the maintenance facilities may be provided if the road is not in place, subject to the satisfaction of the City. The final alignment for the future McNaughton Road and its related services with respect to the construction by the Owner, shall be to the satisfaction of the City.

Overhead Power Lines

The area along the north limit of the clubhouse area's parking lot and traversing northward for approximately 200m, includes overhead power lines that facilitate Eastern Power Developers Inc.'s electrical power generating plant. Some of the overhead power lines are over the southerly portions of the golf course holes 1 and 9. The Owner and Eastern Power have discussed a proposal to burial the power lines with Eastern Power, and it is intended that the power lines are to be removed and buried under ground under holes 1 and 9 during the Spring of 2002.

Circulation Comments

The Ministry of the Environment advised that the subject lands are covered by the Certificate of Approval for the Keele Valley Landfill site. Condition 1(a) in the Certificate specifies that:

“No use shall be made of any of the lands other than the current uses and those from time to time shown on approved working drawings.”

The Certificate, when issued in 1983, did not refer to the proposed use as a current use. Therefore, the Certificate requires an amendment for the use, and is to be supported by, but not limited to, stormwater management, hydrogeology and environmental reports.

The Toronto and Region Conservation Authority have not noted any objections to the proposal for the lands pertaining to the clubhouse and maintenance buildings as these are outside of the ESA/ANSI lands. The TRCAs comments relating to the McGill ESA are included in the staff report addressing the lifting of the (H) Holding provision in File Z.02.018.

The Region of York has provided technical comments relating to site servicing, grading, Dufferin Street access and road widening, landscaping, and conveyance of lands, to be addressed to the Region’s satisfaction. The Region of York’s comments relating to the Environmental Impact Statement and are included in the staff report addressing the lifting of the (H) Holding provision in File Z.02.018.

The Engineering Department advised that they have no objections provided their concerns related to site servicing, stormwater management, grading, and execution and registration of a subdivision agreement for the future McNaughton Road are addressed to their satisfaction. The Engineering Department has advised that a site screening questionnaire concerning a Phase 1 Environmental Site Assessment is not required as the Ministry of the Environment will be undertaking a comprehensive investigation of the site and the City will rely on the Ministry’s findings and recommendations.

The Urban Design Department advised that they have no objections provided their concerns related to additional landscaping being provided along Dufferin Street and the driveway area surrounding the clubhouse. On March 14, 2002, the Owner submitted a landscape plan for the maintenance site area, which provides landscaping along the future McNaughton Road right-of-way. Any comments generated by the review of the revised proposal by the Urban Design Department will have to be addressed by the Owner.

The Real Estate Department advised that cash-in-lieu of parkland has been addressed to the satisfaction of the City.

Conclusion

The proposal for the clubhouse and maintenance buildings and related lands have been reviewed in accordance with the policies of OPA #332, as amended by OPA #535 (Maple Valley Plan) and requirements of By-law 1-88, as amended by By-law 427-2000 (Maple Valley By-law). The proposal has been found to conform, subject to addressing the conditions to lift the “H” Holding Symbol and amending the Certificates of Approval. As a condition of lifting the “H” Holding Symbol, the Ministry of Environment will have to approve the golf course use, in accordance with OPA #535.

The subject lands are included in the Oak Ridges Moraine Planning Area by Bill 122, “An Act to Conserve the Oak Ridges Moraine”, which received Royal Assent on December 14, 2001. The November 1, 2001, Draft Oak Ridges Moraine Conservation Plan designates the lands as “Settlement Area”. Site plan approval should only be given on the provision that the site plan conforms to the requirements of the Oak Ridges Moraine Conservation Plan filed under the Regulations Act, pursuant to the Oak Ridges Moraine Conservation Act.

Staff can support the site plan application subject to the Owner addressing the matters addressed in this report. The site plan must be revised in accordance with the Departments/Agencies comments,

including, barrier free access, refuse area, landscaping, elevations, site servicing, grading and stormwater management, and the Dufferin Street access.

Therefore, Staff, can support the site plan application, subject to the revisions outlined in this report. Should Committee concur, Site Plan Application DA.01.078 (York Major Holdings Inc.) can be approved, with the adoption of the “Recommendation” of this report.

Attachments

1. Location Map
2. Site Plan-Clubhouse Facility
3. Site Plan-Maintenance Buildings
4. Elevations-Clubhouse Building
5. Elevations-Maintenance Buildings
6. Site Plan/Elevations-Pumphouse & Chemical Storage Buildings

Report prepared by:

Judy Jeffers, Planner, ext. 8645
Eric Taylor, Senior Planner, Environment, ext. 8214
Art Tikiryman, Senior Planner, ext. 8212
John Stevens, J.H. Stevens Planning and Development Consultants

/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.)

**134. YORK MAJOR HOLDINGS INC.
LIFTING OF (H) HOLDING ZONE PROVISION
FILE Z.02.018**

Item 26, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002, be approved;**
- 2) **That the following deputations be received:**
 - a) **Ms. Aurelia Bertocchi, Vaughan Cares;**
 - b) **Ms. Margaret Casey, Don Watershed Regeneration Council, 105 St. Leonards Avenue, Toronto, M4N 1K6; and**
 - c) **Mr. Ian McNaughton, York Major Holdings; and**
- 3) **That the written submission from Mr. Mark Wilson, Don Watershed Regeneration Council, 5 Shoreham Drive, Downsview, M3N 1S4, dated April 11, 2002, be received.**

Recommendation

The Commissioner of Planning recommends that:

1. The golf course layout for proposed golf holes 3, 4, 5, 6 and 7 as shown on Attachment 2 to the staff report be approved;

2. The lifting of the (H) Holding provision for the lands located within the McGill Forest Environmentally Significant Area and Maple Uplands and Kettle Wetlands Area of Natural and Scientific Interest in part of Lot 25 Concession 3 be approved subject to:
 - a) Prior to the enactment of the by-law lifting the (H) Holding provision in this area the applicant shall make satisfactory arrangements with the City of Vaughan to ensure the following:
 - i) The applicant reimburse the City of Vaughan for the costs associated with the peer review of the environmental impact study and environmental site assessment and related reports;
 - ii) Implementation of a woodlot enhancement proposal including the detailed planting plans to the satisfaction of the City of Vaughan;
 - iii) Implementation of the recommendations of the final Environmental Impact Study and Environmental Management and Maintenance Protocol to the satisfaction of the City of Vaughan;
 - iv) The applicant submit a phase 1 environmental site assessment and any subsequent reports that may be required to the satisfaction of the City of Vaughan respecting the ESA/ANSI lands to be conveyed to the City of Vaughan;
 - b) Prior to the enactment of the by-law lifting the (H) Holding provision the applicant shall have conveyed to the City of Vaughan free of all costs and encumbrances approximately 20 ha (50 acres) comprising the balance of the ESA/ANSI in the applicant's ownership in Lots 24, and 25 Concession 3 as indicated on the preliminary reference plan forming Attachment 4.
3. The lifting of the (H) Holding provision in whole or in part, covering the golf course lands located in the secondary buffer of the Keele Valley Landfill in Lots 21, 22, 23 and 24, Concession 3 be approved subject to:
 - a) The Ministry of Environment has "approved the golf course use" in the respective portion of the secondary buffer area pursuant to the policies of OPA 535;
 - b) That satisfactory arrangements with the City have been made to ensure the following:
 - i) approval and implementation of detailed planting and storm water management plans for the golf course;
 - ii) Implementation of the recommendations of the final Environmental Impact Studies and Environmental Management and Maintenance Protocol to the satisfaction of the City;
 - iii) conveyance, design and construction of McNaughton Road east of Keele Street north of Major Mackenzie Drive and access and services related thereto;
 - iv) the supply of water for irrigation purposes from the well located on the former MNR lands owned by the City of Vaughan.
 - c) The Region of York shall have advised Vaughan that satisfactory arrangements have been made with the applicant respecting servicing, access to the Regional Roads, all grading, landscaping and works on and adjacent to the Regional road allowances and conveyances of lands for public highway purposes.

4. A copy of the Council minutes be forwarded to the Region of York, the City of Toronto, the Toronto and Region Conservation Authority, the Ministry of Environment and the Ministry of Natural Resources.

Purpose

On March 1, 2002 York Major Holdings submitted an application (File Z.02.018) to lift the (H) Holding provision on lands comprising parts of Lots 21, 22, 23, 24 and 25, Concession 3 in the City of Vaughan including the lands zoned OS1H and OS2H Open Space, M1H and M2H Industrial Zones, and C1H Commercial. This report deals only with the lifting of the (H) Holding provision on the portion of the lands zoned OS1H and OS2H, permitting the golf course use, as shown on Attachment 1.

In accordance with the policies of OPA 535 and Council's motion of October 10, 2000, Council approval of detailed plans is required prior to the lifting of the (H) Holding symbol for that part of the lands located within the Environmentally Significant Area in Lots 24 and 25 Concession 3 City of Vaughan. The primary focus of this report is on the portion of the Holding Zone lands located in Lots 24 and 25, Concession 3, in the area of the McGill Area Environmentally Significant Area and Maple Uplands and Kettle Wetlands Area of Natural And Scientific Interest. The report also covers matters to be addressed prior to lifting the (H) on the balance of the lands zoned OS2H, outside of the ESA/ANSI.

Background

On October 10, 2000 Council resolved the following (in part):

- “1. That the zoning by-law to implement the Maple Valley Plan include permission for the establishment of two golf holes within a defined and limited area of the Maple ESA and that such permission be subject to an “H” Holding zone provision to be lifted upon Council's approval (in consultation with the TRCA) of detailed plans for the golf course in this area incorporating all necessary buffering and environmental protection measures; ...”

Council enacted By-law 427-2000 on October 10, 2000, permitting the golf course use within a defined area, with a (H) Holding provision.

Maple Valley Plan

In 1998, the City of Vaughan undertook a study to prepare the Maple Valley Parks and Open Space Concept/Strategy Plan. The purpose of the Maple Valley Plan was to establish the future land use for the landfill and adjacent lands upon closure of the landfill. The Maple Valley Plan formed the basis for Official Plan Amendment 535.

The objectives of the Maple Valley Plan included the establishment of an open space/parkland plan and implementation strategy for the public land holdings in North Maple, including the:

- (i) Keele Valley Landfill upon closure
- (ii) old Vaughan Township landfill
- (iii) former MNR lands

so that these lands may collectively form a major city park serving north Vaughan. The Maple Valley Plan also addressed the disposition and use of adjacent private land holdings in the open space/parkland plan.

The recommended Maple Valley concept included:

1. passive recreation uses on the Keele Valley Landfill and former Vaughan Township landfill;
2. a North Maple Park in the Avondale pit/composting area;

3. business park uses to the west of the landfill and a golf course use to the south and east of the landfill, with a commercial use at the northwest corner of Dufferin Street and Major Mackenzie Drive.

The subject lands form part of the private land holdings adjacent to the Keele Valley Landfill and opposite the former MNR lands. The Maple Valley Plan identifies the subject lands as part of the easterly Natural Area – ESA/ANSI lands extending from the subject area northerly to Kirby Road. The Plan recommendations and strategy for the area contained in Section 6.1.6 and 6.2.6, provides as follows:

“Lands to the northeast of the Keele Valley Landfill and east of the Avondale Compost Area form part of the headwaters of the East Don River. These lands are presently designated as Open Space. No change to these designations is proposed in the Maple Valley Plan and it is the Plan’s intention to preserve the natural environment of these areas”; and,

“As plans are prepared for the rehabilitation of the KVL and the other landfills and the development of the North Maple Park on the Avondale site and the Keele Street frontage lands, integration with these ESA and ANSI areas should be recognized. Care must be taken to ensure the proper setbacks and buffers as well as development of hiking trails along the top of bank that are consistent with the TRCA Trail Planning and Design Guidelines and the on-going landfill management requirements of the City of Toronto. As well, the development of the golf course to the east and southeast of KVL should also recognize the proximity to the ESA and ANSI.

OPA #535

The City considered OPA #535 at Public Hearing on May 15, 2000, at Committee of the Whole on June 26, 2000 and was adopted by Council on July 10, 2000. Through the public process of considering the Official Plan it was determined that some policy flexibility was appropriate to provide the opportunity for the golf course to extend into a portion of the ESA lands, subject to a supportive environmental impact study.

Section 5.1.2 of OPA #535 provides as follows:

“The Maple Uplands Kettle Wetlands ANSI and the McGill Forest ESA are identified on Schedule 2A. These lands shall be subject to Section 5.10 “Wetland Protection” and Section 5.12 “Environmentally Significant Areas and Areas of Natural and Scientific Interest” of OPA #400. Expansion of the golf course use planned on adjacent lands into a portion of the ANSI/ESA may be permitted subject to an amendment to the Zoning Bylaw provided it has been demonstrated to the satisfaction of the City in consultation with the Toronto Region Conservation Authority and Ministry of Natural Resources and Region of York that there will be no negative impacts on the natural features or the ecological functions for which the area is identified.” (Note: emphasis added).

It is noted that the requirements established by OPA #535, (as underlined), is drawn directly from the Provincial Policy Statement Section 2.3.1. (b).

The Region of York approved OPA 535 on November 22, 2000 with various modifications, which included the insertion of “the Region of York” as an agency to be consulted in the consideration of any extension of the golf course into the ESA lands. The planning report submitted to Regional Planning Committee at that time stated, in part, that:

“the Toronto Region Conservation Authority has advised of an issue with a policy of the amendment that would consider the expansion of the proposed golf course use on adjacent lands into a portion of an environmentally significant area. The Authority does not generally support active uses within environmentally sensitive areas that would result in the loss of their features and functions. Regional staff is proposing a modification that includes the Region as one of the authorities to be consulted with prior to consideration

of the proposed golf course into portions of the ESA. The City has indicated that an environmental impact report has been submitted and is being peer reviewed by the City's environmental consultant."

Zoning Bylaw 427-2000

City Council held a Public Hearing to consider the enactment of a Bylaw to implement OPA 535 on October 2, 2000. The Planning Staff report provided a number of comments including the following:

"The proposed golf course is an important element of the overall plan as it establishes an attractive and compatible land use adjacent to the landfill site; the proponents have requested that the golf course be permitted to extend into a portion of the Environmentally Sensitive Area (ESA) to the southwest of Teston Road and Dufferin Street. A supporting environmental impact report has recently been submitted and is being peer reviewed by the City's environmental consultant."

On October 5 the City received the preliminary report of the City's environmental consultants (LGL Limited) with respect to their peer review of the September 2000 Environmental Impact Study prepared on behalf of York Major Holdings. In a summary letter dated October 6, 2000, LGL advised as follows:

"Please be advised that our principal recommendation to the City of Vaughan is to support the ESG recommendation for a holding zone to be placed on the forested portion of the subject lands. We support the use of this procedure only on the basis that lifting this condition will be subject to satisfactory review of the detailed design information for the golf course development in the area by the City's Peer Review Consultant".

Vaughan Council enacted By-law 427-2000 on October 10, 2000, zoning the subject area OS2 (H) Open Space Park Zone and OS1 (H) Open Space Conservation Zone, with both zones permitting a golf course use. Zoning Bylaw 427-2000 is in full force and effect and implements OPA #535.

Section 1.3 fi) of the By-law provides that:

"a golf course may be permitted within the lands identified as "Area D" on Schedule "E-1203"; (Note: Schedule E identifies a portion of the subject ESA lands as "Area D")

Section 1.3 fii) provides that:

"notwithstanding the provisions of (fi) above, lands zoned with the Holding Symbol "H" shall be used only for uses legally existing as of the date of the enactment of the bylaw and those uses defined in Exception Paragraph 9(756)"; (Note: the subject lands are zoned with an "H" Holding symbol.)

To permit a golf course use on the portion of the ESA lands defined as "Area D" in Bylaw 427-2000, Council must pass a bylaw to lift the "H" Holding zone and Council must therefore be satisfied that the requirements established in OPA 535, Section 5.1.2 have been met.

Oak Ridges Moraine Conservation Act and Plan

The Oak Ridges Moraine Conservation Act received Royal Assent on December 14, 2001. The Act provides that the Minister of Municipal Affairs and Housing may by regulation establish the Oak Ridges Moraine Conservation Plan. Section 7 of the Act provides that decisions made under the Planning Act or the Condominium Act, or in relation to a prescribed matter, shall conform with the Oak Ridges Moraine Conservation Plan. Section 15 of the Act includes transitional provisions for applications commenced and decided upon and applications commenced and not decided upon before November 17, 2001.

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Section 15(3) provides that Section 7 does not apply to an application, matter or proceeding commenced before November 17, 2001 if a decision has been made in respect of the application, matter or proceeding before that date.

With respect to the time of decision, Section 15. (5) states that:

“(c) in the case of a holding provision by-law under Section 36 of the Planning Act, on the day that the council passes the by-law applying the holding symbol “H” (or “h”);

For the purposes of the Oak Ridges Moraine Conservation Act the decision date for the lifting of the (H) Holding symbol is considered to be October 10, 2000, the date on which By-law 427-2000 containing the (H) holding symbol was enacted by Council and therefore the amending by-law lifting the (H) would not be subject to the Oak Ridges Moraine Conservation Plan.

Region of York Tree By-law

The Region of York has laid charges under the Regional Tree By-law and the Forestry Act, with respect to logging that occurred on or about December 12, 2001 at the Eagle’s Nest Golf Course development site. Planning Staff understand that the area where the cutting occurred is located within the northeast portion of the proposed golf course. The recommendation includes that the Council minutes be sent to the Region of York.

Environmental Impact Study

In October 2001 the applicant submitted to the City an environmental impact study dated September 14, 2001, prepared by ESG International, addressing the north portion of the golf course. The report was circulated to the Region of York, TRCA and MNR for comment. The City has had the reports peer reviewed by LGL Limited.

The North Portion EIS report includes the lands that form part of the Maple Uplands and Kettle Wetlands ANSI and McGill Forest ESA. An earlier EIS report prepared by ESG International, dated September 11, 2000 assessed the opportunities for expansion of the golf course into a portion of the ESA/ANSI. The 2000 EIS report was also peer reviewed by LGL Limited for the City prior to By-law 427-2000 being enacted by Council.

In their September 2001 EIS report, ESG conclude as follows (in part):

“The removal of portions of the high quality forest, which will not negatively impact local populations of ...birds...or wildlife along a Greenlands corridor. The loss of the high quality forest area is small in relation to the overall ESA/ANSI area and opportunities for compensation for forest loss by replanting currently untreed portions of the site exist. Key elements and recommendations of this report include:

- enhancement of ground water recharge;
- implementation of appropriate golf course management practices;
- maintenance of buffers and setbacks;
- development of pre-stressing and transplantation plans for rare plant species before tree clearing begins;
- intensive reforestation of the northern portion of the golf course; and,
- planting of protective edge buffer areas.

It is recommended that the City of Vaughan use site plan control to ensure that the recommendations listed above are respected during construction on the site, and thereafter through the monitoring programs.”

Comments from LGL Limited, the City’s peer reviewer, on the second study conclude as follows:

“The updated EIS is more comprehensive than the previous EIS and addresses many of the issues raised by LGL in our October 5, 2000 letter. Our review of the current EIS identified a number of issues. The majority of these issues have been resolved through direct communication with ESG personnel. The EIS should be revised to reflect these communications. ESG note in their response comments that development as proposed will result in negative effects on valued natural heritage features. However, based on our review of information in the EIS and provided through discussions with ESG, we conclude that although environmental attributes will be reduced they will not be lost from the ESA/ANSI features; It is our opinion, that the reconfigured natural heritage unit will be retained in a sustainable form.”

OPA #535 provides a policy framework to consider expansion of the golf course use into the ESA lands which requires that there will be “no negative impacts on the natural features or ecological functions for which the area is identified”. “Negative impact” is not defined in OPA #535 or OPA #600. The PPS, upon which the OPA #535 policy is based, defines “Negative impacts” to mean:

“(b) in regard to other natural heritage features and areas (i.e. other than fish habitat), the loss of the natural features or functions for which the area is identified.”

Consequently the policy expectations of OPA #535 anticipate that:

- Certain expansion into the ESA could occur without being considered a “negative impact”. To consider otherwise would negate any purpose of the policy;
- The extent of expansion must not create a negative impact which is interpreted to be the “loss of the natural features or functions for which the area is identified”.

It is noted that in December 2001 tree cutting within the ESA area occurred in an unauthorized manner. It is understood that the tree cutting occurred only in the defined area examined by the EIS, however this requires confirmation. In addition it is not known and considered unlikely that certain recommendations of the EIS with respect to “development of pre-stressing and transplantation plans for rare plant species before tree clearing begins” were implemented.

Toronto and Region Conservation Authority (TRCA) Comments

A copy of the TRCA staff report to its Meeting of March 22, 2002 forms attachment 6 to this report. The resolution adopted by the TRCA at its meeting of March 22, 2002 is included as Attachment 7 to this report. TRCA staff also provided comments to Vaughan in a letter dated March 25, 2002 included as Attachment 8 to this report.

The March 22, 2002 Resolution of the TRCA includes, in part the following:

...” The Authority confirms the opinion of TRCA staff that, while the majority of the subject lands outside of the ESA/ANSI lands are suitable for golf course use, the Authority does not support the siting of any golf course facilities within the boundaries of the ANSI/ESA as it will result in the loss of ecological features and functions of the ESA;

THAT, notwithstanding the clearing that has already occurred, the City of Vaughan be requested to direct the proponents to revise the Site Plan application to remove all proposed tees, fairways and greens now proposed within the ESA/ANSI lands, and to seek appropriate restoration of all damaged areas;

That the Authority endorse the position of the Don Watershed Regeneration Council as outlined in the following resolution, and the City of Vaughan be so advised:

THAT the Don Watershed Regeneration Council supports the Toronto and Region Conservation Authority’s (TRCA) staff recommendations with respect to the relocation of the

proposed tees, fairways and greens originally proposed within the McGill ESA/ANSI to an area outside of the ESA;

THAT all damage within the ESA must be appropriately restored;

THAT the City of Vaughan be requested to require additional restoration compensation in recognition of the decades that will be required for this Oak Ridges Moraine Natural Core Area to regain the level of natural function afforded by the mature state that has been lost including but not limited to: soil structure; forest flora; wildlife habitat and breeding sites;”

The March 22, 2002 TRCA staff report concludes with three major concerns.

1. Firstly, the TRCA staff believes that the conclusion of the City’s and applicant’s environmental consultants, which are that the ESA/ANSI will continue to be sustainable, cannot be determined without a consideration of cumulative effects of all other proposals within the ESA area;
2. Secondly, TRCA staff believe that by virtue of its rarity any removal of woodlot within the Don River watershed and in particular the McGill ESA, represents a significant negative environmental impact;
3. Finally the staff do not believe that OPA 535 provides consideration of “an acceptable” level of environmental impact, rather they believe the policies do not permit any environmental impact, no matter how minor, to be permitted.

In considering the conclusions of the TRCA it is noted:

1. Applications must be considered on their individual merit within the policy context established. In this regard OPA 535 provides a policy framework which contemplates expansion into the ESA area. This policy framework does not apply to other areas of the ESA/ANSI.
2. As the Official Plan policy anticipates that some encroachment into the ESA may be possible it is recognized that some removal of woodlot could occur and be considered as acceptable. To interpret otherwise would render the policy meaningless.
3. The respective policy of OPA 535 is drawn directly from the Provincial Policy Statement (PPS). Application of the definition of “negative impact” established in the PPS should logically be applied to the interpretation of the policy. Such definition is based on the concept that some impact may occur provided the environmental features and functions are not lost to the area. Both the applicant’s and the City’s environmental consultants conclude that the features will not be lost to the area and that the natural heritage unit will remain sustainable.

Douglas Carrick of Carrick Design, the golf course designer, has in a letter to Vaughan dated March 26, 2002, (Attachment 10) responded to the TRCA comments in their March 22, 2002 report and March 25, 2002 letter, that the golf course should be re-designed to stay out of the ESA entirely. In his letter, Mr. Carrick states that he has “explored many different options for aligning the holes in the “Honey Pot” lands and have come to the conclusion that the current alignment, utilizing part of the ESA, is the only feasible layout.”

ESG International has in a letter to Vaughan dated March 28, 2002 (Attachment 12) responded to TRCA staff comments. ESG states in their letter that, “we interpret negative impact, in the context of OPA 535, as the loss or long term danger or loss of unique features or functions of the ESA....the ESA will continue to merit designation as an ESA with the same range of natural features and ecological functions...We are of the opinion that the policy test set out by OPA 535 has been met..”. ESG concludes that, “In our professional opinion there are no negative impacts as a result of the proposal to the natural features or the ecological functions for which the McGill ESA was identified.”

Region of York Comments

The Region of York in a letter dated March 15, 2002, has provided comments with respect to required conveyances along Dufferin Street and Major Mackenzie Drive and design details regarding access to the Regional Roads. The Region has noted that landscape features, utility structures and irrigation systems within the Regional right-of-way are not permitted. The Region has requested that a proposed water connection into the Regional trunk watermain on Dufferin Street be removed from the plans. The connection is to service a washroom building located to the south of holes 5, 6 and 7. With respect to the proposed 200mm diameter irrigation watermain crossing Dufferin Street the Region requires the applicant to enter into an encroachment permit. Alternatively the Region has suggested that the City be the owner of the watermain from its source to the west side of Dufferin Street. The recommendation includes that the Region shall have advised Vaughan that satisfactory arrangements have been made with the applicant respecting these matters prior to the lifting of the (H) Holding provision in whole or in part.

The Region of York in a letter dated March 26, 2002, (Attachment 11) has advised that with respect to their review of the EIS:

“the Region and the Toronto and Region Conservation Authority (TRCA) have a Partnership Agreement for the provision of technical expertise in the review of development applications which may affect Regional interests. In this regard TRCA staff has provided comments in correspondence dated March 25th 2002...Our staff has reviewed and concurs with TRCA's comments and conclusions, and supports the recommendations set out by TRCA staff.”

MNR Comments

The September 2001 Environmental Impact Statement was circulated to the Ministry of Natural Resources on December 10, 2002, as it is one of the agencies identified in OPA 535 to be consulted on the extension of the golf course use into the ESA/ANSI. Staff at the Ministry of Natural Resources have verbally advised Planning Staff that they are not providing comments on the report.

Woodlot Enhancement Plan

The applicant has provided the City with a Woodlot Enhancement Proposal shown on Attachment 3. The drawing shows areas for forest restoration and enhancements which are proposed to be implemented through detailed planting plans. The Plan notes that the areas of new plantings are approximate and subject to minor change during the detailed design process. Approximately 0.5 ha of new planting areas are proposed on lands owned by the City of Toronto and are subject to the approval of the City of Toronto. The detailed planting plans need to be finalized to the satisfaction of Vaughan. The City of Toronto must also consent to the planting proposed on their lands. The recommendation includes that satisfactory arrangements for the implementation of the detailed plans for the woodlot enhancement be in place between the Vaughan and York Major Holdings prior to the lifting of the (H) Holding provision in whole or in part.

Conformity to OPA #535

J. H. Stevens Planning and Development Consultants, the City's consultant for the Maple Valley Plan, OPA #535 and Zoning By-law 427-2000 has reviewed the conclusions of both the EIS prepared by ESG and the peer reviewer LGL. J. H. Stevens Consultants in their March 25, 2002 letter to the City (Attachment 9), has advised the following:

“The conclusions of both the environmental impact study by ESG International and the peer review by LGL Limited are that:

- the features and functions will not be lost from the ESA/ANSI feature;
- the features of the reconfigured natural heritage unit will be retained in a sustainable form;

- the function of the area as a greenlands corridor and wildlife habitat will not be negatively impacted.

Based on the foregoing it is concluded that the proposed expansion of the golf course into the ESA area satisfies the environmental policy requirements of Section 5.1.2 of OPA 535 that there will be “no negative impact on the natural features or ecological functions for which the area is identified”. This conclusion is based on the application of the Provincial Policy Statement definition of “negative impact” as outlined above.

Enactment of a zoning bylaw to lift the “H” Holding Zone within the portion of areas “A” and “D” as defined in By-law 427-2000, which are subject to the EIS report and comprise approximately 4.3 ha, will conform to Section 5.1.2 of OPA 535. It is noted that prior to the lifting of the “H” in AREA “A”, Section 5.1.3 of OPA 535 must also be satisfied with respect to the Ministry of Environment.

Finally, it is understood that a mitigation and monitoring strategy is intended to be implemented. This should be updated as a result of the unauthorized cutting which has occurred and secured in an agreement, along with the other recommendations of the EIS as part of the site plan agreement or bylaw process. In addition it is understood that York Major Holdings agreed on July 10, 2001 that the balance of the ESA lands owned by York Major Holdings would be dedicated, gratuitously, to the City. Such dedication should occur prior to or concurrent with the City’s enactment of the By-law to lift the “H” zone. “

Planning Staff concur with the position of J.H. Stevens Planning and Development Consultants as set out above, that the by-law lifting the (H) would conform to OPA #535.

Conveyance of ANSI/ESA lands to Vaughan

The applicant has proposed to convey the balance of the ESA/ANSI lands in their ownership, comprising approximately 20 ha (50 acres), to the north of the proposed golf course holes. The recommendation includes that prior to the enactment of the by-law lifting the H holding provision that these lands be conveyed to the City of Vaughan free of all costs and encumbrances. A preliminary survey of the area to be conveyed forms Attachment 4.

In accordance with the City Policy a Phase 1 Environmental Site Assessment (ESA) and any subsequent reports determined to be necessary ie. Phase 2 ESA, will be required to be submitted, reviewed and accepted, by the City prior to transfer.

Future McNaughton Road

The maintenance buildings area is to be accessed by a future cul-de-sac, from the future McNaughton Road extension, which will connect Major Mackenzie Drive to Keele Street via the currently private Eagle Rock Way road. The applicant will be building McNaughton Road which is proposed to be included in the City’s Development Charge By-law. Engineering Staff have reviewed the draft reference plan dated October 18, 2001, prepared by Holding and Jones Limited, O.L.S. and advised that they have no objections to the proposed future McNaughton Road alignment.

An agreement between the Owner and the City is to be executed and registered for the future McNaughton Road. As access to the maintenance facilities is dependent upon the future McNaughton Road, an alternative access may have to be provided if the road is not in place, subject to the satisfaction of the City. The final alignment for the future McNaughton Road and its related services and arrangements for the conveyance, design and construction by the Owner shall be to the satisfaction of the City.

Lifting of (H) Holding Provision for lands zoned OS2H outside of ESA/ANSI area (Lots 21, 22, 23 and 24, Concession 3)

Prior to the lifting of the (H) Holding provision in whole or in part for the lands located outside of the ESA/ANSI, satisfactory arrangement shall have been made between the applicant and the City of Vaughan on the following matters:

1. The conveyance, design and construction of McNaughton Road extension east of Keele Street and north of Major Mackenzie Drive and access and services related thereto;
2. Detailed planting and stormwater management plans;
3. Implementation of the recommendations of the final Environmental Impact Studies and Environmental Management and Maintenance Protocol to the satisfaction of the City in consultation with the Region of York and TRCA;
4. The supply of water for irrigation purposes from the well located on the former MNR lands owned by the City of Vaughan.

In addition, prior to the lifting of the (H) Holding provision the Region of York shall have advised Vaughan that satisfactory arrangements have been made respecting the Region's technical servicing, access road requirements. Also, in accordance with OPA 535, the Ministry of Environment shall have approved the golf course use.

Conclusion

Staff have reviewed the proposed golf course layout as shown on Attachments 2 and 2a. The City's peer reviewer LGL Limited has reviewed the Environmental Impact Study prepared by the applicant's consultant ESG. LGL has concluded that although the environmental attributes will be reduced they will not be lost from the ESA/ANSI features and that in their opinion the reconfigured natural heritage unit will be retained in a sustainable form.

J.H. Stevens Consultants, the City's planning consultant on the Maple Valley Plan and implementing Zoning By-law, has reviewed the EIS and the comments of the peer reviewer on the EIS and the TRCA staff report to the March 22, 2002 Authority meeting and has concluded that the by-law to lift the (H) Holding provision would conform to OPA #535. Planning Staff concur that the proposed layout is in conformity with OPA #535 and that it is in accordance with the requirements of the Zoning By-law.

The amending by-law lifting the (H) would not be subject to the Oak Ridges Moraine Conservation Plan.

Prior to the lifting of the (H) Holding provision, in whole or in part, on the lands located in the secondary buffer area, the Ministry of Environment shall have approved the golf course use pursuant to OPA 535.

Prior to the lifting of the (H) Holding provisions, in whole or in part, on the golf course, satisfactory arrangements shall have been made between:

- i) the applicant and the City to ensure the following:
 - conveyance of approximately 20 ha (50 acres) of ESA/ANSI lands;
 - implementation of the woodlot enhancement proposal, the recommendations of the EIS and the recommendations of the management and maintenance protocol;
 - implementation of detailed planting and storm water management plans;
 - conveyance, design and construction of McNaughton Road north of Major Mackenzie Drive and access and services related thereto; and,
 - use of the City owned well on the former MNR property for the golf course irrigation water supply.

- ii) the applicant and the Region of York respecting servicing, access, land conveyances, and works on and adjacent to the regional road allowances;

A copy of the Council minutes should be provided to the Region of York, the City of Toronto, the Toronto and Region Conservation Authority, the Ministry of Environment and the Ministry of Natural Resources. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Subject Lands for lifting of the (H) Holding provision
2. Eagle's Nest Golf Course General Plan (North Portion)
- 2a. Eagle's Nest Golf Course Overall Site Layout
3. Eagle's Nest Golf Course Woodlot Enhancement Proposal
4. Preliminary survey of ESA/ANSI lands to be conveyed to the City by York Major Holdings
5. Location of McGill ESA – information supplied by TRCA
6. Staff Report Toronto and Region Conservation Authority Meeting # 3/02, March 22, 2002 Item 7.1 Eagle's Nest Golf Course (MAYOR AND MEMBERS OF COUNCIL ONLY)
7. Minutes of Toronto and Region Conservation Authority Meeting #3/02 March 22, 2002 Item 7.1 Eagle's Nest Golf Course (MAYOR AND MEMBERS OF COUNCIL ONLY)
8. TRCA, March 25, 2002 letter to Michael DeAngelis, Commissioner of Planning, City of Vaughan (MAYOR AND MEMBERS OF COUNCIL ONLY)
9. J.H. Stevens Planning & Development Consultants, March 25, 2002 letter to Michael DeAngelis Commissioner of Planning (MAYOR AND MEMBERS OF COUNCIL ONLY)
10. Carrick Design, March 26, 2002 letter to Michael DeAngelis, Commissioner of Planning (MAYOR AND MEMBERS OF COUNCIL ONLY)
11. York Region, March 26, 2002 letter to Michael DeAngelis, Commissioner of Planning (MAYOR AND MEMBERS OF COUNCIL ONLY)
12. ESG International March 28, 2002 letter to Michael DeAngelis, Commissioner of Planning 13. (MAYOR AND MEMBERS OF COUNCIL ONLY)

Report prepared by:

Eric Taylor, Senior Planner Environmental, ext 8214
John Stevens, J.H. Stevens Planning and Development Consultants

/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.)

- 135. ONTARIO MUNICIPAL BOARD HEARING
VARIANCE APPLICATION FILE A128/01
JANESVILLE DEVELOPMENT LIMITED**
Item 27, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends that the following report of the Commissioner of Planning, dated April 8, 2002, be received:

Recommendation

The Commissioner of Planning recommends:

THAT Council provide direction with respect to the City's position on an appeal of the Committee of Adjustment's refusal of Variance Application A128/01 (Janesville Development Limited).

Purpose

To seek direction from Council with respect to Staff's attendance at the Ontario Municipal Board (OMB) hearing scheduled for April 22, 2002.

Background - Analysis and Options

The site is located on the northeast corner of Bathurst Street and Atkinson Avenue, being Block 268, of Plan 65M-2394, (531 Atkinson Avenue) in Lot 32, Concession 1, City of Vaughan. The lands are designated "Local Convenience Commercial" by OPA #210 (Thornhill-Vaughan Community Plan), as amended by OPA #433, and zoned C3 Local Commercial Zone by By-law 1-88, subject to Exception 9(1006).

On May 31, 2001, the Committee of Adjustment refused an application to allow:

- i) a seasonal outdoor patio associated with Cupps Coffee House in Unit #1;
- ii) an outdoor patio which abuts a residential zone; and
- iii) a 154.86m² eating establishment/bakery/delicatessen with an accessory take-out, whereas the maximum gross floor area permitted is 145m².

The Applicant appealed the Committee's decision on the basis that the variances would enable an insignificant addition of 10m² with 10 seats to the existing coffee shop. The applicant is of the opinion that the outdoor patio would add significantly and positively to the shopping plaza, and to the convenience and comfort of customers who wish to enjoy an outdoor environment service. Also, the applicant believes the outdoor patio will have no adverse impact on the abutting residential neighbourhood, given its considerable distance and the privacy fence screening, and that the outdoor patio will not create any perceptible additional noise from that already on Bathurst Street.

At the Public Hearing, concern was expressed that the area was a hangout for teenagers, and that an outdoor patio would encourage more activity. The owner to the north submitted photos to the Committee showing garbage and debris in his backyard and voiced concerns about loitering which occurs at this establishment.

The owner of the Cupps Coffee House submitted a petition of 30 patrons and local businesses, and the co-owner proposed that the patio be fenced into discourage loitering on lunch hours. The owners also stated that if the Committee imposed a curfew, they would be willing to co-operate.

Conclusion

The Community Planning Department did not support the application on the basis that the proposal would be more properly considered by way of an application to amend the Zoning By-law. This matter is scheduled to proceed to the OMB on April 22, 2002, and Council's direction is requested.

Attachments

- 1. Location Map
- 2. Site Plan
- 3. Unit Floor
- 4. Patio Plan

Report prepared by:

Glenn White, Planner, ext. 8213
/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.)
Please refer to Minute No.103 for disposition of this matter

**136. OFFICIAL PLAN AMENDMENT FILE OP.02.001
ZONING BY-LAW AMENDMENT FILE Z.01.086
MACKENZIE GLEN DEVELOPMENTS LTD.
REPORT #P.2002.9**

Item 28, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment Application OP.02.001 (Mackenzie Glen Developments Ltd.) BE APPROVED.
2. THAT Zoning Amendment Application Z.01.086 (Mackenzie Glen Developments Ltd.) BE APPROVED subject to the following conditions:
 - i) the implementing zoning by-law shall:
 - limit the size of the garden centre to 585m²;
 - identify the seasonal operating times from April 15th to August 31st of each year; and,
 - provide for a seasonal reduction of 16 on-site parking spaces;
 - ii) prior to the issuance of a building permit, a minor amendment to the existing site plan agreement for the property shall be approved.

Purpose

On December 28, 2001, the Owner submitted a zoning amendment application to permit an outdoor garden centre adjacent to the existing supermarket. The garden centre would be approximately 460m² in size and would operate from April 15th to August 31st of each year. On January 9, 2002 and January 14, 2002 respectively, the Owner submitted a corresponding site plan (minor) and Official Plan amendment applications.

Background - Analysis and Options

The 4.46 ha site is located at the northeast corner of Jane Street and Major Mackenzie Drive in Lot 21, Concession 4, City of Vaughan and is municipally known as 2810 Major Mackenzie Drive. The site is currently developed with a 10,452m² commercial plaza with a supermarket as the anchor tenant. The lands are designated "Neighbourhood Commercial" by OPA No. 501 and zoned C4 Neighbourhood Commercial Zone by By-law 391-99. This site is also subject to the Maple Streetscape and Urban Design Guidelines. The surrounding land uses are:

- North - residential (RM1 Multiple Residential Zone)
- South- storm water management ponds (OS1 Open Space Zone), gas station (C6 Highway Commercial Zone), Major Mackenzie Drive; and a commercial plaza (C4 Neighbourhood Commercial Zone)
- West - Jane Street; gas station (C6 Highway Commercial Zone) and vacant (TPC Theme Park Commercial Zone)
- East - residential (R3 Residential Zone)

The original plan submitted by the applicant proposed a garden centre located on the concrete apron in front of the supermarket. The North Maple Ratepayers Association submitted a letter advising that they opposed this location for the garden centre because it obstructed the view of motorists and pedestrians from oncoming traffic on the driveway providing access to Jane Street.

On February 11, 2002, Council adopted Committee of the Whole's recommendation to receive the Public Hearing, and requested the applicant to meet with the Ratepayers Association and Local Councillor to address outstanding issues.

The applicant has consulted with the various parties and has amended the plan to relocate the garden centre into the parking lot as shown on Attachment No. 2. A notice of this meeting was sent to the North Maple Ratepayers Association.

Official Plan

The "Neighbourhood Commercial" designation in OPA No. 350 (Maple Community Plan) does not permit outside storage; accordingly, an Official Plan Amendment is required. The Region of York has advised that the Official Plan Amendment is of local significance and that the Region has no objection to the application.

Site Plan

The revised site plan illustrates that a 583m² garden centre is proposed in the parking lot in front of the supermarket building, and will occupy 24 parking spaces. This size of the garden centre has been increased by approximately 133m² from the initial plan. The garden centre would operate from April 15th to August 31st of each year, and will be enclosed by a 2.3m (7.5 ft.) high "insta fence" which is comprised of sectional temporary wire fencing held in place by 27 kg concrete bases. A tent structure approximately 4.5m x 4.5m x 3.2m (lxwxh) is also proposed in order to provide a sheltered area for the cashier.

Proposed Garden Centre Use

The proposed garden centre use is considered outside/open storage and therefore, is not permitted by the Official Plan or zoning by-law. Staff has no objection to the garden centre, subject to the comments in this report. Accessory garden centers are common with many supermarkets and home improvement stores, and provide an additional service for customers.

Parking

As noted above, the proposed garden centre will occupy 24 parking spaces from April to August of each year. In addition, the proposed tent structure generates a requirement for two additional spaces. This site was developed with 667 parking spaces, which is 10 more than required by the zoning by-law. Accordingly, the proposed garden centre creates a net seasonal parking deficiency of 16 parking spaces.

The Transportation Division has reviewed the plan and advised as follows:

- the mid-lot parking location is a better choice for seasonal use versus the original location, which would impair sight lines on the main travel aisle;
- the parking deficiency on a seasonal basis can be handled by the balance of the parking lot; and,
- the only concern is that the concrete base fence anchors be placed within the defined garden centre area and that the full dimensional area of the surrounding parallel parking spaces not be encroached upon.

Maple Streetscape and Urban Design Guidelines

This property falls within the boundaries of the Maple Streetscape and Urban Design Guidelines (MSUDGs), which establish design guidelines for the core areas along Major Mackenzie Drive and Keele Street in Maple. The MSUDGs do not include provisions dealing with temporary fence structures, which are erected on a seasonal basis. However, the proposed garden centre is not anticipated to have a negative impact on the streetscape.

Implementing By-law

Staff recommend that should Council approve the applications, that the implementing by-law include the following:

- limiting the size of the garden centre to a maximum of 585m²;
- identifying the seasonal time of operation from April 15th to August 31st of each year; and,
- providing for the created parking deficiency.

Conclusion

The subject lands are designated and zoned "Neighbourhood Commercial" by the Official Plan and zoning by-law, which do not permit the proposed use.

Staff have reviewed the proposed plan in the context of the surrounding land uses and are satisfied that, subject to the comments in this report, the proposed garden centre can be appropriately integrated into the existing commercial site. Should Council concur, the recommendation of this report can be adopted.

Attachments

1. Location Map
2. Site Plan

Report prepared by:

Mauro Peverini, Planner, ext. 8407
Art Tikiryan, Senior Planner, ext. 8212

/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.)

- 137. OFFICIAL PLAN AMENDMENT AND ZONING AMENDMENT FILES OP.01.012 & Z.01.060 REGINA BATTISTON ET AL; AND OFFICIAL PLAN AMENDMENT AND ZONING AMENDMENT FILES OP.01.016 & Z.01.078 1346909 ONTARIO LIMITED REPORT #P.2001.67**

Item 29, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends:

- 1) **That this matter be deferred to the Committee of the Whole meeting on April 22, 2002;**

- 2) That the following deputations, and written submission, be received:
 - a) Mr. Robert DeAngelis, representing the applicant;
 - b) Ms. Nadia Magarelli, Weston Downs Ratepayers Association, 81 Blackburn Blvd., Woodbridge, L4L 7J5; and
 - c) Mr. Enzo Bertucci, Grand Valley, 4701 Steeles Avenue W., West Attria, Suite 220, Weston, M9L 1X2, and written submission dated April 5, 2002; and

- 3) That the written submissions from Mr. Quinto Annibale, Loopstra Nixon, Barristers and Solicitors, Woodbine Place, 135 Queens Plate Drive, Suite 600, Toronto, M9W 6V7, both dated April 5, 2002, be received.

(The Chair noted that the report had been written by the Director of Community Planning and requested that the record be changed accordingly.)

Recommendation

The Director of Community Planning recommends:

THAT Official Plan Amendment Applications OP.01.012 and OP.01.016 (Regina Battiston Et Al and 1346909 Ontario Limited) BE APPROVED to permit a maximum of 12 residential lots with minimum lot areas of .2ha in a similar manner as shown on Attachment #3.

THAT the Official Plan contain policies requiring a tree preservation/inventory plan with the intent to save and incorporate the existing trees as a buffer area.

THAT Zoning By-law Amendment Applications File Z.01.060 and Z.01.078 (Regina Battiston Et Al and 1346909 Ontario Limited) BE APPROVED to permit a maximum of 12 residential lots zoned RR Rural Residential Zone, with the following exceptions to the zoning standards:

- minimum lot area shall be 2000 sq.m
- minimum lot frontage shall be 38m
- maximum lot coverage shall be 15%
- minimum front yard shall be 7.5m
- minimum rear yard shall be 10 m

Purpose

In 2001, applications were received to amend the official plan and zoning by-law to permit lots that are less than .3 ha in area abutting the National Estates Golf Course subdivisions. The applications propose that the subject lands be divided into 15 residential lots ranging in size from .15 ha to .17ha, with lot frontages ranging from 30m to 35.5m.

Background - Analysis and Options

In 1990, Council refused a similar application (OP.31.90), which proposed to reduce the minimum lot area from .3 ha to .2 ha for the subject lands. More recently, Council approved a similar application (OP.99.093) for lands to the immediate east to reduce lot areas to approximately .15 ha. In that application (OP.01.016), the westerly remnant parcel (Lot 15) was to be combined with Lot 14 of the current application (OP.01.012) to make a .3 ha lot. However, the current application (OP.01.012) proposes to develop a smaller Lot 14 without joining it with the remnant parcel. Consequently, a separate application was required to allow the remnant parcel of the previous application to be a separate lot under .3 ha in area.

The subject lands are located southeast of Rutherford Road and Pine Valley Drive, on the south side of Muzich Place and Orr Avenue, being Blocks 31 and 33, Plan 65M-3331, Lots 53 and 54 and Blocks 55 and 56, Plan 65M-3052; Blocks 31 and 32, Plan 65M-3287; Blocks 39 to 41, Plan 65M-3310 and Block 76, Part of Lot 75, Plan 65M-3432, in Lot 15, Concession 6, City of Vaughan.

The surrounding land uses are:

- North - Muzich Place, Orr Avenue/Valdorr Avenue; residential (R1 Residential Zone)
- South- estate residential (RR Rural Residential Zone)
- East - residential (R1 Residential Zone)
- West - residential (R1 Residential Zone)

Official Plan

The subject lands are designated “Low Density Residential” by OPA #240 and subject to Section 3.4.2 (Residential Specific Policies), which states “On lands designated” Low Density Residential” immediately to the north and east of the National Estates Golf course plan of subdivision, any adjacent developments and abutting lots shall be a minimum of .3 ha in area and lot sizes will decrease gradually as the distance from the golf course subdivision increases”.

A portion of the subject lands, specifically Block 76, Plan 65M-3432, a remnant block from a previous application (OP.99.093) (proposed Lot 15), is also subject to OPA #532, which requires that this block be joined with the block to the west to create a .3 ha lot.

The application proposes 15 residential lots ranging in size from .15 ha to .17 ha, and therefore an official plan amendment is required.

Zoning

The lands are zoned RR Rural Residential Zone by By-law 1-88, subject to Exceptions 9(847), 9(1012), 9(1014) and 9(1084), requiring a minimum lot area of .3 ha as per the official plan policies. The applicants are proposing to reduce the minimum lot area and to rezone the subject lands from RR Rural Residential Zone to R1V Old Village Residential Zone.

Neighbourhood Plan

In accordance with Section 12.0 (h) of OPA #240, Council approved neighbourhood plan for the Woodbridge Neighbourhood 3 North area. The neighbourhood plan was intended to provide for the orderly development of the area and establish priorities for the provision of municipal and regional services and facilities.

The approved block plan includes the subject site, the planned road network and surrounding lot sizes and shapes. The proposed application proposes 15 residential lots abutting the national estates subdivision rather than the 8 lots approved by Neighbourhood Plan and therefore an amendment to the existing block plan is required.

Developers Group Agreement

The Owners, as part of Draft plan approval have entered into the Woodbridge Neighbourhood 3 north Developers’ Group Agreement, which sets out costs and obligations to be borne by the landowners within the neighbourhood. Any additional amendments to the agreement as a result of the additional lots must be made to the satisfaction of the City and the Neighbourhood trustee.

Amendments to the approved subdivision agreements are also necessary, given that many of the subdivision agreements contain clauses that many of the blocks be developed in combination with adjacent blocks.

Urban Design Department

This department has no objection to the proposed developments, provided confirmation that cash-in-lieu of parkland dedication has been taken to the satisfaction of the City.

It is recommended that a tree inventory/preservation plan be provided to City Staff to identify the condition and type of tree species. It is also recommended that the existing trees be incorporated into a buffer area.

Planning Consideration

The subject lands are currently vacant and completely fenced with a temporary snow fence. The lands are relatively flat with small rock croppings scattered throughout and mature coniferous trees are located along most of the southern lot line. To the north across a public road are urban residential lots, with areas of approximately .077 ha. Directly abutting the subject lands to the south are the more rural residential lots of the National Estates subdivision, which have average areas of approximately .47 ha. To the west, on the south side of Muzich Place, are .3 ha parcels that have been developed with estate homes and to the east are smaller lots ranging from .15 ha to .077 ha.

The intent of the policy for .3 ha lots in this area was to provide a transition between the larger estate lots to the south and the smaller urban lots to the north. Currently, the subject lands make up eight .3 ha residential lots, which are irregular in shape with many of the lots having lot frontages exceeding the lot depth. The proposal would create lots that are approximately half in size, but still larger than those lots to the north, and more regular in shape. Although, the low density requirements as set out in the official plan would still be met, the number of lots may adversely affect the lots to the south with respect to privacy or massing.

Planning Staff are of the opinion that a reduction in lot size can be supported, but only to a minimum area of .20 ha. This would create lots that are more regular in shape, still continue to meet the density requirement and provide the transition between the lands to the south and north as intended by the official plan. Furthermore, a minimum lot area of .20 ha would create only 4 additional lots from what was originally approved and is not expected to result in major implications to the lots to the south, specifically with respect to massing and privacy.

Proposed Zoning

Below is a chart comparing the proposed R1V Zone with the RR and R1 Zones in the immediate area:

<u>Zones</u>	<u>R1V Residential Zone</u>	<u>RR Residential</u>	<u>R1 Residential</u>
Min. Lot Frontage	30m	45m	18m
Min. Lot Area	845 sq.m.	.40 ha	540 sq.m.
Min. Front Yard	9m	15m	7.5m
Min.Rear Yard	7.5m	15m	7.5m
Min. Interior Side Yard	1.5m	4.5m	1.5m
Max. Lot Coverage	20%	10%	35%
Max. Bldg. Height	9.5m	9.5m	9.5m

From the chart above, it is evident that the proposed .15 ha lotting is between the standard RR Rural Residential Zone and R1V Old Village Residential Zone lotting. The subject lands are separated from the R1 Zone to the north by a public road and abut the rear yards of RR Rural Zone lots to the north of the National Estates.

To be consistent with the abutting lots to the south, Planning Staff recommend that the lands maintain their RR Rural Residential Zone category so that greater rear and side yards can be achieved. Recognizing that these lots are smaller than typical RR lots, the implementing by-law should also contain exceptions to the RR standards to enable appropriate development while ensuring proper transition.

Conclusion

The Official Plan Amendment application proposing lots that are less than .3 ha in size abutting the National Estates subdivision has been reviewed in context of the intent of the Official Plan and the surrounding neighbourhood. Staff is concerned that the proposed reduction in lot size from .3 ha to .15ha, resulting in 7 additional lots, may have implications with respect to massing and or privacy for the lands to the south.

Planning Staff is also cognizant that these lands have been vacant for a number of years and have been the subject of previous proposals and many enquiries for division. The owners have indicated that lots are unusually shallow, many with frontages exceeding depth, making them difficult to develop. As such, Staff, can support a reduction in lot size to a minimum area of .2 ha. This would allow lots that are more regular in shape, meet the density requirement, continue to provide a transition between the lots to both the south and north, and would result in only 4 additional lots.

To ensure appropriate development, Staff recommend that the lands remain RR Rural Residential Zone, with exceptions to minimum front and rear yards, and lot coverage, area and frontage. An exception to the rear yard from 15m to 10m will enable proper development of the lot, while maintaining distance from the houses to the south. The by-law or development agreement should include a provision to protect and/or relocate the existing trees as a buffer area across the rear lot lines.

As such, Staff can support the application to reduce the minimum lot area to .2 ha, subject to the provisions and conditions set-out in the recommendation section of this report. Should the Committee concur, the recommendation of this report can be adopted.

Attachments

1. Location Map
2. Proposal
3. Scenarios
4. Current Zoning Map of Area

Report prepared by:

Eugene Fera, Planner, ext. 8064
Art Tikiryán, Senior Planner, ext. 8212
Bianca M.V. Bielski, Manager, Development Planning, ext. 8485
/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.)

- 138. OFFICIAL PLAN AMENDMENT 600**
PROPOSED HIGHWAY 400 OVERPASSES IN BLOCKS 32 AND 33
Item 30, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends that this matter be deferred to a Special Committee of the Whole meeting on May 27, 2002 at 7:00 p.m. *and that the Block 32 and Block 33 overpasses be dealt with separately.

Recommendation

The Commissioner of Planning and the Commissioner of Development Services and Public Works recommend:

* Committee recommendation amended at the Council meeting of April 29, 2002 (refer to Minute No. 163)

1. THAT this staff report be received and that, based on the contents of this report, the two primary road overpasses - one in Block 32 and one in Block 33 – not be deleted from OPA 600;
2. That this staff report and resulting Council Minutes be sent to the Region of York for information purposes.

Purpose

The purpose of this report is to respond to the following Council direction of February 11, 2002:

1. That the deputation, and written submission dated February 4, 2002, of Ms. Elvira Caria, Vellore Woods Ratepayers Association, 15 Bunting Drive, Woodbridge, L4H 2E8, be received and referred to staff for a report, within forty-five days, addressing the issues identified, and outlining the steps and processes required to delete the overpass from Block 32;
2. That the Region of York be requested to widen Weston Road from Rutherford Road to Major Mackenzie Drive as part of their 2003 Capital Projects; and
3. That the written submission of Ms. Nadia Magarelli, Weston Downs Ratepayers Association, 81 Blackburn Boulevard, Woodbridge, L4L 7J5, dated February 4, 2002, be received.

The following discussion also addresses the two primary road crossings in Block 33 as provided in OPA 600, in order to give Council more comprehensive information on this issue.

Background - Analysis and Options

At its meeting on February 11, 2002, Council referred the deputation and written submission of Ms. Elvira Caria, Vellore Woods Ratepayers Association to staff for a report, addressing the issues identified, and outlining the steps required to delete the Highway 400 overpass from Block 32. The written submission of Ms. Nadia Magarelli, Weston Downs Ratepayers Association, dated February 4, 2002, was also received.

Block 32 is divided by Highway 400 running north-south through the centre of the block, and is part of the community of Vellore - Urban Village 1.

In Block 33, west of Highway 400 the lands in the vicinity of both crossing are designated 'High Performance Employment Area'. East of the highway at the southerly crossing, the lands are designated 'Low Density Residential'. At the northerly crossing the lands are designated 'Low Density' and "Medium Density Residential/Commercial".

Land Use Status

The lands in the vicinity of the Block 32 bridge crossing are designated low density residential (Block 32 West), and medium density residential/commercial (Block 32 East-Vaughan Centre).

Ratepayers' Issues

The ratepayer associations who submitted deputations to Council on Feb. 11, 2002, identified the following issues associated with the Block 32 primary road/overpass:

- The road will be a source of congestion, traffic infiltration and "short-cutting".
- The road will physically divide the community in two.
- The road will be a safety hazard in neighbourhoods and near parks and schools.
- The road will cause noise, visual and ecological pollution.
- The road and overpass will lower property values and encourage loitering.
- The road will interfere with the existing access to Canada's Wonderland, from Rutherford Road, and may reroute Wonderland traffic through Block 32 neighbourhoods.

The ratepayer submissions express a preference for widening Weston Road, Rutherford Road, Major Mackenzie Drive, and other regional arterial roads, instead of building the overpass. They also note their concerns respecting incorrect or misleading information provided to them previously, respecting the proposed road and overpass.

Planning and Engineering Analysis

It is the policy of the Region of York Official Plan (Section 6.1.15):

“to encourage all local municipalities to ensure that continuous mid-concession block collector roads are implemented east-west and north-south in all new urban developments.”

There is a significant Regional interest in ensuring the adequacy of the transportation network, and the arterial network in particular. York Region also has concerns when local decisions respecting the local and primary road network impact upon the operation of Regional roads.

Official Plan Amendment (OPA) 400, identified four primary road crossings of Highway 400 – two in Block 32, and two in Block 33 - to accommodate east-west traffic that is expected to increase as a result of the implementation of the Plan. The need for these four Highway 400 crossings was originally identified by ENTRA Consulting, the City’s transportation consultants for the OPA 400 process. These primary road crossings of Highway 400 facilitate east-west movement but do not provide access to Highway 400 from the local road network.

Subsequent decisions have now reduced the number of planned crossings from four to two.

The lands in Block 32 were the subject of OMB proceedings, which resulted in the elimination of the northerly Highway 400 crossing in Block 32, by Order of the Board. This decision is reflected on OPA 600, Schedule B. The remaining bridge crossing in Block 32 is in the southern portion of the block, and is intended to join Ashberry Blvd., west of the highway, with a road to be determined on the east side of Highway 400. The Board was satisfied that this primary road crossing was sufficient, and satisfied the intent of the Plan.

The block plan for Block 33 East was approved with one primary road crossing of Highway 400 in the northern part of the block (America Avenue). When Block 33 East was approved, it was determined that the elimination of one crossing – the southerly crossing at Tiera Avenue - would not undermine the Plan’s intent to ensure an adequate road network to address the community’s long term transportation requirements. OPA 600 provides flexibility in terms of the implementation of the primary road system, provided that the intent of its policies is maintained. Consequently, some approved block plans have provided fewer primary roads than are shown in OPA 600. The block plan for Block 33 West, currently in preparation, provides for the northerly primary road crossing of Highway 400, but does not provide for a southerly connection.

When the OPA 600 Transportation Review was completed by the City’s transportation consultants, Totten, Sims, Hubicki, it concluded that two primary road crossings of Highway 400 should be protected, one in each of Block 32 and 33, but did not make a recommendation on the timing of construction of either overpass. The Primary Road crossings of Highway 400 were recommended for protection as key components of the City’s transportation network, to provide proper, balanced traffic flow. They will enable Vellore residents to travel within their community and traverse Highway 400, without having to rely completely on Regional arterial roads which mainly carry traffic bypassing the block. This opportunity is of particular importance in the vicinity of Highway 400, where highway crossings within Vellore are currently limited to Rutherford Road, Major Mackenzie Drive and Teston Road, and uses such as Canada’s Wonderland and Vaughan Mills Mall are expected to generate large traffic volumes for the foreseeable future. The primary road in Block 32 will be designed so as not to interfere with the access to Canada’s Wonderland, or permit Wonderland traffic to access the primary road and infiltrate Block 32 via the highway crossing.

Unlike the typical 4-lane, mid-block collector roads elsewhere in the City (ie. Ansley Grove Road, New Westminster Drive), primary roads (and their highway crossings) will be 2 lanes wide, capable of

accommodating buses. They are expected to have a number of stop signs and other signs and signals along their routes, thereby limiting vehicle speeds and addressing safety considerations. They will not be designed to accommodate the higher speeds associated with the arterial roads, and they will not accommodate high volumes of traffic. They will operate at speeds lower than on a collector road, and should create no more noise, visual or ecological pollution than other similar two-lane roads. The scale of the road will serve to achieve this within the community.

The suggested widening of other arterial roads, instead of constructing the primary road crossings of Highway 400, is not a viable alternative. York Region already intends to widen the arterials throughout the Vellore community to six lanes each, just to accommodate forecast traffic. Further widening to eight or more lanes is not an option, given the limits to the scale of the arterial road allowances, the additional private property road dedications which would be required, and the urban design implications for the community. The main impact of eliminating the primary road crossing of Highway 400 will be to offer Vellore residents no alternative to the arterials, when they wish to cross over the highway.

To remove the Highway 400 bridge crossings in OPA 600, an amendment to OPA 600 would be required. A detailed, over-all transportation planning study will need to be prepared to determine the implications of such an action on the traffic requirements of OPA 600, the impacts on the Regional Road network, and what new provisions would be required in the Plan to accommodate the increase in traffic expected over the Plan's time horizon. This process would involve full public consultation and would take approximately a year to complete. No provision for such a study has been included in the 2002 Budget, and further requirements could be identified in the study, entailing costs exceeding \$200,000. A Class Environmental Assessment (EA) approval will be required prior to the construction of the overpasses. Any possible environmental impacts associated with these facilities, as well as alternatives to them, will form part of this EA process.

Conclusion

In consideration of the above, Staff conclude that the Highway 400 primary road/bridge crossings in Block 32 and 33 must continue to be protected, and should remain in OPA 600. In view of the amount of development already in place south of Major Mackenzie Drive in Vellore, the primary road crossing in Block 32 is required, and should proceed expeditiously. North of Major Mackenzie Drive, where the block plans west of Highway 400 are not yet approved, the future crossing in Block 33 must continue to be protected, and further transportation requirements must be included in the next Official Plan Amendment #600 Review. By then, the City may be in a better position to determine when the crossing should be constructed.

However, should Council so direct, the implications of and justification for a decision to remove these crossings from the Plan will need to be assessed through a major transportation study and/or Class EA. Such a study would be required to determine the transportation infrastructure requirements necessary to accommodate future traffic volumes on Regional Roads as well as any implications for City streets (including the potential for traffic infiltration into neighbourhoods) in their absence. Terms of Reference would be required to retain consultants to undertake the study, to determine the requirements necessary to delete the Highway 400 bridge crossings, as a basis for commencing a Public Hearing process to amend OPA 600. An estimated budget of \$150,000 - \$200,000 would be required to undertake this study; depending on its findings, additional work and associated costs might also emerge. These amounts were not included in the City's 2002 budget.

Staff do not support this action, based on recent transportation analysis completed during the OPA 400 Review in 2000, which concluded with Council's adoption of OPA 600.

Attachments

1. Written Submission, Vellore Woods Ratepayers Association, dated February 4, 2002
2. Written Submission, Weston Downs Ratepayers Association, dated February 4, 2002
3. Schedule "B" to Official Plan Amendment #600

Report prepared by:

Wayne L. McEachern, Manager, Policy & Special Studies, ext. 8026
Paul Robinson, Senior Policy Planner, ext. 8410
Brendan Holly, Senior Manager, Development Engineering, ext 8250

/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.)

**139. STREET NAME APPROVAL
ROYBRIDGE HOLDINGS LIMITED
FILE: 19T-89058 & 19T-99V07**

Item 31, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

THAT the following street names be submitted for approval:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Zenway Boulevard
Street 'B'	Vaughan Valley Boulevard
Street 'C'	Rainbow Creek Drive

Purpose

The owner has submitted street name(s) for approval by the City to satisfy a condition of draft approval.

Background - Analysis and Options

The City of Vaughan draft approved the plan on September 21, 2001. The Planning Department for the Region does not have any objections to the proposed names.

Conclusion

Staff consider the proposed names to be satisfactory and should Council concur, the proposed names should be approved.

Attachments

1. Location map
2. Plan showing proposed streets

Report prepared by:

Jack McAllister, Draftsperson G
/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.)

140. STREET NAME APPROVAL

BATH-VON LIMITED

FILE: 19T-89053

Item 32, Committee of the Whole Report No. 28

(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

THAT the following street names be submitted for approval:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Autumn Hill Boulevard(existing)
Street 'B'	Ohr Menachem Way(existing)
Street 'C'	Piedmont Drive(existing)
Street 'D'	Medoc Place(existing)
Street 'E'	Bathurst Glen Drive(existing)
Street 'F'	Schuster Lane
Street 'G'	Strauss Road
Street 'H'	Vivaldi Drive
Street 'I'	Ravel Drive
Street 'J'	Knightshade Drive
Street 'K'	Chopin Boulevard
Street 'L'	Thornhill Woods Drive(existing)

Purpose

The applicant has submitted street names pursuant to Condition #7 of Draft Plan Approval.

Background - Analysis and Options

The plan was draft approved by the Ontario Municipal Board on November 22, 1999. The Planning Department for the Region does not have any objections to the proposed names.

Conclusion

Staff consider the proposed names to be satisfactory and should Council concur, the proposed names should be approved.

Attachments

1. Location map
2. Plan showing proposed streets

Report prepared by:

Jack McAllister, Draftsperson G
/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.)

**141. STREET NAME APPROVAL
DUFFERIN CONTWO INVESTMENTS LIMITED
FILE: 19T-90008**

Item 33, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

THAT the following street name be submitted for approval:

<u>STREET</u>	<u>APPROVED NAME</u>	<u>PROPOSED NAME</u>
Street 'AK'	Corkwood Drive	Sandwood Drive

Purpose

The owner has submitted street name(s) for approval by the City to satisfy a condition of draft approval.

Background - Analysis and Options

The City of Vaughan approved street names for part of Block 10 on October 10, 2000. In the report, the proposed street name for Street 'AK' was 'Corkwood Drive'. That street name was already in use in another plan. The applicant has submitted an alternate name for Street 'AK'. The Planning Department for the Region does not have any objections to the proposed name.

Conclusion

Staff consider the proposed name to be satisfactory and should Council concur, the proposed name should be approved.

Attachments

1. Location map
2. Plan showing proposed street

Report prepared by:

Jack McAllister, Draftsperson G

/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.)

**142. ZONING BY-LAW AMENDMENT FILE Z.01.061
1487224 ONT. INC.
REPORT #P.2001.72**

Item 34, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends:

- 1) That Zoning By-law Amendment File Z.01.061 (1487224 Ont. Inc.), to permit a Public Garage use with no outdoor storage of vehicles, for a temporary (maximum three year) period, **BE REFUSED**;
- 2) That the the following report of the Commissioner of Planning, dated April 8, 2002, be received; and
- 3) That the following deputations be received:
 - a) Mr. David McKay, representing the applicant; and
 - b) Mr. Hilton Stein, applicant.

Recommendation

The Commissioner of Planning recommends:

That Zoning By-law Amendment File Z.01.061 (1487224 Ont. Inc.) **BE APPROVED**, to permit a Public Garage use with no outdoor storage of vehicles, for a temporary (maximum three year) period.

Purpose

On August 24, 2001, the Owner submitted an application for a three-year temporary amendment to the Zoning By-law to permit a Public Garage use in the EM1 Prestige Employment Area Zone. The public garage with no outdoor storage is proposed in Units 1 and 2 of the multi-unit industrial condominium building.

Background - Analysis and Options

The site is located on the west side of Dufferin Street, north of Langstaff Road, being Lot 36 on Plan 65M-2043, Units 1 and 2 of York Region Condominium Corporation No. 547, in Lot 11, Concession 3, City of Vaughan. The rectangular-shaped 1.53 ha through-lot has 106.8m frontage on both Dufferin Street and Fernstaff Court, and a depth of 144.1m. The site is developed with two 12-unit, single-storey industrial buildings and 108 parking spaces.

The subject lands are designated "Prestige Area" by OPA #450 and zoned EM1 Prestige Employment Area Zone by By-law 1-88. The surrounding uses are:

- North - employment (EM1 Prestige Employment Area Zone)
- South- vacant/employment (EM1 Prestige Employment Area Zone); commercial (C7 Service Commercial Zone)
- West - Fernstaff Court; employment (EM2 General Employment Area Zone)
- East - Dufferin Street; woodlot (OS1 Open Space Conservation Woodlot Zone)

On October 12, 2001, a notice of public hearing was circulated to all property owners within 120m of the subject lands, and to the Concord West Ratepayers Association. To date, no comments have been received. The recommendation of the Committee of the Whole at the Public Hearing on November 5, 2001, to receive the public hearing and forward a comprehensive report to a future Committee meeting, was ratified by Council on November 12, 2001.

Official Plan

The subject lands are designated “Prestige Area” by OPA #450, which provides opportunities for a wide range of industrial, office, business and civic uses, with no outside storage. The proposed public garage use conforms to the Official Plan.

Zoning

The site is zoned EM1 Prestige Employment Area Zone by By-law 1-88. The EM1 Zone permits a public garage use for the care, repair or equipping of motor vehicles, excluding an autobody repair shop, provided it was legally existing as of the date of the enactment of By-law 80-95. The proposed public garage was not in existence prior to April 10, 1995, and therefore, an exception to the EM1 Zone is required to allow this use.

Compatibility

The site is developed with two multi-use industrial buildings occupied by a range of employment uses, offices and a social club. In addition, the following units contain automotive-related uses:

- Unit #4: public garage and auto sales establishment (permit issued in March 1990, and has legal non-conforming status);
- Units #13 and #14: forklift garage (permit issued in April 1985);
- Units #15, #22 and #24: car brokerage (permitted EM1 use).

The uses surrounding the site include a mix of employment and commercial/office uses.

The subject Units 1 and 2 (352m²) are in the westerly building (2,215m²) adjacent to Fernstaff Court and separated from Dufferin Street by another multi-unit industrial building at the site. The vehicles to be serviced enter the building via overhead doors on the rear elevation facing the central loading area. There is no proposed change to any elevations having street exposure. The proposed use does not include open storage of vehicles or materials, and the public garage will be contained completely in the building. Accordingly, the site parking would not be affected.

As a temporary use, the public garage would be re-evaluated in 3 years under a new application to determine if it is still appropriate and can continue. On this basis, Staff can support the proposed public garage use in Units 1 and 2.

Conclusion

Staff have reviewed the proposed application in accordance with the policies of the Official Plan and are satisfied that the proposed public garage with no outdoor storage of vehicles is in keeping with the intent of the Plan. The use is compatible with the uses on the site and in the surrounding area, and the site parking will not be affected. As a temporary use, the use can be re-evaluated in 3 years to determine if it is still appropriate.

Therefore, Staff recommends approval of the application for a temporary (maximum three year) period. Should the Committee concur, the recommendation of this report can be adopted.

Attachments

1. Location Map
2. Site Plan

Report prepared by:

Andrea Egizii, Planner I, ext. 8215
Grant A. Uyeyama, Senior Planner, ext. 8635

/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.)

143. ZONING BY-LAW AMENDMENT FILE Z.01.083

M. DE LISI

REPORT #P.2002.11

Item 35, Committee of the Whole Report No. 28

(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

THAT Zoning By-law Amendment Application Z.01.083 (M. De Lisi) BE APPROVED, to rezone a 377.65m² portion of a lot to R1 Residential Zone.

Purpose

On December 20, 2001, the Owner submitted a Zoning Amendment application to rezone the rear 377.65m² portion of a lot to R1 Residential Zone to enable this portion to be severed and added to the north.

Background - Analysis and Options

The site is located northeast of Langstaff Road and Pine Valley Drive, on the north side of Pine Valley Crescent, being Lot 26 on Registered Plan 5757(246 Pine Valley Crescent), in Lot 13, Concession 6, City of Vaughan. The lands are designated "Low Density Residential" by OPA #240 (Woodbridge Community Plan) and zoned RR Rural Residential Zone by By-law 1-88. The 5908.36m² pie-shaped lot has 30.48m of frontage on Pine Valley Crescent and is developed with a detached residence. The surrounding land uses are:

- North - detached residential (R1 Residential Zone)
- East - detached residential (R1 Residential Zone)
- South- Pine Valley Crescent; detached residential (RR Rural Residential Zone)
- West - detached residential (RR Rural Residential Zone)

On January 11, 2002, a notice of public hearing was circulated to all property owners within 120m of the subject lands, Pinewood Ratepayers Association and the Weston Downs Ratepayers Association.

No comments were received. The recommendation of the Committee of the Whole at the Public Hearing on February 4, 2002, to receive the public hearing and forward a comprehensive report to a future Committee meeting, was ratified by Council on February 11, 2002.

On November 8, 2001, the Committee of Adjustment approved Consent Application B86/01 (Matilde De Lisi) to sever a 377.65m² portion of land from the subject lands, to be added to the residential lot to the north (41 Flatbush Avenue). One of the conditions of approval is that the severed portion be rezoned to R1 Residential Zone, to match the zoning of the adjoining lot.

Official Plan

The lands are designated "Low Density Residential" by OPA #240 (Woodbridge Community Plan). The proposed R1 Residential Zone conforms to the policies of the Official Plan.

Zoning By-law

The lands are zoned RR Rural Residential Zone by By-law 1-88. The proposed zoning is R1 Residential Zone so that the 377.65m² parcel can be added to the residential lot to the north, without creating a split zone lot. No exceptions to the zoning standards are required.

Compatibility

The resulting residential lots will be similar in size and shape to the surrounding residential lots. No new lots are being created and the use will remain residential.

Conclusion

Staff have reviewed the proposed rezoning in accordance with the policies of the Official Plan and have no objection. The rezoning will facilitate a land transfer between two residential lots, and the resulting lots will be compatible with the existing residential lots in the area. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Zoning Plan

Report prepared by:

Todd Coles, Planner, ext. 8634
Art Tikiryay, Senior Plan, ext. 8212

/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.)

- 144. ZONING BY-LAW AMENDMENT FILE Z.99.013
SITE DEVELOPMENT FILE DA.01.048
MAJORWEST DEVELOPMENT CORP.
Item 36, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002, be approved;**
- 2) That the applicant give consideration to roof line improvements as requested by the Vellore Woods Ratepayers Association;**
- 3) That the deputation of Ms. Elvira Caria, Vellore Woods Ratepayers Association, 53 Thicket Trail, Woodbridge, L4H 1Y1, be received; and**
- 4) That the coloured renderings submitted by the applicant be received.**

Recommendation

The Commissioner of Planning recommends:

COUNCIL MEETING MINUTES – APRIL 15 2002

1. THAT Zoning By-law Amendment Application Z.99.013 (Majorwest Development Corp.) BE APPROVED, to add an automobile gas bar as a permitted use on the subject lands, and to permit required exceptions to the zoning standards.
2. THAT Site Development Application DA.01.048 (Majorwest Development Corp.) BE APPROVED, provided that prior to the execution of the site plan agreement:
 - i) the site plan shall be to the satisfaction of the Community Planning and Urban Design Departments;
 - ii) the site servicing and grading plan shall be to the satisfaction of the Engineering Department;
 - iii) the landscaping plan shall be to the satisfaction of the Urban Design Department;
 - iv) the elevations shall be to the satisfaction of the Urban Design Department and the Architectural Control Architect; and,
 - v) the access to Major Mackenzie Drive shall be approved by the Region of York.
3. The Owner shall pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands in accordance with the Planning Act, prior to the issuance of a building permit. The Owner shall submit an appraisal 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.

Purpose

On February 16, 1999, the Owner submitted a zoning by-law amendment application, and on June 21, 2001, submitted the related site development application to permit the development of a gas bar with a convenience store/kiosk, car wash and drive-through eating establishment. A zoning amendment application is required to add a gas bar as a permitted use and other exceptions to implement the site plan.

Background - Analysis and Options

The site is located on the south side of Major Mackenzie Drive, between Weston Road and Highway #400, in Lot 20, Concession 5, City of Vaughan. The 7885 sq.m site has approximately 89m of frontage on Major Mackenzie Drive and is currently vacant. The surrounding land uses are:

- North - Major Mackenzie Drive; farmland (A Agricultural Zone)
- South - detached residential and street townhouses (RV4 Residential Urban Village Zone Four, RVM1 (WS-A) Residential Urban Village Multiple Dwelling Zone One)
- East - fire station (C2 General Commercial Zone)
- West - Vellore Woods Boulevard; future mixed commercial/residential (RVM2 –(H) Residential Urban Village Multiple Dwelling Zone Two (Holding))

On July 27, 2001, a notice of public hearing was circulated to all property owners within 120 m of the subject lands. On August 27, 2001, Council received the applications and recommended that any issues identified be addressed by Staff in a comprehensive report to the Committee of the Whole. Council also resolved "That the applicant meet with the ratepayers and Local Councillor to address the issues identified", which has occurred.

Official Plan

The lands are designated "General Commercial" by OPA #600. The Ontario Municipal Board decision of August 14, 1998 (Order #2020) declared that gas bars were a permitted use in the "General Commercial" designation. The proposed development conforms to the Official Plan.

Zoning

The lands are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(1019). The C2 General Commercial Zone permits a car wash and a drive-through convenience eating establishment. A zoning by-law amendment is required to permit the gas bar use.

A number of exceptions to the zoning standards are also required to facilitate the proposed site plan. The side yard of the restaurant is 5m, rather than the required 6m. The loading space adjacent to the convenience store is shown as 3.6m x 9m, whereas 3.9m x 9m is required, and the stacking lane is not delineated by the required curb. The by-law requires that car washes be 60m from the nearest residential zone, whereas 30m is provided, although the distance between the dwellings and the car wash building is approximately 47m. Also, an exception is required to permit a 3m rather than 6m landscape strip along Eagleview Heights.

Site Plan

The proposed development consists of 3 buildings and a pump island with a canopy. The first building is a 236.2 sq.m gas bar/convenience store at the southwest corner of the site, together with a pump island for 6 pumps covered by a canopy. The second building, located in the middle of the site, is a 103.6 sq.m car wash. The third building, along the east side, is a convenience eating establishment with a drive-through.

Access and Parking

The proposed full movement access to Major Mackenzie Drive is subject to approval by the Region of York, which has previously agreed to a right-in/right-out entrance. Full movement accesses are proposed for Vellore Woods Boulevard and Eagleview Heights and must be to the satisfaction of the Engineering Department.

The plan shows 67 parking spaces, whereas 41 are required by the zoning by-law. The by-law requires that the stacking lane for the drive-through restaurant have a curb for the entire length. Due to the arrangement on the site, this is not possible and an exception is required.

Traffic

A Traffic Impact Study is being reviewed by the Engineering Department. Any requirements that may be identified by this report will be incorporated into the site plan agreement.

Services

Full municipal services are available to the development. The final Grading and Servicing Plan must be approved by the Engineering Department prior to the execution of the site plan agreement.

Landscaping

A significant amount of landscaping is being provided around the perimeter of the site, in a combination of deciduous (Honey Locust, Oak, Maple) and coniferous (Spruce, Cedar) trees, and low shrubbery. Each entrance will feature both plantings and decorative metal fences.

An entrance feature into the residential subdivision at Vellore Woods Boulevard and Major Mackenzie Drive (Attachment #4) consists of a stone wall with a "Vellore Woods" sign. Materials include decorative metal fencing and stone pillars.

A zoning exception for the landscape strip along Eagleview Heights is required. The landscape strip is shown at 3m, rather than 6m, along the staff parking area for the restaurant and at the stacking lane for the car wash.

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Pedestrian connections have been provided from Vellore Woods Boulevard to the gas bar/convenience store, and from both Eagleview Heights and Major Mackenzie Drive to the restaurant and car wash. Final landscaping plans must be approved by the Urban Design Department.

Elevations

The gas bar/convenience store is finished in a light-grey stucco with bradstone course around the base and a light orange stucco band around the top of the building. The pitched roof will be shingled. The front elevation features the main glass door, with large windows to both sides. The west elevation, facing Vellore Woods Boulevard, must be upgraded in accordance with comments from the Urban Design Department.

The car wash is clad in a combination of light-grey stucco on the north, west and south sides, and architectural concrete block on the east side, facing the restaurant. The Urban Design Department has requested a trellis be added to this elevation to support a vine. A light-grey stucco band runs around the top of the building, and the roof will be finished with shingles. The west elevation features a large window area for almost its entire length. The north and south elevations have large doors, for vehicle entry and exit.

The pump island canopy is dominated by a red band running around the top, with “ESSO” signs at each end.

The drive-through restaurant has a brick facade on all 4 elevations, enhanced by a stucco band around the top. A shingle system is used for the peaked roof.

All elevations must be approved by the Urban Design Department and the Architectural Control Architect for Block 32 prior to the execution of the site plan agreement.

Conclusion

Staff have reviewed the proposed site plan in accordance with the policies of the Official Plan and the requirements of the Zoning By-law, and have no objections, subject to conditions.

Should Committee concur, the “Recommendation” of this report can be adopted

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
- 4a. Elevations - Gas Bar
- 4b. Elevations - Car Wash
- 4c. Elevations - Canopy
- 4d. Elevations - Restaurant

Report prepared by:

Todd Coles, Planner, ext. 8634
Art Tikiryán, Senior Planner, ext. 8212

/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.)

145. **ZONING AMENDMENT FILE Z.01.062**
ROYAL CACHET PLAZA INC.
REPORT #P.2001.61
Item 37, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning Amendment Application Z.01.062 (Royal Cachet Plaza Inc.) BE APPROVED to add only Print Shop and Service or Repair Shop uses to the permitted uses in the C3 Zone, with no outdoor display or storage of goods and materials.

Purpose

On August 30, 2001, the Owner submitted an application to amend the Zoning By-law to add dry cleaning/processing establishment, print shop, equipment sales/rental establishment, and a service or repair shop as permitted uses in the C3 Zone on the subject property.

Staff has since confirmed that the dry cleaning/processing establishment use is permitted as-of-right as a personal service shop, and has been removed from this application.

Background - Analysis and Options

The subject lands are located on the southwest corner of Rutherford Road and Confederation Parkway, being Block 190 on Plan 65M-3365 (1801 Rutherford Road), in Part of Lot 15, Concession 3, City of Vaughan. The 0.47 ha site has 63m frontage on Rutherford Road and 76m flankage along Confederation Parkway. The site is developed with two multi-unit, 1-storey commercial buildings. The surrounding land uses are:

- North - Rutherford Road; future residential (Planning Block 18)
- South - Royal Appian Crescent; residential (RVM1(A)(B) Zone)
- East - Confederation Parkway; residential (RVM1(A) Zone)
- West - residential (RVM1(A)(B) Zone)

On September 14, 2001, a notice of public hearing was circulated to all property owners within 120m of the subject lands. To date, no comments have been received. The recommendation of the Committee of the Whole at the Public Hearing on October 15, 2001, to receive the public hearing and forward a comprehensive report to a future Committee meeting, was ratified by Council on October 29, 2001.

Official Plan

The subject lands are designated "Local Convenience Commercial" by OPA #600, which permits convenience level shopping and personal services, including convenience retail stores, personal service shops, offices, and similar uses. The proposed uses conform to the Official Plan, with the exception of the equipment sales/rental establishment which is not considered to be a small scale convenience-oriented use.

Zoning

The subject lands are zoned C3 Local Commercial Zone by By-law 1-88, subject to Exception 9(1039), which permits bank or financial institutions, personal service shops, business and professional offices,

photography studios, retail stores, video stores, and take-out eating establishments restricted to a maximum of 20% of the total GFA.

A zoning by-law amendment is required to permit the proposed print shop, equipment sales/rental establishment, and service or repair shop uses on the subject lands.

Land Use/Compatibility

The proposed print shop and service or repair shop uses are service and repair oriented, typically permitted in the General Commercial and Service Commercial Zones respectively, and would be compatible with the existing commercial uses permitted on site, serving the local residential neighbourhood. In addition, the C3 Zone requires the proposed uses to be carried on entirely within the commercial buildings, with no outdoor display or storage of goods and materials permitted.

In view of the above, Staff is of the opinion that the proposed print shop and service or repair shop uses are of a nature and scale which are appropriate for the commercial plaza. The site is developed with 64 parking spaces, and Engineering Staff are satisfied that the proposed uses will not adversely impact local traffic patterns or on-site parking demands.

The proposed equipment sales/rental establishment use is typically permitted in the General Commercial Employment areas, to ensure there is sufficient outdoor storage space to support the display of the goods and materials, and sufficient parking to support the loading and unloading of the same goods and materials.

It is expected that the equipment sales/rental establishment use would require a minimum amount of outdoor display area to advertise the respective goods and materials for rent or sale; and, that a number of parking spaces would be indirectly designated for the pick-up and drop-off of the said goods and materials. This could result in sidewalk and parking aisle/pad obstructions and possible encroachments into the landscape strips, which would impede proper pedestrian and vehicle circulation. It could also detract from the overall aesthetic appearance of the site. For the above reasons Staff cannot support the proposed equipment sales/rental use.

Conclusion

Staff has reviewed the Official Plan and Zoning By-law and can support the proposed zoning amendment to permit print shop and service or repair shop uses within the convenience commercial plaza. The uses are to be operated entirely within the buildings, with no outside display or storage of goods and materials, and site parking is not affected. The uses are compatible with the commercial uses in the plaza and the residential community.

In addition, Staff is of the opinion that the proposed equipment sales/rental establishment use does not meet the intent of the Official Plan for convenience shopping in a residential neighbourhood, and that it may have an adverse impact on site circulation and overall aesthetic appearance of the site. For these reasons, Staff do not support a zoning amendment to permit a equipment sales/rental establishment use.

Therefore Staff recommends approval of the Zoning Amendment application to permit print shop and service or repair shop uses only, with no open display of goods and materials. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Site Plan

Report prepared by:

Jason Sheldon, Planner, ext. 8320

Grant A. Uyeyama, Senior Planner, ext. 8635

/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.)

**146. ZONING BY-LAW AMENDMENT FILE Z.01.048
SITE PLAN DEVELOPMENT FILE DA.01.074
1431384 ONTARIO INC. (1438614 ONTARIO INC.)
REPORT #P.2001.71**

Item 38, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 8, 2002:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment Application Z.01.048 (1431384 Ontario Inc.) BE APPROVED, to permit a hair salon and tea room/patisseries, together with any necessary exceptions to the zoning standards.
2. THAT Site Development Application DA.01.074 (1431384 Ontario Inc.) BE APPROVED, provided that prior to the execution of the site plan agreement:
 - a) the final site plan and building elevations shall be approved by the Community Planning and Urban Design departments;
 - b) the final site servicing and grading plan and storm water management report shall be approved by the Engineering Department; and
 - c) the final landscape cost estimate shall be approved by the Urban Design Department.

Purpose

On June 4, 2001 the Owner submitted an application to amend the Zoning By-law to permit hair salon and tea room uses in the C1 Service Commercial Zone, and to allow an addition to the existing building, reduced parking requirements and a gravel-surface parking area. Additional exceptions to legalize the existing building are also required.

Background - Analysis and Options

The subject lands are located on the east side of Islington Avenue, south of Nashville Road, being Lot 3, Registered Plan 11 (10473 Islington Avenue) in Lot 24, Concession 8, City of Vaughan. The subject lands are designated "Core Area" by OPA #601 (Kleinburg-Nashville Community Plan), and are zoned C1 Restricted Commercial Zone, subject to Exception Paragraph 9(452). The 0.09 ha site has 18.04 metres of frontage on Islington Avenue and 52.2 depth, and is developed with a two-storey, 169.05 m² heritage structure. The surrounding land uses are:

- North - commercial (C1 Restricted Commercial Zone)
- South - commercial (C1 Zone)
- East - residential (R1 Residential Zone)
- West - Islington Avenue; commercial (C1 Zone)

Public Hearing

On October 12, 2001, a notice of public hearing was circulated to all property owners within 120 metres of the subject lands, and to the Kleinburg and Area Ratepayers Association. A letter of support was received from the Kleinburg and Area Ratepayers Association. The recommendation of the Committee of the Whole to receive the Public Hearing of November 5, 2001, and forward a comprehensive report to a future Committee meeting, was ratified by Council on November 12, 2001.

Official Plan

Official Plan Amendment #601 (Kleinburg-Nashville Community Plan) designates the lands “Core Area”. Restaurants and Personal Service Shop uses are permitted uses within this designation, and therefore comply with the Official Plan.

Zoning

The subject lands are zoned C1 Restricted Commercial Zone, subject to Exception Paragraph 9(452). The site-specific zoning restricts the uses permitted on the site to a variety store only. An amendment is required to permit the proposed hair salon and take-out eating establishment on the lands.

Staff have no objection to the following list of exceptions to the by-law standards, which are required to recognize the existing building envelope:

- 0.12 m setback from a residential zone, whereas 9 m is required
- eaves which project over the north property line
- 6.0 m driveway along front lot lines whereas 7.5 m is required

Parking

The required parking on the site is calculated as follows:

Hair Salon:	(@ 115.99 m ² @ 6/100 m ²)	7 spaces
Take-Out Eating Establishment (with less than 24 seats):	(@ 80 m ² @ 10/100 m ²)	<u>8 spaces</u>
Total Required:		15 spaces
Total Provided:		15 spaces

The proposed parking on the site is sufficient, therefore the application for an exception for a reduction in parking is no longer required.

The zoning by-law requires that parking areas be asphalt or concrete. The applicant proposes that the parking area remain gravel. Brick pavers are proposed on the driveway, which would help to prevent gravel from being carried onto Islington Avenue. Staff have no objection to this request.

Site Design

The site is developed with a 2-storey heritage structure. The building is located at the front of the lot facing Islington Avenue, with a driveway on the south side leading to a gravel parking area. The 38 m² addition is proposed at the rear of the building (east elevation).

Road/Services

A 1.5 m road widening is required along the frontage of the subject property. However, dedication of this widening may be deferred until any redevelopment of the subject lands, or reconstruction of Islington Avenue, whichever comes first. The Engineering Department requests that the conditions of dedication be imposed within the site plan agreement to ensure these conditions are registered on title.

As a condition of site plan approval, the Vaughan Engineering Department must be satisfied with the site servicing, grading and stormwater management.

Landscaping

The Urban Design Department has no objection to the proposed application. The applicant is proposing a 1.5 m wide increase in the landscape strip at the rear of the property (eastern perimeter), adjacent to the end-parking stalls. The landscape strip will increase to 4.5 m in these areas, and will be sodded. Staff have no objection to this change. The final landscape cost estimate is subject to final approval by the Urban Design Department.

Cultural Services - Heritage Vaughan

Heritage Vaughan reviewed the site plan application at a meeting held on October 17, 2001 and have no objection to the development application. Heritage Vaughan has requested that the new windows proposed in the rear addition be consistent in design with the existing windows (muntin bars with multi-panes).

Elevations

The existing building is designed with a sloped roof, containing 2 dormers in the front elevation facing Islington Avenue (west elevation). The front door projects forward from the main elevation, and also contains a sloped roof. The building addition is located at the rear of the building (east) and is designed to match the existing building in design and detail.

The materials consist of aluminum siding and an asphalt-shingled roof. The north elevation contains 5 windows. The south elevation adjacent to the driveway includes the main covered entrance and 3 windows with muntin bars and multi-panes. The rear elevation also contains a new door and two new windows that match the existing windows.

Conclusion

Staff have reviewed the site plan in accordance with the Official Plan and Zoning By-law, and have no objections. The proposed hair salon and tea room/patisserie uses conform to the Official Plan. The proposed zoning exceptions recognize the existing building envelope on the site, and are considered appropriate to facilitate the proposed addition to the building. Staff are satisfied that the development is appropriate for the site. Should Committee concur, the Recommendation can be adopted.

Attachments

1. Location Map
2. Site Plan
3. Elevations

Report prepared by:

Carmela Marrelli, Planner 1, ext. 8791
Art Tikiryan, Senior Planner, ext. 8212

/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.)

147. RAIN BARREL WATER CONSERVATION PROGRAM

Item 39, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Kadis, dated April 8, 2002:

Recommendation

Councillor Kadis recommends:

That staff prepare a report regarding the feasibility of implementing a rain barrel water conservation program for City of Vaughan residents.

Purpose

The purpose of this program would be encourage outdoor water use by allowing residents to obtain free barrels to collect rainwater for various gardening purposes.

Background - Analysis and Options

To encourage a reduction in outdoor water use, and prevent surcharging of sewers, many towns and cities encourage residents to disconnect their downspouts from the sewer system, and collect the rainwater in barrels to use for outdoor garden watering at a later date. To reduce outdoor water use and encourage water conservation in Vaughan, it is proposed that the City implement an outdoor water conservation program that would provide a maximum of 2 free rain barrels to each household that wishes to participate in the program, and, provide downspout disconnect services at no cost to the residents, if so required.

Conclusion

This initiative would create an ideal tool for residents to practice outdoor water conservation through the capture of rainwater to be used for outdoor watering at a later time.

Attachments

none

Report prepared by:

Debi Traub, Council Administrative Assistant

148. SAFETY NETS FOR VAUGHAN HOCKEY ARENAS

Item 40, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends

- 1) **That the recommendation contained in the following report of Councillor Kadis, dated April 8, 2002, be approved; and**
- 2) **That the report be provided for the Committee of the Whole meeting of May 6, 2002.**

Recommendation

Councillor Kadis recommends:

That staff prepare a report regarding the feasibility of implementing safety nets at all Vaughan Hockey Arenas.

Purpose

To ensure the safety of all spectators at hockey games.

Background - Analysis and Options

In light of the recent tragic event that claimed the life of a 13 year old girl at a NHL game in Columbus, Ohio on Saturday March 16, 2002 it is essential that we address this issue.

Conclusion

It is imperative that the City of Vaughan examines this issue immediately.

Attachments

none

Report prepared by:

Debi Traub, Council Administrative Assistant

149. DECLARATION OF VACANCY IN THE OFFICE OF MAYOR

Item 41, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Deputy City Manager and City Solicitor, and the City Clerk, dated April 15, 2002, be approved; and**
- 2) **That a Special Council be held on April 22, 2002, to deal with this matter.**

Recommendation

The Deputy City Manager and City Solicitor and the Clerk recommend:

That the seat of the Office of Mayor be declared vacant in accordance with the provisions of the Municipal Act; and

That staff be directed to prepare a report outlining the options available to Council to fill the vacancy.

Purpose

The Municipal Act requires that where the seat of a member of a council becomes vacant, that council shall forthwith declare the seat to be vacant.

Background - Analysis and Options

The passing of Mayor Jackson leaves the Office of Mayor vacant under subsection 38(i) of the Municipal Act (the Act). Section 43 of the Act states that Council shall forthwith declare the seat to be vacant.

The vacancy may be filled by appointment or by by-election. There are options and matters for Council consideration in the filling of the vacancy.

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Staff recommend that a full report be prepared outlining the options available and various issues and implications in respect of such options.

To assist Council in the period during the term of the vacancy, we can advise as follows:

- Quorum remains at 5;
- All references to the Mayor in respect of authority to sign documents etc will continue to refer to the Mayor and the Acting Mayor will insert Acting Mayor and his/her name when signing;
- Acting Mayor Di Biase chairs Council meetings, in his absence Regional Councillor Frustaglio chairs Council meetings and in both of their absences, the other Members of Council present shall elect a Chair for the meeting.

Conclusion

Council is required to forthwith declare the Office of Mayor to be vacant. A further report outlining all available options and considerations will assist Council in filling the vacancy.

150. ARTICLE FROM THE GLOBE AND MAIL

Item 42, Committee of the Whole Report No. 28
(Please refer to Minute No. 98)

The Committee of the Whole recommends that the article titled “Power vacuum seen for Vaughan”, dated April 13, 2002, be received.

The foregoing matter was brought to the attention of the Committee by Acting Mayor Di Biase.

151. BY-LAW NUMBER 97-2002

MOVED by Councillor Racco
seconded by Regional Councillor Frustaglio

THAT By-law Number 97-2002, being a By-law to amend City of Vaughan By-law 1-88 (Z.01.029 – Wolfbreath Properties Ltd.), be deferred to the Council meeting of April 29, 2002; and

THAT the memorandum from the Commissioner of Planning, dated April 15, 2002, be received.

CARRIED

152. BY-LAWS FIRST, SECOND AND THIRD READINGS

MOVED by Regional Councillor Frustaglio
seconded by Councillor Di Vona

THAT the following by-laws be read a First, Second and Third time and enacted:

By-Law Number 82-2002	A By-law to amend By-law 2-2001, as amended, being a By-law to provide for the issuing, revoking, suspending of licenses and for regulating, inspecting business, trades, professions and other occupations within the City of Vaughan. (issuance of taxi cab licenses) (Special Council, March 4, 2002, Minute No. 51) (Item 1, Special Committee of the Whole, Report No. 17)
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- By-Law Number 83-2002 A By-law to amend By-law 2-2001, as amended, being a By-law to provide for the issuing, revoking, suspending of licenses and for regulating, inspecting business, trades, professions and other occupations within the City of Vaughan. (issuance of tow truck licenses) (Special Council, March 4, 2002, Minute No. 51) (Item 1, Special Committee of the Whole, Report No. 17)
- By-Law Number 84-2002 A By-Law to assume Municipal Services in Fieldgate Development and Construction – Eugene Kohn Construction Limited, Betovan Construction Limited, Batise Investments Limited, Umiak Investments Limited and Marmelock Investments Limited, 19T-86106, Registered Plan 65M-2884. (Subdivision Agreement dated July 2, 1991)(Item 13, Committee of the Whole, Report No. 28)
- By-Law Number 85-2002 A By-law to dedicate certain lands as public highway forming part of Keele Street. (Part of Lots 18 and 19, Concession 3, Reference Plan 65R-22886)(Delegation By-law 333-98)
- By-Law Number 86-2002 A By-law to exempt parts of Plan 65M-3362 from the provisions of Part Lot Control. (PLC.02.012, Queensdale Homes (Maple) Inc., west of Jane Street and north of Major Mackenzie Drive)(Delegation By-law 333-98)
- By-Law Number 87-2002 A By-law to repeal By-law 86-2002. (PLC.02.012, Queensdale Homes (Maple) Inc., west of Jane Street and north of Major Mackenzie Drive)(Delegation By-law 333-98)
- By-Law Number 88-2002 A By-law to amend City of Vaughan By-law 1-88. (Z.94.072 and DA.99.022 – Mike Mitri - southeast corner of Keele Street and Rockview Gardens)(Council, May 8, 2000, Item 22, Committee of the Whole, Report No. 41)
- By-Law Number 89-2002 A By-law to amend City of Vaughan By-law 1-88. (OP.01.005 and Z.01.010 – Majorwest Development Corp. - south side of Major Mackenzie Drive between Highway No.400 and Weston Road)(Council, January 28, 2002, Item 16, Committee of the Whole, Report No. 5)
- By-Law Number 90-2002 A By-law to amend City of Vaughan By-law 1-88. (Administrative Correction - Z.00.067 – S. & R. Tirinato - southeast of Woodbridge Avenue and Wallace Street) (Council, May 30, 2001, Item 12, Committee of the Whole, Report No. 44)
- By-Law Number 91-2002 A By-law to amend City of Vaughan By-law 1-88. (Administrative Correction – Z.98.109 (DA.98.094) - Windleigh Holdings - southeast of Woodbridge Avenue and Wallace Street)(Council, September 25, 2000, Item 18, Committee of the Whole, Report No. 71) (Council, October 10, 2000 – By-law 421-2000)
- By-Law Number 92-2002 A By-law to exempt parts of Plans 65M-3266 and 65M-3362 from the provisions of Part Lot Control. (PLC.01.065, Venturon Development Corp., north of Major Mackenzie Drive and west of Jane Street)(Delegation By-law 333-98)
- By-Law Number 93-2002 A By-law to repeal 92-2002. (PLC.01.065, Venturon Development Corp., north of Major Mackenzie Drive and west of Jane Street)(Delegation By-law 333-98)

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By-Law Number 94-2002	A By-law to exempt parts of Plans 65M-3543 from the provisions of Part Lot Control. (PLC.02.011, Sunfield Homes (Maple) Ltd., east of Jane Street and south of Major Mackenzie Drive)(Delegation By-law 333-98)
By-Law Number 95-2002	A By-law to repeal By-law 94-2002. (PLC.02.011, Sunfield Homes (Maple) Ltd., east of Jane Street and south of Major Mackenzie Drive)(Delegation By-law 333-98)
By-Law Number 96-2002	A By-law to amend City of Vaughan By-law 1-88. (Z.01.083 – M. De Lisi - east of Pine Valley Drive, north of Langstaff Road)(Item 35, Committee of the Whole, Report No. 28)
By-Law Number 98-2002	A By-law to authorize the payment of an annual remuneration and expenses to the Members of Council. (Item 1, Special Committee of the Whole (Closed Session), Report No. 23)
By-Law Number 99-2002	A By-law to amend the Management By-law 60-2000. (Item 1, Special Committee of the Whole (Closed Session), Report No. 23)
By-Law Number 100-2002	A By-law to provide the terms and conditions for the employment of Officers and Servants of the City of Vaughan (Management By-law). (Item 1, Special Committee of the Whole (Closed Session), Report No. 23)

CARRIED

153. CONFIRMING BY-LAW

MOVED by Regional Councillor Frustaglio
seconded by Councillor Di Vona

THAT By-law Number 101-2002, being a by-law to confirm the proceedings of Council at its meeting on April 15, 2002, be read a First, Second and Third time and enacted.

CARRIED

154. ADJOURNMENT

MOVED by Councillor Ferri
seconded by Councillor Racco

THAT the meeting adjourn at 4:35 p.m.

CARRIED

M. Di Biase, Acting Mayor

J. D. Leach, City Clerk