

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 1, Report No. 39, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 15, 2005, as follows:

By approving the following in accordance with the additional report of Councillor Shefman, dated June 15, 2005:

That the City of Vaughan establish a one year pilot project for selected areas of the City commencing no later than October 2005 for all-year permitted parking in residential areas;

And, based upon the evaluation data compiled up until that point, that this project be reviewed by Council in January 2006 in order to determine its continuance to the end of the one year completion date;

And that staff prepare their operational recommendations prior to the implementation of this project in October;

And that Engineering, as part of their preparation for the implementation of this proposal provide advice on how to implement this proposal for those residential secondary streets that are less than 8.5 metres in width; and

By receiving the report of Councillor Shefman, dated June 8, 2005.



1

ON STREET PARKING PROPOSAL

The Committee of the Whole recommends that this matter be referred to the Council meeting of June 15, 2005.

Recommendation

Councillor Shefman recommends:

That the City of Vaughan establish a one year pilot project for Ward 5 commencing in October 2005 for all-year permitted parking in residential areas.

And that staff prepare their recommendations prior to the implementation of this project.

Economic Impact

Unknown but to be determined as a result of the analysis that will be conducted to determine the viability of the pilot project.

Purpose

1. This project will be clearly identified that it is taking place only as a pilot project in a limited area of the City of Vaughan.
2. All residents who wish to take part in this pilot will be required to sign an agreement confirming their compliance with the terms of the pilot as well as recognizing the temporary nature of the allowance.
3. Parking will be allowed only on residential secondary streets by permit where no conflict exists with restrictive parking or traffic by-laws or where it is deemed by City traffic engineers as having a significant negative impact on traffic flow.

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4. The fee for the permits shall be determined and approved by Council.
5. A permit holder is not protected from parking infractions where a vehicle is parked in a location or at a time not allowed under the permit.
6. Only one permit is allowed per residential address.
7. The permit must be displayed at all times on the dash on the driver's (left) side of the window of the vehicle. If a permit is not visible, it shall be considered that the vehicle does not have a permit and shall be ticketed appropriately.
8. Permits are issued only to passenger vehicles or commercial vehicles registered with the Ministry of Transportation as "Personal use only".
9. Permits are not issued to commercial vehicles such as trucks, buses, trailers, vehicles exceeding 6.4m (21') in length, etc
10. The permit will be tied to the address of the applicant. This will require the permit holder to park their vehicle directly in front of their residence only. Where there is no parking space available directly in front of a residence, permits will not be made available, except when parking is restricted by the City criteria to one side of the street.
11. During snow clearing (which may occur within 12 hours of a snowfall exceeding 5 cm. of snowfall – see snow removal information on the City of Vaughan web site for detailed information) permits will not be in effect, requiring the resident to ensure that the vehicle is not parked on the street, resulting in impeding the snow removal process.
12. Parking would be permitted for a 12 hour maximum period at one time.
13. In order to ensure that this pilot will be properly evaluated the following information will be gathered and used to assess the viability of permitted on-street parking. An assessment based on this data and any other helpful information will be provided to Council eleven months after approval of the pilot project.
 - a. Number of permits applied for
 - b. Number of permits granted
 - c. Revenue generated for permits
 - d. Administrative costs for the program
 - e. Historical and in-year information on revenue generated from illegal parking tickets on a sample number of streets where permits have been attained.
 - f. Infractions (failing to park in designated area, failing to remove vehicle during snow removal, etc) by permit holders
 - g. Positive comments from residents as a result of implementing the pilot project
 - h. Number of complaints or issues of concern relating to the pilot program raised by residents or those individuals providing services to our communities such as police, waste management, etc
 - i. Issues of concern or complaint raised by permit holders
 - j. Issues or concerns identified by staff involved in the operation of the pilot
14. Upon receipt of complaints or the advice of the City of Vaughan By-law Department, the permit will be reviewed and may be withdrawn at any time.

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Background – Analysis and Options

City of Hamilton

The City of Hamilton offers different permits for two permit parking programs to assist residents with their parking needs and helps ease the shortage of parking in residential neighbourhoods. There are 92 residential permit areas in Hamilton and approximately 1,500 residential parking permit holders. To receive these privileges, residents must live in an area that allows permit parking. These programs are Permit Parking and Time Limit Parking.

Criteria applying to [Permit Parking](#) and [Time Limit Parking](#):

1. Reserved permit parking and time limit parking can be implemented on streets, or parts of streets, when a majority of residents through a petition, request the regulation and pending City Council's approval of a by-law.
2. The yearly fee is \$67.41 (includes GST) per permit (rate subject to change).
3. Vehicle ownership must reflect the resident's current address for which the parking regulation applies and must be shown before a permit may be issued.
4. Permits must be renewed on January 1st of each year.
5. Permits will be issued to residents of property immediately abutting the street within the Permit Parking regulation in a one, two or three family dwelling or in a designated area for Time Limit Parking.
6. The universal 12-hour parking time limit for all City streets applies to permit holders.
7. Permits are also available for residents who are confined to their homes and require essential services. These permits allow health care and other service workers to park their vehicles for up to two hours within the permit parking area.
8. Permits are issued only to passenger vehicles or commercial vehicles registered with the Ministry of Transportation as "Personal use only". Permits are not issued to commercial vehicles such as trucks, buses, trailers, vehicles exceeding 6.4m (21') in length, etc.

Permit Parking

The Permit Parking program assists residents of a specific street with their parking needs by prohibiting parking by all motorists, except abutting residents who have purchased the necessary parking permits. These streets are identified by the sign shown.

In addition to the [criteria described above](#), visitor parking is not allowed in permit parking areas, but loading and unloading may occur.

City of Toronto

Types of permits available and fees

Two types of permits are available in most areas: 6 & 12 month term resident-only permits; and, temporary (up to 8 weeks) resident or visitor permits.

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- **6 & 12 Month:** Permits are issued to residents only on a six months basis although permits for two consecutive terms are available. Terms are from December to May and from June to November. All permits issued during a term will be effective until the end of that term.

Permit fees vary according to a priority system based on need as reflected below:

- No access to on-site parking for resident's first vehicle:
\$ 9.10/month (incl. GST)
 - No access to on-site parking for resident's second and any subsequent vehicles:
\$19.26/month (incl. GST)
 - Resident does have access to on-site parking (permit is for convenience):
\$26.75/month (incl. GST)
- **Temporary (resident/visitor):** Temporary parking permits may be obtained to provide weekly on-street parking within the limits of a permit parking street or area, provided space is available, up to a maximum of 8 consecutive weeks. The cost is \$10.70 (incl. GST) per week.

How permit parking is implemented

Permit parking is implemented on either a street name basis where parking is restricted to one specific street, or on an areas basis where a number of streets have been grouped into permit areas in order to maximize the available parking.

In areas-based permit parking, residents may park on any licensed street within their permit area, but are not guaranteed a parking space on their specific street. Area-based permit parking provides greater flexibility by enabling permit holders to park not only on their licensed street but on other licensed street within their area should space not be available on the street where they live. Within each permit area there may be significant differences in the operation hours of the permit parking program. For example, in the Toronto community, there are currently 54 unique combinations of permit parking operating hours which were developed over time, in consultation with area Councilors and community representatives in response to specific concerns e.g. long-term non-resident parking. These operation hours are clearly posted at regular intervals on each street licensed for permit parking within the area.

Restrictions for permit parking holders

A permit holder who parks on a street authorized for permit parking must park in a legal space during licensed parking hours shown on the signs on the street. Though subject to other existing traffic regulations, permit holders generally have the privilege of parking their vehicles overnight and are exempt from the 1, 2, and 3 hour parking restrictions. Conversely, vehicles without parking permits may be tagged if parked in parking spaces designated for those with permits. The permit parking by-law is enforced by Toronto Police Services, Parking Enforcement Unit. Contravention of the by-law may result in the loss of your permit parking privilege.

For a permit to remain in effect, the permit must be visible and affixed to the lower windshield on the driver's side, the vehicle registration must remain valid, and the validation sticker must be affixed to your licence plate.

Relationship to Vaughan Vision

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

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Attachments

none

Report prepared by:

Debi Traub, Council Administrative Assistant

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Item 2, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

2 RFP 05-159 SUPPLY OF TECHNICAL RESCUE TRUCK BODY

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Fire Chief, dated June 8, 2005:

Recommendation

The Fire Chief, in consultation with the Director of Purchasing and the Director of Reserves and Investments, recommends:

1. That the City enters into an agreement with Dependable Emergency Vehicles, Brampton Ontario, for the fabrication and installation of aluminum fabricated Technical Rescue Truck body as per approved Capital Project # 3158-0-04 for the sum of \$ 122,494. plus applicable taxes; and
2. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The purchase of the technical rescue truck body is the final component in the previously approved 2004 Capital Budget project for the replacement of the 1980 Pierreville Aerial Ladder truck which was converted for use as a technical rescue unit, after its aerial ladder device was determined to be unserviceable and parts were becoming obsolete or very difficult to obtain. Chassis repair parts were also becoming obsolete. This final component is within the approved budget and funds are available. Completion of this project will improve the efficiency of technical rescue operations such as confined space entry and retrieval and trench rescue collapse extrication, as the replacement unit will carry a larger selection of rescue equipment in compartments purposely built for the tasks. As a new chassis has already been purchased, it will operate in a reliable manner for many years.

Purpose

To seek approval for the issuance of a purchase order to Dependable Emergency Vehicles of Brampton Ontario for the fabrication and installation of an aluminum rescue style body on a City of Vaughan owned Cab and Chassis, funded from the Fire Equipment Reserve Fund.

Background - Analysis and Options

Given the intended specialized usage and complexities of equipment storage and allocation on this vehicle and the requirement for VFRS Mechanical Division to install and/or manufacture some of the required components, VFRS decided to complete the Capital Project in three stages.

Stage # 1 - Purchased required Cab and Chassis – \$86,841 completed Nov. 2004.

Stage # 2 - Purchase and install Ergonomic Hydraulic Loader. This specialized component of the Technical Rescue Vehicle provides the required storage area for large, heavy cribbing, whalers, strongbacks and stabilizing equipment required for trench/confined space rescue. This hydraulically operated equipment allows for safe and expedient off loading of this heavy equipment. The Ergonomic Hydraulic Loader was purchased for \$13,400 and successfully installed on our chassis by VFRS Mechanical Division in May 2005.

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Stage # 3 - Contract for the supply and installation of the remaining rescue style body, including generator and lighting is \$122,494 plus tax.

Given the specialized design of the Technical Rescue Unit VFRS sought input and proposal pricing from three of the most noted fabricators in this field. Their proposal pricing is summarized as follows:

	Fabricate and Install Rescue Body	Provide and Install Generator & Lighting	Transportation Delivery
Dependable Emergency Vehicles	\$ 122,494. plus tax	Included	Included
Advanced Engineered Products	\$ 129,855. plus tax	Included	Included
ProFire Emergency Equipment	\$ 120,000. plus tax	Extra \$13,000	Extra- Unknown

The ProFire submission is not under consideration given it did not include the installation of a required hydraulic generator and command light (approx. \$ 13,000.). The Technical Rescue Unit would also have to be completed in B.C. which would require VFRS to deliver our chassis to B.C. and arrange for its return upon completion.

The awarding of Stage # 3 (body \$122,494 plus tax) of Capital Project # 3158-0-04 (total budget \$243,000) to Dependable Emergency Vehicles of Brampton Ontario is within the approved budget amount allocated for this component (budget balance available \$142,750) including the Capital Project Administrative Fee and overall this project will be completed within the approved budget.

Dependable Emergency Vehicles had previously built and supplied our Hazardous Material Response Unit and one of our Water Tankers. The VFRS is satisfied with Dependable's past performance and believes they once-again can deliver the product we need.

Relationship to Vaughan Vision 2007

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

Conclusion

Based on the submissions and pricing information provided by the noted suppliers, Dependable Emergency Vehicles is the lowest price and able to fabricate and install the specialized equipment to the satisfaction of the VFRS.

Report prepared by:

G.R. Senay, Deputy Fire Chief, extension 8413

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Item 3, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

3 CYCLING RACE TO BE HELD IN VAUGHAN ON AUGUST 7, 2005 IN WARD 2

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 8, 2005:

Recommendation

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

THAT the Vaughan Cycling Club located at 31 Old Firehall Lane, Woodbridge, L4L 8W3 be provided the Community Service Organization (CSO) rates for Services In Kind (SIK) items in accordance with the current policies, procedures and fees for their cycling race planned for August 7, 2005.

Economic Impact

There will be no economic impact if the SIK items are allocated within the current approved policies, procedures and rates.

Purpose

The purpose of this report is to provide Council with information regarding the feasibility of providing CSO rates to the Vaughan Cycling Club.

Background - Analysis and Options

At the Committee of the Whole meeting of November 8, 2004, Mr. Di Cristofaro of the Vaughan Cycling Club, made a deputation to Council requesting assistance with SIK for the cycling event planned for August 7, 2005. (Item 28, Report No. 78) Council directed that staff provide a report on the feasibility of providing assistance for SIK for their event.

The Vaughan Cycling Club is a not-for-profit organization running this fundraising event for riders of all ages. Accordingly, they qualify to receive available SIK at the CSO rate similar to other clubs offering comparable events.

Currently, Mr. Di Cristofaro and his club have not finalized the list of SIK required for this event and therefore the value cannot be ascertained. When their list of requirements is complete staff will allocate the SIK's according to the approved policies, procedures and rates.

Relationship to Vaughan Vision 2007

This report is consistent with section 1.3 of the Vaughan Vision as it provides effective and efficient delivery of services.

The necessary resources have been approved and allocated.

Conclusion

Staff will work with Mr. Di Cristofaro and the Vaughan Cycling Club to ensure a successful event. The needed SIK will be allocated within the current policies, procedures and rates.

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Attachments

None

Report Prepared By

Terri Cosentino,
Supervisor, Customer Service and Administration
Ext. 8078

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Item 4, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

4

**AWARD OF TENDER T05-019
KIPLING PARKETTE – PARK DEVELOPMENT**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Community Services, dated June 8, 2005, be approved;**
- 2) That the enacting by-law be brought forward to the Council meeting of June 15, 2005; and**
- 3) That the Commissioner of Community Services inform Ferdom Construction of the intent to fast track this project.**

Recommendation

The Commissioner of Community Services, in consultation with the Directors of Purchasing, Reserves and Investments and Parks Development recommends:

1. That T05-019, KIPLING PARKETTE – PARK DEVELOPMENT, be awarded to 741127 Ontario Ltd. o/a Ferdom Construction for the amount of \$124,476.06 (excluding G.S.T.); and,
2. That a contingency allowance of 15% be approved, within which the Director of Parks Development is authorized to approve amendments to the contract; and,
3. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Capital project #5951-0-01 was approved in the 2001 budget. The annual operating cost of \$3,800.00 is required to maintain this park once completed.

Purpose

The purpose of this report is to seek approval to award tender T05-019, for the development of KIPLING PARKETTE.

Background - Analysis and Options

The project is for the development of Kipling Parkette located near Highway No. 7 and Kipling Avenue. Project #5951-0-01, was approved in the 2001 capital budget and includes the following in accordance with the master landscape plan: poured-in-place concrete, pre-cast concrete, and asphalt paving; site furnishings; plant material; hydraulic seeding with composted topsoil; lighting; one (1) gazebo; and one (1) provisional yard hydrant. The proposed park components were developed through community consultation and were reviewed by the York Regional Police with regards to the principles of CPTED – Crime Prevention Through Environmental Design.

This tender was advertised in the Daily Commercial News and the Electronic Tender Network (ETN). Tenders were closed and publicly opened on Monday, May 2, 2005 at 3:00pm. Twenty-two (22) bid documents were issued and sixteen (16) were received; one (1) of which was disqualified by the Purchasing Department. The bid results are as follows:

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<u>Contractor</u>	<u>Base Tended Price (excluding GST)</u>	<u>Provisional Items (excluding GST)</u>	<u>Total Tended Price (excluding GST)</u>
741127 Ontario Ltd. o/a Ferdom Construction Woodbridge, Ontario	\$120,434.00	\$4,042.06	\$124,476.06
Atlas Paving Company Inc. Toronto, Ontario	\$142,390.00	\$8,504.67	\$150,894.67
Pine Valley Enterprises Inc. Concord, Ontario	\$149,000.00	\$5,046.73	\$154,046.73
Lima's Gardens & Const. Woodbridge, Ontario	\$150,500.00	\$4,672.90	\$155,172.90
Serve Construction Ltd. Toronto, Ontario	\$158,001.06	\$4,485.98	\$162,487.04
Lombardi Construction Ltd. Woodbridge, Ontario	\$162,279.00	\$6,074.77	\$168,353.77
Royalcrest Paving Ltd. Markham, Ontario	\$168,215.00	\$6,495.33	\$174,710.33
Rankine Construction Ltd. Toronto, Ontario	\$172,876.60	\$4,392.52	\$177,269.12
S & F Excavating Ltd. King City, Ontario	\$176,980.00	\$4,859.81	\$181,839.81
Mopal Construction Ltd. Gormley, Ontario	\$179,600.00	\$10,093.46	\$189,693.46
P. Gabriele & Sons Ltd. Woodbridge, Ontario	\$182,283.54	\$13,303.74	\$195,587.28
Dig-Con International Ltd. Bolton, Ontario	\$182,450.00	\$6,542.06	\$188,992.06
Favcor Construction Corp. Vaughan, Ontario	\$204,767.00	\$8,598.13	\$213,365.13
Forest Contractors Ltd. Brampton, Ontario	\$206,865.00	\$11,028.04	\$217,893.04
Gryan Construction Ltd. Mississauga, Ontario	\$252,014.00	\$20,560.75	\$272,574.75

Relationship to Vaughan Vision 2007

Kipling Parkette improvements will provide facilities that promote a safe, livable, and sustainable parkland environment for the local community.

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

Conclusion

Parks Development staff have met with the lowest bid contractor, 741127 Ontario Ltd. o/a Ferdom Construction, and are satisfied that the Contractor will perform the work as specified in

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the contract. The base tendered price, plus the addition of provisional items, is within the approved capital budget for project number #5951-0-01 in the total amount of \$124,476.06 (excluding G.S.T.).

Upon award of tender, this project will commence in June 2005, weather permitting, and will be completed in the September of 2005.

Attachments

None

Report prepared by:

Frank Milkovich; Landscape Architectural Planner, Ext. 3207
Paul Gardner; Director of Parks Development, Ext. 3209

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Item 5, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

5

AWARD OF TENDER T05-029
TRAFFIC CALMING – VARIOUS LOCATIONS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 8, 2005:

Recommendation

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

1. That Tender T05-029, for the supply of material and services for the installation of traffic calming measures be awarded to Crownwood Construction Limited in the amount of \$158,841.50, including G.S.T.;
2. That a contingency allowance in the amount of \$16,000.00 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract; and
3. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The amount of the awarded contract of \$158,841.50 can be accommodated within the Traffic Calming Budget Account 1203-2-01. As the cost of maintenance, annual retrace of the pavement markings, sign replacement and materials increase, this amount will be adjusted accordingly to meet these requirements within the Traffic Calming Budget.

Purpose

Council approval to award contract T05-029.

Background – Analysis and Options

The work covered by this Tender requires the supply of material and services for the installation of traffic calming measures on City roadways. The tender was advertised in the Daily Commercial News and the Electronic Tendering Network (ETN) on April 21, 2005, and closed on May 5, 2005. A total of 9 documents were picked up from the Purchasing Services Department. Three bids were received. The following are the results of the tender bids.

<u>Contractor</u>	<u>Total Bid Amount</u>
Crownwood Construction Limited	\$158,841.50
Vaughan Paving Limited	\$169,683.81
Gazzola Paving Limited	\$292,912.50

The estimated cost for this project including provisional items, contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$181,000.00 and is calculated as follows:

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Crownwood Construction Limited Bid	\$158,841.50
Contingency amount (approximately 10%)	<u>\$ 16,000.00</u>
Sub-total	\$174,841.50
G.S.T. (7% amount 100% recoverable)	\$ 12,238.91
Treasury Administration (3%)	<u>\$ 5,245.25</u>
Total	\$192,325.66
Less G.S.T. Recoverable	<u>\$ 12,238.91</u>
Net Total Cost	\$180,086.75
	ROUNDED TOTAL
	\$181,000.00

The low bidder, Crownwood Construction Limited, has performed similar work for the City in past years, and is deemed capable of successfully completing this work. Sufficient funds are allocated in the Engineering Department's Traffic Calming Capital Budget Account No. (1203-2-01).

Relationship to Vaughan Vision 2007

This is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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

Conclusion

It is recommended that Tender T05-029 for the installation of traffic calming measures be awarded to Crownwood Construction Limited.

Attachments

N/A

Report prepared by

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

:MD

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Item 6, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

6

**TRI-PARTY AGREEMENT
TORONTO HEBREW MEMORIAL PARK – BATHURST STREET
SOUTH OF KING-VAUGHAN ROAD - DA.98.039**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 8, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Town of Richmond Hill be advised that the City of Vaughan consents to inter-municipal water and sanitary sewer service connections from the residential subdivision development on the east side of Bathurst Street, to the proposed Toronto Hebrew Memorial Park cemetery site located on the west side of Bathurst Street, south of King-Vaughan Road.
2. That the necessary By-law be passed authorizing the Mayor and the City Clerk to execute the necessary agreement between the City of Vaughan, the Town of Richmond Hill and Toronto Hebrew Memorial Park to allow for the necessary water and sanitary sewer services to be available to the proposed cemetery development.

Economic Impact

The Toronto Hebrew Memorial Park (THMP) is responsible for all costs in designing and constructing the sanitary sewer and watermain service connections plus any other associated costs involved. However, the City of Vaughan will act as the guarantor for the municipal services so provided by the Town of Richmond Hill.

Purpose

To obtain Council approval for the City to enter into an agreement to accommodate inter-municipal water and sanitary service connections from the Town of Richmond Hill to the proposed Toronto Hebrew Memorial Park cemetery site located on the west side of Bathurst Street south of King-Vaughan Road.

Background - Analysis and Options

Toronto Hebrew Memorial Park is proposing to construct an administrative/institutional type building on the west side of Bathurst Street south of King-Vaughan Road. Refer to Attachment No. 1. As there are currently no City of Vaughan services in this immediate area, the developer is proposing to connect to the watermain and sanitary sewer on the east side of Bathurst Street within the residential subdivision that is being constructed in Richmond Hill. The Region of York has been contacted and they do not have any objection to this proposal.

The developer will install a water meter chamber on the east boulevard of Bathurst Street in order to measure domestic flows and will purchase the meter from the Town of Richmond Hill. The Town of Richmond Hill will own and operate the meter and invoice the City of Vaughan, who in turn will invoice THMP to recover invoiced water and sewage costs plus administrative fees.

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Relationship to Vaughan Vision 2007

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

Conclusion

In order to provide cross boundary water and sanitary sewer services from the new residential subdivision that is currently being developed on the east side of Bathurst Street, within the Town of Richmond Hill, to facilitate the Toronto Hebrew Memorial Park proposed cemetery, it is necessary to execute an agreement between the City of Vaughan, Town of Richmond Hill and Toronto Hebrew Memorial Park. Should Council concur, a By-law needs to be passed authorizing the Mayor and the City Clerk to execute the necessary agreements to implement such services.

Attachments

1. Location Map

Report prepared by

Carlos Couto, Engineering Assistant, Development Review, ext 8736
Tony Ching, Development Engineer, Development Review, ext 8711

CC/fc

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

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Item 7, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

7

**ASSUMPTION – UNITED CASTLEPOINT – PHASE 2
19T-95053 / 65M-3344 & 65M-3345**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 8, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3344 & 65M-3345, and that the municipal services letter of credit be reduced to \$30,900 as per Parks Operations and Forestry Department's request for the financial guarantee for trees.

Economic Impact

Upon assumption of this development, approximately 5.8 lane kilometers of roadway and 0.5 laneway kilometers associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 255 lot development is a residential subdivision. The development is located south of Major Mackenzie Drive west of Islington Avenue as shown on Attachment 1.

The Subdivision Agreement was signed on July 27, 1999. The municipal services in Plan 65M-3344 and 65M-3345 were installed in July 1999 and the top course asphalt was placed in September 2002.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Parks Operations and Forestry Department is requesting that \$30,900 be held back as securities for the guarantee of boulevard trees. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

The development of this subdivision and the assumption of the municipal services is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA 600 (4.7.1). OPA policies require that development take place in accordance with the requirements and standards of the City and relevant agencies.

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

Conclusion

It is therefore appropriate that the municipal services in 65M-3344 and 65M-3345 be assumed and the municipal services letter of credit be reduced to \$30,900. Once the trees have been re-inspected and are satisfactory, the letter of credit will be released.

Attachments

1. Location Map

Report prepared by:

Vick Renold, C.E.T. – Senior Engineering Assistant, ext. 8461

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 8, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

8

TENDER AWARD – T05-036 CATCH BASIN CLEANING

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 8, 2005:

Recommendation

The Commissioner of Engineering & Public Works, in consultation with the Director of Purchasing Services, recommends:

1. That Tender T05-036 be awarded to Flow-Kleen Technology Ltd. at an estimated contract value of \$362,088.00 over three years (\$120,696.00 per year) including GST;
2. That staff be permitted to perform additional catch basin cleaning to the 2005 approved budget amount of \$157,300; and
3. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The approved 2005 Operating Budget provides \$157,300 for the Public Works Department to perform catch basin cleaning. The approved funding amount for catch basin cleaning in 2006, and beyond, will need to increase in order to match the growth of the infrastructure.

Purpose

To award Tender T05-036 for catch basin cleaning.

Background - Analysis and Options

The City of Vaughan requires cleaning services for its catch basins as part of its annual maintenance program. The objective of catch basin cleaning is to remove the sand and grit from the sump that is washed in from the road and debris that restricts the flow of water through the catch basins to restore the catch basin to full capacity. This also helps reduce the sediment loading on the storm water management ponds and streams that receive water from the catch basins. The contract includes the catch basin cleaning, hauling of material collected during the process and disposal at a site approved by the Ministry of Environment. In addition to cleaning, the contract includes an inspection and report of any catch basin deficiency for future repairs to be completed by Public Works staff.

The 2005 Operating Budget contains \$157,300 for the purpose of catch basin cleaning. Based on previous prices, staff had anticipated we could service only 8,000 units out of our estimated inventory of 15,000 units. At the per unit bid price submitted by Flow-Kleen, more than 10,000 catch basins can be cleaned and inspected this year, which would allow the City to have the catch basins located at the bottom of inclines serviced every year as they tend to collect material more rapidly and lose their conveyance ability if serviced only every two years. This measure would help protect our environment, to the benefit of City residents.

The tender was advertised on the Electronic Tendering Network (ETN), the Vaughan Citizen and OPBA and closed on April 18, 2005. A total of five documents were issued by the Purchasing Department, with a total of three bids submitted.

The following are the results of the tender opening:

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BID RESULTS FOR T05-036 CATCH BASIN CLEANING			
Bid Rating	Contractor	3 Year Total Before G.S.T.	3 Year Total Including G.S.T.
1.	Flow-Kleen Technology Ltd.	\$338,400.00	\$362,088.00*
2.	Almon Equipment Ltd.	\$427,887.85	\$457,840.00
3.	American Water Services	\$700,800.00	\$749,856.00

*Corrected bid

The contract is for a three year period with a one year optional extension period based on the City of Vaughan's satisfaction with the contractor's performance and the approval of funding.

Staff have checked the bids for mathematical errors and corrected the miscalculated tax amount Flow-Kleen had submitted in their bid. Flow-Kleen has performed catch basin cleaning for the City of Vaughan for the last three years to staff's satisfaction. As such, it would be appropriate to award contract T05-036 to Flow-Kleen Technology Ltd.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, specifically Vaughan Vision A-3 "Safeguard Our Environment".

Conclusion

Contract T05-036 Catch Basin Cleaning will provide for effective and efficient delivery of service to the City of Vaughan's storm sewer infrastructure and ensure City wide protection of the environment.

Based on prices submitted and the positive reputation of the company, it is recommended that Tender T05-036 for Catch Basin Cleaning be awarded to Flow-Kleen Technology Ltd, and that staff be permitted to spend up to the approved budget amount (\$157,300.00) in order to clean as many catch basin locations as possible.

Attachments

N/A

Report prepared by:

Odette McIntyre, C. Tech
Municipal Services Technician

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 9, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

**9 MUNICIPAL WATER SERVICE CONNECTIONS
FOR 5859 AND 5830 RUTHERFORD ROAD EAST OF HIGHWAY NO. 27**

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole (Closed Session) meeting of June 8, 2005.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That Council agree in principle to assume the existing 600mm diameter PD5 Regional watermain on Rutherford Road between Highway No. 27 and Vaughan Mills Road in the future, when the Region of York declares it surplus; and,
2. That the Regional Municipality of York be so advised by copy of Council's direction.

Economic Impact

The economic impact to the City will include operating and maintenance costs and future replacement cost, as applicable, associated with this type of infrastructure, once added to the City's watermain system inventory. The watermain will however, generate the usual revenue associated with water consumption customer charges.

Purpose

To seek Council's agreement in principle to assume the existing 600 diameter PD5 Regional watermain on Rutherford Road between Highway No. 27 and Vaughan Mills Road in the future, when the Region of York declares it surplus.

Background - Analysis and Options

Staff has recently been approached by the owners at 5859 and 5830 Rutherford Road regarding the possibility of obtaining a municipal water service to these properties. One of the owners claims that their existing well water supply has been adversely impacted as a result of roadworks and watermain construction associated with the Region's project along Rutherford Rd. in the Highway 27 area. The other owner is simply interested in obtaining Municipal water supply. The City does not have a local watermain in this section of Rutherford Road, however the Region of York has an existing 600mm diameter PD5 feeder main along Rutherford Road, between Highway 27 and Vaughan Mills Road, fronting the subject properties.

This Regional watermain currently conveys water from the Toronto water system, south along Highway No. 27 to the West Woodbridge PD4 and PD5 service areas. In the future the PD5 watermain will be interconnected with the PD6 York-Peel feedermain at the intersection of Highway 27 and Rutherford Road, at which time the portion of watermain on Rutherford Road will no longer form an integral part of the Regional water supply system. Consequently, the Region would be prepared to transfer it to the City at that time. The transfer would be subject to the usual terms and conditions, with the watermain and appurtenances being in a good state of operation and repair at the time of transfer. The exact limits and timing of the transfer will be reviewed with the Region in detail as part of ongoing discussions regarding the update of the Region's Policy on watermain and sewer transfer/jurisdiction.

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The Region indicated that although they normally do not allow individual private connections to their watermains, they have no objections to allowing these connections now, in anticipation of the subject PD5 watermain being transferred to the City in the near future. However, the City would have to agree in principle to this future transfer before any connections can be made. This would ensure that properties on Rutherford Road fronting the subject watermain would have access to a safe, potable water supply without unnecessary delay.

The cost of the lateral connections and water meters would be the responsibility of the individual property owners. Because this section of watermain is already metered by the Region as part of the general water supply to this area of the City, water use charges would be collected and retained by the City in the usual manner.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 in that the proposed works develop and implement innovative alternatives for service delivery (1.3.1), and to ensure that municipal operations are undertaken in an environmentally responsible manner (4.4.4.).

This report is consistent with the priorities previously set by Council. The necessary resources have not been allocated and approved for this undertaking.

Conclusion

To allow for private water service connections to the existing 600mm diameter Regional watermain on Rutherford Road between Highway No. 27 and Vaughan Mills Road and to ensure a safe potable water supply to fronting properties, it is necessary for Council to agree in principle to assume this section of watermain in the future, once the Region declares it 'surplus'.

Attachments

1. Location Map

Report prepared by:

John Zanchettin, Senior Engineering Assistant, ext. 3113
Tom Ungar, P. Eng. – Design Engineer, ext. 3110

JZ:mc

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

Refer to Item 8, Committee of the Whole (Closed Session) Report No. 40 for disposition of this matter.

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Item 10, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

**10 ISLINGTON AVENUE STREETScape ENHANCEMENTS
LANGSTAFF ROAD TO RUTHERFORD ROAD**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 8, 2005, be approved, subject to inserting the phrase "in keeping with the Region's Greening Policy", at the end of Clause 3;
- 2) That staff provide a concept plan to the Region requesting a landscaped median be constructed, 4-5 metres wide at three strategic locations along the Islington Avenue corridor; and
- 3) That the deputation of Ms. Franca Stirpe, 487 Wycliffe Avenue, Woodbridge, L4L 8T4, be received.

Recommendation

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

1. That this report be received by Council;
2. That this request be referred to 2006 Capital Budget deliberations in terms of future programming and funding; and
3. That a copy of this report be given to the Region Municipality of York and they be requested to participate in cost sharing with respect to streetscaping on Islington Avenue in the subject area.

Economic Impact

There is a future capital cost impact of between \$30,000 and \$350,000, depending on option(s) selected. The estimated annual maintenance costs for planting materials and future repair/replacement costs is unknown at this time.

The necessary resources have not been allocated and approved at this time.

Purpose

To seek Council direction with respect to streetscape enhancements on Islington Avenue corridor from Langstaff Road and Rutherford Road.

Background - Analysis and Options

At the Committee of the Whole on November 29, 2004, a deputation was made by Ms. Frances Stirpe of 487 Wycliffe Avenue, Woodbridge, L4L 8T4, and written submissions received regarding traffic and safety issues on Islington Avenue between Langstaff Road and Rutherford Road with the community.

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Ms. Stirpe on behalf of her neighbours and the Islington Woods Community Association addressed the following concerns in the community:

- “The Rutherford/Islington quadrant is comprised of a shopping plaza and driving range on opposite sides to the north and a pallet factory and recreation center on opposite sides to the south. Adjacent to the recreation center is a core resource library and an adjoining public high school.
- The three public institutions all have access to one another by way of public driveways and, in fact, the library was actually built in the parking lot of the recreation center.
- The community center is a drop-off/pick-up point for three separate private schools.
- The narrow driveway behind the rec center has become a short cut route for vehicles going to and from the library and school. Students also access this route.
- The entrance to Al Palladini is not a signalized intersection and with all the vehicles coming and going in different directions, safety is a major concern. There is also a bus stop at this location.
- The high volume of vehicles creates traffic gridlock and the backlog can extend as far back as Weston Road, via Langstaff Road. A slight delay or change in road conditions can quickly back up all lanes. Traffic infiltration and speeding through residential streets is continually increasing, putting the safety and welfare of children and residents in jeopardy.”

Further, Ms. Stirpe pointed out that Islington Avenue being reconstructed by the Region of York lacks safety consideration for the planned bicycle path along the east side and that due to the width of the road and the distance between traffic signals potential users will be discouraged from using the bike paths and trails.

At its meeting of December 6, 2004, Council directed staff to bring forward a report addressing possible streetscaping enhancements to Islington Avenue from Langstaff Road to Rutherford Road.

City Engineering staff and Region of York Transportation & Works staff have met with Ms. Stirpe and in response to Council direction, have investigated the following three possible streetscaping enhancements along the Islington Avenue corridor in potential locations from Langstaff Road to Rutherford Road:

- 1) A landscaped median (4-5 metres wide) at three strategic locations for an approximate total length of 300 metres at an estimated cost of \$200,000,
- 2) Planted medians (1.5-3.0 metres wide) on Wycliffe Gate and Wycliffe Avenue at the respective intersections with Islington Avenue for an estimated cost of \$30,000, and
- 3) Coloured/Patterned concrete crosswalks at the intersections of Islington Avenue with: Langstaff Road, Kilaran Avenue, Wycliffe Gate and Wycliffe Avenue at an estimated total cost of \$120,000.

The Region of York is currently in the final stages of the reconstruction of Islington Avenue from Langstaff Road to Rutherford Road with construction expected to be completed this fall. The City

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has approached the Region of York regarding the possibility of streetscaping enhancements along the Islington Avenue corridor to be constructed as part of their project, however, due to the timing of their project and to avoid any further delays they prefer that the City tender and administer the proposed streetscaping works separately and that the works be undertaken after they have completed their project.

Engineering staff in conjunction with the City Parks Department and Regional staff have already incorporated enlarged asphalt walkways (2.5 metres wide) in lieu of concrete sidewalks along the east boulevard of Islington Avenue between Langstaff Road and Major Mackenzie Drive in response to requests for enhanced pedestrian/bicycle joint-use thoroughfares.

In addition, as per Council direction (Item 26, Report No. 10 of the Committee of the Whole as adopted by Council on February 28, 2005) engineering staff have met with the Islington Woods Ratepayers' Association on March 2nd of this year and are currently working with them on the design and future construction of a raised median on Arista Gate, east of Islington Avenue. This median will be funded from developer contributions as cash in lieu of a sidewalk and is independent of the Islington Avenue streetscape enhancements.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works ensure that growth does not outpace the road network infrastructure (3.2.3).

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

Conclusion

The Region of York has been made aware of Ms. Stirpe's deputation on behalf of her neighbours and the Islington Woods Community Association. Meetings have also taken place with Regional staff regarding the possibilities and opportunities of streetscaping enhancements along the Islington Avenue corridor and the timing of the proposed enhancements should the City proceed.

The Region of York has stated that Islington Avenue from Langstaff Road to Rutherford Road has a streetscape policy that provides for the placement of boulevard trees. Should the local municipalities wish to add enhanced features over and above their policy, they have to fund the associated costs for the enhancements. As mentioned previously in this report, the Region's project is progressing rapidly along this corridor and the opportunity for inclusion of any streetscaping works in their contract is no longer available.

Although the installation of landscaped medians along the Regional Road and side road medians are considered enhancements, they also address a traffic safety issue as described in Ms. Stirpe's deputation of November 29, 2004. Traffic safety on Regional Roads is a Regional responsibility.

The installation of medians, entry features and coloured/patterned concrete crosswalks along this corridor are enhancements to the area and would be the responsibility of the City to fund fully.

Staff recommends that a formula be established with respect to cost sharing of streetscape enhancements on Regional Roads and abutting sideroads in the City.

Attachments

1. Location Map

CITY OF VAUGHAN

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Item 10, CW Report No. 39 – Page 4

Report prepared by:

Pat Marcantonio, C.E.T., Senior Engineering Assistant, ext. 3111
Tom Ungar, P. Eng. – Design Engineer, ext. 3110

PM:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 11, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

11

**CORONATION STREET
PROPOSED PARKING PROHIBITION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 8, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That By-Law 1-96, the Consolidated Parking By-Law, be amended to add a parking prohibition from 8:30 a.m. to 4:30 p.m. Monday to Friday on the west side of Coronation Street between the north and south driveways of San Marco Catholic School.

Economic Impact

The cost to install the parking prohibition signs is an initial impact to the Operating Budget, and the cost of maintaining/replacing the signs would be a future budget impact. These costs are minor and can be absorbed in the approved budget.

Purpose

To review the feasibility of adding a 'No Parking' prohibition on the west side of Coronation Street between the north and south driveways of San Marco Catholic School, in response to a request received from the City of Vaughan Parking Subcommittee and the Vaughan/School Board Liaison.

Background - Analysis and Options

Coronation Street is a local roadway with a reduced posted speed limit of 40 km/h in the area of San Marco Catholic School, which is located on the west side of Coronation Street South of Morning Star Drive. In front of the school, between the two school driveways are existing signs reading 'School Pick Up Drop Off Zone'. This would permit parents to momentarily stop on the west side of Coronation Street between the north and south driveways to pick up/drop off their children. There is an existing 'No Stopping' prohibition on the east side of Coronation Street, Monday to Friday, 8:30 a.m. to 4:30 p.m. The area is shown on Attachment No. 1.

An additional parking prohibition in conjunction with the 'School Bus Pick Up Drop Off Zone' signs was requested between the two school driveways by the City of Vaughan Parking Subcommittee and the Vaughan/School Board Liaison. The intent is to maintain the existing temporary on-street stopping for parents for the purpose of dropping off and picking up children at the school, while not permitting cars to park for any other purpose during the proposed time periods.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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

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Conclusion

Based on staff's review, it is recommended that By-Law 1-96, be amended to add a parking prohibition from 8:30 a.m. to 4:30 p.m. Monday to Friday on the west side of Coronation Street between the north and south driveways of San Marco Catholic School.

Attachments

1. Location Map

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 8251
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

: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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 12, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

12 PUBLIC NOTICES OF SPEED HUMPS ON WIGWOSS DRIVE/MONSHEEN DRIVE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 8, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information; and
2. That staff will prepare a report at such time the Ministry of the Environment advises the outcome of their Class Environmental Assessment Part II Order review.

Economic Impact

The necessary resources to undertake the planned works have been allocated and approved in the Capital Budget.

Purpose

To report on the delivery of the notice titled "Class Environmental Assessment Wigwoss Drive and Monsheen Drive – Notice of Commencement" to the residents of Wigwoss Drive and Monsheen Drive, in response to direction from Council, and to report on the progress with the Ministry of the Environment.

Background - Analysis and Options

At its meeting on February 14, 2005 Council directed:

"The Committee of the Whole recommends:

1. **That the recommendation contained in the following report of Councillor Carella, dated February 7, 2005, be approved; and**
2. **That the following deputations and written submission be received:**
 - a) **Ms. Lina Crescenzi, 179 Wigwoss Drive, Woodbridge, L4L 4A7, and written submission dated February 7, 2005; and**
 - b) **Mr. Terry Goodwin, 122 Thornridge Drive, Thornhill, L4J 1E3**

Recommendation

Councillor Carella recommends that notices of the Wigwoss Drive/Monsheen Drive speed hump installations be mailed to the residents of Wigwoss Drive and Monsheen Drive."

The notice titled "Class Environmental Assessment Wigwoss Drive and Monsheen Drive – Notice of Commencement" was advertised in the Vaughan Weekly, the Vaughan Citizen, and Lo Specchio newspapers on March 9th, 10th, and 11th respectively.

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Item 12, CW Report No. 39 – Page 2

Subsequently, Staff mailed this same notice to residents of Wigwoss Drive and Monsheen Drive on March 29, 2005, as per direction from Council. A copy of the notice is shown on Attachment No. 1.

Letters were received by the City of Vaughan, and by the Ministry of the Environment both in support of and against the Council approved traffic calming measures. Requests for a Part II Order were made with the Ministry of the Environment.

The Ministry of the Environment has subsequently requested the City of Vaughan to provide information on the project file to determine further action by the City. Staff are in the process to address the information requested by the Ministry of the Environment.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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

Conclusion

Staff mailed notices of the “Class Environmental Assessment Wigwoss Drive and Monsheen Drive – Notice of Commencement” to residents of Wigwoss Drive and Monsheen Drive as per direction from Council.

The Ministry of the Environment and City of Vaughan received letters in support of and against the Council approved project along with requests for a Part II Order. Subsequently, the Ministry of the Environment has requested information on the project file to determine further action by the City.

Attachments

1. Class Environmental Assessment Wigwoss Drive and Monsheen Drive – Notice of Commencement

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 8251
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

: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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 13, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

13

**RURAL ROAD UPGRADES STRATEGY
VARIOUS LOCATIONS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 8, 2005:

Recommendation

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

1. That this report on Rural Road Upgrades Strategy be received; and
2. That Council authorize staff to call Tenders for the placement of Hot Mix Asphalt on the subject roads as part of the 2005 Rural Road Upgrade program.

Economic Impact

The immediate impact is the incremental cost of providing a hot mix asphalt surface over the cost of the double surface treatment which is yet to be determined. The necessary resources have been previously allocated and approved in the 2005 Capital Budget.

Purpose

That Council authorize staff to call Tenders for the placement of Hot Mix Asphalt on various rural roads.

Background - Analysis and Options

At its meeting of June 26, 1995, Council of the City of Vaughan approved the Vaughan Rural Road Upgrade Study.

At that time there was approximately 65 kilometers of gravel roads in the City of Vaughan. There was a desire to improve the surface of these roads with the application of a surface treatment type of asphalt surface to provide a reasonable level of service for the increasing traffic usage of all the gravel rural roads.

As part of the Vaughan Rural Road Upgrade study, the City decided that the factors used by the RIMS (Road Inventory Management System) which include road and surface type, traffic volume and present road condition for obtaining a priority rating would be used as well as additional local factors which included the number of hours on each section of road and the maintenance cost savings.

After the adoption by Council of the 1995 Rural Road Study Report, staff recommended locations for upgrading of rural roads annually for consideration and endorsement by Council in the Capital Budget.

At a meeting on July 24, 2002, Council endorsed in principle a five year road resurfacing, road reconstruction and a rural road upgrade program which was based on a Road Needs Study Update 2000 which was completed by our consultant Totten Sims Hubicki Associates. Based on

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this study, staff reported that the level of funding for rural roads upgrade of approximately \$700,000 annually at that time, would take over 15 years to complete the rural road program. This would not be sufficient to keep up with the increased pace in suburban growth and the increase in traffic volumes on the rural roads. Staff recommended and Council approved that the funding level be increased to \$2 Million per year over the next five years in order to complete the rural road program within a reasonable time frame.

Over the last several years, City staff have been monitoring the condition of the rural roads that have received an upgrade with a double surface treatment top. Generally, the performance of these roads have been satisfactory, as originally envisioned in the Rural Road Upgrade Study of 1995, with the exceptions of a few isolated areas that are experiencing breakups which require ongoing maintenance.

Due to the dramatic increase in traffic volumes on the City's Rural Roads network and changes in traffic patterns and types of vehicles (ie. more trucks), we have noticed an escalated rate of deterioration on the following roads with double surface treatment application:

- 1) Kirby Road from Keele Street to Pine Valley Drive
- 2) Pine Valley Drive from Kirby Road to Teston Road
- 3) Teston Road from Pine Valley Drive to Kipling Avenue and
- 4) Stegman's Mill Road from Kipling Avenue to west of Windrush Road

As a result, we will be undertaking a new Rural Road Strategy that will ultimately lead to hard surface treatments such as Hot Mix Asphalt on future rural road upgrade projects where traffic type/volumes and road condition dictates. At the Council meeting of April 11, 2005 staff reported that in keeping with this intended strategy, we would see its first application on Huntington Road from Langstaff Road to Rutherford Road and also on Huntington Road from Major Mackenzie Drive to Kirby Road under contract T05-033.

Engineering staff is planning to apply the hot mix asphalt treatment on Kirby Road, Pine Valley Drive, Teston Road and Stegman's Mill Road at the locations shown on Attachment No. 1.

At this time we anticipate the cost of these works to be \$750,000 for approximately 11.4 kilometres of road upgrade. We have currently retained a geotechnical consultant for investigation of the existing condition and to provide us with a report on their findings and recommended design for this new strategy. Upon completion of the investigation, a detailed cost estimate will be provided and tender called to undertake the work. The timing of this work and the need to ensure asphalt paving does not take place late in the fall will require that the tender award take place through the summer hiatus process.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works ensure that growth does not outpace the road network infrastructure (3.2.3).

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

Conclusion

Sufficient funding is available in the 2004 and 2005 Capital Budget (Projects 1445-2-04 and 1578-0-05) to complete this project. Therefore, staff recommend that we call tenders for the rural road upgrades to a hot mix asphalt type of surface.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 13, CW Report No. 39 – Page 3

Attachments

1. Location Map

Report prepared by:

Pat Marcantonio, C.E.T., Senior Engineering Assistant, ext. 3111
Tom Ungar, P. Eng. – Design Engineer, ext. 3110

PM:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 14, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

14

**TELECOMMUNICATION STREET FURNITURE
PROPOSED USE OF SKY-CAST TRAFALGAR POLE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 8, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the use of the Sky-Cast Trafalgar pole (or similar type pole referred to as a Communications pole) for streetlighting be approved for use City-wide in accordance with City Standards subject to the execution of an agreement between the City and the various parties to the satisfaction of the Commissioner of Engineering and Public Works and the Director of Legal Services, dealing with any legal and financial matters.
2. A by-law be enacted to authorize the execution of an agreement between the City and various parties to the satisfaction of the Commissioner of Engineering and Public Works and the Director of Legal Services, dealing with any legal and financial matters.

Economic Impact

The Developer is responsible for all costs in designing and constructing the streetlighting within new subdivisions as is typically required. The requirements that the Developer install the poles and provide the City with spare poles at no cost to the City will be implemented within future Subdivision Agreements.

Purpose

To seek Council's approval to use the Trafalgar pole manufactured by Sky-Cast Inc., (or similar type pole referred to as a Communications pole) which is a street light pole, designed to incorporate telecommunications equipment.

Background - Analysis and Options

On June 17, 2002, the Commissioner of Engineering and Public Works brought forward a report outlining a request by Metrus Development Inc. to use a non-standard streetlight pole on local residential streets within their development located north of Rutherford Road and east of Pine Valley Drive, referred to as Vellore Village, Phases 5 and 6 (19T-89024). Subsequently, at the Council meeting of June 24, 2002, Council adopted the recommendations of the Commissioner of Engineering and Public Works:

1. That the use of the Sky-Cast Trafalgar pole for street lighting and telecommunications facilities be approved as pilot projects in new developments in Block 10 and 39.
2. That staff report on the pilot projects following completion and provide recommendations regarding further use of the Sky-Cast Trafalgar pole and on a policy regarding the use of telecommunications pedestals in new subdivisions.
3. A by-law be enacted to authorize the execution of an agreement between the City and various parties to the satisfaction of the Commissioner of Engineering and Public Works and the Director of Legal Services, dealing with any legal and financial matters.

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This non-standard pole, known as the Sky-Cast Trafalgar pole, or generally known as a Communications pole, has an expanded concrete base that contains a compartment for storage of telecommunications equipment normally contained within free standing above ground pedestals. (Refer to Attachment No. 1) This pole does not require any modification to the existing standards for streetlight luminaries and arms that are currently approved for use in Vaughan. The Sky-Cast Trafalgar poles have been installed on a pilot project basis, in the Vellore Village (19T-89024) Phase 5 and 6 developments located north of Rutherford Road and east of Pine Valley Drive within Block 39. These streetlight poles which accommodate various telecommunications facilities are thirty-two feet overall in length with a twenty-seven foot height above grade and are in compliance with the City of Vaughan's standard height. Metrus Development Inc. installed these poles within Vellore Village in 2002.

With the reduced boulevard widths and generally narrower lot frontages, within the new subdivisions, less room is available in the municipal corridor for street furniture. The Communications pole has minimized the number of stand alone telecommunications pedestals (telephone and cable pedestals) and consequently has reduced the number of complaints from the homeowners in the Vellore Villages Phase 5 and 6 subdivisions. Also, there has been a reduction in conflicts in designing and locating the street furniture within the boulevards.

Communications poles have been installed in the Cities of Brampton, Mississauga, Markham, Oakville and Richmond Hill. To date, the feedback on the use of these poles has been positive. Bell Canada and Rogers Cable are looking forward to wider deployment across the Greater Toronto Area. The telecommunications providers have indicated that the use of the Communications pole will not totally eliminate the need for aboveground pedestals. There are some pieces of equipment that do not fit in the Trafalgar pole. Bell's OPI units and Rogers' amplifiers are items that must stand alone due to size. With respect to the smaller more frequently used equipment, the telecommunications providers are able to install all of their standard sized equipment in this pole. In instances where on-street townhouses have frontages less than 6.0 metres, the ratio of services to poles may be too high to feed all houses from the poles. In these instances, one or two service pedestals had to be added.

A Joint Use Agreement is currently being reviewed in consultation with the City's Legal Department, the various telecommunications providers and PowerStream Inc. The Agreement will deal with any legal and financial matters including the following issues:

1. Specifications of the Communications Pole;
2. Conditions that the equipment located in the pole be installed and maintained by the service provider;
3. Conditions for access to the poles by the service providers for maintenance;
4. Requirements that the developer install the poles and provide the City with spare poles at no cost; and
5. The liabilities and indemnification clauses.

In areas of the City where special streetscape treatments are required, the Communications pole may not be approved for use.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to planning and managing growth as established

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by Vaughan Vision 2007, the recommendations of this report will enhance the streetscape by reducing the amount of aboveground street furniture thereby reducing concerns regarding unsightly fixtures.

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

Conclusion

Upon review of the pilot project for the implementation of the Sky-Cast Trafalgar pole in the Vellore Village, Phase 5 and 6 residential developments (19T-89024) over the past three years, there does not appear to be any objections to its use. The use of the Trafalgar pole has minimized the number of telecommunications pedestals and consequently has reduced the number of concerns and conflicts with the street furniture within the boulevards. Subject to resolution of any outstanding financial and legal issues that may need to be addressed within the Agreements, it is recommended that the Sky-Cast Trafalgar pole be approved for use in subdivisions City-wide.

Attachments

1. Sky-Cast Trafalgar Pole

Report prepared by:

Anthony C. K. Ching, P. Eng. Development Engineer, Ext 8711

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

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it is not feasible to construct a full interchange at Martin Grove Road. However, it does appear to be feasible for a partial (east oriented) interchange to be constructed. A partial interchange would allow north and southbound traffic on Martin Grove Road to access 407/ETR eastbound and for traffic from the east on 407/ETR to exit at Martin Grove Road. This interchange configuration is illustrated on Attachment No. 1.

Prior to an interchange being designed and constructed, studies, including an environmental assessment would be required. Since the 407 is under the control of the Province and operated under an agreement with 407/ETR, it is necessary that the Province initiate the necessary studies. Should Council concur, the Minister of Transportation should be requested to immediately commence the process to initiate the necessary studies that would lead to the design and construction of the desired interchange.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously established by Council in Vaughan Vision 2007, particularly: A-2, Promote Community Safety, Health and Wellness; A-4, Promote Economic Development; A-5, Plan and Manage Growth and D-2, Develop Internal/External Collaborative Solutions.

Conclusion

An east-oriented interchange at Martin Grove Road and Hwy 407/ETR appears to be feasible and would benefit residents and businesses in Vaughan and area. The Minister of Transportation should be requested to initiate the necessary studies to implement this alternative to the deferred Kipling/Martin Grove Road interchange.

Attachments

1. Location Plan

Report prepared by:

Bill Robinson, Commissioner of Engineering and Public Works, ext 8247

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

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16

WINTER ROAD MAINTENANCE CONTRACTS
(Referred from the Council meeting of May 24, 2005)

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 2, 2005, be approved;**
- 2) That a performance review be undertaken three months prior to any contract extension; and**
- 3) That the memorandum of the Commissioner of Engineering and Public Works, dated June 7, 2005, be received.**

Recommendation of the Committee of the Whole meeting of May 16, 2005:

That this matter be referred to the Committee of the Whole meeting of June 8, 2005.

Council, at its meeting of May 9, 2005, adopted the following:

That this matter be referred to the Committee of the Whole meeting of May 16, 2005; and

That the written submissions from Mr. Munro Armstrong, Dale Farren & Son Ltd., dated May 8 and 9, 2005, be received.

Recommendation of the Committee of the Whole meeting of May 2, 2005:

The Committee of the Whole recommends:

- 1) That Clauses 2 and 3 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 2, 2005, be approved; and
- 2) That staff be directed to tender for the east portion of the City's winter road maintenance services.

Report of the Commissioner of Engineering and Public Works, dated May 2, 2005

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Director of Purchasing Services, recommends that:

1. RFP00-15 with Dale Farren & Son Trenching Limited be extended for a three year period, based on the price increases in the equipment standby rate as outlined in this report;
2. RFP00-15 with Gazzola Paving Limited be extended for a three year period, based on the price increase as outlined in this report; and,
3. That the Mayor and Clerk be authorized to sign the necessary documents.

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Economic Impact

There is no economic impact on the 2005 Operating Budget as the necessary resources have been allocated and approved. There will be an economic impact in the 2006-2007, and 2007-2008 winter seasons, due to growth and the increased standby rates. However, staff are unable to quantify the growth factor at this time.

Purpose

To seek Council's formal approval of the extension to the current winter road maintenance contracts for an additional 3 years.

Background - Analysis and Options

RFP00-15 was issued in 2000, and covers winter road ploughing, snow removal, as well as the salting and sanding operations for the majority of the City. The original contract was extended for 2 years, and expired at the end of this current winter season (April 2005). Gazzola Paving Limited performs winter road maintenance in the west portion of the City. Dale Farren & Son Trenching Limited maintains the east portion of the City. City staff and equipment provides limited service in both contract areas. Residential driveway windrow clearing is performed by two separate contractors and is not part of the services provided for under these two contracts.

Both contractors have submitted letters to the City at the start of the 2004-2005 winter season concerning continued operations past the current term of their contracts. In one case, the letter is to advise of a price reduction from their original proposal; the other is to identify specific price increases if the contract was extended.

Gazzola Paving Limited

In 2003, Gazzola provided the City with prices for a 5 year period, with the option of going for either 2 or 5 years. At the time, the 2 year option was chosen. This current winter season (2004-2005) represents the second and last year of their original proposal to the City in 2003.

Gazzola Paving has indicated that it is willing to amend their original 5 year proposal for the optional 3rd, 4th, and 5th year. They have indicated that they are willing to forgo any price increase in the 3rd and 4th years, and reduce the increase for the 5th year to 2%. Originally, their proposal had a 2% increase in the 3rd year, a 3% increase in the 4th year, and 5% increase in the 5th (last) year.

In speaking with the contractor, they indicated that they are able to maintain their current costs for a number of reasons. The City provides all the fuel used during winter storm operations, saving them from any price increases that have, and will, take place. The City also supplies all the de-icing materials (salt, sand/salt, Clearlane), again saving them from incurring additional operating cost increases. Increased insurance costs can be spread across the entire year and on various other contracts taking place throughout the year. The other main reason that costs can be controlled is that the contract has specific hours guaranteed for each type of equipment.

These guaranteed hours are 50 hrs for ploughing and 175 hours for salting, and were based on seasonal averages.

The impact of the 2% increase in the 5th year (2007 – 2008), amounts to approximately \$29,100, based on today's salting and ploughing fleet size, and 175 hrs of salting and 50 hrs of ploughing per unit. Should the City take advantage of the optional 3 years, the only increase related to this work in the first two years would be to cover the growth component, and the resulting need for additional equipment.

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Dale Farren & Son Trenching Limited

Dale Farren & Son Trenching have indicated that they too are willing to extend the current contract for a further three years; however, they have included price increases for vehicle standby rates. Unlike Gazzola Paving, Farren’s contract contains no guaranteed operating hours for the equipment. The only guaranteed payment is the equipment standby rates. In addition, Farren uses sub-contractors to assist in performing the work.

Dale Farren & Son Limited have indicated in their letter that, “The drastic increases in insurance premiums force us to propose a rate increase on the daily standby rate of 9% for the first term, 7% for the second term, and 3% for the third term.”

The proposed equipment standby rates, as outlined in the letter from Dale Farren & Son, would result in increases as follows:

	Daily Standby Rate per Vehicle
Current rate	\$196.91
2005 – 2006	\$214.63
2006 – 2007	\$229.65
2007 – 2008	\$236.54

It should be noted that they are not proposing to increase the hourly operating costs throughout the 3 years, and the only other impact on costs for the east portion of the City would be related to growth and the resulting need for additional equipment.

The impact of their proposed equipment standby rate increase in 2005 is approximately \$26,000, as it only impacts the last portion of the 2005 budget year (November and December). Even with the proposed increases in the equipment standby rates, the overall contract costs for the two contracts are almost identical.

General

When finalizing the 2005 Operating Budget, the above noted information was used by the Senior Management Team to reduce the Public works Winter Maintenance budget by \$180,000. This number took into account the increase in the City’s growth, as well as the prices submitted by the two contractors.

Although the matter of extending the contracts was discussed at Budget Committee, Council did not formally extend the contracts.

As such, it is recommended that the winter road maintenance contracts with Gazzola Paving and Dale Farren & Son be extended for 3 years, based on the conditions contained in their letters.

Relationship to Vaughan Vision 2007

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

Conclusion

When finalizing the 2005 Operating Budget, a total of \$180,000 was removed from the Public Works Department’s proposed 2005 Roads Winter Maintenance Budget, based on the extension of the existing winter maintenance contracts. In order to legitimize the extension of the contracts, it is recommended that Council approve the extensions, and the conditions therein.

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Attachments

1. Written submissions of Mr. Munro Armstrong, Dale Farren & Son Ltd., dated May 8 and 9, 2005.

Report prepared by:

Brian T. Anthony, CRS-S, C. Tech
Director of Public Works

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

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Item 17, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

**17 CANADA-ONTARIO MUNICIPAL RURAL INFRASTRUCTURE FUND (COMRIF)
INTAKE ONE FUNDING ANNOUNCEMENT AND FUTURE INTAKE DATES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance and Corporate Services, the Commissioner of Engineering and Public Works and the Director of Reserves and Investments, dated June 8, 2005:

Recommendation

The Commissioner of Finance & Corporate Services, the Commissioner of Engineering & Public Works and the Director of Reserves & Investments recommend:

THAT the information contained in this report with respect to the COMRIF program be received for information purposes.

Economic Impact

There is no economic impact as this is an information item.

Purpose

The purpose of this report is to provide Council with information pertaining to the Canada-Ontario Municipal Rural Infrastructure Fund (COMRIF) program Intake-One funding announcements and provide information on future intake dates.

Background - Analysis and Options

On November 15, 2004, the \$900 million COMRIF program was launched to improve and renew public infrastructure across the province. COMRIF targets the infrastructure needs of small urban and rural communities with a population of less than 250,000 people.

The City of Vaughan submitted an application entitled "Watermain Replacements – Various Locations" in the amount of \$9,516,000 for the first Intake deadline of January 10, 2005 of which \$6,344,000 was to be funded from the COMRIF program (if approved) and the balance of \$3,172,000 was approved in the City's 2005 capital budget.

Over 350 applications were received by COMRIF requesting Federal and Provincial assistance valued at over \$1.3 billion, for projects valued at over \$2 billion for Intake- One. On April 25, 2005 COMRIF announced funding for 120 of those applications which did not include the City of Vaughan application. COMRIF used a weighting of three criteria to determine which projects received funding:

1. Public Health & Safety – a score is given based on the risk to public health & safety. For water projects the associated risks would include the risk of microbiological contamination or real structural failure (as opposed to proactive replacement);
2. Value for Money – the cost effectiveness of the approach and the amount per benefitting household. This ratio is calculated by dividing the project value by the number of benefitting households (based on this calculation, smaller municipalities would derive a higher value per benefitting household for projects of similar amounts);

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3. Public Policy Priority – alignment with current public policy priority of the Federal and Provincial governments – for Intake One these were cleaner water, better sewage systems, improved waste management and safer local roads and bridges.

Discussions with COMRIF staff indicated that their weighting of these three criteria for City of Vaughan projects was low compared to other municipal submitted projects and therefore did not make the funding cut-off. They would most likely rank low if re-submitted in the future. The low weighting is attributed to Criteria #2, Value for Money. This is due to Vaughan's large population.

The criteria for Intake Two is expected to be announced in June 2005 with a fall application deadline. After Intake Two is announced and the Public Policy Priorities have been established – staff will bring forward a plan for Council approval prior to the next submission deadline.

Relationship to Vaughan Vision 2007

COMRIF and this report are consistent with the Vaughan Vision Statement “promotes a safe, livable and sustainable environment” and through the enhancement of non-tax revenues by evaluating and increasing grants and subsidies available from external agencies.

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

Conclusion

The COMRIF funding announcement did not include approved funding for the City of Vaughan application entitled “Watermain Replacements – Various Locations”. When the Intake Two deadline is announced, Staff will bring forward additional projects for Council approval for submission. With the anticipation of an Intake Two announcement in June 2005 with a fall deadline and a Spring 2006 Intake, Staff are continuing the process of preparing for these deadlines.

Attachments

Attachment 1 – COMRIF Funding Announcement April 25, 2005
Attachment 2 – COMRIF Backgrounder – Intake One Funded Projects

Report prepared by:

Marjorie Johnson, CGA
Manager of Capital, ext. 8984

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

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Item 18, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

18 2004 DEVELOPMENT CHARGES RESERVE FUND STATEMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance and Corporate Services and the Director of Reserves and Investments, dated June 8, 2005:

Recommendation

The Commissioner of Finance & Corporate Services and the Director of Reserves & Investments recommends:

- 1) That the 2004 Development Charges Reserve Fund Statement prepared pursuant to the Development Charges Act, RSO 1997, be received for information purposes; and
- 2) That the 2004 Development Charges Reserve Fund Statement be forwarded to the Minister of Municipal Affairs and Housing.

Economic Impact

Not applicable.

Purpose

To provide Council with the 2004 Development Charges Reserve Fund Statement pursuant to Section 43 of the Development Charges Act RSO 1997.

Background - Analysis and Options

The Development Charges Act RSO 1997 (DC Act, 1997) outlines specific reporting requirements for development charge reserves. In accordance with Sections 33 and 43 of the Development Charges Act, 1997, the following is required:

- A municipality that has passed a Development Charge by-law shall establish a separate reserve fund for each service to which the development charge relates; and shall be used only to meet growth related capital costs for which the development charge was imposed.
- The Treasurer of a municipality shall give to Council a financial statement relating to development charge by-laws and reserve funds that were established.

Reporting requirements include identifying all other services of funding applied to each project funded with development charges and providing detailed summary of the activity for each development charge reserve for the year.

The 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.

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- 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 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 2004. The development charges revenue is provided as a summary for each reserve, whereas, the capital expenditures are detailed by capital project.

The statement is prepared on an accrual basis for goods and services received however it does not reflect all commitments of funds.

Relationship to Vaughan Vision 2007

Not applicable.

Conclusion

The 2004 Development Charges Reserve Fund Statement provided pursuant to the reporting requirements of the Development Charges Act, RSO 1997, be received.

Attachments

Attachment 1 – 2004 Development Charge Reserve Fund Statement

Report Prepared By:

Clayton Harris, CA
Commissioner of Finance & Corporate Services, ext. 8475

Ferruccio Castellarin, CGA
Director of Reserves & Investments, ext. 8271

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

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Item 19, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

19 DEVELOPMENT CHARGES – SEMI-ANNUAL ADJUSTMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Reserves and Investments, dated June 8, 2005:

Recommendation

The Director of Reserves & Investments in consultation with the Commissioner of Finance & Corporate Services recommends:

- 1) That in accordance with the appropriate semi-annual adjustments sections of each respective development charge by-law, the City Wide Development Charge rates and Special Service Area Development Charge rates be increased 1.42% effective July 1, 2005; and
- 2) That the following revised Development Charge Rates (Attachment 1) be approved.

Economic Impact

The semi-annual adjustment will provide a 1.42% increase in City-Wide development charges and Special Area development charges.

Purpose

To obtain Council approval to index the City of Vaughan Development Charges pursuant to the semi-annual adjustment provision in the respective City of Vaughan Development Charge By-laws.

Background - Analysis and Options

The Development Charges Act authorizes municipalities to pass By-laws for the recovery of capital costs incurred to provide services to all new development and re-development. A clause in each of the City of Vaughan's Development Charge By-laws states the development charges can be adjusted semi-annually without amendments to the by-laws, as of the 1st day of January and the 1st day of July in each year in accordance with the most recent change in the Statistics Canada Quarterly, Construction Price Statistics (catalogue No. 62-007).

In order to protect the municipality from escalating construction costs and based on a review of the Statistics Quarterly Construction Price Statistics (catalogue No. 62-007), the City Wide Development Charges and Special Service Area Development Charge Rates should be increased by 1.42% which reflects the six (6) month increase in the index for the period October 1, 2005 to March 31, 2005.

Relationship to Vaughan Vision 2007

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

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Conclusion

Staff recommend that the City of Vaughan Development Charges be increased by 1.42%. The City Wide Development Charge and the Special Service Area Development Charges may be indexed without amending the existing by-law. The revised schedules reflecting the new rates are attached.

Attachments

Attachment 1 – Revised Development Charge Rates

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

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Item 20, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

20 REGION OF YORK – AUTHORIZATION TO ISSUE DEBENTURES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Reserves and Investments, dated June 8, 2005:

Recommendation

The Director of Reserves & Investments in consultation with the Commissioner of Finance & Corporate Services recommends:

- 1) That Council authorize the Regional Municipality of York to issue debentures in the amount not to exceed \$777,000 on behalf of the Corporation of the City of Vaughan, repayable over a term not exceeding ten (10) years to fund the work completed and previously authorized by Council to be financed from Long Term Debt and listed on Attachment 1; and
- 2) That a by-law be enacted authorizing the Regional Municipality of York to issue debentures on behalf of the City of Vaughan.

Economic Impact

The financial impact to the City as a result of Council originally approving these projects and the issue of these debentures is estimated to be \$100,625 per year for the next ten (10) years.

Purpose

To obtain Council approval to authorize the Regional Municipality of York to issue debentures on behalf of the City of Vaughan.

Background - Analysis and Options

During the Capital Budget deliberations, Council reviews capital projects for the appropriate funding sources for approval. Included in these funding sources is the issuance of long-term debt. By virtue of approving the Capital Budget each year Council, through the confirming By-law also authorizes staff to issue long-term debt as required to finance these projects.

Included in the 2005 Request for Debenture Financing to the Regional Municipality of York is a capital project for road reconstruction that was completed in 1999. This project was partially funded from the Federal/Provincial infrastructure grants. It was not included in the 2004 debenture financing submission to the Regional Municipality of York as staff were still verifying costs.

The City of Vaughan is now prepared to issue debt to finance completed capital projects where the funding source was long-term debt. The Region is currently preparing for a fall 2005 debenture issue and will not issue debentures on the City of Vaughan's behalf unless the Region is specifically authorized by Council.

The Region of York requires that projects requiring debenture financing must be approved by By-law at the Area Municipal Council and the following information be required within Resolutions and By-laws approved by the Area Municipality:

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- 1) That the Area Municipality request the Regional Municipality of York to issue debentures on its behalf for the named project(s);
- 2) The amount to be debenture financed; and
- 3) The maximum term (in years) of the debenture to be issued.

Relationship to Vaughan Vision 2007

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

Conclusion

Council is requested to authorize the Regional Municipality of York to issue debentures on behalf of the City of Vaughan for projects listed on Attachment 1 in an amount not exceeding \$777,000 over a term not exceeding ten (10) years.

Attachments

Attachment 1 – Regional Municipality of York Request for Debenture Financing

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

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Item 21, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

21 2005 ADOPTION OF RATES AND THE ISSUANCE OF PROPERTY TAX NOTICES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Finance, dated June 8, 2005:

Recommendation

The Director of Finance, in consultation with the Manager of Property Tax & Assessment recommends:

That a by-law be enacted for the adoption of Municipal, Regional and Education property tax rates and tax ratios, as attached, and for the levy and collection of property tax levies and to provide for the issuance of tax notices requiring payment of property taxes for the year 2005.

Economic Impact

The efficient and timely issuance of the final property tax levy provides a positive economic impact to the City, as it provides the necessary cash flow to meet the City's own needs and its financial obligations to the Region of York and the Province of Ontario for education purposes.

Purpose

The purpose of this report is to provide the background to a by-law as required under section 312 of the *Municipal Act, 2001*, to levy and collect property taxes for the City of Vaughan, the Regional Municipality of York and the Province of Ontario for education purposes.

Background - Analysis and Options

The City property tax rates are based on the 2005 operating budget as recently amended.

The Region of York has approved region wide tax ratios, their operating budget and uniform tax rates across the municipalities in the Region.

The Province of Ontario determines education tax rates and has passed Ontario Regulation 78/05 prescribing education tax rates for 2005 to be the same as 2004.

It is expected that residential, farm, managed forest and pipeline (uncapped classes) property tax bills will be mailed in late June, due in three monthly installments or through the pre-authorized payment plan.

Due to the ongoing capping protection for the commercial, industrial and multi-residential property classes, these bills will be produced following the residential bills. Staff expect to be mailing the commercial bills in July or August with due dates also in three monthly installments.

The City collects property taxes on behalf of the Region of York and the school boards, therefore installment due dates are generally set to accommodate the legislated payment dates to these other levying bodies. However, for the convenience of the ratepayers approximately one month between each installment is given and due dates are usually the same day of each month except where weekends or holidays interfere.

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The City's levy requirement is \$92,076,146.

The 2005 levy requirements for Municipal Regional and Educational purposes are shown below:

	2005
City of Vaughan	\$92,076,146
Region of York	\$177,259,917
Education-Province of Ontario	\$207,369,271
Total	\$476,705,333

The property tax ratios were changed last year in 2004, in order to avoid a reassessment related tax shift to the residential property tax class from the commercial/industrial classes. As 2005 is not a reassessment year, the ratios passed by the Region of York will remain the same as 2004, as follows:

PROPERTY CLASS	2005 TAX RATIO
Residential	1.0000
Multi-Residential	1.0000
New Multi-Residential	1.0000
Commercial	1.2070
Industrial	1.3737
Pipelines	0.9190
Farm	0.2500
Managed Forest	0.2500

The tax rates shown on Attachment A, have been established using the above noted levies, tax ratios and the final assessment roll as returned for 2005 taxation.

Relationship to Vaughan Vision 2007

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

Conclusion

A by-law enacted to adopt the Municipal, Regional and Education tax rates and levies for 2005 will permit staff to proceed with the issuance of the final property tax bills.

Attachments

Attachment A – 2005 Property Tax Rates

Report prepared by:

Grace L. Marsh, CMTC, CMM I
Manager, Property Tax & Assessment
Ext: 8268

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

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Item 22, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

22

**SIGN VARIANCE APPLICATION
FILE NO: SV.05-09
OWNER: KENWORTH INC.
LOCATION: 500 CREDITSTONE ROAD
BLOCK 2, PLAN 65M-2523**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 8, 2005:

Recommendation

That Sign Variance Application SV.05-09, Kenworth Inc., be APPROVED as proposed.

Economic Impact

None

Purpose

Request to install four (4) additional wall signs having a total sign area of 12.2 sq m as shown on the attached drawings.

Background- Analysis and Options

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

- 6.1 (i) Except as may otherwise be permitted in this by-law, the maximum number of signs that may be erected shall be one (1) only of the following sign types per exterior wall per business premises: a wall sign.
- 8.2 (a) The area of a wall sign shall not exceed 0.75m per linear horizontal meter of the exterior wall of a building upon which such sign is located. In multiple occupancy buildings or shopping centers, the sign area for each business premises shall be proportional to the length of the exterior wall forming part of the premises. Notwithstanding the foregoing, the total area of a wall sign per business premises shall not exceed 20 sq m or be limited to not less than 2.0 sq m

Relationship to Vaughan Vision 2007

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

Conclusion

The Sign By-law permits a maximum of one wall sign per building elevation. The applicant is proposing to install four smaller additional wall signs to advertise various functions within the premises. Committee members were of the opinion the given the size of the building elevation, the general intent and purpose of the Sign By-Law is being maintained.

Upon approval of the sign variance by Council a Sign Permit is required to be issued by the Building Standards Department.

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Attachments

1. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services

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

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Item 23, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

23

**SIGN VARIANCE APPLICATION
FILE NO: SV.05-10
OWNER: KLEINBURG VILLAGE CENTRE INC.
LOCATION: 110 NASHVILLE ROAD
LOT 5-6, PLAN M268**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 8, 2005:

Recommendation

That Sign Variance Application SV.05-10, Kleinburg Village Centre Inc, be APPROVED subject to the following:

- 1) That the sign be reduced to 12 feet in overall height or 3.65 metres;
- 2) That the font and colour of the lettering are in keeping with the existing buildings;
- 3) That all banners and illegal signs be removed forthwith;
- 4) That the applicant communicate with the Convenience Store tenant to improve the aesthetics of the store by removing the ads on the windows of the building unit; and
- 5) That the final sign permit drawings be submitted to Cultural Services for their review prior to the sign permit being issued.

Economic Impact

None.

Purpose

Request to install a 4.9m (16 feet) high pylon sign and having an area of 4.72 sq m. (50 sq. ft.) as shown on the attached drawings.

Background- Analysis and Options

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

- 11.3 (a) Ground signs for multi-use buildings shall not exceed 2.0 sq m in area per single sign face or 4.0 sq m for all faces combined.
- 11.3 (b) Such ground signs, notwithstanding Section 6.5 (d) shall not exceed 3.0 m in height.

Relationship to Vaughan Vision 2007

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

Conclusion

The applicant is proposing to install a pylon sign having a maximum height of 4.9 m. (16 feet) with and with a maximum sign area of 4.72 sq m. (50 sq. ft.).

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Heritage Vaughan at its meeting of March 23, 2005 reviewed the subject application and passed the following motion;

- That one sign on Nashville Road be approved having a height maximum of 12 feet.
- That the Committee agrees to this amendment for the Special Sign Variance, due to the property being adjacent to Highway No. 27.
- That the font and colour of the lettering are in keeping with the existing buildings;
- That all banners and illegal signs be removed forthwith; and
- That the applicant communicates with the Convenience Store tenant to improve the existing aesthetics of the store.

Members of the Sign Variance Committee are of the opinion that the application should be approved in accordance with Heritage Vaughan's recommendations.

Upon approval of the sign variance by Council, a Sign Permit is required to be issued by the Building Standards Department.

Attachments

1. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services

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

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Item 24, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

24

**ARCHITECTURAL DESIGN (CONTROL) GUIDELINES
AND APPROVAL OF CONTROL ARCHITECT
BLOCK 12 COMMUNITY
FILE BL.12.99**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT the Architectural Design Guidelines for the Block 12 Community, prepared by Watchorn Architect Inc., dated May 2005, BE APPROVED; and,
2. THAT Watchorn Architect Inc., BE APPROVED as the Control Architect for the Block 12 Community.

Economic Impact

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

Purpose

The purpose of this report is to obtain Council approval on the Architectural Design Guidelines and Control Architect for the Block 12 Community.

Background – Analysis and Options

The Block 12 Community is bounded by Major Mackenzie Drive to the south, Teston Road to the north, Dufferin Street to the west and Bathurst Street to the east, comprising Lots 21 to 25, Concession 2, City of Vaughan, as shown on Attachment #1.

a) **Council Resolution**

On August 25, 1997, Council adopted the following motion (in part):

“The draft plans of subdivision be subject to conditions of approval to implement the architectural review process;”

The Block 12 Architectural Design Guidelines have been submitted by the participating Block 12 Developer’s Group in response to the above noted resolution of Council.

b) **Context for Application of Design Guidelines**

One of the goals of the City is to “provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas”. One factor that contributes to the liveability of a community is the quality of the urban design and built form. In giving physical representation to the community, urban design and architecture constitute a critical element in the process of community building.

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Obtaining quality urban design is a high priority to the City. The public has come to perceive the urban design approaches to suburban development as problematic, especially in respect to the creation of monotonous streetscapes. Treatments that emphasize attractive streetscapes, a high quality pedestrian environment and the minimization of the visual impact of the automobile, are now being emphasized in the marketplace. To provide guidance in this area, Council adopted, on June 11, 2001, a set of design standards for the new community areas that enunciate a series of design principles that are considered to be common to all areas.

In order that each development makes a positive contribution to the developing community, the implementation of architectural design guidelines through each subdivision agreement is necessary. The guidelines will assist in ensuring that each dwelling or building plays a positive role in creating attractive pedestrian oriented streetscapes.

Block 12 Community Architectural Design Guidelines

Architectural Design Guidelines have been prepared for the Block 12 Community to establish an architectural vision for the community, and to provide guidance in the design and siting of residential, commercial and institutional buildings and their collective impact on the streetscape.

The guidelines consist of nine main components, as follows:

- 1.0 Scope And Intent Of Guidelines
- 2.0 Introduction To Block 12 Community
- 3.0 Design Guidelines For Priority Locations And Streetscapes
- 4.0 Design Guidelines For Low Density Grade-Related Housing
- 5.0 Design Guidelines For Garages
- 6.0 Design Guidelines For Residential Block Developments
- 7.0 Design Guidelines For Commercial Blocks
- 8.0 Design Guidelines For Institutional Blocks
- 9.0 Design Review Process

The architectural design control process approved by the City is to be privately administered and will be the responsibility of the developer's group control architect to ensure compliance with the approved Architectural Guidelines. The control architect will be responsible for reviewing the final site plans that form part of the plans for building permit. Watchorn Architect Inc. has been selected as the control architect by the respective participating landowners in the Block 12 Community. The appointment of Watchorn Architect Inc. as the Control Architect must be approved by the City.

Implementation

The subdivision agreement will provide for the control architect to approve architectural elevations for buildings prior to submission to the City for building permit. The control architect must stamp the plans certifying that the plans are in conformity with the Architectural Guidelines as approved by Council.

The architectural firm of Watchorn Architect Inc. is the firm that prepared the Guidelines and has significant experience in this area. It is intended that Watchorn Architect Inc. provide the services of the Control Architect (whose cost will be paid by the Block 12 landowners group). City staff will monitor the process on a semi-annual basis to ensure the architectural control program is achieving its objectives.

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Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A5', "Plan and Manage Growth".

Conclusion

Staff has reviewed the Architectural Design Guidelines prepared by Watchorn Architect Inc. for the Block 12 Community, and can support its approval, subject to confirmation of Watchorn Architect Inc., as the control architect for the Block 12 Community.

Attachments

1. Location Map (Block 12 Community Plan)
2. Draft Architectural Design Guidelines (Block 12 Community) – COUNCILLORS ONLY

Report prepared by:

Rob Bayley, Urban Designer, ext. 8254
Grant Uyeyama, Manager of Development Planning, 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.)

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Item 25, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

25

**BILL 135 - THE GREENBELT ACT, AND
FINAL GREENBELT PLAN
GENERAL FILE 22.19**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT the following report be received for information.
2. THAT Staff report to a future Committee of the Whole meeting regarding the proposed Greenbelt Official Plan Amendment Conformity Process.

Economic Impact

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

Purpose

The purpose of this report is to update the Committee on the Final *Greenbelt Act* - Bill 135, and the Final Greenbelt Plan.

Background - Analysis and Options

Following the *Greenbelt Protection Act*, which was initiated on December 16, 2003, and the results of the study by the Greenbelt Task Force, the Province released a draft of the legislation and greenbelt plan to establish and protect a permanent Greenbelt across the Golden Horseshoe on October 28, 2004. Council provided comments to the Ministry of Municipal Affairs and Housing on the draft Act and Plan on November 22, 2004, as follows:

- “1. THAT the Minister of Municipal Affairs and Housing be advised of the following recommendations from the City of Vaughan with respect to Bill 135, the *Greenbelt Act*, and the draft Greenbelt Plan October 2004:
 - a) It is recommended that the finalization of the proposed *Greenbelt Act* and draft Plan be coordinated with the Greater Golden Horseshoe Growth Plan (Places to Grow) to ensure coordination and consistency as Vaughan is identified in Places to Grow as an area of growth, and has available infrastructure for growth and to that end;
 - b) It is recommended that in the absence of clarification in respect to areas of growth to be encouraged according to Places to Grow, the Greenbelt Area in Vaughan be limited to the lands which are currently in public ownership, or are a part of the natural heritage system in Vaughan, which are currently designated in OPA 600 and OPA 601 - the Kleinburg-Nashville Community Plan;
 - c) It is recommended that the Greenbelt Area designation be removed from the lands currently designated as Rural Use Area and Agricultural Area in OPA 600;

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- d) It is recommended that detailed mapping of the proposed Greenbelt Area be provided by the Province in order to better determine the precise extent of the proposed Greenbelt Area in Vaughan;
- e) It is recommended that the comment period on the proposed *Greenbelt Act* and the draft Greenbelt Plan be extended from 30 days to 90 days to allow for further review of the economic and growth management implications of this strategy to be completed;
- f) It is recommended that Bill 135 be amended to include provisions, similar to the *Oak Ridges Moraine Conservation Act*, exempting OMB appeals on official plans passed to be in conformity with the Greenbelt Plan;
- g) It is recommended that any matters, applications, or proceedings which have commenced prior to December 16, 2004 which may be prescribed to conform to the *Greenbelt Act*, Bill 135 be determined prior to the finalization of the legislation in order to clarify the processing of transitional applications;
- h) It is recommended that Bill 135 be amended to contain provisions to allow municipalities to be permitted to request that the Minister of Municipal Affairs and Housing review the Greenbelt Plan outside of the 10 year review of the Plan;
- i) It is recommended that Bill 135 be amended to provide further clarification of the justification requirements for urban boundary expansions, and conversion of Greenbelt land requirements;
- j) It is recommended that any requirements for the adoption of site alteration by-laws or tree by-laws by the *Greenbelt Act* or Plan, be coordinated with the requirements of the *Oak Ridges Moraine Conservation Act* so that they are the same;
- k) It is recommended that the Ministry of Municipal Affairs and Housing provide individual consultation sessions with municipalities prior to the finalization of the *Greenbelt Act* and the Greenbelt Plan, and additional support and consultation upon the final approval of the *Greenbelt Act* and Plan;
- l) It is recommended that the Natural Heritage Policies be clarified, and that Natural Heritage Mapping be provided prior to the final approval of the Plan for review and comment; and
- m) It is recommended that the Greenbelt Plan clearly define permitted recreation and tourism uses within the Greenbelt Area, both in the Natural System, and the Agricultural System.”

The Minister of Municipal Affairs and Housing extended the study of the proposed *Greenbelt Act* and draft Greenbelt Plan as per Council’s resolution through January and February 2005, with the extension of the *Greenbelt Protection Act* moratorium to March 9, 2005.

The *Greenbelt Act* was subsequently amended and received Royal Assent on February 24, 2005. Following the passing of the *Greenbelt Act*, the final Greenbelt Plan was released on February 28, 2005, in addition to the revised Greenbelt mapping. The *Greenbelt Act* and Plan are effectively retroactive to December 16, 2004.

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Amendments were made to the *Greenbelt Act* and Plan which reflect some of the resolutions passed by Council, however, the substantive changes requested were not included. The *Greenbelt Act* and Plan have proceeded in advance of the finalization of the Places to Grow Plan (Growth Plan). The Province released a draft of the Growth Plan in February 2005, in concert with the release of the final Greenbelt Plan, however, the finalization of the Growth Plan is outstanding and is anticipated to be reviewed throughout 2005. This timing has not allowed for the impact of the designation of the "Protected Countryside" to be examined against the draft Growth plan to ensure consistency.

Bill 135 - The Greenbelt Act

The purpose of the *Greenbelt Act* is to provide for the establishment of a permanent greenbelt across the Golden Horseshoe by designating a "Greenbelt Area" and creating a Greenbelt Plan for the Greenbelt Area. The Greenbelt Area includes all of the lands within the Niagara Escarpment Plan; all of the lands within the Oak Ridges Moraine; and the new lands within the "Protected Countryside" as designated by the Ontario Regulation 59/05 to the *Greenbelt Act*.

The lands within the Oak Ridges Moraine and the Niagara Escarpment are regulated by their individual Acts and Plans and are not further regulated by the *Greenbelt Act* or the Greenbelt Plan.

The *Greenbelt Act* provides for the establishment of the Greenbelt Plan. The Greenbelt Plan is effective December 16, 2004, and, in Subsection 7(2) provides that "a decision that is made under the Ontario Planning and Development Act, 1994, or the Planning Act or the Condominium Act, 1998, or in relation to a prescribed matter by a municipal council, local board, municipal planning authority, minister of the Crown, or ministry, board, commission or agency of the Government of Ontario, including the Ontario Municipal Board, shall conform with the Greenbelt Plan."

The Greenbelt Plan prevails in the event of a conflict between the Greenbelt Plan and an official plan, a zoning by-law, or a policy statement issued under Section 3 of the *Planning Act*.

Section 9 of the Act requires that all municipalities with lands designated as "Protected Countryside" must amend their official plans to conform with the Greenbelt Plan. This amendment must take place either within the 5 year review of the Official Plan as required by the *Planning Act*, or no later than a date to be specified by the Minister. The Minister has not yet specified a date for conformity. It is anticipated that as there are a number of provincial initiatives that will require official plan amendments for implementation including the new Provincial Policy Statement and the Growth Plan (Places to Grow), that the official plan could be amended once to incorporate all of these strategies. The Greenbelt Plan (Section 5.3) prescribes what the conformity official plan amendment should include. Staff will report back to Council at a future date regarding the proposed conformity amendment process including timing, and any budgetary requirements.

Vaughan Council requested that the *Greenbelt Act* be amended to exempt Official Plans that are passed in conformity with the Greenbelt Plan from appeals to the Ontario Municipal Board. This amendment was not made to the final *Greenbelt Act*, leaving the City vulnerable to appeals through the conformity process.

The Act also contains transition provisions for applications, matters, or proceedings commenced prior to December 16, 2004. Section 24 of the Act requires that applications, matters or proceedings commenced on or after December 16, 2004, relating to areas designated as "Protected Countryside" in the Greenbelt Plan, except as may be otherwise prescribed, must comply with the Greenbelt Plan.

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Applications, matters or proceedings commenced before December 16, 2004, relating to areas designated as "Protected Countryside" are not subject to the Greenbelt Plan, except as may be otherwise prescribed.

Ontario Regulation 61/05 prescribes the applications, matters, or proceedings, which have commenced prior to December 16, 2004, that must comply with the Greenbelt Plan. These include applications to amend the official plan for mineral aggregate uses, and applications to amend the official plan within the Towns of Markham, Richmond Hill, and Whitchurch-Stouffville, and the City of Toronto. As neither of these situations apply to Vaughan, all applications which have previously been held as a result of the *Greenbelt Protection Act* moratorium may continue to be processed, and are not required to conform with the provisions of the Greenbelt Plan.

The transition policies of the *Greenbelt Act* have been sufficiently clarified, as per Council's recommendation to the Ministry of Municipal Affairs and Housing.

The Greenbelt Plan will be reviewed every 10 years, and will be coordinated with the review of the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. The Greenbelt Plan states that the purpose of the review is to assess the effectiveness of the policies of the Plan and make amendments, if appropriate. The review will only consider a modification to the urban boundaries within the Greenbelt if the upper-tier or single-tier municipality provides a comprehensive justification or growth management study.

The Minister can propose amendments to the Greenbelt Plan. For any proposed amendments, the Act contains requirements for consultation and public participation, and processes for appointing a hearing officer for the proposed amendments.

The Minister will establish a Greenbelt Council. The Greenbelt Council shall advise the Minister on matters relating to the Act and other tasks related to the Greenbelt as specified by the Minister.

The Greenbelt Plan

The Greenbelt Plan designates lands within the Greater Golden Horseshoe as "Protected Countryside", where urbanization is prohibited. The "Protected Countryside" in Vaughan is shown on Attachment #1.

The draft Greenbelt Plan, released in October 2004, proposed to designate approximately 4154 hectares in Vaughan as "Protected Countryside". The Greenbelt mapping for Vaughan has since been amended to designate 4075 hectares as "Protected Countryside" resulting in a decrease of 79 hectares from the draft Greenbelt designation.

The changes to the final Greenbelt mapping include the following:

- Addition of Boyd Park lands;
- Addition of Provincially Significant Area of Natural and Scientific Interest in Block 39 which is owned by the TRCA;
- Deletion of table land pockets within Blocks 34W, 41, 42, 49, 55, 63, 68 and 69.
- Addition of lands in Blocks 35W and 42 which are reflective of the Valleyland designation in OPA 600.

As per Council's recommendations, Boyd Park has been included within the Greenbelt designation, and table land areas designated "Rural Use Area" and "Agricultural Area" in OPA 600 have been removed from the Greenbelt.

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Geographic Specific Policies

The "Protected Countryside" is made up of an agricultural system and a natural system, together with a series of settlement areas within the Greenbelt. Each of the three systems; agricultural, natural and settlement areas, have respective policies which are briefly described below.

Agricultural System Policies

The Agricultural System is comprised of "specialty crop areas", "prime agricultural lands", and "rural areas." The Greenbelt Plan identifies lands within the specialty crop areas (none of which are in Vaughan), and the plan defers to municipal official plans to delineate prime agricultural areas and rural areas and the delineated boundary of settlement areas.

Prime agricultural areas have been defined in OPA 600 as lands designated as "Agricultural Area" on Schedule "F" to OPA 600. The Greenbelt Plan also defers the delineation of rural areas to municipal official plans. Rural areas are those lands outside of settlement areas, are not prime agricultural areas, and are generally designated as rural or open space within municipal official plans. The rural areas within the "Protected Countryside" have been designated as "Rural Use Area" in OPA 600 on Schedule "F" and "Rural Area" in OPA 601 on Schedule "A". The OPA 600 and OPA 601 land use designations within the "Protected Countryside" are shown on Attachment #2.

The Agricultural System within the Greenbelt is comprised of three policy areas: the specialty crop areas; prime agricultural areas; and rural areas. The City of Vaughan does not have any specialty crop areas either designated in the City's official plans or within the Greenbelt Plan, and as such, the policies with respect to the specialty crop areas do not apply in Vaughan. In OPA 600 there are lands designated "Agricultural Area" and "Rural Use Area", in addition to OPA 601 (the Kleinburg-Nashville Community Plan) where there is a "Rural Area" designation.

The "Agricultural Area" designation in OPA 600 was based on the 1994 "Agricultural Priority Area Study" conducted as a part of the background work for OPA 400. This study delineated the areas of agricultural priority and was based on Provincial criteria.

The Greenbelt Plan provides a one time review of the designations for prime agricultural areas and rural areas within the "Protected Countryside", subject to the criteria identified in the Greenbelt Plan. This review would be precipitated by York Region conducting a comprehensive review of the agricultural lands within the Region. An updated analysis of the agricultural lands within the Region may be warranted, particularly within Vaughan, as the latest study was completed in 1994, and newer methods of assessment and evaluation exist today in addition to a different policy context with the new Provincial Policy Statement.

The Greenbelt Plan provides that within the Prime Agricultural Areas, normal farm practices, and a full range of agricultural, agriculture-related and secondary uses are supported and permitted. Prime agricultural areas are not permitted to be redesignated in municipal official plans for non-agricultural uses. This is consistent with the policies of OPA 600 which limit the permitted uses within the "Agricultural Area" to agricultural or agricultural related uses.

The *Greenbelt Act* and Greenbelt Plan states that municipalities may not be more restrictive than the policies of the Greenbelt Plan as they apply to agricultural uses and mineral aggregate resources with the exception of the lot creation policies of Section 4.6.

The "Rural Area" supports and provides the primary locations for a range of recreational, tourism, institutional and resource-based commercial/industrial uses. New multiple units or multiple lots for

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residential dwellings (e.g., estate residential subdivisions, adult lifestyle or retirement communities), whether created by plan of subdivision, condominium or severance are not permitted within the rural area. The Greenbelt Plan defers to municipal official plans for the determination of the boundaries of the rural areas.

OPA 600 and OPA 601 (the Kleinburg-Nashville Community Plan) both contain rural area designations termed "Rural Use Area" and "Rural Area", respectively. In OPA 600 and OPA 601, the "Rural Use Area"/"Rural Area" designations permit: farming and accessory uses; farm related uses; forestry, conservation; and limited rural, industrial, commercial, recreational, cemetery and institutional uses, with an amendment to the Official Plan. The uses permitted within the Greenbelt Plan, are consistent with the City's current official plans.

The Greenbelt Plan provides that municipal official plans may be more restrictive of the types of uses permitted within the Rural Areas.

Natural Heritage System Policies

The Natural Heritage System is comprised of the Natural Heritage System and the Water Resource System and key natural heritage features and key hydrologic features. The Natural System is not a land use designation, but rather it functions as an overlay on top of the prime agricultural and/or rural area designation contained in the official plan. As such, permitted uses are those set out within the current official plan designations, subject to the policies of the Natural System. The boundaries of the natural heritage system (interior to the Greenbelt Plan Area) may be refined at the time of municipal conformity in accordance with the Natural Heritage System policies in the Greenbelt Plan. The boundary of the Natural Heritage System within the Protected Countryside are shown on Attachment #1.

The Natural Heritage Systems in Vaughan comprises the majority of the lands within the Greenbelt in Vaughan. There is a small portion on the east and west sides of Regional Road 27, south of King Vaughan Road, which is not within the Natural Heritage System.

The Natural System policies afford a higher level of environmental protection to the key natural heritage features and key hydrologic features than currently contained in the City's official plan, or as required by the Provincial Policy Statement (PPS). Key Natural Heritage Features and Key Hydrologic Features include: significant habitat of endangered species, threatened species, or species of concern; fish habitat; wetlands; Life Science Areas of Natural and Scientific Interest; significant valleylands; significant woodlands; significant wildlife habitat; sand barrens, savannahs, and tallgrass prairies; alvars; permanent and intermittent streams; lakes; seepage areas and springs; and wetlands. Development and site alteration is not permitted within key natural heritage features and key hydrologic features within the Natural Heritage System.

Outside of the Natural System, within the Protected Countryside, key hydrologic features are defined by and subject to the policies of the natural heritage section of the Greenbelt Plan, whereas outside of the Natural System, within the Protected Countryside, key natural heritage features are not subject to the natural feature policies of the Greenbelt Plan, but are defined, and are subject to the policies of the PPS.

The Natural feature policies require a 30m buffer (minimum vegetative protection zone) around wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands, and any proposal for development or site alteration within 120m of a feature requires that a natural heritage evaluation or a hydrologic evaluation to be completed. These requirements are similar to those found in the Oak Ridges Moraine Conservation Plan.

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Settlement Area Policies

Vaughan's Settlement Areas are predominantly outside of the Greenbelt. These "settlement areas" (as defined within the Greenbelt Plan) are the existing urban areas within the City's Official Plans, as also recognized in York Region's Official plan. Settlement areas outside of the Greenbelt, are not permitted to expand into the Greenbelt. However, the Greenbelt mapping, in some isolated cases, appears to extend into areas approved for development which pre-dated the Greenbelt Plan (i.e., urban designations in OPA 600). In this case, there are policies within the Greenbelt Plan which provide that the existing designation of settlement areas defer to the local official plans, and that the policies of the Greenbelt Plan do not apply.

Settlement Areas within the Greenbelt include towns/villages and hamlets. Vaughan currently has one hamlet designated in OPA 600 at the north east corner of Jane Street and Teston Road. A small portion of this hamlet has been included within the Protected Countryside. Hamlets continue to be governed by the municipal official plan and are not subject to the policies of the Greenbelt Plan, with the exception of the external connection policies.

General Policies for the Protected Countryside

There are general policies for the Protected Countryside including policies regarding Non-Agricultural Uses, Natural Resources, and Cultural Heritage Resources.

Infrastructure Policies

The infrastructure policies of the Greenbelt Plan permit infrastructure approved under the *Environmental Assessment Act, Planning Act*, etc. within the Protected Countryside, subject to a number of criteria established within the Plan. The Plan also acknowledges that major infrastructure serving national, provincial and inter-regional needs traverse the Greenbelt. The infrastructure policies require that the location, construction, expansion, extension, operations and maintenance of infrastructure within the Protected Countryside minimize negative impact on the natural system and the rural landscape.

Further infrastructure policies apply to Sewage and Water Services, and Stormwater Management. Sewage and Water Service policies provide that where settlements do not currently have Great Lake (or Lake Simcoe) based water and sewage services, extensions to or expansion of services is not permitted. These policies apply to settlements within the Protected Countryside, and do not apply to any existing settlement areas within Vaughan.

Existing Uses

The Greenbelt Plan permits all existing uses, lawfully used for such purpose on the day before the Greenbelt Plan came into force, to continue. In addition, single dwellings are permitted on existing lots of record, provided they were zoned for such as of the date the Greenbelt Plan came into force, or where an application for a zoning by-law is required as a condition of severance granted prior to December 14, 2003, but where the application had not yet proceeded. Expansions to existing agricultural buildings and structures, residential dwellings and accessory uses to both, will be considered subject to criteria established within the Greenbelt Plan.

Lot Creation Policies

Lot creation is permitted within the Protected Countryside for the range of uses permitted within the Greenbelt Plan. Lot creation is also permitted in the following circumstances:

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- acquiring land for infrastructure purposes;
- facilitating conveyances to public bodies or non-profit entities for natural heritage conservation provided it does not create a separate lot for a residential dwelling in the specialty crop or prime agricultural area; and
- minor lot adjustments or boundary additions, provided they do not create a separate lot for a residential dwelling in specialty crop or prime agricultural area and there is no increased fragmentation of a key natural heritage feature or key hydrological feature.

New multiple units or multiple lots for residential dwellings (i.e., estate residential subdivisions or adult lifestyle communities) are not permitted within the rural area. In addition, municipal official plans may be more restrictive than the Greenbelt Plan for the creation of lots within the rural area.

Within a prime agricultural area, lot creation is permitted for:

- agricultural uses where the severed and retained lots are intended for agricultural uses and provided that the minimum lot size is 100 acres (40.4 ha) within prime agricultural areas;
- existing and new agriculture-related uses, provided that any new lot will be limited to the minimum size needed to accommodate the use, including sewage and water systems;
- severance of a residence surplus to a farm operation as a result of farm consolidation, which residence was an existing use as of the date the Greenbelt Plan came into force;
- the above policy also applies to rural areas, and the severance should be limited to the minimum size needed to accommodate the dwelling, including existing and reserve areas for individual sewage and water services.

Implementation

The *Greenbelt Act* requires that decisions with respect to applications made under the *Planning Act* and *Condominium Act* which were commenced on or after December 16, 2004 within the Protected Countryside are required to conform to all applicable policies and provisions of the Greenbelt Plan.

The Act also allows the Minister to pass regulations requiring that applications commenced prior to December 16, 2004, conform to the Greenbelt Plan. Ontario Regulation 61/05 has been passed which requires that all official plan amendments for mineral aggregate uses and official plan amendments for lands within the Towns of Markham, Richmond Hill, and Whitchurch-Stouffville and the City of Toronto, conform to the entire Greenbelt Plan. The City of Vaughan does not have applications which meet the criteria established in this regulation and therefore, the applications within the Protected Countryside which were commenced prior to December 16, 2004, can proceed without conforming to the provisions of the Greenbelt Plan.

There are currently 5 properties listed below with Planning applications within the designated Protected Countryside. These applications are shown on Attachment #3 and were previously held in abeyance in accordance with The *Greenbelt Protection Act*. These applications are not prohibited by The Greenbelt Act from being processed. However, these applications may be subject to the other Official Plan policies and review.

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<u>Application</u>	<u>Application</u>	<u>Location</u>	<u>Purpose</u>
1. Z.00.075	Ian Fraser	4900 King-Vaughan Road	Severance Residential
2. Z.01.052 & B76/03, B77/03	Bostock	11410 Pine Valley Drive	Severance Residential
3. 19T-01V05 & Z.01.026	1132884 Ontario Inc.	11720 Highway 27	Estate Residential Subdivision
4. 19T-03V07	Vito & Marianne Pacifico	East side of Kipling Avenue north of Kirby Road	Estate Residential Subdivision
5. Z.02.010	1269020 Ontario Limited et al	5511 Kirby Road	Severance Residential

In addition, Section 5.2.1 allows that official plans, or zoning by-laws which were amended prior to December 16, 2004 that specifically designate land uses, may continue to be recognized through the conformity exercise, and any further applications required to implement the official plan designation (i.e., subdivision, zoning, site plan, minor variance, consents) are not required to conform with the Greenbelt Plan. Applications to further amend the site-specific official plan and zoning by-law permission for uses similar to or in more conformity with the provisions of the Greenbelt plan are also permitted.

The change to the transition provisions of the Greenbelt Plan are reflective of the resolution passed by Council requesting that the transition policies be clarified.

Municipal Official Plans must be amended to conform to the Greenbelt Plan. The timing for this conformity amendment has not been prescribed, however, the *Greenbelt Act* allows for this to occur in concert with the 5 year review of an official plan. The recommendation contained in this report is for staff to report back to a future Committee of the Whole with a process for Greenbelt Conformity.

The Province will establish a Greenbelt Council which will consider how the implementation of the Greenbelt plan is proceeding, including identification of issues arising from implementation.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly relating to 'A3', "Safeguard Our Environment" respecting City-wide protection of the environment and encouraging preservation of significant natural areas, and 'A5', "Plan and Manage Growth".

Conclusion

The Province has finalized the *Greenbelt Act* and the Greenbelt Plan, permanently designating 4107ha in Vaughan as "Protected Countryside". The Greenbelt Act requires that all decisions made under the *Planning Act* and *Condominium Act* conform to the provisions of the Greenbelt Plan, and that municipalities with land in the Greenbelt amend their official plans to be in conformity with the Greenbelt Plan. Staff will bring forward a comprehensive report detailing a proposed conformity process.

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Attachments

1. The Protected Countryside in Vaughan
2. Land Use Designations within the Protected Countryside
3. Applications within the Protected Countryside

Report prepared by:

Karen Antonio-Hadcock, Senior Planner, Environmental, ext. 8630
Grant Uyeyama, Manager of Development Planning, 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.)

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Item 26, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

26

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-05V07
PINE GROVE ON THE HUMBER INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-05V07 (Pine Grove on the Humber Inc.), BE APPROVED, subject to the conditions of approval set out in Attachment #1.

Economic Impact

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

Purpose

The Owner has submitted an application for Draft Plan of Condominium approval consisting of a 40-unit, 3-storey apartment building (currently under construction) with a total gross floor area of 3681m², and a total of 70 parking spaces (including 10 surface spaces for visitors and 60 underground spaces) will be provided.

Background - Analysis and Options

The subject lands are located east of Islington Avenue, on the south side of Pine Grove Road, being all of Lots 15, 16, 17, 18 and 19 and Part of Lots 1 and 20 on Registered Plan M-1111, in Part of Lot 9, Concession 7, City of Vaughan, as shown on Attachment #2. The 0.7 ha site has approximately 35.29m frontage on Pine Grove Road and a depth of approximately 116m, with one access point on Pine Grove Road. Landscaping will be provided around the perimeter of the building and lot lines.

The draft plan of condominium is in accordance with the Site Development File (DA.03.028) as approved by the Ontario Municipal Board on August 24, 2004. Building Permit #04-2317 was issued by the Building Standards Department in March of 2005, and construction is underway. A copy of the Draft Plan of Condominium is included as Attachment #3.

The surrounding land uses are:

- North - Pine Grove Road; existing residential (RA3 Apartment Residential Zone) and commercial (C1 Restricted Commercial Zone)
- South - existing residential (R2 Residential Zone) and open space (OS1 Open Space Conservation Zone)
- East - open space (OS1 Open Space Conservation Zone)
- West - existing residential (R2 Residential Zone)

Official Plan/Zoning

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan), as amended by OPA #587, which permits the proposed apartment use. The draft plan of condominium conforms to the Official Plan.

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The subject lands are zoned RA3 Apartment Residential Zone by By-law 1-88, subject to Exception 9(1207), which permits a 3-storey apartment building. The draft plan of condominium complies with all requirements of the Zoning By-law.

Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', "Plan and Manage Growth".

Conclusion

The draft plan of condominium is consistent with the approved site plan. Staff has no objections to the approval of the draft plan of condominium, subject to the conditions set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Standard Condominium 19CDM-05V07

Report prepared by:

Clement Messere, Planner, ext. 8791
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, 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.)

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Item 27, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

27

**SITE DEVELOPMENT FILE DA.04.071
IMPERIAL OIL LTD.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.04.071 (Imperial Oil Ltd.) BE APPROVED, to permit the redevelopment of the existing automotive gas bar and the construction of a 173.2m² convenience store/eating establishment with drive-through (Attachment #2), subject to the following conditions:

- a) that prior to registration of the site development agreement:
 - i) the final site plan, elevation plan and landscape plan shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plans and stormwater management report, shall be approved by the Engineering Department;
 - iii) the Region of York Transportation and Works Department shall approve all road widenings and access points;
 - iv) all hydro requirements of PowerStream Inc. shall be satisfied;
 - viii) the required variances for reduced landscaping width shall be approved by the Committee of Adjustment and shall be final and binding; and
- b) that the site development agreement contain the following provision:
 - i) If required, the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, 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.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application to redevelop a 0.305 ha parcel of land for an Imperial Oil gas bar with an accessory 173.2m² convenience retail store/gas bar kiosk including a Tim Horton's drive-through, 5 fuelling stations and 10 parking spaces as shown on Attachment #2.

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Background – Analysis and Options

The subject lands shown on Attachment #1 are located at the southwest corner of Regional Road #7 and Pine Valley Drive, being Lot 28, Registered Plan 9831 (4515 Regional Road #7), in Lot 5, Concession 7, City of Vaughan. The property is currently developed with a gas bar and car wash, which will be demolished. The site has 52.57m frontage on Regional Road #7 and approximately 58m flankage along Pine Valley Drive. The area of the site will be reduced from 0.305 ha to 0.2678 ha as a result of the dedication of land to the Region of York for the widening of Pine Valley Drive.

The subject lands are designated "Service Station" by OPA#240 (Woodbridge Community Plan) and zoned C6 Highway Commercial Zone, subject to Exception 9(459). The surrounding land uses are as follows:

- North - Regional Road #7; existing office buildings (C1 Restricted Commercial Zone)
- South - existing commercial plaza (C1 Restricted Commercial Zone)
- East - Pine Valley Drive; TD bank (C7 Service Commercial Zone)
- West - existing commercial plaza (C1 Restricted Commercial Zone)

Official Plan

The subject lands are designated "Service Station" by OPA #240 (Woodbridge Community Plan), which permits the proposed gas bar use. The proposed development conforms to the Official Plan.

Zoning

The subject lands are zoned C6 Highway Commercial Zone by By-law 1-88, subject to Exception 9(459), which permits an automobile gas bar facility, convenience retail store, and accessory eating establishment with drive-through uses. The following exceptions to the C6 Zone is required to facilitate the proposed site plan:

- a minimum landscape strip width of 3m, along Pine Valley Drive, whereas 6m is required.

The required zoning exception is considered to be minor in nature. The reduced 3m landscape strip is a result of the Region of York's request for a dedication of land to widen Pine Valley Drive. The Owner has applied for a minor variance application to the Committee of Adjustment for approval of the exception to facilitate the final site plan. Council shall approve the site plan, prior to the Committee of Adjustment considering the minor variance application.

Site Design

The site is to be served by two access driveways, one on Regional Road #7 having a width of 12m and one on Pine Valley Drive having a width of 11m, as shown on Attachment #2. The access points will each be restricted to right-in/right out movements only. The final location and design of the driveways will be subject to the approval of the Region of York Transportation and Works Department.

The fuelling station is centrally located on the property and consists of five self-service stations accommodating 2 vehicles at each station. The 173.2m² convenience store and gas bar kiosk is

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located south of the fuelling stations, with the main entrance facing north. A drive-through serving the proposed Tim Horton's located within the convenience store/kiosk wraps around the south side of the building. An enclosed garbage room (Attachment #5) is attached to the west side of the convenience store and includes one overhead door facing the fuelling station. Landscaping will be provided along the street frontages.

Parking

The minimum required parking for the site is as follows:

- Convenience Retail Store: $173.2\text{m}^2 \times 5.5 \text{ spaces}/100\text{m}^2 = 10 \text{ spaces}$

The site plan provides a total of 10 parking spaces, including one handicapped space satisfying the minimum requirement of By-law 1-88.

Building Elevations

The convenience retail store/gas bar kiosk building elevations are shown on Attachment #4. The main front entrance of this building is located on the north elevation facing Regional Road #7 and incorporates a large glazed storefront comprised of a double door entrance. A large signage area is located on the west side of the main elevation incorporating the Tim Horton's logo. This building will be constructed with architectural split face stone. A pink coloured stone will be used along the base of the building. A crystal coloured stone will be used on the balance of the building. The east, west and south elevations utilize the same building materials. The east and west elevations each include a single man door, and the south elevation includes the drive-through window for the Tim Horton's.

The roof will be finished with charcoal grey shingles which will overhang the walkway located in front of the convenience retail store/gas bar kiosk building. The building will have a height of approximately 4.5m. The fuel pumps and weather canopy are typical of the Esso corporate design with respect to colour scheme, signage and lighting system, as shown on Attachment #6.

The elevations represent the current store model design typical of the Esso gas bar format, with respect to the convenience store, accessory eating establishment and drive-through. The final elevations will be approved to the satisfaction of the Development Planning Department.

Landscaping

The proposed landscape plan shown on Attachment #3 represents an improvement to the existing landscaping condition on the site, including additional planting around the entire site. The landscape plan includes a mix of deciduous and coniferous trees, shrubs and ground planting. A landscape feature along Regional Road #7 and the introduction of landscape islands enhance the overall appearance of the site. The rear of the site, although not landscaped by the applicant, abuts an existing heavily treed landscaped berm on the abutting lands to the south. The final landscape plan and cost estimate must be approved to the satisfaction of the Development Planning Department.

Servicing

Hydro, water and sanitary and storm sewers are available to service the site. The Engineering Department has reviewed the first submission engineering plans and has indicated that approval

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from the Region of York is required. Additional Engineering comments have been red-lined on the plans and forwarded to the applicant for review and revision. The final site servicing and grading plan and stormwater management report must be approved to the satisfaction of the Engineering Department, and address the requirements of the Region of York Transportation and Works Department.

A Phase 2 ESA Report, prepared by CPG-Franz Environmental Inc. on behalf of the Owner was reviewed by the Engineering Department and found to be acceptable. The report meets the Ministry of the Environment's Soil, Groundwater and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act.

Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', "Plan and Manage Growth".

Conclusion

Staff has reviewed the proposed site plan application in accordance with the Official Plan, By-law 1-88, the comments of City departments and the Region of York, and the area context. Staff is satisfied that the proposed redevelopment of the site for a new gas bar with a convenience retail store/kiosk and accessory eating establishment and drive-through is an appropriate development of the site. For these reasons, Staff can support the approval of the site plan application and the required variance that is necessary to implement the proposal, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations (Main Building)
5. Elevations (Attached Garbage Enclosure)
6. Elevations (Canopy)

Report prepared by:

Eugene Fera, Planner, ext. 8064
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, 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.)

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Item 28, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

28

**SITE DEVELOPMENT FILE DA.05.005
MONTECASSINO LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

THAT the building elevations for Site Development File DA.05.005 (Montecassino Limited) BE APPROVED.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Site Development Application to permit a 3676.11m² single-storey multi-unit industrial building on a 1.327 ha lot.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the southeast corner of Weston Road and Carlauren Road, being Lot 6 on Plan 65M-2589 (31 Carlauren), in Part of Lot 8, Concession 5, City of Vaughan.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) and zoned EM1 Prestige Employment Area Zone by By-law 1-88. The proposed site development conforms and complies with the Official Plan and Zoning By-law, respectively.

The irregular-shaped building will be constructed to a height of 6.7m, with the peaked architectural feature above the unit entrances facing Weston Road increasing the height to 8.59m. The building materials consist of smooth and aggregate white precast concrete panels, and grey spandrel and glazed glass windows. The primary façade is located on the west elevation, facing Weston Road, and is designed with lower and upper level windows, multiple glass unit doors, framed with aggregate precast panels and a peaked roofline above. The northeast, northwest and southwest corners of the building consists of a double door entry, framed with smooth precast panels, with an arch-shaped spandrel window feature above.

The remaining three exterior facades are of similar design and consist of first floor glazed windows, framed in smooth precast panels, with a series of rectangular-shaped architectural features above, and multiple individual unit entrances. A total of 23 man-doors are located within the interior courtyard. The roof-top mechanical equipment on the building is screened from the view of the streets.

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Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, particularly priority “A-5”, “Plan and Manage Growth.”

Conclusion

Staff are satisfied with the proposed elevations for the multi-unit industrial building.

Attachments

1. Location Map
2. Site Plan
3. Elevation Plan (Exterior)
- 3a) Elevation Plan (Interior Courtyard)

Report prepared by:

Christina Napoli, Planner I, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager Development Planning, 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.)

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Item 29, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

29 **SITE DEVELOPMENT FILE DA.04.058**
9000 KEELE STREET INC.

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT the building elevations for Site Development File DA.04.058 (9000 Keele Street Inc.) BE APPROVED.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Site Development Application to permit the development of three industrial buildings and one public storage building, on a 2.33ha lot as follows:

- Building "A": a 1,623.95m², eight-unit industrial building with a mezzanine;
- Building "B": a 2,877.98m², industrial building with a mezzanine;
- Building "C": a 4,181.80m², industrial building with a mezzanine; and,
- Building "D": a 2,870.87m², 2-storey, multi-unit public storage building connected on the second floor within the roof.

Background - Analysis and Options

The subject lands (Attachment #1) are located south of Rutherford Road on the west side of Keele Street (9000 Keele Street), in Part of Lot 14, Concession 4, City of Vaughan. The property is vacant and backs onto the CN Rail MacMillan Yard.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) and zoned EM1 Prestige Employment Area Zone by By-law 1-88. The proposed site development conforms and complies with the Official Plan and Zoning By-law, respectively.

Building "A" (Multi-Unit Industrial)

The rectangular-shaped building will be constructed to a height of 8.2m. The building materials consist of white pre-cast panels and blue spandrel and reflective glass. The primary facades are located on the east and south elevations facing Keele Street and a private driveway, respectively.

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These elevations are designed with double door entries framed in white pre-cast panels and ground floor windows, with smooth white pre-cast banding and blue coloured second storey windows above. The remaining two façades are of the same design with white precast panels and a series of square windows on the upper portion of the building. The north elevation consists of eight drive-in doors and nine man doors, which will be screened by Building “B”.

Buildings “B” and “C” (Industrial)

The square-shaped buildings will be constructed to a height of 9.7m and are of the same design. The building materials consist of white smooth and ribbed pre-cast panels and blue spandrel and reflective glass. The primary facades are located on the east elevation facing Keele Street with two entrances serving Building “C” and one entrance serving Building “B”. The entries are framed in blue glass and white precast panels, with a series of alternating horizontal white pre-cast banding and blue glass windows. The remaining facades for both buildings consist of ribbed white pre-cast panels and square blue glass windows. Both loading areas are located on the west elevation, with four loading dock doors serving Building “B”, and six loading dock doors serving Building “C”. Both buildings provide one drive-in door on each of the north and south elevations.

Building “D” (Public Storage Building)

The rectangular shaped buildings will be constructed to a height 8.3m. The building is separated on the ground floor by a north and south wing, but is connected on the second floor within the roof. The building materials consist of blue asphalt shingles, white metal siding, white concrete block and white ribbed metal drive-in doors. The building will face the rear of Buildings “A to C” (west elevation). The main office entry is located on the south side of the south-wing. The east and west elevations for both buildings are of the same design, consisting of a series of drive-in doors on the ground floor, with a peaked roof and a series of square-shaped blue windows above.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, particularly priority “A-5”, “Plan and Manage Growth”.

Conclusion

Staff are satisfied with the proposed elevations for the three industrial buildings and one public storage building. The roof-top mechanical equipment located along the easterly edge of Buildings “A”, “B” and “C” are screened from the view of Keele Street.

Attachments

1. Location Map
2. Site Plan
3. Elevation Plan, Building “A”
4. Elevation Plan, Building “B”
5. Elevation Plan, Building “C”
6. Elevation Plan, Building “D”

Report prepared by:

Christina Napoli, Planner I, ext. 8483

Arto Tikiryan, Senior Planner, ext. 8212

Grant Uyeyama, Manager of Development Planning, 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.)

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 30, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

30

**SITE DEVELOPMENT FILE DA.04.075
CROSSROADS PLAZA INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005, be approved;**
- 2) That the following deputations and written submission be received:**
 - a) Ms. Ruth Tamam, 158 Yellowwood Circle, Thornhill, L4J 8M5, and written submission dated June 6, 2005; and**
 - b) Mr. Joseph Salvatore, on behalf of the applicant; and**
- 3) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.04.075 (Crossroads Plaza Inc.) BE APPROVED, subject to the following conditions:

1. That prior to the execution of the site plan agreement:
 - a) the final site plan, building elevations, and landscape plan with detailed cost estimate shall be approved by the Development Planning Department;
 - b) the final site grading and servicing plan, storm water management report, noise impact report, access and on-site circulation shall be approved by the Engineering Department;
 - c) all hydro requirements of PowerStream Inc. shall be satisfied;
 - d) the servicing and transportation requirements of the Region of York Transportation and Works Department shall be satisfied; and
 - e) the required variances for landscaping, parking and building setbacks shall be approved by the Committee of Adjustment, and shall be final and binding.
2. That the site plan agreement contain the following provision:
 - a) If required, 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, prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Site Development Application to permit a 12-unit, 1,534.88 m² commercial building, with a total of 84 parking spaces on a 0.63 ha site, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the northwest corner of Regional Road 7 and Langstaff Road, being Block 56 on Plan 65M-3227, in Part of Lot 10, Concession 2, City of Vaughan. The vacant site has 76.7 m frontage on Regional Road #7 and 78.08 m flankage on Langstaff Road.

The subject lands are designated "Medium Density Residential/Commercial" with a "Neighbourhood Commercial Centre" overlay by OPA #600, and zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(752). The surrounding land uses are:

- North - park (OS2 Open Space Park Zone)
- South - Regional Road #7, Highway #407
- East - Langstaff Road; townhouses (RVM1 (A) Zone)
- West - townhouses (RVM1 (WS-A) Zone)

Official Plan

The subject lands are designated "Medium Density Residential/Commercial" with a "Neighbourhood Commercial Centre" overlay by OPA #600, and subject to the "Neighbourhood Commercial Centre" policies, which would permit a food store, drug store, retail stores, pharmacies, banks and financial institutions, business and professional offices, personal services, eating establishments, service station and gas bar uses. The proposed development for a multi-unit commercial building conforms to the Official Plan.

Zoning

The subject lands are zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(752). The proposed development complies with the requirements of the Zoning By-law, with the following exceptions:

- a 5 m wide landscape strip abutting Regional Road #7, and along Langstaff Road, whereas, a minimum 6.0 m wide landscape strip is required;
- a 1 m wide landscape strip abutting an OS2 Zone (north), whereas a minimum 2.4 m wide strip is required;
- a 6.1 m rear yard (north), whereas, a minimum of 9 m is required;
- a 5 m interior side yard (west), whereas, a minimum of 9 m is required;
- a 5 m setback (west) from an "R" Residential Zone, whereas, a minimum of 9 m is required; and
- 84 parking spaces are provided, whereas, a minimum of 93 parking spaces are required.

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Staff has reviewed the proposed exceptions, which are considered to be appropriate and acceptable. The applicant has decreased the width of the landscape strip along Langstaff Road from the required 6 m to 5 m, and compensated by increasing the landscaping width adjacent to the residential along the westerly property line from the required 2.4 m to 3.78 m. The decrease in the width of the landscape strip adjacent to the parking spaces located along the north property line from the required 2.4 m to 1 m is appropriate, given the existing wood fence on the property line, which will screen the parked cars from the view of the northerly park. Within the 5.0 m wide landscape strip along Regional Road #7, is an existing concrete walkway abutting the property line, a wrought iron perimeter fence to the north of the walkway, with a 2.4 m wide planting buffer beyond the fence; the variety of this landscaping treatment and the wide Regional boulevard, is sufficient to address the south property line.

The reduction to the westerly interior side yard from the required 9 m to 5 m is appropriate to ensure there is no parking or loading spaces or driveway aisles located between the buildings and the residential townhouses to the west, and instead, a 3.78 m wide landscaped buffer is provided as a sufficient landscape screen between the two uses.

The Engineering Department is satisfied with the reduction in parking from the required 93 parking spaces to 84 spaces, as discussed further in the "Parking" section of this report.

Should Council approve the proposed site plan, the Owner will be required to apply to the Committee of Adjustment for approval of the required variances, which shall be final and binding, prior to the registration of the implementing site plan agreement.

Site Design

The proposed 12-unit neighbourhood commercial building (1,534.88 m²) is sited on the west side of the property as shown on Attachment #2. A pedestrian walkway is provided around the perimeter of the building. The internal garbage room is located at the northwest corner of the building.

Parking is provided on the remainder of the site. The site will be served by two vehicular access points consisting of a 7.5 m wide right-in/right-out driveway on each of Langstaff Road and Regional Road #7. The final site plan must be to the satisfaction of the Development Planning Department.

Building Design

The rectangular-shaped building will be constructed with a flat roof to a height of 6.0 m as shown on Attachment #3. The feature located in the middle of the building on the east elevation (Langstaff Road) increases the height to 7.8 m. The roof-top mechanical equipment will not be visible from the adjacent roads, however, the applicant should provide screening from the view of the residential dwelling units to the west.

The building materials consist of dark beige coloured precast with a medium sandblast finish, and accented with horizontal and vertical precast smooth bands. Each entranceway has a brown coloured canopy above, except for the two (2) central entrances, which have pillar-like structures surrounding them. Illuminated sign boxes are evenly spaced along the middle of the building, in line with the canopies. Champagne-coloured glass panels are located below, on the east, north and south elevations, with spandrel panels in the same colour located along the lower portion of the building. A 0.6 m wide continuous smooth cornice moulding band in a brown colour, and evenly spaced wall mounted lights are provided in the upper portion of the building.

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The entire west façade facing the residential lands consists of dark beige precast with a medium sandblast finish. Twelve (12) dark brown coloured man-doors provide a fire exit to each unit. A 0.9 m wide horizontal light beige precast smooth band is located across the middle to provide architectural interest.

Staff are satisfied with the proposed building elevations. The final elevation plan must be approved to the satisfaction of the Development Planning Department.

Landscaping

The landscape plan consists of a mix of deciduous and coniferous trees and shrub planting along the perimeter of the site as shown on Attachment #4. As identified in the Zoning section of this report, variances will be required for a reduction to the landscape strips abutting Langstaff Road, Regional Road 7, and along a portion of the north property line.

A 3.78 m wide landscaped buffer (2.4 m is required) is provided along the west property line to help increase the visual attractiveness of the site to these residents located directly adjacent to the site, and to screen the building. Landscaped islands are provided within the parking area, and in the wider portions of the walkway located around the building.

A new decorative wrought iron fence with brick piers will be erected along the east and south property lines, which will tie into the subdivision entrance feature to be located at the southeast corner of the property. There is an existing wood fence located along the north and west property lines, which will remain.

The final landscaping plan is to be approved to the satisfaction of the Development Planning Department.

Access and Parking

The final location and design of the 7.5 m wide right-in/right-out driveway access on Langstaff Road and on Regional Road 7, will require approval from the Region of York Transportation and Works Department.

The Owner will be constructing a sidewalk adjacent to the property line on Langstaff Road, as shown on the site plan, which will allow access to transit services on Pleasant Ridge Road and Maple Sugar Lane.

At the request of York Region, the applicant has designed the site to facilitate visitors with disabilities, and movement and circulation by smaller Mobility Plus buses and vehicles.

By-law 1-88 requires parking to be provided on the basis of the following:

Shopping Centre: 1,534.88 sq.m @ 6.0 spaces/100 sq.m GFA = 92 spaces

The site plan provides 84 spaces, resulting in a reduction of 8 spaces (a 8.7% deficiency). The Engineering Department has reviewed the site plan proposal and finds the parking supply to be acceptable.

Engineering

The subject lands have access to municipal services, including hydro, storm and sanitary sewers, and water. The final site grading and servicing plans and stormwater management report must be approved to the satisfaction of the Engineering Department.

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An external lighting plan has been submitted to and approved by the Engineering Department, which identifies that light will not cross from this development onto the residential properties.

A noise impact report is to be submitted and approved by the Engineering Department, to ensure there are no noise impacts, or that any noise on site is mitigated and not disruptive to the abutting residential properties.

Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', "Plan and Manage Growth".

Conclusion

Staff has reviewed the proposed site plan application for the 12-unit commercial building in accordance with the policies of OPA #600 and the requirements of the Zoning By-law, and are satisfied that the site can be appropriately developed. The applicant will be applying to the Committee of Adjustment for variances pertaining to the reduction in landscaping, parking spaces and setbacks, which is supported by Staff, and appropriate to implement the final site plan. For these reasons, Staff can support approval of the site plan application, subject to conditions.

Attachments

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

Report prepared by:

Andrea Seca, Planner, ext. 8215
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, 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.)

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Item 31, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

**31 SITE DEVELOPMENT FILE DA.04.078
2748355 CANADA INC.**

The Committee of the Whole recommend:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.04.078 (2748355 Canada Inc.) BE APPROVED, to permit a six-storey hotel (Marriott Residence Inn), with 132 guestrooms, a sports court and outdoor patio, as shown on Attachment #3, subject to the following conditions:
 - a) that prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, access, parking and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iii) the transportation and servicing requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) the required traffic study shall be approved to the satisfaction of the Engineering Department and the Region of York Transportation and Works Department;
 - v) all hydro requirements of Power Stream Inc. shall be satisfied;
 - vi) the required variances to implement the final site plan shall be approved by the Committee of Adjustment to address the reductions to the build-to-zone, landscape strips and loading spaces, and such variances shall be final and binding; and,
 - b) that the site plan agreement contain the following provisions:
 - i) if required, the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to 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; and

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- ii) that a portion of the 0.3m reserve at the south access on Interchange Way shall be lifted free of all costs and encumbrances to the City.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Site Plan Application to permit the development of a six-storey hotel with 132 guestrooms, a sports court and an outdoor patio, as shown on Attachment #3.

Background - Analysis and Options

The 0.91 ha vacant site is located south of Regional Road 7, on the east side of Interchange Way, in Part of Lot 5, Concession 5, City of Vaughan (Attachment #1).

The subject lands are designated "Corporate Centre Node" by OPA #500 (Corporate Centre Plan) and zoned C9 Corporate Centre Zone by By-Law 1-88, subject to Exception 9(957). The surrounding land uses are:

- North - vacant, approved Hilton Hotel/DA.04.073 (C9 Corporate Centre Zone)
- East - employment use (EM1 Prestige Employment Area Zone)
- South - employment use (EM1 Prestige Employment Area Zone)
- West - Interchange Way; vacant (C9 Corporate Centre Zone)

Official Plan

The subject lands are designated "Corporate Centre Node" by OPA #500 (Corporate Centre Plan). The Secondary Plan Area, of approximately 600ha, establishes a focal point of major commercial development within the City. This area is comprised of two main components: the "Corporate Centre Node", which includes lands east of Highway #400 and straddling the north and south sides of Regional Road 7, and the "Corporate Centre District", which surrounds the Node and includes lands east and west of Highway #400, and north and south of Regional Road 7. The area is one of four Regional Centres in the Region of York.

The "Corporate Centre Node" is intended to become an "urban centre" with a mix of commercial, residential and institutional uses and facilities. The Secondary Plan allows the Node to evolve as the market forces dictate over a long period of time, including the provision for interim development that is not prejudicial to the long term goals and built form objectives intended by the Plan.

A number of policies pertain to the Node, including the requirement for development to have high design standards and to be consistent with the Vaughan Corporate Centre Urban Design Guidelines. The proposed hotel, sports court and patio are permitted uses and the development of the site conforms to the policies of OPA #500.

OPA #528 identifies specific road network improvements for the Corporate Centre Plan (Attachment #2). One of the elements of the plan includes a grid-pattern street system (100m x 100m) within the ring road. Two future roads, each having a planned width of 24m, are identified adjacent to the south and east property lines. To protect these future right-of-ways, there should be no encroachments of any structural elements along the respective property lines. The proposed building will not encroach into the future road locations.

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Zoning

The subject lands are zoned C9 Corporate Centre Zone by By-law 1-88 and subject to Exception 9(957), which permits the proposed hotel, sports court and patio uses.

The site is subject to a build-to-zone provision, which requires 50% of the length of a street line to have a building located within 0-3m of Interchange Way and the future road along the southern property line. The proposed building is setback approximately 10m and 4.5m, respectively, from Interchange Way and the future southerly road, and 0.5m from the southwest corner of the property. The hotel requires vehicular circulation, particularly for a customer drop-off/pick-up area adjacent to Interchange Way. This is an essential component for the hotel.

In the C9 Zone, By-law 1-88 requires a minimum 3m wide landscape strip along Interchange Way and a 6m wide landscape strip along the future road. The Owner proposes a 3m landscape strip along Interchange Way, and a landscape strip along the future road that ranges from a minimum of 1.07m to a maximum of 4.5m. Staff has no objection to the latter reduction to 1.07m, which is restricted to a short stretch located south of the parking area.

The Owner is proposing no loading spaces for the entire development. By-law 1-88 requires two loading spaces for commercial buildings between 2501m² - 10,000m² of gross floor area. The Owner has indicated that a loading door is not required for the operation of the hotel. Staff has no objection to the absence of a loading area, particularly in the context of the Corporate Centre, which is a highly visible location.

The Owner will be required to obtain approval for the above-noted variances, to address the build-to-zone, landscape strip widths and loading spaces, from the Committee of Adjustment, which shall be final and binding as a condition of site plan approval.

Site Design

The site plan (Attachment #3) shows a six-storey hotel, with an outdoor sports court and patio facing Interchange Way. The site is served by a drop-off/pick-up layby with two full accesses onto Interchange Way. There is vehicular circulation with parking at the north and east sides of the building. Landscaping and pedestrian walkways are proposed around building with a connection to Interchange Way. Garbage storage is internal to the building.

Roads/Access

The location of the proposed development relative to the planned road network for the Corporate Centre is shown on Attachment #2. OPA #528 identifies specific road network improvements serving the Vaughan Corporate Centre area (OPA #500). An east/west road (parallel to Regional Road 7) is planned to connect Commerce Street to Jane Street and beyond, across the south limit of the site plan. A north/south street is planned, connecting the ring road to the south of the site with Regional Road 7 to the north, just outside the east boundary of the site plan. The proposed building would not encroach into the planned roads.

The Region of York may request to be a party to the site development agreement given the proximity to Regional Road 7, with conditions of approval to be included in the Agreement. As a condition of site plan approval, all requirements of the Region of York Transportation and Works Department must be satisfied.

Two full-movement accesses are proposed onto Interchange Way. The Engineering Department

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requires a traffic study to address the impact on the intersection of Interchange Way and Regional Road 7. The Owner has submitted a traffic study jointly with the owner of the lands to the north, also proposing a hotel, (Hilton Garden Inn - DA.04.073). As a condition of site plan approval, the traffic study must be to the satisfaction of the Region of York Transportation and Works Department and the Engineering Department.

Parking

The minimum required parking for the site is calculated as follows:

Hotel: 1 space for each bedroom (of 132 guest rooms, there are 154 bedrooms), plus the requirements for any other use	= 154 spaces
Total Parking Required	= 154 spaces
Zoning By-law Exception Allowing 25% Parking Reduction	(-) 39 spaces
Minimum Parking Required	=115 spaces
Total Parking Provided	=119 spaces

The Owner is proposing 119 parking spaces at grade. The By-law allows a 25% reduction to the parking requirement for development of the overall lands in conjunction with the AMC Theatre to the south. As a result, there would be a surplus of 4 spaces.

Services/Utilities

The Owner has submitted a Phase I Environmental Site Assessment Report prepared by URS Canada Inc., which was approved by the Engineering Department with no conditions to conduct a Phase II ESA. A grading and servicing plan and storm water management report, were also submitted, and the final plans and reports must be to the satisfaction of the Engineering Department and the Region of York Transportation and Works Department. Certification from the Subdivision Electrical Engineer for the relocation of light standards and private servicing easements are required to be conveyed to the adjacent property owners to facilitate the servicing of the adjacent property prior to site plan approval. The 0.3m reserve at the south access on Interchange is required to be lifted and will be a provision of the site plan agreement.

All hydro requirements shall be to the satisfaction of Power Stream Inc.

Landscaping

The proposed landscape plan (Attachment #4) shows a variety of deciduous and coniferous trees and shrubs around the perimeter of the site, abutting the proposed Hilton Hotel, and within the parking area. Interchange Way is heavily planted, and includes four masonry pillars with a fence flanking both access points. A wide pedestrian walkway consisting of concrete pavers, landscaped with trees and shrubs is proposed along the west elevation, connecting the main entry to both the patios and Interchange Way. The walkway narrows to 1.7m as it continues around the building connecting to the northerly and easterly parking areas. The final landscape plan, including detail drawings and a landscape cost estimate must be approved to the satisfaction of the Development Planning Department.

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Building Design

The proposed building elevations are shown on Attachment #5. The 6-storey building will be constructed to a height of 18m. The building materials consist of glass windows, white cornice and trim and a brown brick base for the first and second floors, a medium cream stucco for floors 3-5, and light cream stucco for the sixth floor. The main entry is located on the west elevation facing Interchange Way, with a single door framed by a square-shaped entry feature. Each floor has a series of square windows framed in white trim, along with a white cornice trim between the second and third, and fifth and sixth floors, respectively. Three of seven additional doors provide access to the northerly and easterly parking areas, with the remaining four granting access to the patio, sports court and pathways connecting to Interchange Way. The roofline is trimmed with a white stucco cornice and all mechanical equipment will be screened from the view of the adjacent street.

Ministry of Culture

The Ministry approved a report prepared by Archaeological Services Inc. for the Stages 1 and 2 archaeological assessment of the subject property, which indicated that no archaeological resources were documented, and determined that there are no further concerns for impacts to archaeological resources for the subject property.

Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly “A-5”, “Plan and Manage Growth”.

Conclusion

Staff has reviewed the site plan application in accordance with the policies of OPA #500, OPA #528, the requirements of By-law 1-88, and the area context. Staff is satisfied that the proposed development of the subject lands for a 6-storey hotel (Mariott Residence Inn) is appropriate for the Corporate Centre. For these reasons, Staff can support the approval of the site plan application, and the required variances that are necessary to implement the proposal, subject to the conditions contained in this report.

Attachments

1. Location Map
2. OPA #528 – Planned Road Network (Corporate Centre)
3. Site Plan
4. Landscape Plan
5. Elevation Plan

Report prepared by:

Christina Napoli, Planner I, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 32, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

32

**SITE DEVELOPMENT FILE DA.04.001
1396461 ONTARIO LIMITED**

The Committee of the Whole recommend:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005 be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

THAT the revised site layout, building elevations and landscape plan for Site Development File DA.04.001 (1396461 Ontario Limited), as shown on Attachments #3, #4, and #5, BE APPROVED, subject to the following conditions:

- a) That prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, landscaping plan and signage plan shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plan, stormwater management report, access, parking and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iii) all hydro requirements of Power Stream Inc. shall be satisfied; and
 - iv) all requirements of the Ministry of Transportation shall be satisfied.

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted an amendment to an approved Site Development File (DA.00.056 - 1396461 Ontario Limited) to facilitate the following revisions to an existing 2,580.35 m² BMW automobile dealership:

- a 187.5m², one storey addition to the northeast corner of the building;
- a 1,735.3m², two-storey addition to the southwest corner of the building, including a one-storey component for a MINI BMW dealership;
- an additional 89 above-ground and 48 underground parking spaces;
- a 1353.9m² increase in landscaped area from 1441m² to 2794.9m²; and,
- the relocation of the southerly driveway access point on Auto Park Circle to a point further south.

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The existing and proposed GFA totals 4,503.15 m². The approved and amended site plans are shown on Attachments #2 and #3, respectively.

Background - Analysis and Options

The 1.62ha site (Attachment #1) is located on the west side of Weston Road, fronting onto Auto Park Circle through to Highway #407, in Part of Lot 4, Concession 6, City of Vaughan.

Official Plan/Zoning

The subject lands are designated "Prestige Area" by OPA #450 and zoned AC Automotive Commercial Zone by By-law 1-88, subject to Exception 9(477A), which permits a motor vehicle sales establishment use within the Pine Valley Business Park auto campus. The proposed revisions to the approved site plan conform and comply to the Official Plan and Zoning By-law, respectively. The surrounding land uses are as follows:

- North - motor vehicle sales establishment (AC Automotive Commercial Zone)
- East - Weston Road; commercial (C10 Corporate District Zone)
- South - Highway #407
- West - Auto Park Circle; motor vehicle sales establishment (AC Automotive Commercial Zone)

Site Plan

On September 11, 2000, Council approved the original site plan (Attachment #2, File DA.00.056) to permit a 2,580m² motor vehicles sales and service establishment (BMW), with 82 customer and employee parking spaces and 82 spaces for car sales storage. On November 3, 2003, the Planning Department approved a simple revision to the approved site plan to permit a 211.56m² addition to the east side of the existing BMW Dealership, of which the addition was never constructed.

The applicant proposes two additions (Attachment #3) to the existing building: a single storey, 187.5m² addition on the northeast corner and a two storey, 1,735.3m² addition to the southwest corner, which represents a 1922.8m² increase in GFA, from 2580.35m² to 4503.15m². The proposal includes an outdoor car display area on the west side of the building; 89 above-ground and 48 underground parking spaces; the shifting of the southern access point on Auto Park Circle further south; and a 1353.9m² increase in landscaped area from 1441m² to 2794.9m². Staff has reviewed the proposed site plan, and can support its approval. The final site plan shall be approved to the satisfaction of the Development Planning Department.

Building Design

The proposed additions will utilize the same architectural style and building materials as the existing building, including white precast panels, black and gray alucobond panels, and gray-tinted glass windows. The proposed one-storey addition on the northeast corner of the building will be constructed to a height of 5.91m. It will be designed with a series of ground floor windows, one man-door on the north elevation, and two gray tempered glass overhead doors on the east facade.

The two-storey addition on the southwest corner will be constructed to a height of 7.91m. The primary facade is located on the west elevation facing Auto Park Circle. The double door entry is

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framed in gray panels with a black and white sign box above, surrounded by gray-tinted ground floor windows that continue onto the south elevation. Three of five man-doors, and three of four overhead doors, are located on the east elevation, with the remaining doors on the west facade. Staff are satisfied with the design of the proposed additions. The final elevation plan shall be approved to the satisfaction of the Development Planning Department.

Landscaping

The periphery of the site is landscaped with a variety of coniferous and deciduous trees and shrubs. Additional planting is proposed within the 9m landscape strip abutting Weston Road and Highway #407, and along the southerly and westerly property lines. A paved walkway is located adjacent to the west side of the existing building and proposed addition. The walkway connects to the existing and proposed entries and the outdoor car display areas located on the west side of the building. The final landscape plan shall be approved to the satisfaction of the Development Planning Department.

Services and Utilities

The final site servicing and grading plan and storm water management report shall be approved to the satisfaction of the Engineering Department and all hydro requirements of Power Stream Inc. shall be satisfied.

Parking

By-law 1-88 requires parking to be provided on the basis of the following:

Motor Vehicle Sales Establishment: $4,503.15\text{m}^2 \times 3 \text{ spaces}/100 \text{ m}^2 \text{ GFA} = 136 \text{ spaces}$

The site plan proposes 171 above-ground and 48 underground parking spaces, and 84 car storage spaces. The existing and proposed development meets the minimum parking requirements, with a surplus of 83 parking spaces (excluding car storage spaces).

Ministry of Transportation

The easterly property limits of the subject lands abut Highway #407, and the Ministry of Transportation may request to be a party to the site development agreement, with conditions of approval to be included in the agreement. As a condition of site plan approval, all requirements of the Ministry of Transportation shall be satisfied.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, particularly priority "A-5", "Plan and Manage Growth".

Conclusion

Staff has reviewed the proposed amendments to the approved site plan in accordance with the policies of OPA #450 and the requirements of By-law 1-88, and the area context. Staff is satisfied that the proposed additions to an existing BMW automobile dealership, including a new MINI BMW component, are appropriate and compatible with the surrounding automobile dealerships within the Pine Valley Business Park auto campus. Accordingly, Staff can support the proposed amendments to the approved site development agreement, subject to the conditions contained in this report.

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Attachments

1. Location Map
2. Approved Site Plan (November 3, 2003)
3. Revised Site Plan
4. Revised Elevation Plan
5. Revised Landscape Plan

Report prepared by:

Christina Napoli, Planner I, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 33, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

33

**STREET NAME APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-02V06
715486 ONTARIO LIMITED, LOBLAW PROPERTIES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT the following street name for Draft Plan of Subdivision File 19T-02V06 (715486 Ontario Limited, Loblaw Properties BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Milano Avenue
Street 'B'	Umbria Crescent

Economic Impact

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

Background

The subject lands shown on Attachment #1 are located the north side of Langstaff Road, east of Regional Road #27, in Lot 11, Concession 8, City of Vaughan.

The draft plan of subdivision (19T-02V06) shown on Attachment #2 was approved by Vaughan Council on December 6, 2004. The existing subdivision (Plan 65M-3375) immediately to the east of the subject lands was registered in November, 1999. Two street names were approved for that plan, consisting of Milano Avenue and Umbria Crescent. The design of the subject approved plan (19T-02V06) facilitates a 'P' loop of the roads initiated in the adjacent easterly Plan 65M-3375 without a physical end to the street thereby causing a situation whereby two streets with different names meet mid-way on a stretch road.

Planning Staff has reviewed this matter in consultation with the Vaughan Fire and Engineering Departments. The suggested action was to create one street name only, either Milano Avenue or Umbria Crescent. This would require a change of road name by-law affecting five addresses on the existing Milano Avenue or twenty-two addresses on the existing Umbria Crescent, within Plan 65M-3375, a significant impact to the existing residents either way.

An alternate solution would be to name the proposed streets Milano Avenue and Umbria Crescent as shown on Attachment #2.

Vaughan Staff consider the alternate solution to have no impact on existing residents and the proposed street names are considered appropriate as they are extensions of existing streets. The Planning Department for the Region of York does not have any objection to the proposed street names.

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Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', "Plan and Manage Growth".

Conclusion

Staff has no objection with the proposed street names of Milano Avenue and Umbria Crescent for approved Draft Plan of Subdivision 19T-02V06.

Attachments

1. Location Map
2. Draft Plan Subdivision showing proposed Street Names

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209
Grant Uyeyama, Manager of Development Planning, 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.)

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Item 34, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

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**ZONING BY-LAW AMENDMENT FILE Z.05.013
MAJOR BOB FARMS INC.
REPORT #P.2005.22**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.013 (Major Bob Farms Inc.) BE APPROVED, to amend By-law 1-88 to adjust the zone boundaries (RD4, RD3, RD2, and RS1 Zones) in the manner shown on Attachments #6 and #7, to reflect minor adjustments to the lotting pattern within the approved Draft Plan of Subdivision 19T-89124, as shown on Attachment #3.

Economic Impact

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

Purpose

The Owner has submitted an application to amend the Zoning By-law to adjust the zone boundaries (RD4, RD3, RD2, and RS1 Zones) to reflect minor adjustments as shown on Attachment #3 to the lotting pattern within the approved Draft Plan of Subdivision 19T-89124, shown on Attachment #2. The adjustment would result in the reduction of two (2) residential lots from 148 to 146.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Bathurst Street and south of Teston Road, within the approved Draft Plan of Subdivision 19T-89124, in Part of Lot 24, Concession 2 (Planning Block 12), City of Vaughan. The surrounding land uses are:

- North - vacant (approved Residential Draft Plan of Subdivision - File 19T-99V08)
- South - vacant (approved Residential Draft Plan of Subdivision - File 19T-99V08)
- East - Bathurst Street; existing residential (Town of Richmond Hill)
- West - vacant (approved Residential Draft Plan of Subdivision - File 19T-99V08)

On April 8, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, the Maplewood Ravines Ratepayers' Association, and the Town of Richmond Hill. No comments have been received, to date.

The amendments to the approved draft plan of subdivision shown on Attachment #2, were initiated by the applicant's decision to "fine tune" the plan to generally increase the lot sizes for improved marketability, following discussions with purchasers and builders. The proposed revisions to the draft plan of subdivision maintain the same number of lots (81) with servicing allocation within Phase 1 of the plan. The reduction of two (2) lots will be from the Phase 2 portion of the plan. The road pattern for the subdivision plan remains unchanged as a result of the proposed lotting changes.

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The following chart summarizes the proposed amendments:

APPROVED DRAFT PLAN OF SUBDIVISION (Attachment #2)		PROPOSED AMENDMENTS TO APPROVED DRAFT PLAN OF SUBDIVISION (Attachment #3)	
Frontages	Lots	Frontages	Lots
10.67m (Single Detached) -----	44 Lots	10.67m (Single Detached) 12.50m (Single Detached)	15 Lots 20 Lots
12.80m (Single Detached)	80 Lots	12.80m (Single Detached)	84 Lots
15.00m (Single Detached) -----	24 Lots	15.00m (Single Detached) 15.00m (Semi Detached)	23 Lots 4 Lots
Total Lots	148 Lots	Total Lots	146 Lots

Official Plan

The residential lands are designated “Low Density Residential” by OPA #600, and further designated “Natural Core Area” and “Settlement Area” by OPA #604 (Oak Ridges Moraine Conformity Plan).

The proposed amendments to the approved draft plan of subdivision are minor in nature and retains compatibility with the proposed neighbourhood character in terms of mix and range of lot sizes. Staff is satisfied that the proposed adjustments to the draft plan of subdivision conforms to the Official Plan.

Zoning

The lands are currently zoned RS1 Residential Semi-Detached Zone, RD2 Residential Detached Zone Two, RD3 Residential Detached Zone Three, and RD4 Residential Detached Zone Four by By-law 1-88, with an “H” – Holding Zone provision applied to the Phase 2 area of the plan, as shown on Attachments #4 and #5.

An amendment to the By-law is required to adjust the zone boundaries (RD4, RD3, RD2, and RS1 Zones) to reflect the minor adjustments to the lotting within the approved Draft Plan of Subdivision 19T-89124, in the manner shown on Attachments #6 and #7. As a result, Lots 84, 127, 128, and 138 to 142 on the amended draft plan of subdivision (Attachment #6) will be rezoned from RD4 Residential to RD3 Residential to better reflect the minimum zone requirements of the RD3 Residential Zone.

Subdivision Design

The adjustments to the approved draft plan of subdivision remain in accordance with the approved Block 12 Plan. The proposed revisions to the draft plan of subdivision maintain the same number of lots (81) with servicing allocation within Phase 1 of the plan. The reduction of two (2) lots will be from the Phase 2 portion of the plan. The road pattern for the subdivision plan remains unchanged as a result of the proposed lotting changes.

Servicing

The Engineering Department previously reserved the allocation of sewage servicing capacity on the subject lands for a total of 148 lots. As a result of the minor adjustments to the lotting within the approved Draft Plan of Subdivision, a total of 146 lots are proposed, which will have minimal impact on the servicing capacity.

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Other Comments

The Toronto and Region Conservation Authority has reviewed the revised draft plan of subdivision and have no objection to the zoning amendment application as the adjustments to the lotting do not alter any of the Blocks designated as “Open Space Buffer” (Block 197, 198, and 199) or the Block designated as “Valley Lands” (Block 196), as shown on Attachment #3.

Relationship to Vaughan Vision 2007

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of the Official Plan.

Conclusion

Staff is of the opinion that the proposed zoning amendments to the approved draft plan of subdivision is appropriate and continues to conform to the density and land use policies of the Official Plan. The proposed adjustments to the zone boundaries (RD4, RD3, RD2, RS1 Zones) on the subject lands will implement the revised draft plan of subdivision. For these reasons, Staff recommends approval of the zoning amendment application.

Attachments

1. Location Map
2. Approved Draft Plan of Subdivision 19T-89124
3. Revised Draft Plan of Subdivision 19T-89124
4. Approved Zone Boundaries (East Half of Subdivision)
5. Approved Zone Boundaries (West Half of Subdivision)
6. Revised Zone Boundaries (East Half of Subdivision)
7. Revised Zone Boundaries (West Half of Subdivision)

Report prepared by:

Stephen Lue, Planner I, ext. 8210
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, 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.)

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Item 35, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

35

**ZONING BY-LAW AMENDMENT FILE Z.05.015
CITY OF VAUGHAN**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005, be approved; and
- 2) That the deputation of Mr. Mike Ahmadi, 2057 Major Mackenzie Drive, Maple, L6A 3Z1, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.015 (City of Vaughan) BE APPROVED, to rezone the subject lands shown on Attachment #1 from A Agricultural Zone, C1 Restricted Commercial Zone, R1 Residential Zone, R2 Residential Zone, M1 Restricted Industrial Zone and OS2 Open Space Park Zone, to a new site-specific "Vaughan Civic Centre Zone".
2. THAT the site be identified as the "Vaughan Civic Centre" on Key Map 3D of Schedule "B" to By-law 1-88, subject to the following site-specific standards to be set out in Section 9 "Exceptions":
 - minimum building setback to Major Mackenzie Drive – 1.8m;
 - minimum building setback to Keele Street - 0m;
 - minimum building setback to Railway Right-of-Way - 50m;
 - minimum building setback to a Commercial Zone - 3m;
 - minimum building setback to a Residential Zone - 20m;
 - maximum building height - 4 storeys; and
 - no maximum lot coverage.

Economic Impact

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

Purpose

The City of Vaughan has initiated an application to amend the Zoning By-law to rezone the subject lands shown on Attachment #1 from A Agricultural Zone, C1 Restricted Commercial Zone, R1 Residential Zone, R2 Residential Zone, M1 Restricted Industrial Zone and OS2 Open Space Park Zone, as shown on Attachment #2 to a site-specific Vaughan Civic Centre Zone to implement the Master Plan for the Vaughan Civic Centre. The Master Plan includes a new City Hall building, a resource library, an office building, the existing civic park, a civic square, and the potential relocation of Maple Manor (senior's building). The amendment would also establish site-specific development standards to facilitate the concept Master Plan as shown on Attachment #3.

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The site design reflects the long-term Master Plan for the Civic Centre site that was part of the winning submission by KPMB Architects, in the Vaughan Civic Centre Design Competition. The Master Plan has been updated to show the Vaughan Public Libraries Resource Library being located adjacent to the Civic Park, with an office building component located adjacent to the Major Mackenzie Drive frontage.

The Master Plan envisions a new City Hall with a floor area of 25,758m² (277,260 sq.ft); a Resource Library with a floor area of 3,344m² (36,000 sq.ft); and an office building with a maximum floor area of 6,503m² (70,000 sq.ft). The plan accommodates a new residential (senior's) building of 80 units. No changes are planned to the Beaverbrook House.

Phase 1 of the Civic Centre project is now in the Design Development Phase. Phase 1 entails the design and construction of the portion of the site devoted to the new City Hall building, which is located to the east of the existing signalized access driveway, which connects to Major Mackenzie Drive.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the south side of Major Mackenzie Drive, between Keele Street and the GO Rail Line, and known municipally as 2141 Major Mackenzie Drive (Vaughan Civic Centre) 2185 Major Mackenzie Drive (Maple Manor), 9995 Keele Street (Beaverbrook House), and 299 Marlott Road (Civic Park), in Part of Lot 20, Concession 3, City of Vaughan.

The irregular-shaped parcel has a lot area of 10.3ha and approximately 500m of frontage on Major Mackenzie Drive. The site is currently developed with the existing Civic Centre administration building, civic park, Maple Manor Seniors' Residence, the Beaverbrook House, two former residential dwellings, the Annex Building (former Works Garage) and portables, and the appurtenant parking areas.

The surrounding land uses are:

- North - Major Mackenzie Drive; residential dwellings (R1 and R2 Residential Zones) and commercial (C1 Restricted Commercial Zone)
- South - residential community (R2 and R3 Residential Zones) and professional building (C1 Restricted Commercial Zone)
- West - Keele Street; residential (R2 Residential Zone, RM2(H) Residential Multiple Zone with Holding provision) and vacant commercial building (C1 Restricted Commercial Zone)
- East - GO Rail line (M3 Transportation Industrial Zone); existing residential dwelling, new residential community – Block 18 (A Agricultural Zone)

On March 24, 2005, a Notice of Public Hearing was circulated to all property owners within 120 metres of the subject lands, those individuals previously circulated as part of the Vaughan Civic Centre design competition, every registered Ratepayer Association in the City of Vaughan, the Vaughan Chamber of Commerce, the Vaughan Public Library Board, CN Rail and GO Transit. A Notice of Public Hearing was also published in the March 23, 2005 edition of The Weekly, the March 24, 2005 and March 31, 2005 (City Page) editions of the Vaughan Citizen, and the March 25, 2005 edition of Lo Specchio. A letter was received from the Owner of the lands located at 2057 Major Mackenzie Drive (east side of the GO Rail Line) outlining the following issues:

- the lands at 2057 Major Mackenzie Drive should be included in the rezoning of the civic centre lands;

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Discussion

The Owner of 2057 Major Mackenzie is free to make an application to amend the zoning by-law and/or the official plan to permit an alternative use. These lands are currently zoned A Agricultural by By-law 1-88 and are designated “Medium Density Residential/Commercial” by OPA #600. Any such proposal would be evaluated on its merit at the time of submission. The Owner is not a participant in the Block 18 Development Plan. The Block 18 plan has sufficient latitude to allow for the incorporation of this site into the overall plan. An excerpt of the Block 18 plan forms Attachment #6.

- new buildings on the civic centre lands should not have windows facing east that would provide a view into his property and effect the privacy and enjoyment of his lands; alternatively, a fence should be erected that blocks views into his property;

Discussion

The new City Hall building is part of a low-rise campus style development that is designed to be compatible with the surrounding neighbourhood. In order to investigate the impact on the property at 2057 Major Mackenzie Drive a site-building section has been prepared to illustrate the distance separation between the existing dwelling and the new City Hall and the change in elevation across that distance. This relationship is illustrated on Attachment #4 and #5.

The distance from the east elevation of the City Hall to the west property line of 2057 Major Mackenzie Drive is 77 metres (252 feet). This includes the intervening 20m wide GO Rail right of way. The dwelling is approximately 25m from the west property line, making the building-to-building distance 102m (334 feet).

At the east elevation of the City Hall the building height is 3 stories. The fourth floor is setback and additional 15m from the east elevation, increasing the building-to-building distance at this point to almost 117m (383 ft). The distance separations between the new City Hall and the west property line and dwelling at 2057 Major Mackenzie Drive are substantial and serve as an effective buffer.

The buffering effect of the distance separation is enhanced by the topography of the area and by the screening elements that will be built into the City Hall site plan. The ground floor elevation of the City Hall is set at 240.5m. The elevation increases to the east and peaks at 246.0m, at the top of the berm, which is just inside the west property line at 2057 Major Mackenzie Drive. The 5.5m (18 feet) change in grade effectively obscures the ground floor and part of the second floor of the new City Hall from line of site. A row of deciduous and coniferous trees will be planted along the east side of the north-south driveway that is located adjacent to the east elevation of the City Hall. The tree line will augment the buffering effect of the distance separation and the change of grades.

The City does not share a property line with the lands at 2057 Major Mackenzie Drive. A solid screen fence along the City's east property line would have minimal effect, due to the change of grades through this area. Therefore, it is not recommended that a solid fence be built at the east property line for the purpose of visual screening. Distance, the change of grade, proposed plantings, and the mature coniferous and deciduous tree planting along the west boundary of 2057 Major Mackenzie Drive serve to mitigate any overlook or intrusive effects that might have resulted from the new City Hall building.

- that he be made aware of and consent to the construction of the Major Mackenzie Drive pedestrian overpass.

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Discussion

A pedestrian bridge over Major Mackenzie Drive to provide a more direct pedestrian connection to the Maple GO Rail Station, from the south side of Major Mackenzie Drive and the Block 18 development was originally proposed. This connection would have been located immediately to the east of the existing rail bridge. A number of alternatives have been considered to improve the pedestrian connections to the GO Station from the south side of Major Mackenzie Drive, as part of the process of developing the Block 18 streetscape and open space masterplan. As a result, there are no immediate plans to proceed with the pedestrian bridge.

Official Plan

The site is designated “Institutional”, “Park” and “Settlement Area” by OPA #350 (Maple Community Plan). The proposed amendment to the Zoning By-law to permit the new City Hall building and other uses identified in the concept Master Plan conforms to the Official Plan.

Oak Ridges Moraine Conservation Plan (ORMCP)

The Civic Centre lands are partially located within the Oak Ridges Moraine Area (see Attachment #1) as designated by O. Regulation 1/02 and are therefore subject to the provisions of the *Oak Ridges Moraine Conservation Act* and the Oak Ridges Moraine Conservation Plan (ORMCP). OPA #350 (Maple Community Plan) was amended by OPA #604 to bring the Official Plan into conformity with the ORMCP, and has been approved by the Minister of Municipal Affairs and Housing.

The portion of the Civic Centre lands located within the Oak Ridges Moraine is designated as “Settlement Area”. OPA #350 provides that all uses permitted by the applicable sections of the Official Plan are permitted within “Policy Area 2 – Oak Ridges Moraine Area”.

Furthermore, OPA #350, as amended by OPA #604, identifies, in Section 9.6 (b) that there are no key natural heritage features or hydrologically sensitive features either located within or 120m from the Maple Community Plan boundary. The Civic Centre lands are not located within an area of influence of a natural feature, nor are the lands located within an area of high aquifer vulnerability, or within a Landform Conservation Area.

Staff is satisfied that the redevelopment of the site conforms to the provisions of the Oak Ridges Moraine Conservation Act and the Oak Ridges Moraine Conservation Plan, as included within OPA #350 (Maple Community Plan).

Master/Site Plan

The Master Plan as shown on Attachment #3 envisions a new City Hall with a floor area of approximately 25,758m² (277,260 sq.ft) and a reflecting pool/ice rink; a resource library with a floor area of 3,344m² (36,000 sq.ft); and an office building with a maximum floor area of 6,503m² (70,000 sq.ft). The plan accommodates the potential relocation of Maple Manor (south of new City Hall building) in a new residential (senior’s) building of 80 units. No changes are planned to the Beaverbrook House. The buildings have been placed in the manner shown on the site plan in order to create a sheltered and well-defined civic square oriented on the City Hall and aligned on an east-west axis, while developing a well-defined building edge along Major Mackenzie Drive.

Pedestrian access to the site will be available from Major Mackenzie Drive, Keele Street and Marlott Road. The civic park maintains the same location, with adjustments in the configuration to

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accommodate the new library. At this point in time the final landscape plan detailing the pedestrian connections has not been fully developed. Park programming will be undertaken by the City's Parks Development Department at a future date, in consultation with the project design team.

There are no vehicular connections from the Civic Centre into the residential area to the south. Three driveways from Major Mackenzie Drive are proposed to provide vehicular access to the Civic Centre site. The two most westerly driveways are located in the same location as the existing driveways. Ultimately the westerly, unsignalized access to Major Mackenzie Drive will be converted into a right-in/right-out configuration. A new third driveway is proposed between the new City Hall building and the railway line and its introduction will be subject to the approval of the Region of York. The middle driveway will maintain its signalization and act as the primary access and egress to and from the site. If approved, the proposed easterly driveway will likely be limited to right-in/right-out movements. Region of York approval is required for the final access locations and design. A traffic study in support of the proposed civic centre development has been prepared by the IBI Group and updated to February 2005.

The main parking areas are located to the east and south of the proposed City Hall building and will be implemented in phases as the overall Master Plan is developed. The first phase is comprised of the new City Hall building and will be developed with approximately 530 parking spaces, including 50 underground spaces. The 530 spaces will meet the needs of the Phase 1 portion of the project.

Parking for subsequent phases will be provided primarily in an underground lot below the reflecting pool/skating rink and in a surface parking lot to the north of the library and adjacent to the office building (totaling approximately 65 spaces). The number of underground spaces will be determined by the size of the office component and the impact of any potential relocation of Maple Manor on the supply of surface parking.

Zoning

The Civic Centre lands have been assembled over many years and each parcel has retained its original zoning. As such, the Civic Centre lands are zoned A Agricultural Zone, C1 Restricted Commercial Zone, R1 Residential Zone, R2 Residential Zone, M1 Restricted Industrial Zone and OS2 Open Space Park Zone as shown on Attachment #2.

Under By-law 1-88, public uses are exempt from the requirements of By-law 1-88, except that:

- no goods or materials shall be stored in the open, except where open storage is permitted;
- the maximum permitted lot coverage and minimum yard requirements shall be complied with; and
- any use carried out in a Residential Zone shall be enclosed in a building designed and maintained in general harmony with residential buildings of the type permitted in such zone.

No outside storage uses are intended on the Civic Centre site. Each individual zone category is treated as a lot and therefore, must comply with the lot area and yard requirements of the Zoning By-law. As a result, there will be encroachments on the yard requirements for the current zones as the new buildings, including the new City Hall are added to the site. The existing residential zoning applies to former residences, which are now used for other purposes. The residential zones no longer reflect the use of the site and the redevelopment of such areas need not reflect the zoning for a single detached dwelling.

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The purpose of the subject zoning application is to apply a consistent zoning to the entire Civic Centre site, which would eliminate the historical zonings, simplify the administration of the site and reflect the site's intended use. This will require that the appropriate standards be developed for the entire Civic Centre lands that would permit the development of the site in accordance with the Master Plan shown on Attachment #3.

It is recommended that the site be zoned with a new site-specific "Vaughan Civic Centre Zone" with the following development standards:

- minimum building setback to Major Mackenzie Drive – 1.8m;
- minimum building setback to Keele Street – 0m;
- minimum building setback to Railway Right-of-Way – 50m;
- minimum building setback to a Commercial Zone –3.0m;
- minimum building setback to a Residential Zone (south) – 20m
- maximum building height – 4 storeys
- no maximum lot coverage

These standards will have the effect of creating a "building envelope" on the site within which, all future buildings will be located. The proposed minimum 1.8m setback from Major Mackenzie Drive will allow for the creation of a defined building edge and facilitate pedestrian connectivity from the street. The 1.8m setback from Major Mackenzie Drive reflects the closest point of encroachment on Major Mackenzie Drive, and in most instances, the new City Hall and office building will be setback in excess of 1.8m.

The 0m setback to Keele Street and 1.8m setback from a Commercial Zone are provided to recognize the location of the existing Beaverbrook house which will remain on the site. The proposed 50m east building setback is greater than the 30m setback typically required by GO Transit adjacent to a rail line. A minimum 20m building setback is proposed from the Residential Zones to the south of the Civic Centre lands.

Presently, By-law 1-88 does not prescribe a height restriction on public uses. A maximum building height of four (4) storeys for the occupied portion of the building is proposed for the overall site established on the basis of the height of the new City Hall building, which will be the centrepiece of the civic centre plan. The design concept for the site calls for the implementation of low scale campus development that is respectful of the low-rise character of the surrounding neighbourhood. To further this effect, the fourth storey of the City Hall will be setback approximately 15.0m from the Major Mackenzie Drive elevation and from the easterly (Block 18) elevation.

The combination of the proposed minimum building setbacks, no maximum lot coverage (with all buildings to be generally consistent with the concept Master Plan), and the maximum 4-storey building height limitation will control the location and height of all future buildings. These parameters will result in development that will be compatible with the existing neighbourhood surrounding the Civic Centre lands. It will also provide for the flexibility to accommodate both current and future requirements of the City. The other requirements for public uses under By-law 1-88 will remain applicable to the Civic Centre lands.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A5', 'Plan and Manage Growth'.

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Conclusion

Staff has reviewed the application to amend the Zoning By-law to rezone the Civic Centre lands in order to implement the Master Plan for the Vaughan Civic Centre. The application conforms to the provisions of the Official Plan and the Oak Ridges Moraine Conservation Plan. The proposed rezoning will eliminate the multiple historical zonings on the site, simplify the administration of the site and more precisely reflect the site's intended use. Staff is satisfied that the recommended building setback and height requirements will result in development that is compatible with the surrounding land uses, while at the same time providing for the flexibility to accommodate current and future requirements of the City, as illustrated in the Master Plan. For these reasons, Staff recommends approval of the proposed amendments to the Zoning By-law.

Attachments

1. Location Map
2. Current Zoning
3. Concept Master Plan
4. Building - Site Section AA - Civic Centre through 2057 Major Mackenzie Drive
5. Section AA Profile
6. Block 18 Development Plan – excerpt, 2057 Major Mackenzie Drive

Report prepared by:

Mauro Peverini, Senior Planner, ext. 8407

Grant A. Uyeyama, Manager of Development Planning, 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 36, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

36

**ZONING BY-LAW AMENDMENT FILE Z.03.054
CANADIAN NATIONAL RAILWAY COMPANY**

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of October 11, 2005, in accordance with the written submission of Mr. Andrew E. Salem, Fraser Milner Casgrain LLP, 1 First Canadian Place, 100 King Street West, Toronto, M5X 1B2, dated June 7, 2005.

Recommendation

The Commissioner of Planning recommends:

THAT Zoning By-Law Amendment File Z.03.054 (Canadian National Railway Company) BE APPROVED, subject to the following conditions:

- a) That the implementing zoning by-law shall:
 - i) rezone the subject lands adjacent to Regional Road #7 (3.79ha) and Highway #407 (0.99ha) from EM4 Employment Area Transportation Zone to EM1 Prestige Employment Area Zone in the manner shown on Attachment #2; and
 - ii) rezone the remaining interior lands (8.08ha) from EM4 Employment Area Transportation Zone to EM2 General Employment Area Zone in the manner shown on Attachment #2.

Economic Impact

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

Purpose

The Owner has submitted an application to amend the Zoning By-law to rezone 12.86 ha of surplus CN Rail lands from EM4 Employment Area Transportation Zone to EM1 Prestige Employment Area Zone (adjacent to Regional Road #7 and Highway #407) and EM2 General Employment Area Zone (internal) in the manner shown on Attachment #2, to facilitate future employment development.

Background - Analysis and Options

The 12.86ha site is located on the south side of Regional Road #7, through to Highway #407, between Keele Street and Jane Street, within the CN MacMillan Railway Yard, in Part of Lots 4 and 5, Concession 4, City of Vaughan.

The subject lands are designated "Rail Facilities" by OPA #450 (Employment Area Plan) and zoned EM4 Employment Area Transportation Zone by By-law 1-88. The surrounding land uses are:

- North - Regional Road #7; railway/employment (EM1 Prestige Employment Area Zone)
- South - Highway #407; railway/recycling (PB1S Parkway Belt Linear Facilities Zone)
- West - commercial/employment (C6 Highway Commercial Zone, EM2 General Employment Area Zone)
- East - CN Rail Yard (EM4 Employment Area Transportation Zone)

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On December 22, 2003, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. To date, one response has been received from the owner of an adjacent property to the west, with concerns related to water run-off and excess road dust due to truck traffic on the service road.

The application was initially scheduled for the January 19, 2004 Public Hearing, but was deferred at the request of the agent. On February 6, 2004, a Notice of Public Hearing was re-circulated to all property owners within 120m of the subject lands and those requesting notification. To date, no additional comments have been received. The recommendation of the Committee of the Whole on March 1, 2004, to receive the Public Hearing report and to forward a technical report to a future Committee meeting, was ratified by Council on March 8, 2004.

Official Plan

The Canadian National Railway Company deems the subject lands to be surplus to the needs of the CN Rail yard facility and has proposed that the lands be rezoned for employment uses. The lands are designated "Rail Facilities" by OPA #450 (Employment Area Plan). The "Rail Facilities" policies state that "should railway and related uses cease on lands at the periphery of this designation, the lands may be developed in accordance with the policies of the adjacent Employment Area land use designation where applicable, subject to a Block Plan being approved by Council".

The adjacent land use designations are "Prestige Area" along Regional Road #7 and Highway #407, and "Employment Area General" in the interior, consistent with the locations of the proposed zoning as shown on Attachment #2. The proposed rezoning of the lands abutting Regional Road #7 (3.79ha) and Highway #407 (0.99) to EM1 Prestige Employment Area Zone and the remaining interior lands to EM2 General Employment Area Zone would implement the land use designations in OPA #450 and conform to the Official Plan. The subject lands are not of sufficient size, nor are there any need for public roads to traverse through the property, to warrant the preparation of a Block Plan.

Zoning

The subject lands are zoned EM4 Employment Area Transportation Zone by By-law 1-88, which permits a railway classification yard, including accessory office, warehousing, distribution and repair facilities, and is currently operating as such. CN Rail deems the subject lands to be surplus to the needs of the rail yard and has proposed that the lands be rezoned from EM4 Zone to EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone, in the manner shown on Attachment #2. The proposed rezoning would implement OPA #450 (Employment Area Plan) and permit prestige industrial, office and civic uses with no outside storage along Regional Road #7 and Highway #407, and general employment uses with outside storage in the interior of the site.

Land Use/Compatibility

CN Rail does not have any users for the parcels to be zoned EM1 and EM2 Zone, and are requesting that their surplus property be pre-zoned to facilitate future use for employment development, in accordance with the uses permitted by the respective zones in By-law 1-88. On this basis, prestige employment uses with no outside storage would be located adjacent to Regional Road #7 and Highway #407, thereby providing up-graded employment development and attractive building facades along these major arterial roads and highways. The interior of the property, when developed, would be less visible from the adjacent roads, and may or may not require outside storage.

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Staff has reviewed the concerns from the owner of an adjacent property (29-35 Killaloe Road) to the west, related to water run-off and excess road dust due to truck traffic on the service road within the subject lands.

The future development of the site would be reviewed through the site plan approval process which would address these issues. The review would also consider site layout, access, traffic management, landscaping, building elevations, storm water management, site servicing and grading, and treatment of all internal road surfaces. In addition, any necessary exceptions to the EM1 and EM2 Zone requirements to implement the approved site plan would be identified, and would require approval from the City.

Staff is satisfied that the proposed rezoning is appropriate and compatible with the surrounding employment and railway development, and in conformity with the Official Plan.

Region of York

The site will be served by two access points, a future right-in/right-out access onto Regional Road #7 as indicated below, and an existing driveway connection to a cul-de-sac at the eastern terminus of Freshway Drive that will be retained and upgraded. The Region of York has no objection to the proposal and requests that any future site plan applications be subject to the following conditions:

- Only a right-in/right-out vehicular access shall be permitted to Regional Road #7; and,
- The future Regional Road #7 rapid transitway shall be built through this area, and as such, a 5m wide buffer shall be planned in addition to the 45m road right-of-way along the frontage of Regional Road #7.

A traffic study was prepared on behalf of the applicant by Sernas Transtech, which considered the traffic impact of the redevelopment of the lands for employment uses, and to determine if any road improvements were necessary as a result of any additional traffic on the adjacent streets. The study concluded that the proposed rezoning to facilitate redevelopment of the site would not impact the surrounding road network. The traffic volumes attributed to the subject development can be supported by the existing area road network without undue impacts. The Region of York Transportation and Works Department and the Vaughan Engineering Department have both approved the traffic study.

Ministry of Transportation (MTO)

The MTO has no objections to the proposal. All buildings and structures must be setback a minimum of 14m from the Highway #407 property line. The Ministry will require permits for all buildings located within 46m from their property line and 400m from the centre point of Highway #407.

Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly “A-5”, “Plan and Manage Growth”.

Conclusion

Staff has reviewed the proposed Zoning By-Law Amendment application in accordance with the policies of OPA #450, the requirements of By-Law 1-88, and the area context. Staff is satisfied

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that the proposed rezoning of the subject lands from EM4 Employment Area Transportation Zone along Regional Road #7 and Highway #407 to EM1 Prestige Employment Area Zone, and the remaining interior lands to EM2 General Employment Area Zone, is appropriate and compatible with the surrounding employment and railway development, and in conformity with the Official Plan.

On this basis, Staff can support the approval of the proposed application to amend the Zoning By-law, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Recommended Zoning

Report prepared by:

Christina Napoli, Planner I, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, 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.)

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Item 37, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

37

**APPROVAL OF CONSULTANT - RFP05-076
HIGHWAY 400 NORTH EMPLOYMENT AREA SECONDARY STUDY**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning, in consultation with the Director of Purchasing Services and the Director of Policy Planning/Urban Design, recommends:

1. That a Contract be approved to retain Macaulay Shiomi Howson Ltd. to carry out the Highway 400 North Employment Lands Study; and
2. That the total cost of the study, including all fees and expenses not exceed \$154,649.56; and
3. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

Capital cost of this study was approved in the 2005 budget. The intended product of this study, a secondary plan within an extended urban boundary within the Regional Official Plan, will provide lands designated for employment uses. New employment uses will benefit the City through direct and spin-off jobs as well as new taxation.

Purpose

To seek authorization to award a contract to carry out the Highway 400 North Employment Area Secondary Plan Study.

Background - Analysis and Options

Council approved the Terms of Reference and Budget for the Highway 400 North Employment Area Secondary Plan Study on February 14, 2005.

A Request For Proposals (RFP) to undertake this Study was advertised in the Vaughan Liberal and the Electronic Tendering Network (ETN) on March 31, 2005, with a closing of 3 p.m., April 25, 2005. Subsequently, Purchasing Department provided its bid proposal package to 13 firms. Nine proposals were received by the deadline.

The consultant selection process is now complete. Based on their proposal to carry out the approved Terms of Reference, Staff recommends that the firm/team of Macaulay Shiomi Howson Ltd. be retained to complete the Highway 400 North Employment Area Secondary Plan Study.

The package provided details of the contract, including the evaluation criteria to be used in assessing competing bids. The criteria dealt with all four disciplines required in each team – planning, urban design, transportation, and land use economics. Each team was evaluated based on its capability, experience, expertise and skills in each discipline, and in terms of its suitability with respect to team organization, project management, public consultation, and the quality of its written and oral presentations.

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From the nine proposals received by the Purchasing Services Department, a short list of four consultant/teams that best satisfied the RFP evaluation criteria was identified. A committee comprising senior staff from the Policy Planning/Urban Design, Development Planning, Development Engineering and Purchasing Services Departments carried out this evaluation process. Each of the four short-listed teams were interviewed during the week of May 16 - 20, 2005. Economic Development Department also provided input to the committee on the four proposals.

Macaulay Shiomi Howson Ltd. and sub-consultants was identified as the team best qualified to carry out the contract, based on Staff's evaluation of their proposal and their interview.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council. The necessary resources have been allocated in the 2005 Capital Budget.

Conclusion

It is recommended that Macaulay Shiomi Howson Ltd. be retained by the City to fulfill the requirements of the contract for the Highway 400 North Employment Area Secondary Plan Study.

Attachments

None.

Report prepared by:

Paul Robinson, Senior Planner, Policy Planning/Urban Design, Ext. 8410
Wayne L. McEachern, Manager, Policy Planning/Urban Design, Ext. 8026

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Item 38, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

38

**CITY SIGN BY-LAW 203-92, AS AMENDED
TEMPORARY GROUND SIGNS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends that the Sign By-Law not be amended to permit temporary ground signs.

Economic Impact

None.

Purpose

To provide a report to the Committee of the Whole respecting temporary ground signs.

Background - Analysis and Options

Council at its April 11, 2005 meeting approved the following:

Item 2, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2005.

SIGN BY-LAW REVIEW

City Council at it's April 11, 2005 approved the following recommendation directing staff to review the City's existing sign by-law respecting temporary ground signs and "A"-Frame signs.

Recommendation

Councillor Bernie Di Vona recommends:

1. That the City of Vaughan receive the request of the owners of small businesses.
2. That staff be directed to review the sign by-law as it pertains to ground signs and A frame signs on industrial/commercial property to address the concerns raised by small businesses.
3. That staff be directed to report prior to the end of May 2005.

Council last amended the City Sign By-Law in respect to portable and temporary signs on June 23, 2003. (By-Law 179-2003 enacted June 23, 2003) The effect of the amendments was to reduce the overall amount of temporary signage permitted on commercial and industrial properties.

The sign by-law presently permits each business premises the use of one (1) "A" Frame sign. This sign may be displayed during business hours and may located anywhere on the lot subject to minimum safety provisions. The by-law further allows each property the use of one (1) mobile sign. The mobile sign may be displayed for a maximum of thirty (30) days with a minimum of thirty (30) days between permits. (30 days on 30 days off) The sign by-law does not permit the use of temporary ground signs.

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Given that the current sign by-law is a reflection of a recent review that resulted in it's approval by Council less than two years ago, and, given the availability of temporary signage authorized above, there seems little reason to amend the by-law to allow temporary ground signs.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff recommend that the existing sign by-law be maintained.

Attachments

None.

Report prepared by:

John Studdy, Manager of Customer Service and Administration. Ext. 8232

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Item 39, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

39

**INTERIM CONTROL BY-LAW – EXTENSION
KLEINBURG – NASHVILLE HERITAGE CONSERVATION DISTRICT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

- 1) That a By-law to extend Interim Control By-law 220-2004, as amended, for a period of one year be forwarded to Council for enactment.
- 2) That the following report of the Commissioner of Planning be received.

Economic Impact

N/A

Purpose

To seek Council's authorization for the extension of Interim Control By-law 220-2004 to provide additional time to enable the City's consultant and staff to prepare the *Kleinburg Core Area Land Use Study*.

Location

The lands subject to the Interim Control By-law can be described as those that abut Islington Avenue north of Pennon Road to Regional Road 27 and lands along Nashville Road between Islington Avenue and Regional Road 27 and more specifically, those lands shown on Attachment 1.

Background – Analysis and Options

On June 21, 2004, the Committee of the Whole adopted the terms of reference for the *Kleinburg Core Area Land Use Study* and forwarded a recommendation to Council to adopt an Interim Control By-law pursuant to Section 38 of the *Planning Act*.

The purpose of the *Kleinburg Core Area Land Use Study* is "to determine and establish more effective planning instruments to protect the scale and character of development in the historical Kleinburg Core Area". This study will aid in implementing the *Kleinburg – Nashville Heritage Conservation District Study and Plan*. In order to complete the land use study and amend OPA 601, additional study and time are required.

The Interim Control By-law is scheduled to expire on June 28, 2005. The *Planning Act* permits the By-law to be extended by up to an additional 12 months. To provide sufficient time to finalize planning documents implementing the study, and to permit such documents to proceed through City and Regional approval and appeal periods, additional time is needed. Therefore, it is recommended that the By-law be extended through a second year. The implementing documents are in the process of being prepared and are on target to be completed in the Fall of 2005. Once the appropriate amendments to the various documents have been completed, Council may rescind the Interim Control By-law.

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Relationship to Vaughan 2007

The staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #601.

Conclusion

The original Interim Control By-law was adopted in order to allow for the completion of the *Kleinburg Core Area Land Use Study*. As this study, additional reports and implementing documents are in the process of being prepared and should be completed and ready for adoption upon Council's return early in the Fall, an extension of the Interim Control By-law for a period of 12 months is warranted. Council may consider rescinding the Interim Control By-law in all or part of the lands at any time during the year when the process is completed.

Attachments

- 1) Lands Subject to Interim Control By-law
- 2) Draft By-Law to extend Interim Control By-law

Reports prepared by:

Aaron Hershoff, Planner 1, extension 8320.

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

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Item 40, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

40

**INTERIM CONTROL BY-LAW – AMENDMENT
KLEINBURG – NASHVILLE HERITAGE CONSERVATION DISTRICT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

- 1) That a By-law to amend Interim Control By-law 220-2004 be forwarded to Council for enactment.
- 2) That the By-law to amend the Interim Control By-law provide exemptions for properties identified as 3, 4, 7, and 8 for existing applications as described on Attachment 1.
- 3) That the following report of the Commissioner of Planning be received.

Economic Impact

N/A

Purpose

The purpose of this report is to recommend the amendment of Interim Control By-law 220-2004 to include eight additional properties within the Kleinburg core area.

Location

The eight (8) properties are spread through the area covered by the existing Interim Control By-law within the Kleinburg core area. (Attachment 1 – Map)

As a year has passed, and the expected work has either been completed or not started it would be appropriate to amend By-law No. 220-2004 to include the identified eight (8) properties.

Background – Analysis and Options

During the initial preparation and adoption of By-law 220-2004 a number of properties were identified as being suitable for exclusion from the Interim Control By-law. The primary reason these properties were excluded was that the owners of the identified properties had intended to undertake previously approved developments or were in the process of achieving site plan approval.

Attachment 2 is a synopsis that provides the location of the property, the type of file associated with the property, the status of the proposed development and the potential impact of placing the property within the Interim Control By-law.

Relationship to Vaughan 2007

The staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #601.

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Conclusion

That a By-law to amend the boundary of the Interim Control By-law 220-2004 should be adopted for the above noted properties. These properties have either developed in accordance with the submitted applications or should comply with future standards within the community to be established through the current policy review.

Attachments

- 1) Location map of lands to be added to Interim Control By-law
- 2) Description of Properties and Proposed Developments.
- 3) Draft By-law and Schedules.

Reports prepared by:

Aaron Hershoff, Planner 1, extension 8320.

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

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Item 41, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

41

CORPORATE ADVERTISING POLICY

(Referred from the Council meeting of May 24, 2005)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated May 10, 2005:

Council, at its meeting of May 24, 2005, adopted the following:

That this matter be referred to the Committee of the Whole meeting of June 8, 2005.

The Special Committee of the Whole meeting of May 16, 2005 did not take place due to time constraints.

Recommendation of the Committee of the Whole (Working Session) of May 10, 2005:

The Committee of the Whole (Working Session) recommends:

That this matter be referred to a Special Committee of the Whole meeting on May 16, 2005.

Report of the Commissioner of Economic/Technology Development and Communications dated May 10, 2005

Recommendation

The Commissioner of Economic/Technology Development and Communications, in consultation with the City Clerk, the Director of Corporate Communications, and the Director of Purchasing recommends:

- 1) That the attached "Corporate Advertising Policy," dated April 8, 2005 be approved; and
- 2) That this policy document supersede all existing City policies, procedures or practices relating to corporate advertising, including Policy No. 3.08 "Advertising Policy (Consolidated)," Policy No. 5.2.05 "Newspaper Advertising Policy," and Policy No. 3.05 "Advertising Special Events/Occasions/Religious Holidays;" and
- 3) That departmental responsibilities relating to corporate advertising be confirmed, including Human Resources managing recruitment advertising; the Purchasing Department managing the placement of all bid advertising; Corporate Communications managing "City Page" content; the City Clerk's administration of statutory notice requirements; and Economic/Technology Development and Communications' overall management of advertising programs as detailed in the policy.

Economic Impact

With the implementation of this policy, which provides for the negotiation of a favourable advertising rate and reducing the duplication and repeat placements of statutory ads, the annual cost savings to the Corporation are estimated to be \$50,000.

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Purpose

To obtain Council approval of the Corporate Advertising Policy, dated April 8, 2005.

Background - Analysis and Options

Various City departments have requirements to communicate City information to residents and other target audiences through the use of advertising.

The Corporate Advertising Policy details advertising practices that will:

- strengthen accountability as it relates to departmental responsibilities for the placement of statutory advertisements;
- minimize advertising costs by consolidating ad placements, including statutory newspaper advertisements on the “City Page;”
- introduce ad templates for more cost-effective use of space; and
- support the Corporation’s brand identity by standardizing advertisements to achieve consistency of design and format.

Current City Advertising Expenditures

In 2004, the City’s consolidated advertising budget totaled \$388,745 for all departments reporting line code 7135. Not all advertising expenditures are included in line code 7135 – some advertising expenditures are part of specific projects with their own budget line code. However, the above total includes all statutory ads, the main category addressed by the Corporate Advertising Policy.

Several City departments have special statutory advertising requirements that have been identified in the new policy. These include the placement of recruitment ads by Human Resources and tender advertisements placed in trade publications targeting a specific audience.

Currently, approximately 70% of “City Page” space is used for statutory ads, representing an advertising cost of \$75,600 in 2004. Excluding employment ads and tender ads as noted above, the cost of placing statutory ads outside of the City Page was \$66,750 in 2004.

City Page Advertising

In 2000, Council authorized the establishment of a “City Page” to serve Vaughan residents and to be published in a newspaper meeting the circulation requirements for statutory ads, as determined by the City Clerk and the Purchasing Department. The Corporate Communications department was assigned responsibility for producing and managing the “City Page.” This consolidation of City advertising on the “City Page” resulted in considerable savings and was a major step forward in establishing a consistent, professional and recognizable format for the City’s corporate advertising.

Consolidation of Advertising

The Corporate Advertising Policy supports the further consolidation of Corporate advertising by facilitating the placement of statutory ads on the “City Page.” Placing all ads at the lower preferred “City Page” rate will produce significant savings over the cost of statutory ads running outside the “City Page.” With few exceptions, all statutory ads will run on the City Page, thereby removing any duplication of ad placements and minimizing repeat placements.

All City advertising will be consolidated under the Corporate Communications department, with the exception of specialized advertising requirements, such as tender advertising and recruitment advertising, as detailed in the new Advertising Policy.

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Further consolidation of the advertising function, in terms of departmental responsibilities, will not provide any significant benefit. The expertise for the various aspects of the advertising function currently resides in the appropriate departments. For example, the City Clerk is responsible for maintaining and administering the City's Notice Policy which directly relates to the placement of statutory ads. The Purchasing Department fulfills the accounting requirements and has established procedures for qualifying preferred vendors for the placement of statutory ads through the Request For Quote/Proposal process. Human Resources is responsible for creating and placing job opportunity ads as part of the overall recruitment process.

Standardized Templates

Further cost savings can be realized through the use of standardized templates for "City Page" placements and other statutory ads. The Corporate Communications Department is redesigning the layout of the "City Page" to incorporate set size formats for various categories of ads and a more "user-friendly" look. Published ads direct readers to the City's website for more information. A more compact design will free up space to accommodate other requests for coverage on the "City Page." Corporate Communications is also redesigning the "City Page" section on the website to post expanded information, including maps.

City Page Size and Frequency

There is no set size for the "City Page," although the established practice is to book a full tabloid page. Minimum "City Page" size would be determined by the number of statutory ads required to be published each week – this could be 1/2 page one week and 2 pages another week. The policy provides the flexibility to adjust frequency and space booked to fulfill all notification requirements, as detailed in the City's Notice Policy.

Other Considerations

With support provided by the City Clerk and the Purchasing Department, the qualification of newspapers for the placement of statutory ads is the responsibility of the office of the Commissioner of Economic/Technology Development and Communications. The key considerations are circulation and frequency in order to meet statutory notice requirements, as well as readership acceptance, placement costs, and other services negotiated as part of any advertising agreement.

One objective of the policy is to consolidate statutory ads to produce cost savings. It is also the intent of this policy, through such provisions as expanding the information posted on the City's website, to encourage all City departments, committees, and project teams to communicate City information in innovative ways to generate free publicity, editorial coverage, etc.

Relationship to Vaughan Vision 2007

Implementation of this recommendation would promote the following priorities established in Vaughan Vision 2007:

- 1.3.3 Develop and implement innovative alternatives for service delivery.
- 6.5.1 Disseminate information regarding key City projects and initiatives.
- 6.5.2 Develop and manage all core departmental publications through a centralized client service department.

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

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Conclusion

Approval of the “Corporate Advertising Policy” will allow the City to better communicate information to residents and other target audiences through the cost-effective use of available advertising opportunities.

Attachments

Corporate Advertising Policy, dated April 8, 2005

Report prepared by:

John D. Leach, City Clerk
Madeline Zito, Director of Corporate Communications
Ted Hallas, Manager of Corporate Communications

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

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Item 42, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

42

**ZONING BY-LAW AMENDMENT FILE Z.76.90
SITE DEVELOPMENT FILE DA.03.075
O. MORELLI HOMES LIMITED
REPORT #P.2001.30**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.76.90 (O. Morelli Homes Limited) BE APPROVED, to rezone the subject lands from R3 Residential Zone to RM2 Multiple Residential Zone to permit the development of 11 block townhouse units, and three residential apartment units in the existing heritage house (8204 Kipling Avenue).
2. THAT the implementing zoning by-law shall provide the following exceptions to the RM2 Multiple Residential Zone standards:
 - permit a maximum of 14 residential dwelling units comprising 11 block townhouse units and 3 residential apartment units in the heritage home (8204 Kipling Avenue);
 - require a minimum parking space size of 2.7m x 5.8m for the parking spaces located in the driveway of the townhouse units;
 - require a minimum setback of 5.8m between a garage and a lot line; permit a minimum landscape strip width of less than 3m around the parking area for the heritage home;
 - require a minimum distance of 7m between a driveway and intersection of two streets;
 - require a minimum lot frontage of 25m; and
 - other zoning exceptions required to implement the final approved site plan.
3. THAT Site Development File DA.03.075 (O. Morelli Homes Limited) BE APPROVED, subject to the following conditions:
 - a) That prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations, landscape plan and cost estimate shall be approved by the Development Planning Department;
 - ii) the Owner shall satisfy all hydro requirements of Power Stream Inc;
 - iii) the noise study shall be approved by the Engineering Department and the Canadian Pacific Railway Company and all recommendations included therein shall be implemented in the final site plan;
 - iv) the final site servicing and grading plan, stormwater management report, access, and internal driveway and parking locations and design shall be approved to the satisfaction of the Engineering Department;

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- v) the implementing Zoning By-law shall be enacted by Council and be in full force and effect; and
 - vi) confirmation by Staff that the final development design conforms to the approved Urban Design Guidelines for the Kipling Avenue Neighbourhood, and that the new construction is sympathetic to the Heritage House (8204 Kipling Avenue) on the subject lands.
- b) That the site plan agreement contain the following provisions and warning clauses:
- i) all garbage pick-up and snow removal shall be privately administered;
 - ii) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a building permit, in accordance with 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;
 - iii) the Owner shall, if required, allow and provide any cross-easements for linked driveways required to facilitate the development of adjacent land holdings, and enter into a Developers Group Agreement to ensure matters such as easements, servicing costs, and parkland can be implemented for the Kipling Avenue Neighbourhood Plan; and
 - iv) all warning clauses recommended by the approved Noise Study shall be included in the site development agreement.
4. That the private road serving this development be named Sandro Morelli Way.
5. That Council pass the following resolution with respect to allocation of water and sanitary servicing:

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT Site Development Application File DA.03.075 be allocated sewage capacity from the York/Durham Servicing Scheme via the Woodbridge Service Area and water supply capacity from Pressure District 4 of the York Water Supply System, for a total of 14 residential units.”

Economic Impact

There are no requirements for a new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted applications for the subject lands shown on Attachment #1 to:

- 1. Amend the Zoning By-law to rezone the subject lands from R3 Residential Zone to RM2 Multiple Residential Zone to permit the development of 11 block townhouse units, and 3 residential apartment units within the existing Heritage Structure, and to provide for the necessary zoning standards to implement the site development; and,

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2. Obtain Site Plan approval to permit the development of 11 block townhouse units and 3 apartment units within the existing heritage building (8204 Kipling Avenue). The pertinent site statistics are as follows:

Site Area =	0.4ha
Proposed Gross Floor Area =	1541.76m ²
Site Coverage =	19.88 %
Parking provided (includes Handicap) =	28 spaces
Parking required =	25 spaces

The Owner originally submitted a site development application to develop the property with 15 residential units, consisting of 12 block townhouse units, and 3 apartment units within the heritage house at (8204 Kipling Avenue). The site development application has since been amended to reflect the current plan.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Kipling Avenue, north of Woodbridge Avenue, (8204 Kipling Avenue), in Lot 9, Concession 8, City of Vaughan. The property is relatively flat and irregular in shape with 25.63m of frontage on Kipling Avenue. There are two existing structures on the site including the residential building located at 8204 Kipling Avenue, which has been identified as having historical significance and is to be incorporated within the overall development, and a garage/barn type structure in deteriorating condition which will be demolished.

The subject lands are designated “Medium Density Residential” by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor Plan), and zoned R3 Residential Zone by By-law 1-88. The surrounding land uses are as follows:

- North - driveway to Woodbridge Foam; existing residential (R3 Residential Zone)
- South - existing residential (R3 Residential Zone) and vacant parcel/Draft Plan of Subdivision (Peter Maida Homes File 19T-93023) (M1 Restricted Industrial Zone)
- East - Kipling Avenue; Meeting House Road, existing residential (R3 Residential Zone)
- West - CP Rail line; industrial (M2 General Industrial Zone)

Public Hearing

On March 31, 2001, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Kipling Ratepayers Association and West Woodbridge Homeowner’s Association. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report of April 23, 2001, and to forward a technical report to a future Committee meeting was ratified by Council on April 30, 2001.

Official Plan

The subject lands are designated “Medium Density Residential” by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor Plan), which permits a range of housing types on the subject lands including small lot single detached units, semi-detached units, quadraplex, street townhouses, block townhouses and other building forms not exceeding the permitted densities. The Official Plan requires that the housing type and built form directly abutting Kipling Avenue shall be single-detached dwellings complementary with the existing neighbourhood along Kipling Avenue, with a transition of medium density housing forms to be located to the west, behind the single-detached homes.

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The proposal yields a density of 33.5 uph which is based on the site area plus one-half of the area of a boundary road 0.4175 ha, and is within the maximum density of 35 uph permitted by the Official Plan. The proposed development conforms to the Official Plan.

Zoning

The subject lands are zoned R3 Residential Zone by By-law 1-88, which does not permit the proposed townhouse and apartment units. A Zoning By-law amendment is required to rezone the subject lands from R3 Residential Zone to RM2 Multiple Residential Zone to permit the proposed development. The following zoning exceptions to the RM2 Multiple Residential Zone are required to implement the proposed site plan:

- permit a maximum of 14 residential dwelling units comprising 11 block townhouse units, and 3 apartment units in the heritage home (8204 Kipling Avenue) to meet the maximum density in the Official Plan;
- require a minimum parking space size of 2.7m x 5.8m located in the driveway of the townhouse units, whereas the minimum stall depth is 6.0m;
- permit a minimum landscape strip width around the parking area for the heritage home of less than 3m, whereas the by-law requires a minimum landscape strip of 3m;
- require a minimum distance of 7m from the nearest driveway to an intersection of streets whereas the by-law requires 15m;
- require a minimum lot frontage of 25m to address an existing situation, whereas the by-law requires 30m; and
- require a minimum setback between the garage and the lot line of 5.8m, whereas 6.4m is required.

Any other necessary zoning exceptions required to implement the final site development will be included in the implementing by-law. Staff are satisfied that the above-noted exceptions will facilitate an appropriate site development.

Neighbourhood Land Use Context

The surrounding area including the Kipling Avenue Neighbourhood Plan area consists mainly of detached residential dwellings along the east and west sides of Kipling Avenue, and to the north in the Gordon Avenue subdivision. The lands south of the subject land is currently vacant, and there are several pockets of industrial development that still remain, the largest being Woodbridge Foam located to the west across the CP tracks. This neighbourhood is undergoing a transition with residential redevelopment and intensification as evidenced by current development applications. The buildings along Kipling Avenue are generally older housing stock, converted businesses and/or professional office uses.

Kipling Avenue Neighbourhood Plan

In 1998, Council approved a Neighbourhood Development Plan as shown on Attachment #6 for an approximate land area of 3.33ha bounded by Kipling Avenue to the east, south of the residential detached dwellings on Gordon Drive to the north, and the CP Rail line to the west and south, in Lots 8 and 9, Concession 8. The plan was developed to co-ordinate and guide development for the area with respect to density, road patterns and compatible built form. The applicant, O. Morelli Homes Inc. was one of the original participants and assisted in the development of the final Neighbourhood Plan.

The proposed medium density development in this application varies somewhat from the approved Neighbourhood Plan, but maintains a similar built form, density and land use. The road

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pattern has been modified, however it provides for connection with future development to the north. The current site plan design will provide the necessary fire route and emergency and service vehicle movements. The Neighbourhood Plan provides a framework for development in this area, however minor variations are acceptable, provided the densities, built form and land uses maintain the intent of the plan. The proposed site plan conforms to the Neighbourhood Plan.

Site Design

The subject property is currently developed with one heritage residential dwelling known municipally as 8204 Kipling Avenue and accessory buildings, the latter to be demolished. The property fronts onto Kipling Avenue and backs onto the CP rail line. All existing and proposed buildings are setback 30m from the railway right-of way as required by CP Rail. Eleven 3- storey townhouse units are proposed west of the heritage dwelling, served by a 6m wide private driveway from Kipling Avenue which terminates at the west limit of the site into a hammer head design with 4-visitor parking space. The visitor parking area, and landscape amenity area are located within the 30m right-of-way. The final site plan must be approved to the satisfaction for the Development Planning Department.

Parking

The development proposes 28 parking spaces, including one parking space for the physically challenged. Based on the parking standards of By-law 1-88, the development requires 25 parking spaces calculated as follows:

14 residential units @ 1.75 parking spaces/unit (includes 0.25 spaces visitor) = 25 spaces

The proposal meets the minimum parking requirements for the overall site. The site proposes two parking spaces for each townhouse unit (ie. one each in garage and drive way), two spaces for the apartment units, and four visitor parking spaces. With regard to the two parking spaces proposed for the 3 apartment units located in the Heritage house, Staff recommends that additional parking for this dwelling be provided or conversely that the number of units proposed in the Heritage house be reduced. The applicant has indicated that the home was purchased in its current form, as a multi-unit building, but has seldom been occupied by three families. The zoning amendment application would recognize and legalize the existing situation. However, the applicant has recently submitted two parking scenarios that provides for 3 parking spaces for the 3 units in the Heritage house. The Engineering Department is reviewing each option at this point in time. Prior to the enactment of the zoning by-law and execution of the site plan agreement, this issue must be resolved to the satisfaction of the City.

Access

The main access to the development is provided by a 6m wide private road designed with a hammerhead at the westerly end, which has the potential to extend and connect to future development on lands to the north. The road does not align directly opposite with Meeting House Road (formerly Church Street) on the east side of Kipling Avenue. The Engineering Department has indicated that the preferred road design would be to re-align the 6m road with Meeting House Road to the east. However, given that a historic building is located directly opposite Meeting House Road, a direct alignment is not possible. Therefore, based on the building location and generally low traffic volumes split between the two access points that are identified to serve the

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Kipling Avenue Neighbourhood Plan, Engineering Staff consider the access location to be acceptable. In addition, the existing driveway serving the Historic home on Kipling Avenue will be relocated to the private roadway, which is acceptable to Engineering Staff. The private road also serves as the main fire route and therefore, on-street parking will be prohibited. Garbage pick-up and snow removal will be privately administered, and the hammerhead road design will facilitate the appropriate truck movement and turn-around radius.

The Engineering Department has identified that a road widening will be required along Kipling Avenue, and that upon site plan approval, the applicant will be required to make satisfactory arrangements with the City to prepare and pay for registration of a reference plan for the conveyance of the road widening to the satisfaction of the Engineering Department

Street Name

The applicant has requested that the private road serving this development be named “Sandro Morelli Way”. The City and the Region of York have no objection to the use of this street name. A condition to this effect will be included in the Site Plan Agreement.

Elevations

The site will be developed with three separate townhouse blocks (A, B and C) and a separate block for the existing heritage home abutting Kipling Avenue. The elevations for the townhouse blocks are shown on Attachments #4 and #5 and are similar in appearance and construction, with brick being the main construction material interrupted by glazing in the form of windows and balcony type doors. Decorative gable dormers with gothic window inserts are provided within the roofline to add to the architectural treatment. The colour scheme and final details have not been determined at this time, however Development Planning Staff will ensure that the final elevations are sympathetic to the existing Heritage Home (8204 Kipling Avenue) and conform to the approved Urban Design Guidelines for the Kipling Avenue Neighbourhood Plan area. The final building elevations must be approved to the satisfaction of the Development Planning Department, in consultation with the Cultural Services Division.

Landscaping

The landscape plan proposes a mix of deciduous and coniferous trees and shrubs, including typical street landscaping in front of each townhouse dwelling, at the rear of the development, and along the proposed berm adjacent to the railway track, which includes a mix of Colorado Spruce, Michigan Maple and White Pine Trees. The westerly end of the site has been landscaped to resemble a small parkette, which can serve as an amenity area for the residents. The introduction of bench seating and additional planting would enhance the park-like feel and serve as additional buffering from the railway track. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

Servicing

The site will be developed on municipal services, including hydro, water and sanitary and storm sewers. The final site servicing and grading plan, and stormwater management report must be approved to the satisfaction of the Engineering Department.

The Engineering Department has confirmed that water and sanitary sewage capacity is available and that it be allocated in conjunction with site plan approval.

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Environmental Report (Phase One)

The Phase One report prepared by Bruce Brown Associates in 1998, was approved by the City's peer reviewer and found to be acceptable for residential development. No additional reports are required.

Noise

The noise study prepared by SS. Wilson dated January 11, 2005, has been reviewed and accepted by the Engineering Department. The recommendations of the noise study will be included and implemented through the Site Plan Agreement.

Developers Group Agreement

Given the number of landowners within the development area and the potential for development overlap it is appropriate for all landowners to enter into a Developers Group Agreement. The agreement must deal with, but not be limited to, cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services, to address issues within the Neighbourhood Plan. As new development occurs, the owners are encouraged to join the privately administered Developers Group Agreement.

Relationship to Vaughan Vision

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly "A-5" "Plan and manage Growth".

Conclusion

The Zoning By-Law Amendment and Site Development applications have been reviewed in accordance with the policies of OPA #356 (Kipling Avenue Corridor Plan), the standards in By-law 1-88, the approved Kipling Avenue Neighbourhood Plan, and the area context. The applicant is proposing a development, which would maintain the existing residential heritage house in its' current condition to facilitate 3 apartment units, and also permit 11 block townhouse units served by a private road. The proposed uses conform to the Official Plan and Zoning By-law, and Staff are satisfied that the development will be compatible within the surrounding land uses, and will allow future connection of the private road northward when the adjacent property develops.

In light of the above, Staff can support the approval of the Zoning By-law Amendment and Site Development applications, to rezone the subject lands from R3 Residential Zone to RM2 Multiple Residential Zone, and to permit the construction of the proposed residential development, subject to the conditions identified in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevation Plan (Blocks A and B)
5. Elevation Plan (Block C)
6. Kipling Avenue Neighbourhood Plan

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Report prepared by:

Eugene Fera, Planner, ext. 8064

Mauro Peverini, Senior Planner, ext. 8212

Grant Uyeyama, Manager of Development Planning, 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.)

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Item 43, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

43

PROCLAMATION REQUEST – PRIDE WEEK

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated June 8, 2005:

Recommendation

The City Clerk recommends:

- 1) That the Week of June 20–26, 2005 be proclaimed PRIDE Week; and
- 2) That the proclamation be posted on the City's website, published on the City Page space permitting and that staff issue a news release.

Economic Impact

None

Purpose

To respond to a request received from Kevin McBean, Chairperson, PRIDE York Region and Tanya Shute, Executive Director, Krasman Centre, dated May 2, 2005 and an email received on May 31, 2005.

Background - Analysis and Options

A request has been received from the Chairperson, Pride York Region and the Executive Director, Krasman Centre to proclaim June 20–26, 2005 as PRIDE Week (Attachments #1 and #2). The Krasman Centre is a psychiatric consumer/survivor drop-in resource centre in Richmond Hill and offers services including peer-based supportive counseling and a home base and meeting place for self-help groups. The Krasman Centre meets Council's requirements respecting the issuance of proclamations in that it is a registered charity under the Income Tax Act (Attachment #3). PRIDE York Region itself does not meet Council's criteria to have the proclamation issued as it is not a registered charitable organization consequently the request is being submitted by Krasman Centre. In 2004, Council proclaimed June 13-19, 2004 as PRIDE Week granting a request submitted by PFLAG, Parents, Families and Friends of Lesbians and Gays, a PRIDE support group and a registered charity.

Relationship to Vaughan Vision 2007

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

Conclusion

It is being recommended that June 20-26, 2005 be proclaimed PRIDE Week, that the proclamation be posted on the City's website, published on the City Page, space permitting, and that staff issue a news release.

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Attachments

- Attachment #1 – Letter from Kevin McBean, Chairperson, PRIDE York Region and Tanya Shute, Executive Director, Krasman Centre, dated May 2, 2005.
- Attachment #2 – Email from Kevin McBean, Chairperson, PRIDE York Region, dated May 31, 2005
- Attachment #3 – Web Page – Krasman Centre

Report prepared by:

John D. Leach

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 44, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

44

**SPECIAL OCCASION PERMIT REQUEST
COMMUNITY EVENT – INTERNATIONAL DANCE FESTIVAL
JULY 30, 31, AUGUST 1, 2005**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated June 8, 2005:

Recommendation

The City Clerk recommends:

That for liquor licensing purposes, the International Drama Festival, to be held on July 30, July 31 and August 1, 2005 at the City Playhouse Theatre at 1000 Westminster Drive, be declared an event of municipal and/or community significance; and

That the Alcohol and Gaming Commission be advised that the municipality has no objection to the event taking place.

Economic Impact

None

Purpose

To respond to the request of Mr. Sujoy Kanungo, President, Sringar and organizer of the 5th Annual International Drama Festival (Attachment No. 1).

Background - Analysis and Options

Mr. Sujoy Kanungo, President, Sringar has requested that the City of Vaughan recognize the 5th Annual International Drama Festival as a community festival of Vaughan for the purposes of obtaining a liquor license at a reduced rate.

The event is being held July 30, 32 and August 1, 2005 at the City Playhouse Theatre and will attract guests from Canada and the United States. The organization will be obtaining a liquor license from the LCBO for the event. The City Playhouse is not licensed to serve liquor and renters using the facility apply for their own liquor license. Most recently the event was held at the City Playhouse Theatre on July 30, 31 and August 1, 2004. At that time Council passed a resolution declaring the event to be one of municipal and/or community significance.

The event is organized by the Indo-Canada Overseas Broadcasting Corporation and is a non-profit organization based in Toronto. In the past the event has been held in Toronto and the City of Toronto recognized the event as a community event which is required in order to be able to apply for a liquor license.

The Alcohol and Gaming Commission of Ontario (AGCO) issues various types of special occasion permits depending on the type of event and the nature of the organization sponsoring the event. In this case, the AGCO requires a resolution from the Council of the municipality declaring the event to be of municipal and/or community significance and that there is no objection to the event being held.

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Relationship to Vaughan Vision 2007

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

Conclusion

The annual International Drama Festival is an event of municipal/community significance that has been held for the past four years. This year it will be held in the City of Vaughan at the City Playhouse Theatre, 1000 Westminster Drive. As the City of Vaughan Council has passed a resolution last year recognizing this event for liquor licensing purposes, it would be appropriate for Council to pass a similar resolution as contained in the staff recommendation.

Attachments

Attachment No. 1 - Correspondence from Sujoy Kanuno, President - Sringer, dated May 20, 2005

Report prepared by:

John D. Leach

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

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Item 45, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

45

**VELLORE WOODS
PROPOSED ALL-WAY STOP CONTROL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated June 8, 2005:

Recommendation

Councillor Peter Meffe recommends:

THAT all-way stop controls be installed at the following intersections:

1. Ashberry Boulevard and Starling Boulevard;
2. Ashberry Boulevard and Fox Hound Crescent and Wheatfield Drive;
3. Vellore Woods and Wildberry Crescent;
4. Vellore Woods Boulevard and Bucksaw Drive; and
5. Vellore Woods Boulevard and Timerland Drive

AND THAT Staff establish a Neighbourhood Traffic Control Committee to convene in the fall of 2005 to further review traffic issues in Vellore Woods.

Purpose

To reduce speed and improve traffic safety in the Vellore Woods area.

Background - Analysis and Options

The Vellore Woods Ratepayers together with a number of residents met at my office with regards to speeding and accident concerns in the Vellore Woods area. Currently there are stop signs located along Vellore Woods Boulevard at Johncrest Way, Hawkview Boulevard and Ashberry Boulevard which is an almost two kilometre distance. As well currently there are no stop signs located along Ashberry Boulevard which is the main east-west roadway. As this subdivision is now built out installation and review of traffic control measures is appropriate.

Relationship to Vaughan Vision 2007

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

Conclusion

The installation of these all-way stop controls will improve community safety and control speeding vehicles.

Attachments

Map indicating proposed all way stop control locations.

Report prepared by:

Councillor Peter Meffe

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

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Item 46, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

46 STREET NAME APPROVAL BLOCK 12 COMMUNITY PLAN

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 8, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT the following street names for the Block 12 Plan BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Alex Black Street
Street 'B'	Allison Ann Way
Street 'C'	Alysha Way
Street 'D'	Bigioni Lane
Street 'E'	Danielbram Drive
Street 'F'	DiMarino Drive
Street 'G'	Donzi Lane
Street 'I'	Eagles Landing Road
Street 'J'	Ferretti Street
Street 'K'	Giordano Way
Street 'L'	Gladue Street
Street 'M'	Glenheron Crescent
Street 'N'	Goldenview Court
Street 'O'	Heintzman Crescent
Street 'P'	Israel Zilber Drive
Street 'Q'	Janessa Court
Street 'R'	Lady Andrea Lane
Street 'S'	Lady Angela Lane
Street 'T'	Lady Dolores Avenue
Street 'U'	Lady Fenyrose Avenue
Street 'V'	Lady Jessica Drive
Street 'W'	Lady Karen Crescent
Street 'X'	Lady Loretta Lane
Street 'Y'	Lady Nadia Drive
Street 'Z'	Lady Tiara Crescent
Street 'AA'	Lady Valentina Avenue
Street 'AB'	Lady Veronica Lane
Street 'AC'	Little Ashley Lane
Street 'AD'	Little Celeste Court
Street 'AE'	Little Hannah Lane
Street 'AF'	Little Marco Court
Street 'AG'	Little Natalie Court
Street 'AH'	Tedesco Court
Street 'AI'	Midvale Heights
Street 'AJ'	Nancy Court
Street 'AK'	Pisani Street

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Street 'AL'	Priolo Court
Street 'AM'	Queen Filomena Avenue
Street 'AN'	Robert Green Crescent
Street 'AO'	Schipper Court
Street 'AP'	Sir Benson Drive
Street 'AQ'	Sir Angelo Way
Street 'AR'	Woodville Drive
Street 'AS'	Sir Francesco Street
Street 'AT'	Sir Giancarlo Court
Street 'AU'	Sir Modesto Court
Street 'AV'	Sir Stefano Avenue
Street 'AW'	Sir Stevens Drive
Street 'AX'	Sofia Olivia Crescent
Street 'AY'	Sweet Alexandra Court
Street 'AZ'	Sweet Anna Court
Street 'BA'	Sweet Emily Court
Street 'BB'	Sweet Valeri Court
Street 'BC'	Tami Court
Street 'BE'	Torah Gate
Street 'BF'	Torvista Lane
Street 'BG'	Vanda Drive
Street 'BH'	Via Romano Boulevard
Street 'BI'	William Bowes Boulevard
Street 'BJ'	Yemina Gate
Street 'BK'	Zoran Lane

Economic Impact

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

Background

The Block 12 Community is bounded by Dufferin Street to the west, Major Mackenzie Drive to the south, Bathurst Street to the east and Teston Road to the north.

The Block Plan shown on Attachment #1 was approved by Council on September 22, 2003. Planning staff has reviewed the proposed street names with Vaughan Fire and there were no concerns regarding the names. The Planning Department for the Region of York does not have any objections to the proposed names.

Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', 'Plan and Manage Growth'.

Conclusion

Staff has no objection with the proposed street names for the Block 12 Community Plan.

Attachments

1. Block 12 Community Plan

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 46, CW Report No. 39 – Page 3

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209

/LG

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 47, Report No. 39, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 15, 2005, as follows:

By approving that June 25, 2005, be proclaimed as "Rotary Day" and the proclamation be posted on the City's website, published on the City Page, space permitting, and that staff issue a news release; and

By receiving the memorandum from the City Clerk, dated June 15, 2005.

47

**DEPUTATION – MR. JACK MAYNARD
WITH RESPECT TO ROTARY DAY**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Jack Maynard, Rotary Club of Woodbridge, 33 Thistlewood Avenue, Suite 202, Woodbridge, L4L 8V8 and two written submissions, be received;
- 2) That the Clerk be directed to initiate the process to consider the proclamation of June 25, 2005 as Rotary Day in the City of Vaughan; and
- 3) That the proclamation be posted on the City's website, published on the City Page space permitting and that staff issue a news release.

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Item 48, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

48

**DEPUTATION – MR. LUCIANO BONGIORNO
WITH RESPECT TO AMALFI COURT**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Luciano Bongiorno, 19 Amalfi Court, Woodbridge, L4L 9S2, and written submission dated May 25, 2005, be received; and**
- 2) That staff be directed to report on the issues raised respecting the 7.5 meter roadway including the provisions of the agreement signed at the time of development and the cost of an additional person on snow and waste removal vehicles.**

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Item 49, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

49

**NEW BUSINESS – FLAGS AT HALF-MAST
IN RECOGNITION OF THE 20th ANNIVERSARY OF THE AIR INDIA DISASTER**

The Committee of the Whole recommends that the City's flags be lowered to half-mast on June 23, 2005 in recognition of the 20th Anniversary of the Air India Disaster.

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 50, Report No. 39, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 15, 2005, as follows:

By approving that the southerly section of sidewalk between 49 and 173 Orr Avenue be demolished at the expense of the developer and/or property owners, and landscaping installed to municipal standards, subject to written consent by all affected property owners; and

By receiving the additional report of the Commissioner of Engineering and Public Works, dated June 15, 2005.



50

**NEW BUSINESS – REQUEST TO DELETE THE
SIDEWALK ON VILLAGE GREEN DRIVE**

The Committee of the Whole recommends that staff provide a report to the Council meeting of June 15, 2005 with respect to the deletion of the remaining sidewalk on the south side of Village Green Drive.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 15, 2005

Item 51, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 15, 2005.

51

**NEW BUSINESS – TORONTO AND REGION 2005
6th ANNUAL SMOG SUMMIT**

The Committee of the Whole recommends that the resolutions adopted at the 6th Annual Clean Air Summit on June 8, 2005, be received.

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